City of La Habra

GENERAL PLAN

City Of La Habra General Plan 2035

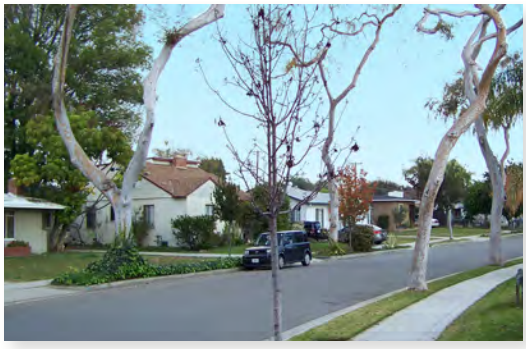
Adopted, January 21, 2014 (Amended, January 16, 2024)





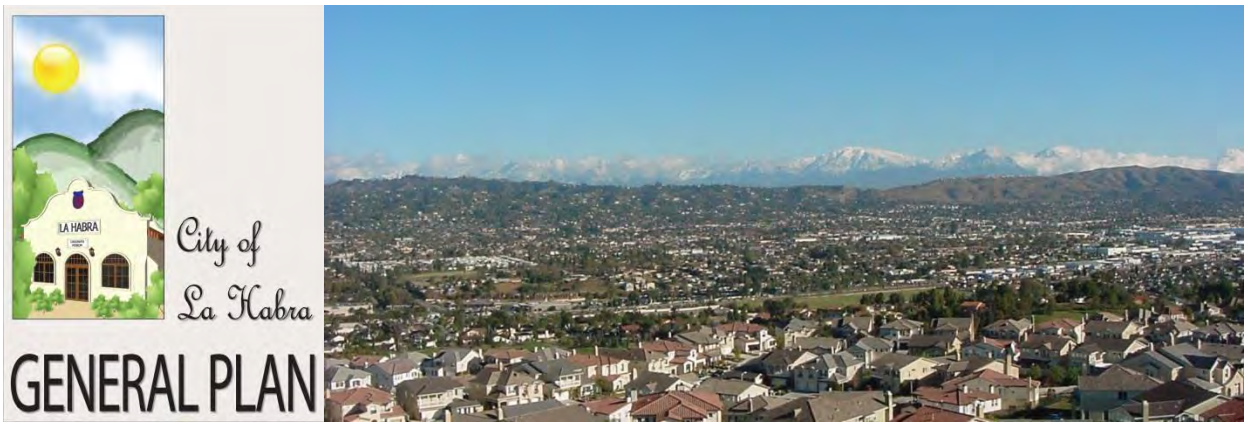












City of La Habra **GENERAL PLAN 2035**

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ABBREVIATIONS AND ACRONYMS

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

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

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

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

Chapter 1 INTRODUCTION

A. Preamble: Vision for La Habra 2035

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

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

Vision Statement

The vision for the City of La Habra over the next 25 years is to assure the retention of the community character that has developed over the past decades (i.e., a caring community, population diversity, historic heritage, and secure neighborhoods), while placing significant focus and prioritization on the future reinvestment and revitalization of our commercial corridors, community facilities and parks, infrastructure, residential neighborhoods, and schools.

1. WHO WE ARE: OUR COMMUNITY

a. La Habra is a community where we know and care for our neighbors, actively participate in events, shop at our local businesses, have a built environment of low rise buildings, and walk to our parks, schools, and business districts.

b. We distinguish La Habra as a special place apart from the undifferentiated sprawl of Southern California by this character.

c. We celebrate the history and culture that uniquely define La Habra.

d. We support the energy, enthusiasm, and activities of our residents reaching out to help our neighbors.

e. We value our natural environmental setting as a community set in a valley framed by hillsides and distinguished by extensive tree canopies and landscaping.

f. Our community provides a diversity of uses, lifestyle choices, and amenities that provide an environment attractive and supportive for lifelong living for all residents.

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





2. HOW WE WILL GROW AND DEVELOP

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

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

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

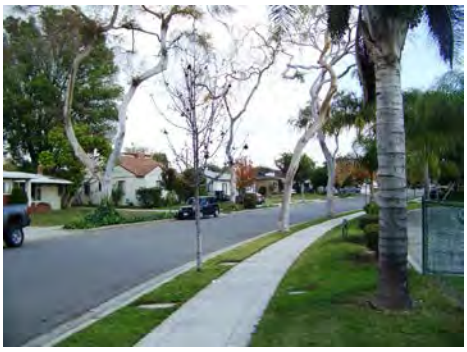
Yes, La Habra will grow, but it will be sensitive integrated to retaining the characteristics and qualities that distinguish the City and it will be more environmentally, economically, and socially sustainable





3. OUR RESIDENTIAL NEIGHBORHOODS

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





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

4. OUR BUSINESSES AND ECONOMY

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

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

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

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

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





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

5. OUR COMMUNITY FACILITIES

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

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

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

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





6. OUR INFRASTRUCTURE

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

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

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

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

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

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

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

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





7. OUR NATURAL ENVIRONMENT

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

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



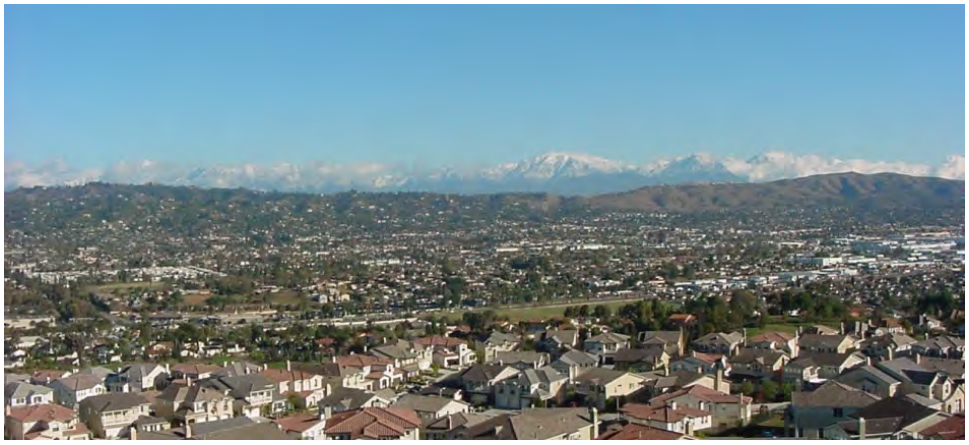


La Habra's hillsides and natural open spaces will be preserved, while residents will be protected from nature's and man-induced hazards

B. Background

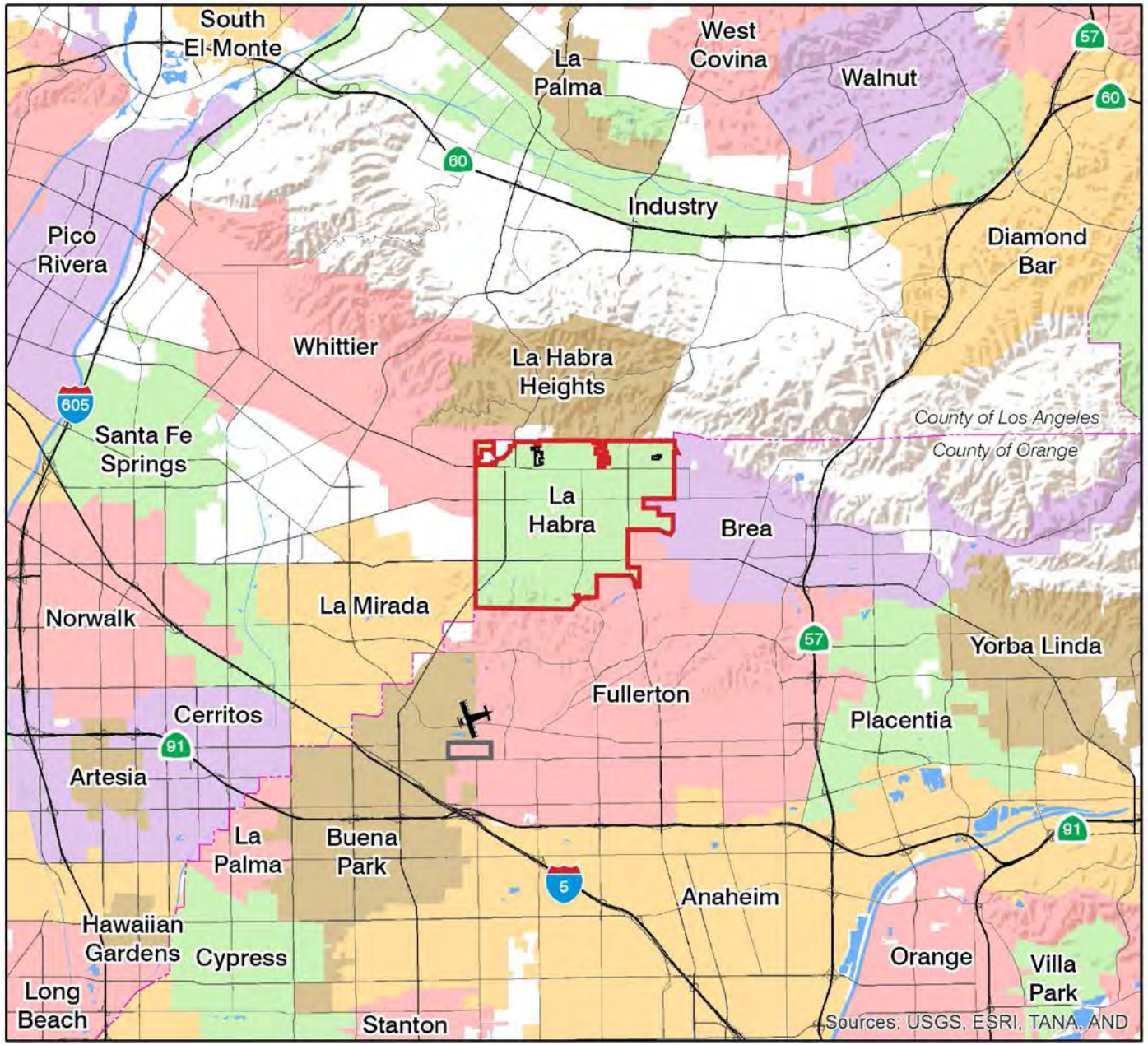
City Context

The City of La Habra is located in the northwest corner of Orange County situated within the La Habra Basin between the Puente Hills on the north and the Coyote Hills on the south. The City borders the Orange-Los Angeles County line and is immediately adjacent to the Los Angeles County cities of Whittier, La Habra Heights, and La Mirada on the west and north; and the Orange County cities of Brea and Fullerton on the east and south. La Habra's regional location is reflected on Figure1-1 (Regional Location).



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

The topography of La Habra is characterized as a valley, with gentle rolling terrain and hillsides in the northern and southern portions of the City. "La Habra," which in Spanish means "pass through the hills," refers to the Spanish Portola' Expedition of 1769, the La Habra Valley was known for its natural pass to the San Gabriel Mission near present day Fullerton Road. The most direct route between the San Gabriel Valley and La Habra became known as El Camino Real. At the time of Spanish contact, the area was home to the ethnographic Chumash, Gabrielino (Tongva), Luiseño, Juaneño, and Kumeyaay. La Habra, located approximately 25 miles east from the Pacific Coast in the interior of Orange County, is most closely associated with the Gabrielino. The community was officially named "La Habra" in 1896, following the establishment of the



GENERAL PLAN

CITY of LA HABRA
General Plan Update

LA HABRA REGIONAL LOCATION

City Boundary

County Boundary

Fullerton Municipal Airport

Source: USGS, ESRI, TANA

Miles
0 3.0

Figure 1-1

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

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

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

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

In 2010, approximately 51 percent of La Habra's land area was developed with residential; nine percent commercial; six percent each for industrial, public uses, and open space and parklands; and 22 percent for public rights-of-way and other miscellaneous land uses. The City's residential neighborhoods contained 20,624 housing units, of which approximately 62 percent were single-family units, 35 percent were multi-family, and three percent were mobile homes. The unincorporated County islands areas within the planning area (refer to *Planning Area Context* below) are predominantly developed for single-family residential. A small area is developed for general commercial uses, located in the northwestern portion of the City within the Macy/Randall County Island along Whittier Boulevard. Nearly all of the more than 14,300 individual parcels within the City of La Habra have been developed with buildings, equipment, parking, and related property improvements. As a result, the opportunity to build on previously undeveloped property within the City is very limited.



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

Planning Issues and Strategic Opportunities

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

- The distribution and densities of land use necessitate automobile access and inhibit pedestrian activity and transit use, resulting in high rates of vehicle trips, energy consumption, pollution, greenhouse gas emissions, and noise and degradation of public health.
- La Habra lacks a clearly definable downtown that serves as the symbolic and functional "heart" of the City, providing a sense of community identity and activity
- Existing residential neighborhoods are an asset of the City of La Habra, many of which are aging and necessitate long-term maintenance and re-investment to maintain their character quality.
- Older residential neighborhoods, particularly those north of the downtown core and Civic Center, contain potential historic resources that could be threatened by infill and intensified development.

- With little or no vacant property, the development of new housing, retail, and businesses offering employment opportunities for La Habra's residents will necessitate the re-use, infill, and intensification of existing developed properties. Properties developed with under-performing uses in the marketplace, improvement to land value ratios of less than one, and expansive surface parking with minimal building coverage offer the greatest opportunities for transformation and new economic investment.
- Infill and intensified development poses a risk to La Habra's historic character unless it incorporates uses that are appropriately scaled and designed to assure compatibility and adequate transitions with adjoining residential neighborhoods, districts, and open spaces.
- The City contains a discontinuous network of greenways and open spaces linking neighborhoods and districts.
- Many parcels located along the City's arterials have insufficient depth and lot area to accommodate the type and scale of development with adequate parking and amenities that is demanded by the marketplace. Viable development of these parcels necessitates aggregation of multiple lots into larger development units.
- Many vacant retail buildings demonstrate a surplus of lands designated for commercial uses by the 2020 General Plan and the La Habra Municipal Code (Title 18 [Zoning]).
- Development proposals have been submitted to the City requesting land use densities and intensities that exceed those permitted by the General Plan and zoning ordinance.
- One example where such re-examination has occurred involves the City's 2008-2014 Housing Element update, which stipulated amendment of the General Plan and Zoning Ordinance to increase the maximum residential density from 23 to at least 30 dwellings units per acre in the R-4 zone and the La Habra Boulevard Specific Plan area.
- The Union Pacific Railroad Company has been reluctant in allowing a change of land use along the railroad right-of-way to uses such as parkland or for trails.
- A citywide transformation is not realistic or necessary for La Habra to grow. Rather, it is likely that growth and change will occur in the City within potential areas of change where conditions such as vacant parcels, underutilized buildings, large open parking lots, parcel consolidation, and economic obsolescence lend transformational qualities, but also include locational opportunities and challenges.
- La Habra does not exist in isolation and is part of a much larger economic region destined to experience substantial economic growth. According to the Southern California Association of Governments (SCAG), the total population of the five-county Southern California region is projected to increase by more than 4.6 million residents over the next 25 years (from roughly 20.0 million residents in 2010 to more than 24.0 million by 2035).

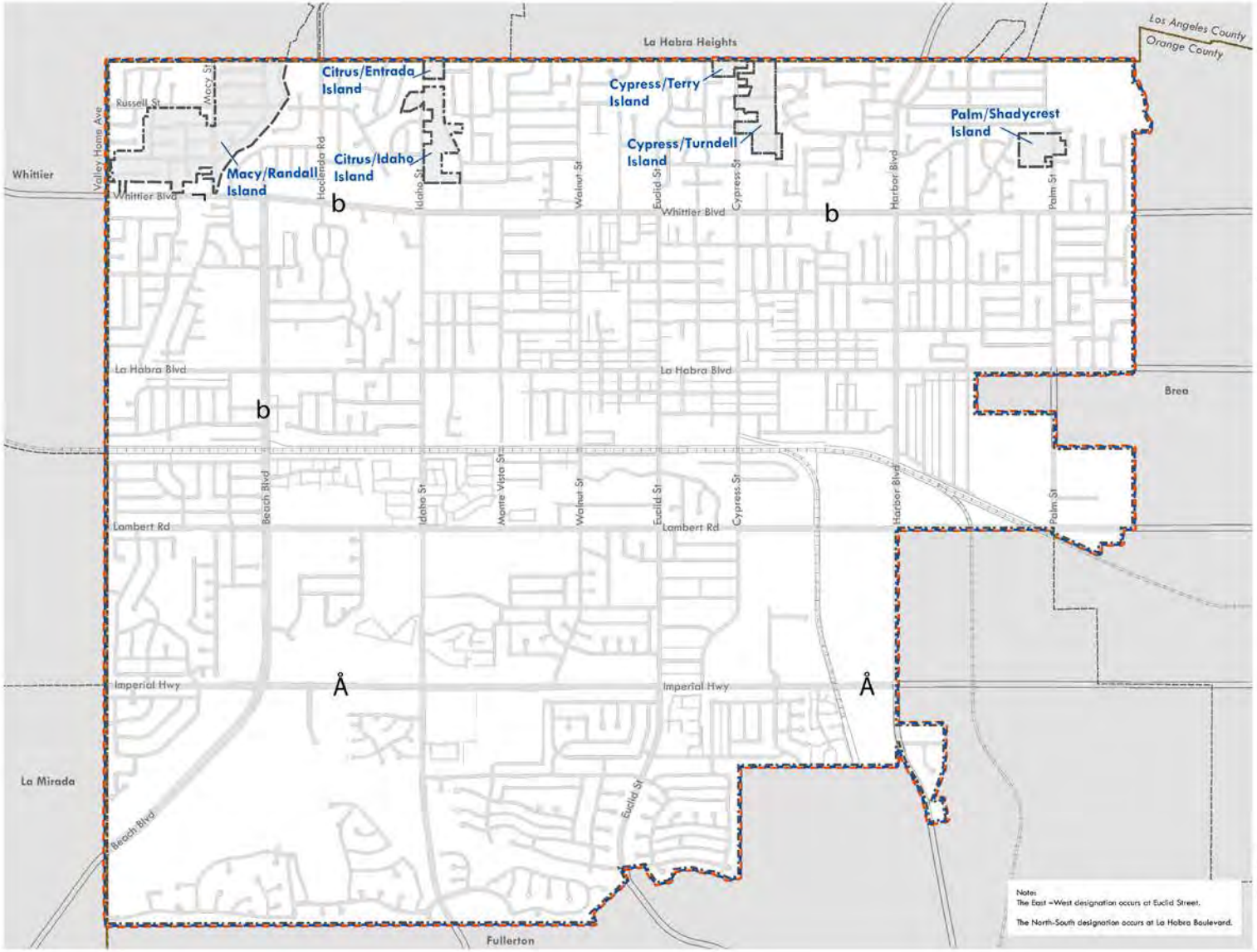
- Employment throughout the region is projected to increase by more than 1.6 million workers (from more than 6.0 million in 2010 to more than 7.7 million in 2035). Due to the relatively limited supply of undeveloped property in many Orange County communities such as La Habra, SCAG projections suggest Orange County will account for a limited share of total population growth (7.3 percent); however, the average size of households in Orange County is expected to increase from approximately 3.19 persons per household (2010) to 3.27 persons per household (2035) due to constraints on the supply of housing that can be built.
- Orange County is a jobs-rich economic region. Business and industry activity throughout Orange County currently hosts enough jobs to support the equivalent of 1.69 workers (including self-employed, family enterprise, and payroll workers) per Orange County household, compared to 1.37 workers per household in all of Southern California. The Orange County job base is projected to increase over the next 25 years to a ratio of 1.77 jobs per household despite a limited increase in new housing. The rise in jobs without a corresponding increase in housing indicates Orange County will experience a greater incidence of doubling up and inter-generational sharing of household living, as well as an increase in commuter congestion along freeways and arterial corridors.

Planning Area Context

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

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

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



City of La Habra

GENERAL PLAN

CITY of LA HABRA
General Plan Update

LA HABRA PLANNING AREA

Legend

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

Source: City of La Habra, January 2011
Date Revised: April 4, 2011
T:\GR\Planning_Area.mxd

Miles
0 0.125 0.25 0.5

Figure 1-2

General Plan Purpose

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

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

C. Process for Preparing General Plan 2035

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

The City of La Habra initiated its General Plan Update process in the fall of 2010. A comprehensive update of the La Habra 2020 General Plan was necessary to reflect current conditions and priorities, as well as to define the community's vision for development in La Habra through 2035. The City has continued to grow and evolve and much of the data, analyses, and policies in the 2020 General Plan are now outdated. In addition, a number of key state legislative mandates have been enacted since the current General Plan's adoption that must also be addressed. These include legislation related to climate change, transportation, housing, and public safety issues as follows:

1. **Assembly Bill 32,** the California Global Warming Solutions Act (2006), requires California to reduce statewide greenhouse gas emissions (GHG) to 1990 levels by 2020. The California Air Resources Board (ARB) approved the *Climate Change Scoping Plan* defining the primary strategies to achieve this goal statewide. As described in the *La Habra Climate Action Plan*, a companion to the La Habra General Plan 2035, transportation and urban development are the two primary sources of GHG emissions in the City. Based on the State Attorney General's interpretation of AB 32, local GHG reduction targets and strategies to achieve these must be addressed by the General Plan.

2. **Executive Order S-3-05** aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. In compliance, the Southern California Association of Governments (SCAG) has adopted a *Sustainable Communities Strategy*, which allocates land uses in its *Regional Plan*. These

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

3. **Senate Bill 97 (2007)** acknowledges that climate change is a prominent environmental issue that requires analysis under the California Environmental Quality Act (CEQA).

4. **Complete Streets Act of 2008** revised requirements for general plan circulation elements to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

5. **Senate Bill 812 (2010)** requires the analysis of the disabled to include an evaluation of the special housing needs of persons with developmental disabilities. This analysis asks jurisdictions to include an estimate of the number of persons with developmental disabilities, an assessment of the housing need, and a discussion of potential resources.

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

Step 1: Document Existing Conditions and Community Attitudes

The first step in updating a General Plan is to understand the existing conditions and current issues relative to the community's growth and development. This information was compiled into a Technical Background Report (TBR), published in May 2012, which was used as the basis for the formulation of the updated General Plan, Climate Action Plan (CAP), and preparation of the Program Environmental Impact Report (PEIR).

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

Step 2: Develop the Vision Statement

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

Step 3: Develop the Land Use Plan Diagram

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

Step 4: Develop Goals and Policies

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

Step 5: Prepare the Draft General Plan 2035

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

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

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

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

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

D. Public Involvement

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

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

General Plan Advisory Committee

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

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



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

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

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

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

Community Workshops

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

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

May 18, 2011: Planning Issues and Visions

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

September 21, 2011: Framework for Planning

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

September 13, 2012: Land Use Alternatives Review

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



March 27, 2013: Housing Element Update

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

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

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







Community Telephone Survey

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

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

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

General Plan Update Website and Mailing List

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

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

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

City Council and Planning Commission Joint Study Sessions

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

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

July 18, 2011: Community Survey and Vision Statement

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

February 4, 2013: Land Use Recommendations

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

Environmental Issues Scoping Meeting

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

June 12, 2013: PEIR Public Scoping Meeting

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

Public Hearings

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

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

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

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

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

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

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

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

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

E. General Plan Organization

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

California law requires each local government to adopt a General Plan which must contain seven mandatory "elements" or chapters—land use, circulation, housing, conservation, open space, noise, and safety. These elements include a series of goals, policies, and implementation programs designed to achieve the community's vision, described as follows:

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

A General Plan may also include optional or permissive elements that address specific topics of local concern. Once adopted, these "optional" elements are as legally binding as a mandatory element.

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

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

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

Table 1-1 Elements of the General Plan

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

Table 1-1 Elements of the General Plan

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

Table 1-1 Elements of the General Plan

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

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

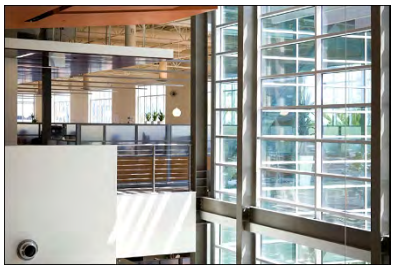
The 2035 General Plan's goals, policies, and implementation programs are framed by three overarching themes based on values expressed in the Vision Statement and consideration of State legislation

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

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

Developing a Sustainable Future

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



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



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



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



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

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

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

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

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

Reducing Greenhouse Gas Emissions

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

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

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



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

Maintaining a Healthy Community

The California Planning Roundtable[1] defines "A healthy community as one that meets the basic needs of all residents, ensures a safe and sustainable environment, provides for economic and social vitality, fosters efficient development patterns and includes a systematic approach with robust public engagement. Vibrant, livable communities provide opportunities to thrive economically, environmentally and culturally, but must begin with health."

Recognized contributing factors to maintaining a healthy community include:

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







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

[1] http://www.cproundtable.org/

- Habitat conservation and renewal

- Economic and Social Vitality
  - Living wage, safe and healthy job opportunities to support individuals and families
  - Strong, adaptable economy supportive of innovation and entrepreneurial spirit
  - Support and investment in the healthy development of children and adolescents
  - Access to high quality, affordable education from preschool through college and including vocational opportunities
  - Robust social and civic engagement
  - Access to opportunities to thrive regardless of income, race, ethnicity, gender, or disability
  - Equitable access to opportunities for physical, mental and spiritual well-being and development

- Efficient Development Patterns
  - Sufficient affordable housing development in appropriate locations
  - Built environment that supports walking and biking
  - Multimodal, affordable transportation choices
  - Infill and compact development appropriate to setting (urban and rural)
  - Conservation and restoration of open space and preserve agricultural lands

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

G. How to Use the General Plan

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

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

Residents, Businesses, Developers, and Decision Makers

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

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

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

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

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

Goals and Policies Readers' Guide

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

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

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

SECTION HEADER
Identifies the part or element and section name on every

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

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

POLICIES
Each policy is associated with a specific goal.

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

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

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



LAND USE (LU)

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

URBAN FORM

GOAL LU 3

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

Policies

LU 3.1 Sustainable Development Pattern. Provide for an overall pattern of land uses that promotes efficient development; reduces pollution, automobile dependence, and greenhouse gas emissions and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

LU 3.2 Uses to Meet Daily Needs. Encourage uses that meet daily needs such as grocery stores, local-serving restaurants, and other businesses and activities within walking distance of residences to reduce the frequency and length of vehicle trips.

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

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

LU 3.4 Concentrated Nodes on Arterial Corridors. Facilitate the redevelopment of the City's auto-oriented commercial corridors (particularly, Whittier Boulevard and La Habra Boulevard) by clustering higher density, pedestrian-oriented mixed uses on larger parcels at key intersections, while re-using intervening parcels for housing mixed with neighborhood-oriented commercial services.

City of La Habra General Plan 2-17

NOTES, CROSS REFERENCES, AND CAPTIONS
Provides additional discussion of photographs and diagrams and references to other areas of the General Plan where similar information can

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

Implementation Programs Readers' Guide

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

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

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

H. Related Documents

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

TABLE NUMBER AND NAME
Each section begins with a new table number and section name.

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

SUPPORTING POLICY(IES)
Identifies which policy(ies) the implementation program supports.

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

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

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

Lastly, a Climate Action Plan (CAP) has been prepared, and is included as an appendix to the PEIR, that responds to state legislation addressing climate change, including Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 375 (Chapter 728, Steinberg, Statutes of 2008).

I. Implementing and Amending the General Plan

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

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

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Chapter 2 COMMUNITY DEVELOPMENT

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

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





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

The policies build on the seeds of an historic downtown that never has effectively functioned as such and adds higher intensity commercial and office uses with new housing that offers a critical mass of residents in proximity and walking distance of these businesses and the center of civic governance and administration. Street

frontages will be animated with outdoor cafes, landscaping, and amenities that make them attractive places to walk and sit and enjoy the outdoors. They will function as an "outdoor living" room that becomes the centerpiece of community events and celebrations.









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

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

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




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

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




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

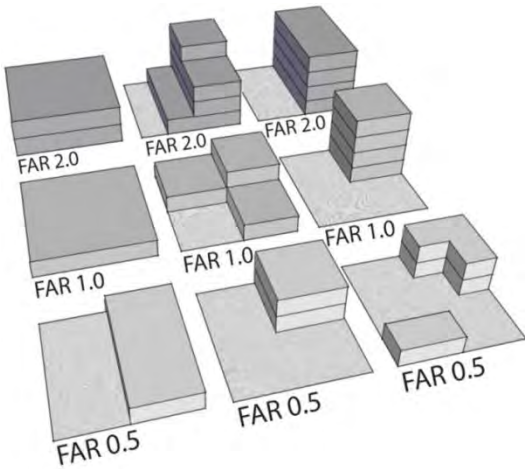
A. Land Use (LU)

Land Use Diagram

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

DEVELOPMENT STANDARDS

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



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



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

Standards of density for residential uses are stated as allowable dwelling units per net acre.

Standards for building intensity for non-residential uses such as commercial, industrial, and mixed-use development are stated as floor-area ratios (FARs). In the case of mixed-use developments that include residential uses, the FAR includes residential building square footage and the density range is not applicable.

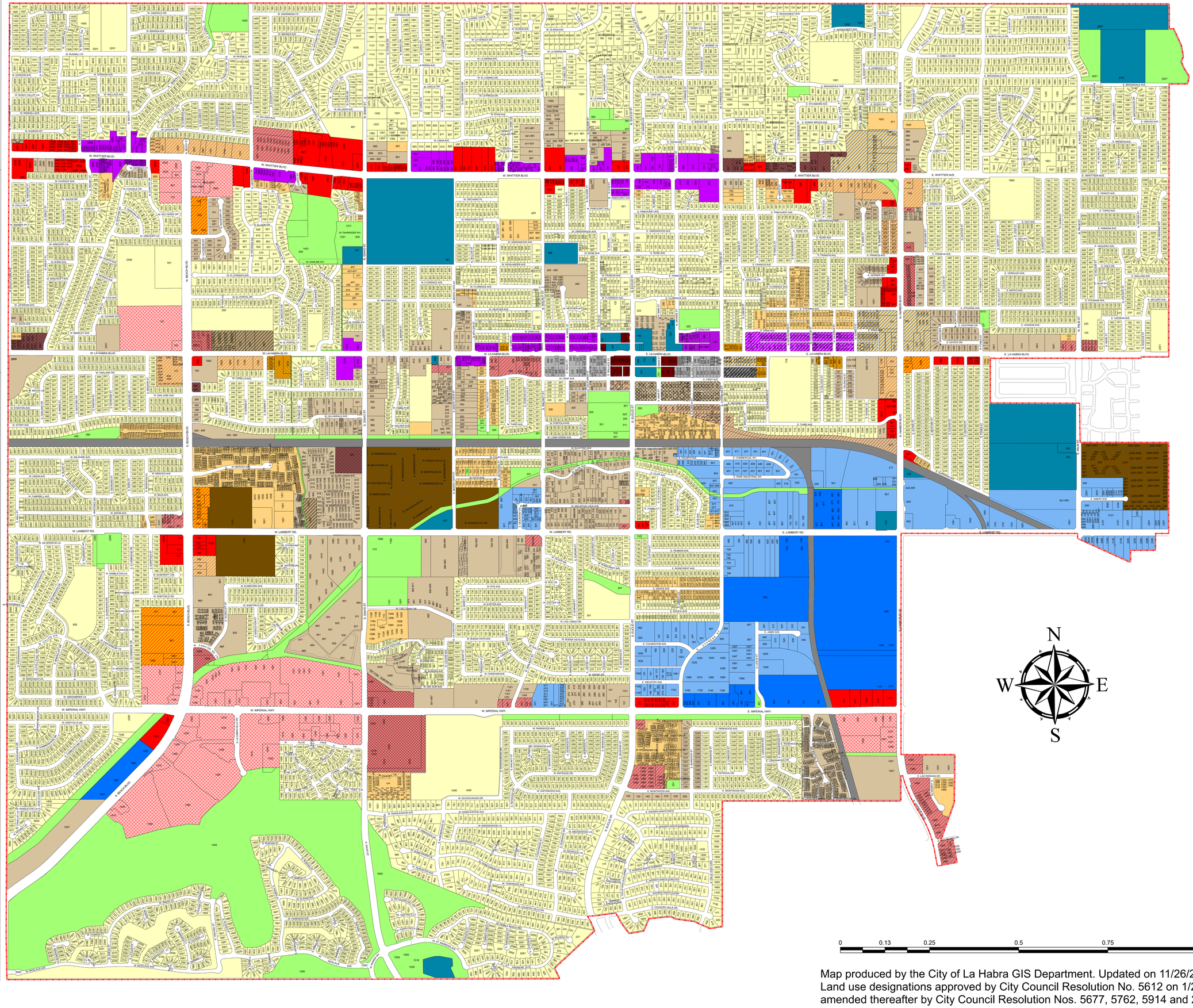
An FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total of a site excluding portions that cannot be developed (e.g., right-of-way, public parks, and so on). A site includes all contiguous parcels that will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

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

LAND USE CATEGORIES

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

OFFICIAL GENERAL PLAN 2035



GENERAL PLAN 2035

Land Use Designation

Residential

- Low Density (0-8 units/ac)
- Medium Density (9-14 units/ac)
- Residential Multi-Family 1 (15-24 units/ac)
- Residential Multi-Family 2 (25-30 units/ac)
- Residential Multi-Family 3 (31-36 units/ac)
- Residential Multi-Family High (37-50 units/ac)
- Mobile Home Park (8-13 units/ac)

Commercial

- Neighborhood Commercial (0.3 FAR)
- Community Shopping Center 1 (0.5 FAR)
- Community Shopping Center 2 (0.8 FAR)
- Commercial Highway (0.3 FAR)
- Commercial Professional/Office Priority (1.5 FAR)
- Professional Office (0.7 FAR)

Industrial

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

Mixed-Use

- Mixed-Use Center 1 (MU-1.5 FAR; Commercial 0.5 FAR; MF-1 15-24 units/ac)
- Mixed-Use Center 2 (MU-1.5 FAR; Commercial 0.5 FAR; MF-3 31-36 units/ac)
- Mixed-Use Center 3 (MU-1.5 FAR; Commercial 0.8 FAR; MF-H 37-50 units/ac)
- Central District Mixed-Use 1 *
- Central District Mixed-Use 2 **
- Corridor Mixed-Use 1 (Commercial 0.5 FAR-max 20% of block; MF-1 15-24 units/ac)
- Corridor Mixed-Use 2 (Commercial 0.5 FAR-max 20% of block; MF-3 31-36 units/ac)
- Corridor Mixed-Use 3 (Commercial 0.8 FAR; MF-3 31-36 units/ac)
- Transitional (0.40 FAR/up to 23 Families per acre)

Open Space

- Parks, Flood Channels

Public Facility

- Public Facility
- City Limits

N W E S

0 0.13 0.25 0.5 0.75 1 Mile

Map produced by the City of La Habra GIS Department. Updated on 11/26/2024.
Land use designations approved by City Council Resolution No. 5612 on 1/21/2014 & amended thereafter by City Council Resolution Nos. 5677, 5762, 5914 and 2024-01.

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Low Density Residential
Up to 8 dwelling units per acre

Generally characterized by single-unit residential development in a semi-rural setting and conventional single-unit residential developments constructed on lots generally ranging from 5,500 to 10,000 square feet. This designation is applied to the following single-unit residential zones: R-1a, R-1b, and R-1c.

Medium Density Residential
Up to 14 dwelling units per acre

Generally characterized by a variety of development types including small lots or zero lot line single-unit subdivisions, duplexes, and lower density multi-unit complexes. This designation is applied to the R-2 multi-unit zone.

Multi-Unit 1
Up to 15 dwelling units per acre in the R-3 zone or 24 dwelling units per acre in the R-4 zone

Generally characterized by small lots ranging between 1,800 – 3,000 square feet in size and commonly developed with apartment and condominium/townhouse units that house multiple dwelling units and provide for common recreational open space area. This designation is applied to the R-3 and R-4 multi-unit zones.



Multi-Unit Housing, Brea



Mission Viejo

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

Multi-Unit 2
Up to 30 dwelling units per acre

Generally characterized by apartment and condominium /townhouse units that house multiple dwelling units, provide for common recreational open space area, and may consist of buildings up to four stories. This designation is applied to the R-5 multi-unit zone.



Multi-Unit Housing, Irvine



Pasadena

Multi-Unit 3

Up to 36 dwelling units per acre

Generally characterized by apartment and condominium /townhouse units that house multiple dwelling units, provide for common recreational open space area, and may consist of buildings up to four stories. This designation is applied to the R-6 multi-family unit zone.



Multi-Unit Housing, Mission Viejo



Fullerton

Multi-Unit High

Up to 50 dwelling units per acre

Generally characterized by apartment and condominium /townhouse units that house multiple dwelling units, provide for common recreational open space area, and may consist of buildings up to five stories. This designation is applied to the R-7 multi-unit zone.



Multi-Unit Housing, La Habra



Pasadena

Mobile-home Park
Up to 13 dwelling units per acre

Generally characterized by typical detached single-unit residential mobile-home units. Minimum mobile-home park site is 5 acres to allow for common areas, landscape aesthetics, sufficient buffers, and recreational areas. This designation is applied to the MHP residential zone.

COMMERCIAL LAND USES

Neighborhood Commercial (0.30 FAR)

Characterized by commercial uses that serve the daily or frequent commercial needs of the residents in the immediate vicinity (e.g., convenience stores, grocery stores, drug stores, laundromat, beauty shops, and appliance repair).







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

Community Shopping Center (0.50 – 0.8 FAR)

Characterized by a variety of commercial uses serving the larger citywide area as well as the immediate surrounding communities. These centers typically have a principal outlet or anchor that includes a variety store, supermarket, or home improvement store and a range of food, convenience goods, and specialty retail/merchandise commercial uses.





Bella Terra, Huntington Beach *Victoria Gardens, Rancho Cucamonga*

Highway Commercial (0.30 FAR)

Characterized by commercial uses that need a large amount of land area and are primarily related to and dependent on the City's main arterials for patronage and access (e.g., auto sales and service, motels, restaurants, service stations, and equipment rental).

Professional Office (0.70 FAR)

Characterized by professional business office uses (e.g., private, realty, law, and medical offices).

Commercial Professional Office Priority (1.5 FAR)

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

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



Low Rise Professional Offices, Mountain View and Irvine Business Complex

MIXED-USE

All of the mixed-use land use categories are implemented by the MX Overlay zone.

Mixed-Use Center 1

Characterized by parcels developed exclusively for retail or office commercial, multi-unit residential, or for a mix of these uses distributed horizontally on the site or vertically in buildings with housing above ground level commercial uses. Site development or a specific plan shall be required for properties developed with a mix of uses, which shall demonstrate how the project meets the objectives for a unified, pedestrian-oriented "village character" as described in this Plan's policies. Permitted uses and densities/intensities may include:

- Community Shopping Center (Maximum FAR 0.5)
- Multi-Unit Residential: (Maximum density: Up to 24 dwelling units per acre)
- Mixed-Use Projects (Maximum FAR:1.5)



Community Shopping Center, Calabasas



Multi-Unit Residential, Brea



Mixed-Use Building, Fullerton

Mixed-Use Center 2

Characterized by parcels developed for uses as described for *Mixed-Use Center 1*; however, with a permitted higher residential density than the Mixed-Use Center 1. Permitted uses and densities/intensities may include:

- Community Shopping Center (Maximum FAR: 1.5)
- Multi-Unit Residential (Maximum density: 36 dwelling units per acre)
- Mixed-Use Buildings (Maximum FAR: 1.5)



Community Shopping Center, Calabasas



Multi-Unit Residential, Fullerton



Mixed-Use Building, Fullerton

Mixed-Use Center 3

Characterized by parcels developed for uses as described for *Mixed-Use Center 1*; however, with a permitted higher residential density than the Mixed-Use Center 1. The densities allowed for this category are intended to achieve development of a semi-urbanized character. Permitted uses and densities/intensities may include:

- Community Shopping Center at a (Maximum FAR: 0.8)
- Multi-Unit Residential (Maximum density: 50 dwelling units per acre)
- Mixed-Use Projects (Maximum FAR: 1.5)



Community Shopping Center,



Multi-Unit Residential, La Habra



Mixed-Use Building, Fullerton

Central District Mixed-Use 1

Characterized by a broad range of uses that contribute to a vital and active pedestrian oriented district that acts as the functional and symbolic center of La Habra. A variety of uses include specialty commercial retail stores and commercial uses directly related to the Civic Center, professional offices, banks, restaurants, and facilities for cultural arts and community events. The ground floor of buildings fronting La Habra Boulevard are limited to uses and designed to foster pedestrian activity. Multi-unit residential uses are encouraged to be developed to rear of these uses and on upper floors of mixed use buildings, expanding their customer base and promoting walkability. Aggregation of

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

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

- Commercial uses, as described above, with the ground floor restricted to "pedestrian-active" uses at a maximum FAR of 0.8
- Mixed-Use Projects (Maximum FAR: 1.5)
- Multi-Unit Residential (Maximum density: 50 dwelling units per acre)



Commercial, Victoria Gardens



Mixed-Use Building, Fullerton



Commercial, Victoria Gardens



Multi-Unit Residential, La Habra

Central District Mixed-Use 2

Characterized by a broad range of uses that contribute to a vital and active pedestrian oriented district that acts as the functional and symbolic center of La Habra, as described for *Central District Mixed Use 1*; however, with a lower permitted residential density than Central District Mixed-Use 1. Permitted uses and densities/intensities include:

- Commercial uses, as described above, with the ground floor restricted to "pedestrian-active" uses at a maximum FAR of 0.8
- Mixed-Use Projects (Maximum FAR: 1.5)
- Multi-Unit Residential (Maximum density: 36 dwelling units per acre)



Commercial, Victoria Gardens



Mixed-Use Building, Fullerton



Commercial, Victoria Gardens



Multi-Family, La Habra

Corridor Mixed-Use 1

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

Provides for the redevelopment of underutilized previously zoned commercial properties for a mix of multi-unit residential housing with supporting retail and service uses. Permitted uses and densities/intensities include:

- Multi-Unit Residential (Maximum density: 24 dwelling units per acre)
- Commercial (Maximum FAR: 0.5)
- Mixed-Use Projects (Maximum FAR: 1.5)



Multi-Unit Housing, Brea



Neighborhood-Serving Retail Uses

Corridor Mixed-Use 2

Provides for the redevelopment of underutilized previously zoned commercial properties for a mix of multi-unit residential housing with supporting retail and service uses. Permitted uses and densities/intensities include:

- Multi-Unit Residential (Maximum density: 36 dwelling units per acre)
- Commercial (Maximum FAR 0.5)
- Mixed-Use Projects (Maximum FAR 1.5)



Multi-Unit Housing, Fullerton



Neighborhood-Serving Retail Uses

Corridor Mixed-Use 3

Provides for the redevelopment of underutilized previously zoned commercial properties for multi-unit residential housing and/or retail and service uses, with no limit on the area developed for either use. Permitted uses and densities/intensities include:

- Multi-Unit Residential (Maximum density 36 dwelling units per acre)
- Commercial (Maximum FAR: 0.8)
- Mixed-Use Projects (Maximum FAR: 1.5)



Multi-Unit Housing, Fullerton



Commercial, Victoria Gardens

Transitional

Provides for the redevelopment of existing low-density residential uses along La Habra Boulevard to allow commercial development, mixed-use development, and medium-density residential development. Permitted uses and densities include:

- Multi-Unit Residential (Maximum density: 23 dwelling units per acre)
- Commercial (Maximum FAR: 0.4)
- Mixed-Use Projects (Maximum FAR: 1.5)

INDUSTRIAL AND COMMERCIAL-INDUSTRIAL USES

Commercial Industrial (0.50-0.8 FAR)

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



Industrial, Irvine Business Complex



Commercial, Heritage TC, Chula Vista

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

Light Industrial (0.45-0.8 FAR)

Characterized by manufacturing, wholesale, and warehouse uses with off street parking that can be developed in close proximity to residential uses without serious conflict due to development standards that regulate things such as noise, vibration, setbacks, and landscaping.





Light Industrial, Irvine Business Complex

PUBLIC USES

Parks, Flood Channels

Characterized by buildings, facilities, and recreational areas within City owned mini, neighborhood, and community parks. Also includes landscape buffers and flood control channels, which typically are not developed as recreational open space, but do represent a resource to the community.

Public Facility

Characterized by facilities owned and operated by the City or by other public and/or private entities.

Citywide Land Use Goals and Policies

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

GROWTH

Goal LU1

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

Policies

LU 1.1 **Redirect Growth.** Redirect growth away from residential neighborhoods onto underutilized parcels along La Habra's arterial corridors, industrial districts, and in the historic civic center/downtown core.

LU 1.2 **Development Capacity.** Accommodate the type and density of land uses depicted on the Land Use Diagram to a cumulative (existing and new) maximum of 24,850 housing units and 12,525,000 square feet of commercial and industrial development citywide. These represent increases of 4,213 units and 4.1 million square feet respectively above January 2011 existing development.

LU 1.3 **Growth Exceeding Development Capacities.**[1] Allow for increments of development exceeding these limits provided their cumulative environmental impacts do not result in impacts greater than the levels of significance or change the findings described by the certified General Plan Program Environmental Impact Report (EIR).

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

LU 1.5 **Development Concurrency with Public Facilities.** Phase development and public facilities working with other public entities to assure that adequate public facilities are available at the time of occupancy.

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

LU 1.6 **Development Costs.** Require new development to contribute its share of the cost of providing necessary public services and facilities through equitable fees and exactions.

LAND USE MIX

Goal LU 2

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

Policies

LU 2.1 **Places to Live.** Provide opportunities for a full range of housing types, locations, and densities to address the community's fair share of regional housing needs and to provide market support to economically sustain commercial land uses in La Habra. The mix, density, size, and location of housing shall be determined based on the projected needs specified in the Housing Element, as amended periodically.

LU 2.2 **Places to Shop.** Provide for, and encourage, the development of a broad range of uses in La Habra's commercial centers and corridors that reduce the need to travel to adjoining communities, and which subsequently capture a greater share of local spending.

LU 2.3 **Places to Work.** Provide for a broad spectrum of land uses that offer job opportunities for La Habra's residents, including commercial, office, industrial, and business parks.

LU 2.4 **Balancing Jobs and Housing.** Designate sufficient land and densities that afford opportunities for the development of businesses offering jobs matched to the education and skills of La Habra's residents and housing affordable to employees of local businesses, thereby reducing commutes to and from outside of the community.

LU 2.5 **Places Supporting the Quality of Life.** Provide a diversity of uses and services supporting La Habra's residents such as facilities for civic governance and administration, public safety (police and fire), seniors and youth, community gatherings, and comparable activities. Work with external agencies and non-profit organizations to encourage the provision of services and facilities not under the City's jurisdiction, such as public schools, parks and recreation, fire protection, and quasi-public infrastructure.

LU 2.6 **Places that Support Healthy Lifestyles.** Provide opportunities for the development of new parks of varying types and scales (including small urban infill parks and parklets), community gardens, and open spaces, prioritizing their development in locations subject to infill and intensification, and promote conservation of existing open space and park areas throughout the City.

URBAN FORM

GOAL LU 3

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

Policies

LU 3.1 **Sustainable Development Pattern.** Provide for an overall pattern of land uses that promotes efficient development; reduces pollution, automobile dependence, and greenhouse gas emissions and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

LU 3.2 **Uses to Meet Daily Needs.** Encourage uses that meet daily needs such as grocery stores, local-serving restaurants, and other businesses and activities within walking distance of residences to reduce the frequency and length of vehicle trips.

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





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

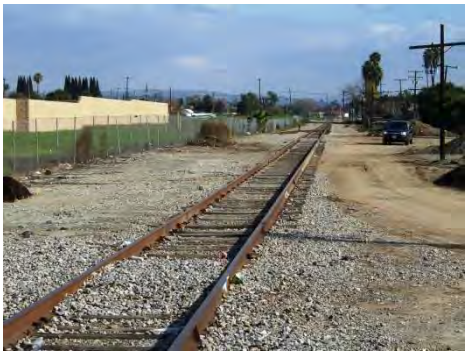
LU 3.4 **Concentrated Nodes on Arterial Corridors.** Facilitate the redevelopment of the City's auto-oriented commercial corridors (particularly, Whittier Boulevard and La Habra Boulevard) by clustering higher density, pedestrian-oriented mixed uses on larger parcels at key intersections, while re-using intervening parcels for housing mixed with neighborhood-oriented commercial services.

LU 3.5 **Complete and Livable Neighborhoods.** Maintain a development pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected with neighborhood-serving businesses and public transit.

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

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





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





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

LU 3.8 **Cohesive and Integrated Development.** Require the use of specific plans for residential, commercial, industrial, and mixed-use developments to provide for the cohesive and integrated development of large areas, complex or multi-parcel sites, areas with multiple property owners, and/or areas of particular importance to the community.

COMMUNITY CHARACTER AND COMPATIBILITY

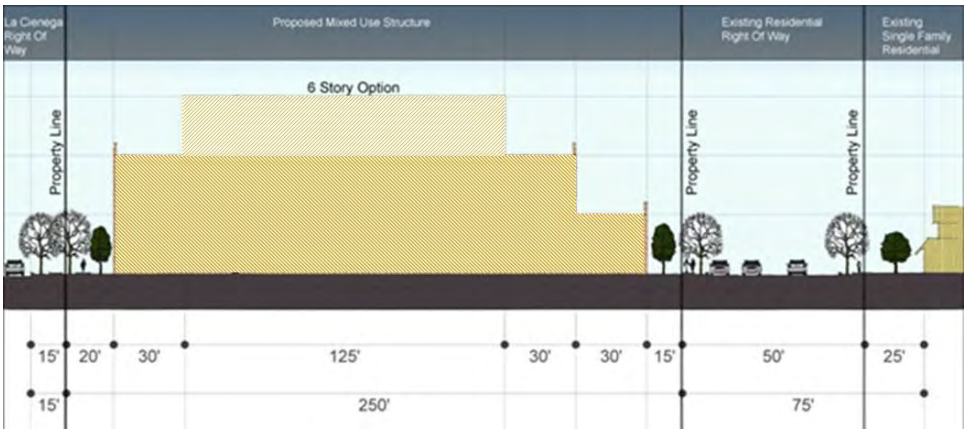
Goal LU 4

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

Policies

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

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



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

LU 4.3 **Public Safety and Community Design.** Require that neighborhoods, centers, streets, and public spaces be designed to enhance public safety and discourage crime by providing street-fronting uses ("eyes on the street"), adequate lighting and sight lines, and features that cultivate a sense of community ownership.

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

LU 4.5 **Objective Design Standards.** Adopt and enforce objective development and design standards for multi-unit residential and mixed uses.

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

LU 4.6 **Community Maintenance.** Eliminate and prevent deteriorating conditions in areas of the City containing buildings that are aging and not properly maintained through private and public conservation and rehabilitation programs.

LU 4.7 **Care Facilities.** Allow for the development of senior daycare facilities, assisted living facilities, hospice, child care, and other care facilities in accordance with state and federal law.

LU 4.8 **Assembly Facilities.** Permit the development of assembly facilities for social, cultural, educational, and religious organizations in locations where they can be located, designed, and managed to assure compatibility with and the safety of adjoining uses.

LU 4.9 **Hazardous Uses.** Prohibit or effectively control land uses which pose potential environmental hazards to La Habra's neighborhoods and districts.

LU 4.10 **Non-Conforming Uses.** Promote the recycling of non-conforming uses to achieve cohesive neighborhoods and business districts that avoid impacts resulting from incompatible uses and activities.

SUSTAINABLE LAND USE DEVELOPMENT

Goal LU 5

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

Policies

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





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

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

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

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

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

b. Capture and reuse of stormwater on-site for irrigation;

c. Management of wastewater and use of recycled water, including encouraging the use of grey water;

d. Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation;

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

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

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

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





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

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

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

CITY FAIR AND EQUITABLE

GOAL LU 6

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

Policies

LU 6.1 **Equitable Distribution of Uses and Amenities.** Strive to ensure that desirable uses and neighborhood amenities are distributed equitably throughout the city.

LU 6.2 **Public Facilities and Services.** Strive to equitably distribute public facilities, improvements, and services throughout the city.

LU 6.3 **High-Impact Uses.** Avoid the concentration of high-impact uses and facilities in a manner that disproportionately affects a particular neighborhood, center, or corridor to ensure that such uses do not result in an inequitable environmental burden being placed on low-income or minority neighborhoods.

LU 6.4 **Housing Type Distribution.** Promote an equitable distribution of housing types for all income groups throughout the city and promote mixed-income developments rather than creating concentrations of below-market-rate housing in certain areas.

LU 6.5 **Jobs Housing Balance.** Encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents.

Neighborhoods and Districts

RESIDENTIAL NEIGHBORHOODS

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

GOAL LU 7

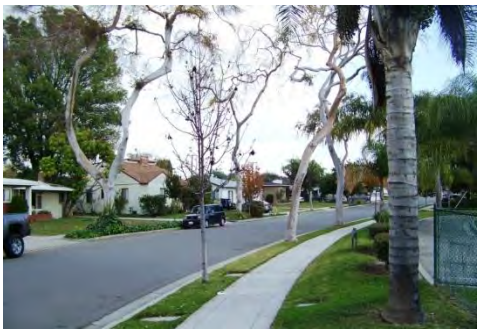
Livable Neighborhoods. A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and well maintained.

Policies

LU 7.1 **Neighborhood Conservation.** Maintain the uses, densities, character, amenities, and quality of La Habra's residential neighborhoods, recognizing their contribution to the City's identity, economic value, and residents' quality of life.

LU 7.2 **New Residential Development.** Attract new residential development that is well-conceived, constructed, and maintained in a variety of types and densities, housing types at scales, and locations and costs.

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





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

LU 7.4 **Senior Housing.** Encourage the development of senior housing that is accessible to commercial services, health and community facilities, and public transit based on the needs of the community.

LU 7.5 **Walkable Neighborhoods.** Maintain sidewalks, parkways, street tree canopies, and landscaping throughout the residential neighborhoods to promote walking as an enjoyable and healthy activity and alternative to automobile use.

LU 7.6 **Neighborhood Connectivity.** Maintain sidewalks or other means of pedestrian and bicycle connections to neighborhood commercial centers, parks, schools, work places, and other community activity centers.

LU 7.7 **Incompatible Uses.** Prohibit the development of uses that are incompatible with and physically divide residential neighborhoods.

LU 7.8 **Safety.** Require that residential developments be designed to facilitate and enhance neighborhood surveillance for safety.

LU 7.9 **Housing Maintenance.** Promote the maintenance of existing residential units and improvements to assure a quality and healthy living environment for residents and consistency with their neighborhood setting.

LU 7.10 **Code Enforcement.** Preserve and enhance residential neighborhoods through enforcement of land use and property standards, ensuring that adjacent nonresidential uses are buffered from residences in harmonious and attractive ways.

GOAL LU 8

Single-Unit Residential Neighborhoods. Distinct and quality single-unit residential neighborhoods distinguished by their identity, scale, and character.

Policies

LU 8.1 **Neighborhood Identity.** Maintain distinguishing characteristics, such as topography, parcel size, housing scale and form, and public streetscapes that differentiate La Habra's single-unit residential neighborhoods.

LU 8.2 **Accessory Dwelling Units.** Allow accessory dwelling units in accordance with state legislation.

LU 8.3 **Parks and Open Space Amenities.** Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, and bikeways and are within easy walking distance of residents.





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

GOAL LU 9

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

Policies

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

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

b. Design elevations of multi-family buildings facing public streets and pedestrian ways to exhibit a high level of visual interest and

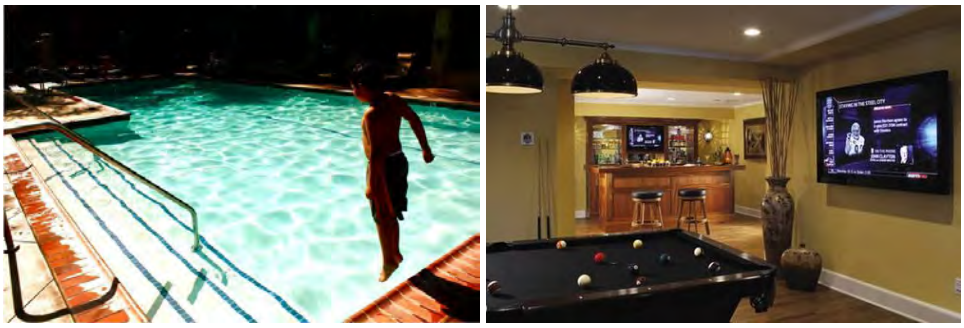
distinguish entries for separate residences as feasible for security and privacy

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



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

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



Apartment amenities provide social and recreational opportunities for residents

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

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

GOAL LU 10

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

Policies

LU 10.1 **Home Occupations.** Accommodate home occupation uses in residential neighborhoods provided that they have no significant traffic, parking, delivery, or other impacts on the neighborhood associated with the business activity.

LU 10.2 **Daycare Centers.** Maintain regulations for large-family daycare facilities (as defined by the State of California) and childcare centers to minimize impacts on residential neighborhoods, to the extent permitted by state law.

LU 10.3 **Religious Institutions.** Regulate the location and use of religious institutions in and adjoining residential neighborhoods to prevent significant traffic, parking, noise, and other impacts.

COMMERCIAL CORRIDORS AND DISTRICTS

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

Goal 11

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

Policies

LU 11.1 **Diversity of Uses.** Provide for and encourage the development of a broad range of uses in La Habra's commercial centers and corridors that reduce the need to travel to adjoining communities, and capture a greater share of local spending.

LU 11.2 **Compact and Vital Commercial Development.** Provide for the concentration of commercial uses in nodes along arterial corridors in a manner that provides for improved commercial services to the community, maximizes revenue generation, and improves the balance of jobs and housing.

LU 11.3 **Economic Vitality.** Encourage the intensification of existing commercial centers by permitting the construction of new buildings on surface parking lots and allowing greater building density.

LU 11.4 **Differentiation of Districts.** Establish and maintain distinct identities for La Habra's commercial districts differentiating the Central District (Civic Center/Downtown); neighborhood, shopping centers, and retail service centers; and corridors by use, scale and form of development, and amenities.

LU 11.5 **Cohesive Development.** Discourage the piecemeal development of commercial sites and corridors.

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

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

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

b. Integration of signage with the buildings' architectural character

c. Landscaping contributing to the appearance and quality of development

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

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



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

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

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

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

LU 11.11 Bicycle Facilities. Encourage developers of multi-tenant commercial centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, and showers and lockers for employees.

MIXED-USE CORRIDORS AND DISTRICTS

Goals and policies of this section of the General Plan provide for the development of properties and buildings that integrate a diversity of uses such as retail, office, restaurant, entertainment, and residential uses, which are developed as quality places to live, work, shop, and be entertained. Mixed-use development is intended to provide opportunities for an individual to participate in multiple daily activities at one location, thereby reducing automobile trips, air pollution, greenhouse gas emissions, energy consumption, and noise.

Goal LU 12

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

Policies

LU 12.1 Land Use Mix. Allow for the development of properties and buildings in areas designated as "Mixed Use" for commercial, office, and/or multi-unit housing uses.

LU 12.2 Development Scale. Establish standards to assure that a sufficient scale and footprint of any single use is achieved in mixed-use areas to establish a cohesive environment that minimizes impacts attributable to the adjacency of differing uses. This may define minimum parcel and building sizes, number of housing units, and/or nonresidential square footage, as well as relationships and setbacks among the uses.

LU 12.3 On-Site Amenities. Require that residential/commercial mixed-use projects provide on-site recreational areas and other pedestrian-scale amenities such as benches, fountains, and landscaping that contribute to the living environment of residents, or contribute funds for their development within proximity of the project.

LU 12.4 Design Integration. Require that residential and nonresidential portions of mixed-use buildings and sites be integrated through architectural design, development of pedestrian walkways, and landscaping.

LU 12.5 Compatibility of Residential and Nonresidential Uses. Require that buildings and sites that integrate housing with nonresidential uses are designed to assure compatibility among uses and public safety,

including separate accesses, fire suppression barriers, secured resident parking, noise insulation, and other similar elements.

Goal LU 13

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

Policies

LU 13.1 **Land Use Mix.** Provide for the development of multi-unit housing with retail and office uses in the Civic Center/ Downtown Core (designated as "Central District 1 and 2") and adjoining properties to provide a substantial customer base to support the viability of local businesses, enable residents to live close to jobs, and create an active, walkable environment.

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





Brea, Birch Street

LU 13.2 **Center for Jobs.** Provide for the development of higher density offices in the Civic Center/Downtown Core (areas designated as "Commercial, Professional Office Priority") to complement and support adjoining retail, civic, and residential uses.

LU 13.3 **Lot Consolidation.** Allow for development densities that incentivize the consolidation of parcels fronting La Habra Boulevard with those fronting 1st Avenue to support larger scale mixed-use development projects.

LU 13.4 **A Pedestrian-Active Downtown.** Require that the ground floor of buildings facing La Habra Boulevard be developed for pedestrian active retail and comparable uses, with housing located on their upper floors or to their rear.

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

LU 13.6 **Connectivity.** Consider improvements of the north-south streets and those parallel to La Habra Boulevard to enhance their pedestrian character and connect to the Union Pacific Railroad corridor/greenway, including possible sidewalk widening, landscaping, wayfinding signage, lighting, and comparable improvements.

LU 13.7 **Integrated and Cohesive Development.** Amend or prepare a new Specific Plan to guide the integrated and cohesive development of the larger Civic Center/Downtown Core area, extending from the Civic Center south to the Union Pacific Railroad corridor, to facilitate unified development of a pedestrian-oriented center of community identity and activity.

Goal LU 14

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



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

Policies

LU 14.1 **Consolidated Development at Key Nodes.** Promote the efficient and intensified economic vitality of commercial centers located at major arterial intersections (designated as "Mixed Use Center 1, 2, and 3") by constructing new buildings on surface parking lots and allowing greater building density for commercial, office, and/or multi-family housing. These may contain any single use, multiple uses distributed

horizontally on a site, or multiple uses with the ground floor of building developed retail or office uses and housing on their upper floors. Residential development is limited to parcels of one acre and larger.

LU 14.2 Places of Community and Neighborhood Identity and Activity. Require that centers containing a mix of retail, office, and/or multi-family housing be designed to establish the character of distinct, cohesive, and pedestrian-oriented place that is linked with and walkable from adjoining residential neighborhoods. Contributing elements may include:

a. Wide sidewalks, plazas, and courtyards along building frontages for outdoor dining and gathering

b. Pedestrian walkways connecting parking areas with buildings and public spaces that are well defined by paving materials, landscaping, lighting, and way-finding signage

c. Landscaping that is sustainable and contributes to the aesthetic and economic value of the center and provides a tree canopy reducing the heat island effect and greenhouse gas emissions

d. Buildings oriented toward the street and public spaces with parking located to the rear of the buildings, underground, or in structures.

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



Uptown District, Hillcrest, San Diego

Goal 15

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

Policies

LU 15.1 Shallow Depth Properties. Promote the redevelopment of shallow depth parcels located along Whittier Boulevard and La Habra Boulevard designated as "Mixed Use Corridor" for multi-family housing, with small scale retail and service uses that provide for the needs and accessible to local residents.

LU 15.2 Neighborhood Consistency with Objective Development and Design Standards. Require that development projects in the "Mixed Use

Corridors" are designed to assure consistency with the City's objective development and design standards.

INDUSTRIAL AND MIXED COMMERCIAL-INDUSTRIAL DISTRICTS

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

Goal 16

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

Policies

LU 16.1 **Diversity of Uses.** Provide for a variety of industrial and commercial-industrial uses that offer job opportunities for La Habra's residents and revenues to the City without compromising environmental quality.

LU 16.2 **Business Attraction.** Allow sufficient densities that enable development of technology and digital, research and development, and creative industries requiring larger building areas and footprints offering new skilled jobs for La Habra's residents.

LU 16.3 **A Balance of Jobs and Housing.** Encourage the orderly development and expansion of industrial uses based upon current conditions and future projects to achieve a better job/housing balance.

LU 16.4 **Supporting Uses.** Encourage the integration of compatible uses in industrial districts that serve the needs of employees and reduce their need to travel off-site during the workday, including such uses as financial services, business services, restaurants, and health clubs.

LU 16.5 **Childcare Facilities.** Encourage major industrial development projects to incorporate childcare facilities on site.

LU 16.6 **Bicycle Facilities.** Encourage major business park and industrial projects to incorporate facilities that promote employee access by bicycles such as secured storage, showers, and lockers.

LU 16.7 **High Quality and Cohesive Industrial Districts.** Encourage the development of unified, mixed-use developments in the City's industrial districts and require that they are designed to accommodate safe and convenient access by vehicles, pedestrians, and bicycles. Contributing elements may include:

a. Location of buildings around common plazas, courtyards, walkways, and open spaces, including amenities for the comfort of employees, such as outdoor seating areas

b. Incorporation of landscape that enhances a park-like setting along property edges, building frontages, and to break the visual continuity of surface parking lots

c. Common signage program for tenant identification and directions

d. Readily observable site access, entrance drives, building entries, and pedestrian paths through parking lots, to create a safe haven and access for pedestrians and minimize conflict between service vehicles, private automobiles, and pedestrians.

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

LU 16.9 **Buffering from Adjacent Properties.** Ensure that industrial and commercial-industrial developments are positive additions to the La Habra's setting incorporating adequate landscaped buffers to minimize any negative impacts to surrounding neighborhoods and development, and controlling on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other elements that may impact adjoining non-business-park and non-industrial uses.

LU 16.10 **Impact Mitigation.** Cooperate with those agencies concerned with monitoring and controlling the emissions of smoke, particulate matter, noise, odor, and similar industrial uses.

PUBLIC USES AND FACILITIES

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

Goal 17

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





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

Policies

LU 17.1 **Adequate Community-Supporting Uses.** Provide public facilities and services which are cost effective, and contribute to the health, safety, welfare and personal development of all La Habra's citizens.

LU 17.2 **Distribution of Community Facilities.** Work with appropriate service provides to ensure that facilities are located throughout the City and in consideration of public safety, efficiency of service, and cost.

LU 17.3 **Co-Location of Community Facilities.** Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities to support resident needs and leverage limited resources.

LU 17.4 **Coordination with Non-City Public Service Providers.** Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from City land use control and approval to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located.

LU 17.5 **School Parking and Access.** Work with schools to ensure that parking and student drop-offs are located to minimize impacts on adjoining residential neighborhoods.

LU 17.6 **Parks and Open Spaces.** Seek to expand the City's parklands, greenways, and open spaces as land becomes available and funding is available and coordinate with other appropriate agencies, as provided for in the Open Space, Parks, Trails, and Recreation (OS) Element.

LU 17.7 **Design of Civic Buildings and Spaces.** Lead by example, demonstrating design excellence in new buildings and properties developed by the City by incorporating sustainable building practices, providing a high level of architectural quality, designing landscape areas that are water efficient, and including other features that demonstrate exceptional standards for development.

LU 17.8 **Compatibility of Public Buildings and Sites.** Ensure that City-owned buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, architecture, and landscape with the district or neighborhood in which they are located, and minimize potential impacts such as traffic, noise, and lighting.

LU 17.9 **Stormwater Facilities.** Work with the Orange County Flood Control District to ensure that structures channeling or retaining water be designed and constructed of materials and colors so as to blend with the natural environment.

LU 17.10 **Integration of Utilities.** Require utilities that cannot be feasibly placed underground be located and designed to produce the least visual and environmental impact on the community.

B. Economic Development (ED)

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

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

Business Environment

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

Goal ED 1

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

Policies

ED 1.1 **Consumer Demand.** Explore opportunities to increase the competitive role of the City's retail sector to serve both the community and the larger base of consumers in surrounding communities.

Goal ED 2

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





Policies

ED 2.1 **Business Attraction.** Attract national-brand and proven local area businesses that provide fiscal and employment benefits for the City.

ED 2.2 **One-Stop Business Assistance.** Offer one-stop rapid response concierge/administrative assistance to businesses seeking to locate or expand within City.

ED 2.3 **Business Attraction-Retention.** Maintain and enhance the review and approval process to provide quick turnaround for business start-ups and expansions that require discretionary review by the Planning Commission and City Council.

ED 2.4 **Business Management Training Assistance.** Promote management training assistance programs offered to small business owners and managers through the Small Business Administration (SBA), Chamber of Commerce, community colleges, and other business promotion/assistance agencies.

ED 2.5 **Business Tax Credits.** Encourage and assist City businesses seeking to obtain tax credits for qualified equipment purchases.

Workforce Engagement

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

Goal ED 3

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

Policies

ED 3.1 **Jobs Program Coordination.** Promote and coordinate the scope and timing of worker training and hiring programs offered by the City and area schools/learning centers.

ED 3.2 **Teen Job-Skills Training.** Support teen workforce skills training and work experience programs as part of the study curriculum in local schools.

ED 3.3 **Adult Job-Skills Training.** Promote adult ESL (English as a second language) and basic skills training programs offered through local schools/learning centers.

ED 3.4 **Worker Assistance.** Promote and coordinate pre-school and after-school programs for children of working households without available child care resources.

Goal ED 4

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

Policies

ED 4.1 **Targeted Job Opportunity.** Explore and identify target industries with well-paying occupations that match or that can enhance the skill base and training capacity of resident workforce.

ED 4.2 **Targeted Job Promotion.** Promote local workforce as marketable resource for job placement companies serving the area and target industries.

ED 4.3 **Targeted Job Growth.** Encourage cooperative partnerships with target industry businesses that plan to increase on-site staffing upon location or expansion within City.

ED 4.4 **Targeted Job Hiring.** Encourage and assist businesses seeking to obtain tax credits for qualified hiring of City residents.

Real Estate Investment

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

Goal ED 5

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

Policies

ED 5.1 **Intensification.** Encourage intensification of underutilized property by promoting infill or mixed-use development in locations throughout the City including high-traffic volume intersections and large parcels located along Whittier Boulevard, Beach Boulevard, Harbor Boulevard, Imperial Highway, and La Habra Boulevard.

ED 5.2 **Code Incentives.** Modify and monitor zoning codes to create economic incentives for more intensified forms of land use on previously developed but underutilized parcels.

ED 5.3 **Industrial Property Intensification.** Increase allowable building intensity for industrial development on parcels at least 0.50 acres in size.

ED 5.4 **Industrial Infill Development.** Encourage increased building intensity up to a floor area ratio of 0.80:1:00 for industrially zoned parcels having a minimum lot size of 0.5 acres and have obtained off-site parking agreements that help alleviate employee parking demands.

ED 5.5 **Retail Property Intensification.** Increase allowable building intensity on retail-commercial properties at least 0.50 acres in size and located within areas targeted for intensified infill development.

ED 5.6 **Retail Infill Development.** Encourage increased commercial building intensity up to a floor area ratio of 0.80:1:00, particularly for ground-level retail space provided in connection with mixed-use projects.

ED 5.7 **Residential Property Intensification.** Increase allowable unit density on properties at least 0.50 acres in size that permit multi-family residential land use and are located within areas targeted for intensified infill development.

ED 5.8 **Multi-Family Infill Development.** Encourage increased unit densities ranging from 24 to 50 dwelling units per acre for infill projects that employ a high level of design aesthetic facing public streets and adjacent single-family neighborhoods.

Goal ED 6

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

Policies

ED 6.1 **Small Project Review.** Sponsor fast-track administrative review and approval for improvements to existing residences and buildings that require permits and increase taxable property value.

ED 6.2 **Coordinated Project Review.** Maintain efforts to provide coordinated and timely multi-department review of projects and encourage coordinated dialogue with other reviewing agencies.

ED 6.3 **Infrastructure Coordination.** Coordinate the scope, timing, and financing of infrastructure required in connection with prospective development projects to optimize the benefit of City-sponsored capital improvement projects.

ED 6.4 **Regulatory Partnership.** Forge partnerships with prospective development projects that seek administratively efficient application and cost-effective compliance with evolving environmental regulations including land use sustainability.

Lifestyle Enrichment

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

Goal ED 7

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

Policies

ED 7.1 **Adult Health and Lifestyle Enrichment Programs.** Encourage and offer adult-recreation, health, and senior enrichment programs that appeal to community residents.

ED 7.2 **Child Health and Lifestyle Enrichment Programs.** Encourage and coordinate supervised childcare, after-school, and summer programs that assist working parents and enrich the lives and health of child participants.

ED 7.3 **Pre-Teen through Young Adult Health and Lifestyle Enrichment Programs.** Encourage and offer recreation, health, and enrichment programs for pre-teens and young adults.

ED 7.4 **Healthcare Counseling.** Encourage and promote local agencies that provide education counseling for families and individuals.

ED 7.5 **New Homebuyer Counseling.** Encourage and promote local agencies that provide education counseling to first-time homebuyers seeking to improve credit qualifications and understand the loan and purchase process.

ED 7.6 **Resident Mobility.** Offer curb-to-curb shuttle service for seniors and qualified disabled residents subject to available funding.

ED 7.7 **Childhood Nutrition.** Encourage and promote nutritional eating programs that actively engage children in modifying eating habits

through hands-on cultivation and preparation as part of educational curriculum.

ED 7.8 **Resident Nutrition.** Promote and offer food-meal assistance programs for elderly and disadvantaged households.

Fiscal Sustainability

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

Goal ED 8

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

Policies

ED 8.1 **Legislative Advocacy.** Actively participate in coordinated multi-agency lobbying efforts to secure legislative reforms that stabilize local revenue appropriations and expand opportunities for new revenue streams.

ED 8.2 **Federal-State Program Leverage.** Actively pursue Federal, State and other agency funding, grants, awards, and resource assistance that allow the City to further its community service objectives.

Goal ED 9

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

Policies

ED 9.1 **Balanced Fiscal Practices.** Engage in budget planning practices that seek to match budget-period operating expense and available budget-period revenue.

ED 9.2 **Long-Term Infrastructure Viability.** Engage in regular program planning designed to optimize long-term funding capacity for ongoing maintenance and scheduled capital improvement projects directed to community infrastructure and related facilities.

ED 9.3 **Reciprocal Fiscal Benefit.** Ensure project-related fiscal benefits received by the City through cooperative partnerships with targeted projects and businesses equal or exceed the value of related cost relief or fiscal incentive extended to facilitate target development and business activity.

C. Housing (H)

Housing and its production are critical to the economic and social well-being and vitality of the community and its residents. Increasingly, the State of California

has recognized this situation and has legislated requirements for local jurisdictions to plan for their fair share of future housing by identifying and analyzing existing and projected housing needs and preparing goals, policies, and programs addressing those needs. Unlike other General Plan elements, The Housing Element is the only General Plan Element for which state law provides for independent review and certification by the State of California.



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

The 2014-2021 Housing Element was adopted concurrently with the 2035 General Plan. However, subsequent Housing Element updates will be prepared independent of the updates of the comprehensive General Plan or elements/chapters thereof, and the complete text of the Housing Element and the Housing Programs will be bounded in a separate volume.

The goals and policies presented below are general objectives for new housing as well as housing maintenance, conservation, and assistance. These goals and policies and implementation programs are incorporated into the comprehensive program of actions described in Chapter 8, Implementation Programs**.**

The City of La Habra shares with other localities fundamental housing needs that vary from community to community only in terms of magnitude and severity, but not in their essential nature. The City, like its neighbors throughout Southern California and the entire state, is faced with the following challenges to:

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

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

New Housing

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

Goal H 1

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

Policies

H 1.1 **Support State Housing Policy.** Continue to support State housing policies that aim to facilitate housing production.

H 1.2 **Integrated Strategy for Development.** Continue to implement an integrated strategy for the development of new housing, commercial activities, provisions of public facilities, and creation of employment opportunities.

H 1.3 **Support Private Sector Housing Production.** Facilitate the efforts of the private sector in the production of new housing for all economic segments of the community.

H 1.4 **Variety of Housing.** Promote a variety of housing types at scales, values, and locations carefully selected to provide housing opportunities for all economic segments of the population, while emphasizing the protection and conservation of existing single family neighborhoods.





H 1.5 **Market and Non-Market Housing Production Needs.** Achieve, to the maximum extent feasible, the production of new housing in sufficient quantity to meet both market-rate and non-market rate housing needs of the community.

H 1.6 **Land Use and Housing Components for Jobs/Housing Balance.** Implement, through the Community Development Element, a comprehensive set of strategies to produce job/housing balance.

H 1.7 **Inclusionary Housing.** Maintain and continue to implement the inclusionary housing ordinance.

H 1.8 **Mixed Use Development.** Support and encourage the development of affordable residential housing.

Housing Maintenance and Conservation

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

Goal H 2

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

Policies

H 2.1 **Maintain Residential Character.** Protect and maintain single-unit residential areas in order to maintain the City's existing residential character by fostering improvements of homes and neighborhoods through implementation of maintenance, rehabilitation, and replacement actions and the preservation of residential buildings identified as a historical resource.

H 2.2 **Neighborhood Involvement and Organization.** Support and foster the involvement of interested individuals, citizen's groups, and organizations to provide input and voice the problems and needs of the community.

H 2.3 **Supportive Public Facilities.** Provide for, or cause the provision for, the development of schools, parks, streets, sewers, storm drains, utilities, and other public facilities to support the conservation and maintenance of the City's housing stock.

H 2.4 **Supportive Capital Improvement Programs.** Maintain a long-term capital improvement program as funding permits, which identifies specific areas throughout the La Habra and schedules projects that would directly support the conservation and maintenance of the City's housing stock.

H 2.5 **Adequate Housing Sites through Land Use and Zoning.** Provide adequate housing sites through appropriate General Plan land use

designations, zoning, and specific plan land use designations to accommodate the City's fair share of regional housing needs.

H 2.6 **Standard Condition of Housing.** Attain a situation where the residents of La Habra live in housing that is in standard condition.

H 2.7 **Rehabilitation and Home Improvement Program.** Continue to provide rehabilitation and home improvement assistance to low- and moderate-income households and participate in appropriate Federal and State grant programs in order to stimulate rehabilitation and preserve the desirable residential character of the community.

H 2.8 **Nonprofit Organizations.** Cooperate with nonprofit organizations in the acquisition and rehabilitation of substandard dwelling units.

H 2.9 **Preservation of Affordable Housing.** Preserve the existing affordable housing stock and place long-term affordability restrictions on assisted housing.





H 2.10 **Regulation and Enforcement for Maintenance.** Administer and maintain necessary regulations and enforcement procedures to ensure proper maintenance of residential dwelling units.

H 2.11 **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 2.12 **Energy Conservation.** Encourage the design and construction of new homes and rehabilitation of existing homes in accordance with both voluntary and mandatory green building standards and energy saving criteria adopted by the City.

Housing Assistance and Balance

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

Goal H 3

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

Policies

H 3.1 **Equal Housing Opportunity.** Support equal housing opportunity in the City of La Habra for all residents regardless of race, color, age, national origin, religion, sex, familial status, or disability to obtain decent housing and a suitable living environment.

H 3.2 **Assistance to Prevent Housing Discrimination.** Assist the efforts of nonprofit organizations to prevent housing discrimination and achieve access to housing regardless of race, color, age, national origin, religion, sex, familial status, or disability.

H 3.3 **Support and Participate in Housing Programs.** Maximize the opportunities, when feasible, to support and participate in programs sponsored by other levels of government which would assist households in need of monetary housing assistance, financing, or housing rehabilitation funds.

H 3.4 **Special Needs Households.** Recognize the special needs of certain segments of the community including the elderly, disabled and persons with developmental disabilities, homeless, and low- and moderate-income and make provisions for housing that is supportive of these special needs.

H 3.5 **Special Needs of the Homeless.** Recognize the importance and need to temporarily house homeless populations and others in housing crisis situations through emergency shelters and transitional and supportive housing options.

H 3.6 **Apartment Conversion to Ownership.** Regard the conversion of apartments to ownership condominiums as a positive contribution to the housing stock in La Habra and a homeownership opportunity for low-and moderate-income households. Tenant displacement problems will be mitigated and a desirable level of apartment or rental units will be retained in the housing stock.

H 3.7 **Additional Housing Assistance Resources.** Continue to seek additional resources to meet the needs of lower income households and special needs households.

H 3.8 **Day Care.** Promote day care services to assist female heads of household, single heads of household, and low- and moderate-income households with special needs for day care in order to be employed, which is financially supportive to housing costs.

H 3.9 **Job Training.** Promote job training/retraining for residents to increase employment opportunities, which is financially supportive to housing costs.

H 3.10 **Homeownership Assistance.** Provide homeownership assistance to first time homebuyers and low- and moderate-income households.

D. Historic/Cultural Resources (CR)

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

The goals and policies provide for the protection of historic and cultural resources in La Habra and ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented. Policies support the City pursuing the identification and maintenance of historic and cultural resources, including consultation with appropriate organizations and individuals early in the planning process to identify opportunities and minimize potential impacts to these resources.

Identification and Preservation

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

Goal CR 1

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





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

Policies

CR 1.1 **Identification.** Maintain and periodically update the inventory of historic and cultural resources that may be eligible for listing in significant registers, including individual properties, sites, and districts to provide adequate protection of these resources.

CR 1.2 **Applicable Laws and Regulations.** Ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented including the California Historical Building Code and State laws

pertaining to archaeological resources, to assure the adequate protection of these resources.

CR 1.3 **Consultation.** Consult with the appropriate organizations and individuals to minimize potential impacts to historic and cultural resources, such as the Information Centers of the California Historical Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), the Native American groups and organizations.

CR 1.4 **National, California, and Local Registers.** Encourage and assist property owners of qualified resources to seek listing for qualified resources under the appropriate register(s) including the National Register of Historic Places, California Register of Historic Resources, and Orange County Historical Landmarks.

CR 1.5 **Planning.** Take historical and cultural resources into consideration in the development of planning studies and documents.

CR 1.6 **Historic Resource Property Maintenance.** Encourage the maintenance and upkeep of historic resources to avoid the need for major rehabilitation and to reduce the risks of demolition, loss through fire or neglect, or impacts from natural disasters.

CR 1.7 **Historic Preservation Enforcement.** Review proposals by property owners for the modification of potential and listed historic resources for conformance with Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Preserving Historic Buildings (Secretary's Standards).

CR 1.8 **Early Consultation.** Minimize potential impacts to historic and cultural resources by consulting with property owners, land developers, and the building industry early in the development review process.

CR 1.9 **Compatibility with Historic Context.** Review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. Pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

CR 1.10 **Contextual Elements.** Encourage the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual elements (e.g., structures, landscapes, street lamps, signs) related to the historic resource.

CR 1.11 **Historic Preservation as Sustainable Development Tool.** Encourage the preservation and adaptive reuse of historic buildings as a means of reducing the use of raw materials and realizing sustainable development goals.

CR 1.12 **Integration of Sustainability Technologies.** Establish guidelines for the application of sustainability technologies in the improvement of historic buildings, such as solar installations and sustainable

retrofitting, to assure that they do not adversely impact their defining historic characteristics.

CR 1.13 **Archaeological Resources.** Develop or ensure compliance with protocols that protect or mitigate impacts to archaeological, historic, and cultural resources including prehistoric resources.

Public Awareness and Education

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

Goal CR 2

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





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

Policies

CR 2.1 **Awareness of Historic Resources.** Support programs and policies to raise the awareness of the value of historic resources in strengthening communities, conserving resources, fostering economic development, and enriching lives.

CR 2.2 **Coordination with Other Entities.** Support public, quasi-public, and private entities in their housing preservation programs and efforts.

CR 2.3 **Historical Trail.** Work with local businesses and organizations to develop a route and wayfinding signage connecting La Habra's historic and cultural sites and buildings, and provides landmark plaques describing the history and significance of the resources.

E. Community Identity (CI)

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

cultural underpinnings of La Habra's quality of life and add to these new opportunities emerging from visions expressed by the General Plan for its future.

Factors contributing to and strengthening La Habra's community identity fall into four categories. First, new development described in the Land Use Element offers opportunities to transform homogenous and indistinct corridors and centers into well-defined pedestrian-oriented activity areas and complete neighborhoods. These places are differentiated from the surrounding suburban fabric by their uses, physical form and scale, and community life. The aesthetic quality and character of the built environment and natural open spaces are important contributors to the sense of place and identity. Well-landscaped streets, parks, and plazas provide places for active pedestrian use and public gatherings and celebrations. Signage, landscape, public art, and other improvements at the City's boundaries along arterial highways provide the sense of "entry" from adjoining communities. Finally, contributing to a positive quality of life and health of residents are the City's extraordinary diversity of social, recreational, and health services.

Distinct Community Places

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

Goal CI 1

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

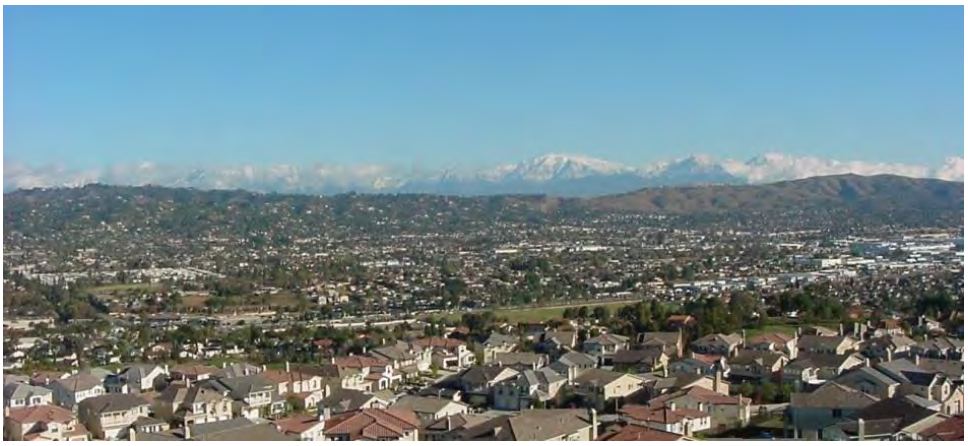
Policies

CI 1.1 **A Community of Places.** Provide for the distribution and concentration of new development to establish clusters of distinct, identifiable, and walkable mixed-use centers and corridors, differentiated from the City's automobile-oriented "strip corridors," as guided by the Land Use Plan Diagram.

CI 1.2 **Neighborhoods.** Support local initiatives to distinguish the identities of La Habra's residential neighborhoods in consideration of their history, urban form, topography, and social and cultural settings.

CI 1.3 **Identification of Place.** Develop a program of well-designed signage that identifies and distinguishes La Habra's neighborhoods, districts, and streets.

CI 1.4 **Natural Setting.** Maintain the City's hillsides and open spaces as elements that separate and distinguish La Habra from surrounding communities.



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

Aesthetic Environment

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

Goal CI 2

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

Policies

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

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

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

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

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

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





CI 2.6 **Sustainable Streetscapes.** Develop a consistent palette of drought-tolerant and native street plantings, permeable hardscapes, and low energy lighting fixtures that contribute to a high quality visual environment, while distinguishing La Habra as a model of sustainability.

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





CI 2.7 **Boulevard of the Bells.** Maintain and expand, where appropriate, in partnership with appropriate organizations, the installation of mission bells along La Habra Boulevard in recognition of its previous history as "The El Camino Real."

CI 2.8 **The El Camino Real.** Partner with appropriate organizations for the installation of mission bells, where appropriate, along Harbor Boulevard south of Whittier Boulevard to the southern City Limits and along Whittier Boulevard from the western City Limits to Harbor Boulevard in recognition of the existing "El Camino Real" route.






CI 2.9 **Railroad Corridor Greenway.** Promote the landscaping of the Union Pacific Railroad right-of-way as a visual and physical asset that links and contributes to the quality of La Habra's neighborhoods and districts.

CI 2.10 **Utility Undergrounding.** Continue existing programs and seek additional funding to complete the undergrounding of La Habra's utilities.

Goal CI 3

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

Policies

CI 3.1 **Sense of Community.** Establish a common logo and design template that will be consistently used for signage of public rights-of-way, places, and buildings.

CI 3.2 **Wayfinding.** Develop a system of well-designed wayfinding signage that provides information and directions to key destinations in La Habra such as the Civic Center, Downtown Core, commercial and mixed-use centers, historic buildings and sites, and parks.

CI 3.3 **Private Signage.** Require that signage on private buildings be designed to exhibit a high quality of interest and visual appeal; be integrated into and reflect the building's architectural design character; and sized to not overwhelm its scale and mass.

Entries to the City

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

Goal CI 4

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

Policies

CI 4.1 **Awareness of Entry.** Enhance and celebrate key entrances to La Habra with signs, landscaping, street trees, lighting, banners, gateways, and/or entry features.

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





CI 4.2 **Iconic Private Development.** Promote the development of iconic buildings distinguished by their architecture and landscaping design at key entries of the City.

Community and Culture

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

Goal CI 5

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

Policies

CI 5.1 **Programs for the Youth.** Administer programs and support those offered by private organizations that benefit the mental, physical, and psychological growth of La Habra's youth.

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





CI 5.2 **Family Programs.** Administer programs and support those offered by private organizations that offer services, education, and opportunities for members of the community that improve the quality of life for the entire family.

CI 5.3 **Working Parents.** Encourage and coordinate supervised childcare, after-school, & summer programs that assist working parents and enrich the lives of child participants.

CI 5.4 **Healthcare Counseling.** Encourage and promote local agencies that provide education counseling for families and individuals seeking coverage in federal mandated healthcare or Medi-Cal programs.

CI 5.5 **Childhood Nutrition.** Encourage and promote nutritional eating programs that actively engage children in modifying eating habits through hands-on cultivation and preparation as part of educational curriculum.

CI 5.6 **Resident Nutrition.** Promote and offer food-meal assistance programs for elderly and disadvantaged households, based on funding availability.

Goal CI 6

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

Policies

CI 6.1 **Calendar of Events.** Administer and partner with local organizations in the conduct of an annual program of events and celebrations that offer opportunities for residents to gather, recreate, and appreciate life in La Habra.

CI 6.2 **Farmers Markets.** Support local organizations in establishing and maintaining a regular schedule of farmers markets that enable La Habra's residents to purchase fresh, local, and healthy foods.





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

F. Growth Management (GM)

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

As the 2035 Plan provides a comprehensive approach to managing growth, the tradition of a separate growth management element would be redundant. However, as a city in Orange County, La Habra is eligible for a portion of monies

received under Measure M and the Renewed Measure M Transportation Investment Plan or M2 subject to an approved, qualifying general plan growth management element. The corresponding Countywide Traffic Improvement and Growth Management Program identifies items to be covered in preparing local qualifying elements that address the following five principal topic areas:

- Development Phasing
- Balanced Community Development
- Traffic Level of Service
- Traffic Improvement Programs
- Public Facility Plans

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

Relationship with Other General Plan Elements

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

DEVELOPMENT PHASING

Chapter 2 Community Development, A. Land Use

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

Chapter 2 Community Development, B. Economic Development

- Policy ED 6.3 Infrastructure Coordination *[Chapter 2B, Page 2-40]*

BALANCED COMMUNITY DEVELOPMENT

Chapter 2 Community Development, A. Land Use

- Land Use Diagram *[Chapter 2A, Page 2-5]*
- Land Use Categories *[Chapter 2A, Page 2-4 — 2-15]*
- Goal LU 2 Land Use Diversity and Choices for Residents *[Chapter 2A, Page 2-17]*

- Policy LU 2.1 Places to Live *[Chapter 2A, Page 2-17]*
- Policy LU 2.2 Places to Shop *[Chapter 2A, Page 2-17]*
- Policy LU 2.3 Places to Work *[Chapter 2A, Page 2-17]*
- Policy LU 2.4 Balancing Jobs and Housing *[Chapter 2A, Page 2-17]*
- Policy LU 2.5 Places Supporting the Quality of Life *[Chapter 2A, Page 2-17]*
- Policy LU 2.6 Places that Support Healthy Lifestyles *[Chapter 2A, Page 2-18]*

▪ Goal LU 3 Neighborhoods, Centers, and Corridors *[Chapter 2A, Page 2-18]*

- Policy LU 3.1 Sustainable Development Pattern *[Chapter 2A, Page 2-18]*
- Policy LU 3.2 Uses to Meet Daily Needs *[Chapter 2A, Page 2-18]*
- Policy LU 3.3 A Vigorous and Active Downtown *[Chapter 2A, Page 2-18]*
- Policy LU 3.4 Concentrated Nodes on Arterial Corridors *[Chapter 2A, Page 2-18]*
- Policy LU 3.5 Complete and Livable Neighborhoods *[Chapter 2A, Page 2-19]*
- Policy LU 3.6 Connected Greenways Network *[Chapter 2A, Page 2-19]*
- Policy LU 3.7 Buildings that Engage the Street *[Chapter 2A, Page 2-19]*
- Policy LU 3.8 Cohesive and Integrated Development *[Chapter 2A, Page 2-19]*

▪ Policy LU 6.1 Equitable Distribution of Uses and Amenities *[Chapter 2A, Page 2-23]*

▪ Policy LU 6.2 Public Facilities and Services *[Chapter 2A, Page 2-23]*

▪ Policy LU 6.4 Housing Type Distribution. *[Chapter 2A, Page 2-23]*

▪ Policy LU 6.5 Jobs Housing Balance *[Chapter 2A, Page 2-23]*

Chapter 3 Mobility/Circulation

▪ Policy AT 1.13 Transit Oriented Developments *[Chapter 3B, Page 3-19]*

TRAFFIC LEVEL OF SERVICE

Chapter 3 Mobility/Circulation

▪ Intersection Service Level Objectives *[Chapter 3A, Page 3-8]*

▪ Future Conditions *[Chapter 3A, Page 3-9]*

▪ Policy RN 1.4 Congestion Management Plan Compliance *[Chapter 3A, Page 3-14]*

- Policy RN 1.7 Street System Improvements *[Chapter 3A, Page 3-14]*
- Policy RN 1.9 Maintain Acceptable Levels of Service *[Chapter 3A, Page 3-15]*

TRAFFIC IMPROVEMENT PROGRAMS

Chapter 3 Mobility/Circulation

- Roadway and Intersection Improvements *[Chapter 3A, Page 3-9 – 3-13]*
- Goal RN 1 Circulation System *[Chapter 3A, Page 3-13]*
  - Policy RN 1.1 Regional Transportation Plan *[Chapter 3A, Page 3-13]*
  - Policy RN 1.2 Consistency with Orange County Master Plan of Arterial Highways *[Chapter 3A, Page 3-14]*
  - Policy RN 1.3 Local MPAH *[Chapter 3A, Page 3-14]*
  - Policy RN 1.5 Long Range Transportation Plan *[Chapter 3A, Page 3-14]*
  - Policy RN 1.6 Regional Transportation System Improvements *[Chapter 3A, Page 3-14]*
  - Policy RN 1.7 Street System Improvements *[Chapter 3A, Page 3-14]*
  - Policy RN 1.8 Safe Street Design *[Chapter 3A, Page 3-14]*
  - Policy RN 1.9 Resolve Regional Impacts *[Chapter 3A, Page 3-15]*
  - Policy RN 1.10 Maintain Acceptable Levels of Service *[Chapter 3A, Page 3-15]*
  - Policy RN 1.11 Complete Streets *[Chapter 3A, Page 3-15]*
  - Policy RN 1.12 Signal Coordination *[Chapter 3A, Page 3-15]*
  - Policy RN 1.13 SCAQMD Goals *[Chapter 3A, Page 3-15]*
  - Policy RN 1.14 Agency Coordination *[Chapter 3A, Page 3-15]*
  - Policy RN 1.15 Traffic Mitigation Fee *[Chapter 3A, Page 3-15]*
  - Policy RN 1.16 Fee Allocation *[Chapter 3A, Page 3-15]*
- Goal AT 1 Transit Usage *[Chapter 3B, Page 3-17]*
  - Policy AT 1.1 Public Transportation Availability *[Chapter 3B, Page 3-17]*
  - Policy AT 1.2 Transit Accessibility *[Chapter 3B, Page 3-17]*
  - Policy AT 1.3 Transit Centers *[Chapter 3B, Page 3-17]*
  - Policy AT 1.4 Park & Ride Lots *[Chapter 3B, Page 3-17]*
  - Policy AT 1.5 Transportation Assistance *[Chapter 3B, Page 3-19]*
  - Policy AT 1.6 Prepaid Transit Passes *[Chapter 3B, Page 3-19]*

- Policy AT 1.7 Curb-to-Curb Public Transportation *[Chapter 3B, Page 3-19]*
- Policy AT 1.8 Go Local *[Chapter 3B, Page 3-19]*
- Policy AT 1.9 Passenger Rail *[Chapter 3B, Page 3-19]*
- Policy AT 1.10 Fixed Guideway *[Chapter 3B, Page 3-19]*
- Policy AT 1.11 Railroad Right-of-Way *[Chapter 3B, Page 3-19]*
- Policy AT 1.12 Bus Rapid Transit *[Chapter 3B, Page 3-19]*
- Policy AT 1.13 Transit Oriented Developments *[Chapter 3B, Page 3-19]*
- Policy AT 1.14 Transit Amenities *[Chapter 3B, Page 3-20]*
- Policy AT 1.15 New Development Transit Facilities *[Chapter 3B, Page 3-20]*

▪ Goal AT 2 Bicycle Usage *[Chapter 3, Page 3-20]*

- Policy AT 2.1 Bikeway Master Plan *[Chapter 3B, Page 3-20]*
- Policy AT 2.2 Regional Bikeways *[Chapter 3B, Page 3-20]*
- Policy AT 2.3 Bikeway Network *[Chapter 3B, Page 3-20]*
- Policy AT 2.4 Bike Trail Linkages *[Chapter 3B, Page 3-20]*
- Policy AT 2.5 Class I Bicycle Routes *[Chapter 3B, Page 3-22]*
- Policy AT 2.6 Pathway Easements *[Chapter 3B, Page 3-22]*
- Policy AT 2.7 Alternative Routes *[Chapter 3B, Page 3-22]*
- Policy AT 2.8 Bicycle Parking *[Chapter 3B, Page 3-22]*
- Policy AT 2.9 Facilities Supporting Bicycle Users *[Chapter 3B, Page 3-22]*
- Policy AT 2.10 Health Through Bicycling *[Chapter 3B, Page 3-22]*

▪ Goal AT 3 Walking Environment *[Chapter 3, Page 3-22]*

- Policy AT 3.1 Pedestrian Network *[Chapter 3B, Page 3-22]*
- Policy AT 3.2 Pedestrian Linkages *[Chapter 3B, Page 3-23]*
- Policy AT 3.3 Accessible Facilities *[Chapter 3B, Page 3-23]*
- Policy AT 3.4 Safe Routes to School *[Chapter 3B, Page 3-23]*
- Policy AT 3.5 Street Walkability *[Chapter 3B, Page 3-23]*
- Policy AT 3.6 Pedestrian Connectivity *[Chapter 3B, Page 3-23]*
- Policy AT 3.7 Pedestrian Priority Areas *[Chapter 3B, Page 3-23]*
- Policy AT 3.8 Street Modifications/Improvements *[Chapter 3B, Page 3-23]*

▪ Goal G1 Efficient Truck Routes *[Chapter 3C, Page 3-24]*

- Policy G 1.1 Truck Impacts and Mitigation *[Chapter 3C, Page 3-24]*

- Policy G 1.2 Truck Route Updates *[Chapter 3C, Page 3-25]*

- Goal TDM 1 Reduced Vehicle Emissions and Congestion *[Chapter 3D, Page 3-25]*
  - Policy TDM 1.1 Sustainable Communities Strategy *[Chapter 3D, Page 3-25]*
  - Policy TDM 1.2 TDM Participation *[Chapter 3D, Page 3-27]*
  - Policy TDM 1.3 GHG Emission Targets *[Chapter 3D, Page 3-27]*
  - Policy TDM 1.4 Commute Trip Reduction *[Chapter 3D, Page 3-27]*
  - Policy TDM 1.5 Project Incentives *[Chapter 3D, Page 3-27]*
  - Policy TDM 1.6 Transit and Carpool Trip Share *[Chapter 3D, Page 3-27]*
- Goal TDM 2 Alternatives to Single Occupant Vehicles *[Chapter 3D, Page 3-27]*
  - Policy TDM 2.1 Alternative Transportation Technologies *[Chapter 3D, Page 3-27]*
  - Policy TDM 2.2 Alternative Transportation Modes *[Chapter 3D, Page 3-27]*
  - Policy TDM 2.3 Vehicle Occupancy *[Chapter 3D, Page 3-27]*
  - Policy TDM 2.4 Alternative Fuels *[Chapter 3D, Page 3-27]*
  - Policy TDM 2.5 Alternative Fuel Facilities *[Chapter 3D, Page 3-28]*
  - Policy TDM 2.6 Alternative Transportation Modes *[Chapter 3D, Page 3-28]*
  - Policy TDM 2.7 Combined Measures *[Chapter 3D, Page 3-28]*
- Goal NTMP 1 Livable Residential Streets *[Chapter 3E, Page 3-29]*
  - Policy NTMP 1.1 Education *[Chapter 3E, Page 3-29]*
  - Policy NTMP 1.2 Engineering *[Chapter 3E, Page 3-29]*
  - Policy NTMP 1.3 Enforcement *[Chapter 3E, Page 3-29]*
  - Policy NTMP 1.4 Resident Input *[Chapter 3E, Page 3-29]*
  - Policy NTMP 1.5 General Public Input *[Chapter 3E, Page 3-29]*
  - Policy NTMP 1.6 Traffic Calming *[Chapter 3E, Page 3-29]*
  - Policy NTMP 1.7 Priority Ranking System *[Chapter 3E, Page 3-29]*
  - Policy NTMP 1.8 Special Design Treatments *[Chapter 3E, Page 3-30]*
  - Policy NTMP 1.9 Driveways *[Chapter 3E, Page 3-30]*
- Goal ITS 1 Enhanced System Performance *[Chapter 3F, Page 3-30]*
  - Policy ITS 1.1 Traffic Operations Center *[Chapter 3F, Page 3-30]*

- Policy ITS 1.2 Signal Coordination *[Chapter 3F, Page 3-30]*
- Policy ITS 1.3 Advance Control Technology *[Chapter 3F, Page 3-31]*
- Policy ITS 1.4 Traffic Signal Improvements *[Chapter 3F, Page 3-31]*
- Policy ITS 1.5 Traffic Signal Optimization *[Chapter 3F, Page 3-31]*

- Goal P1 Parking Resource Management *[Chapter 3G, Page 3-31]*
  - Policy P 1.1 On-Street Parking *[Chapter 3G, Page 3-31]*
  - Policy P 1.2 Off-Street Parking *[Chapter 3G, Page 3-32]*
  - Policy P 1.3 Off-Street Parking Alternatives *[Chapter 3G, Page 3-32]*
  - Policy P 1.4 Small Business Parking Requirements *[Chapter 3G, Page 3-32]*
  - Policy P 1.5 Managed Parking Supply *[Chapter 3G, Page 3-32]*
  - Policy P 1.6 Neighborhood Permit Parking *[Chapter 3G, Page 3-32]*
  - Policy P 1.7 Carpool Parking *[Chapter 3G, Page 3-32]*
  - Policy P 1.8 Preferential Parking *[Chapter 3G, Page 3-32]*
  - Policy P 1.9 Parking Reductions for Mixed-Use Developments *[Chapter 3G, Page 3-32]*
  - Policy P 1.10 Bicycle Parking *[Chapter 3G, Page 3-32]*

PUBLIC FACILITY PLANS

Chapter 2 Community Development, B. Economic Development

- Policy ED 9.2 Long-Term Infrastructure Viability *[Chapter 2B, Page 2-42]*

Chapter 4 Infrastructure, A. Water System

- Policy WS 1.1 Urban Water Management Plan *[Chapter 4A, Page 4-1]*
- Policy WS 1.2 Reliable Supply and Cost-Effective Distribution *[Chapter 4A, Page 4-2]*
- Policy WS 1.3 Adequate Water Infrastructure *[Chapter 4A, Page 4-2]*
- Policy WS 1.10 Cooperative Contracts *[Chapter 4A, Page 4-2]*

Chapter 4 Infrastructure, B. Sewer System

- Policy SS 1.1 Sewer Master Plan *[Chapter 4B, Page 4-4]*
- Policy SS 1.4 Adequate Wastewater Facilities *[Chapter 4B, Page 4-5]*

Chapter 4 Infrastructure, C. Storm Drain System

- Policy SD 1.1 Storm Drain Master Plan *[Chapter 4C, Page 4-6]*
- Policy SD 1.3 Adequate Storm Drainage Infrastructure *[Chapter 4C, Page 4-6]*

Chapter 4 Infrastructure, E. Energy

- Policy E 1.1 Adequate Service and Facilities *[Chapter 4E, Page 4-9]*

Chapter 4 Infrastructure, F. Telecommunications

- Policy T 1.1 Adequate Facilities and Availability of Services *[Chapter 4F, Page 4-12]*

Chapter 5 Community Services, A. Open Space, Parks, Trails, and Recreation

- Policy OS 2.1 Parkland Standard [Chapter 5A, Page 5-2]
- Policy OS 2.2 Incentives for Additional Parklands [Chapter 5A, Page 5-3]
- Policy OS 2.5 New Parks and Recreational Facilities [Chapter 5A, Page 5-3]

Chapter 5 Community Services, B. Libraries

- Policy L 1.1 Library Services, Facilities, and Programs *[Chapter 5B, Page 5-7]*

Chapter 5 Community Services, D. Police Service

- Policy PS 1.4 Operations and Facilities *[Chapter 5D, Page 5-10]*

Chapter 5 Community Services, E. Fire Service

- Policy FS 1.1 Support Fire Service Provider *[Chapter 5E, Page 5-12]*

Chapter 3 MOBILITY/CIRCULATION

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

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

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

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

- Mobility—Getting where we want to go
- Livability—Creating positive communities
- Prosperity—Long-term health for the region
- Sustainability—Promoting efficient use of natural resources

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

Further guiding the Mobility/Circulation Chapter's goals and policies are major state and federal regulatory legislation, laws, and programs. These include the State Congestion Management Program (CMP), the State Transportation Improvement Program (STIP), Assembly Bill 1358 (The California Complete Streets Act), the Federal Transportation Conformity Regulation, and the Federal

Americans with Disabilities Act of 1990. Requirements of regional agencies, including the Southern California Association of Governments (SCAG) and the Orange County Transportation Authority (OCTA) and the City's Municipal Code also play key roles in shaping the Mobility/Circulation Element.

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

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

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



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

CITY ROADWAY CLASSIFICATIONS

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

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

COMPLETE STREET CROSS-SECTION

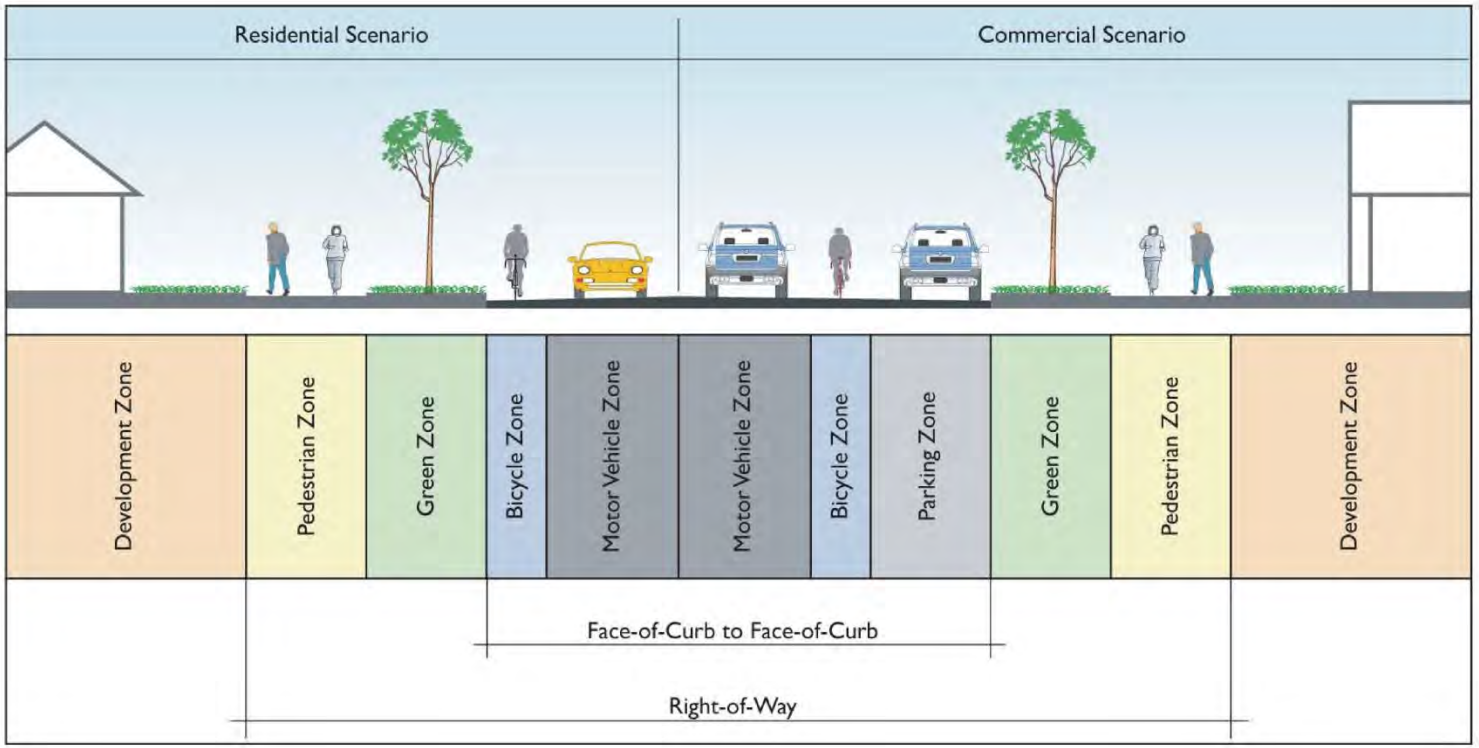
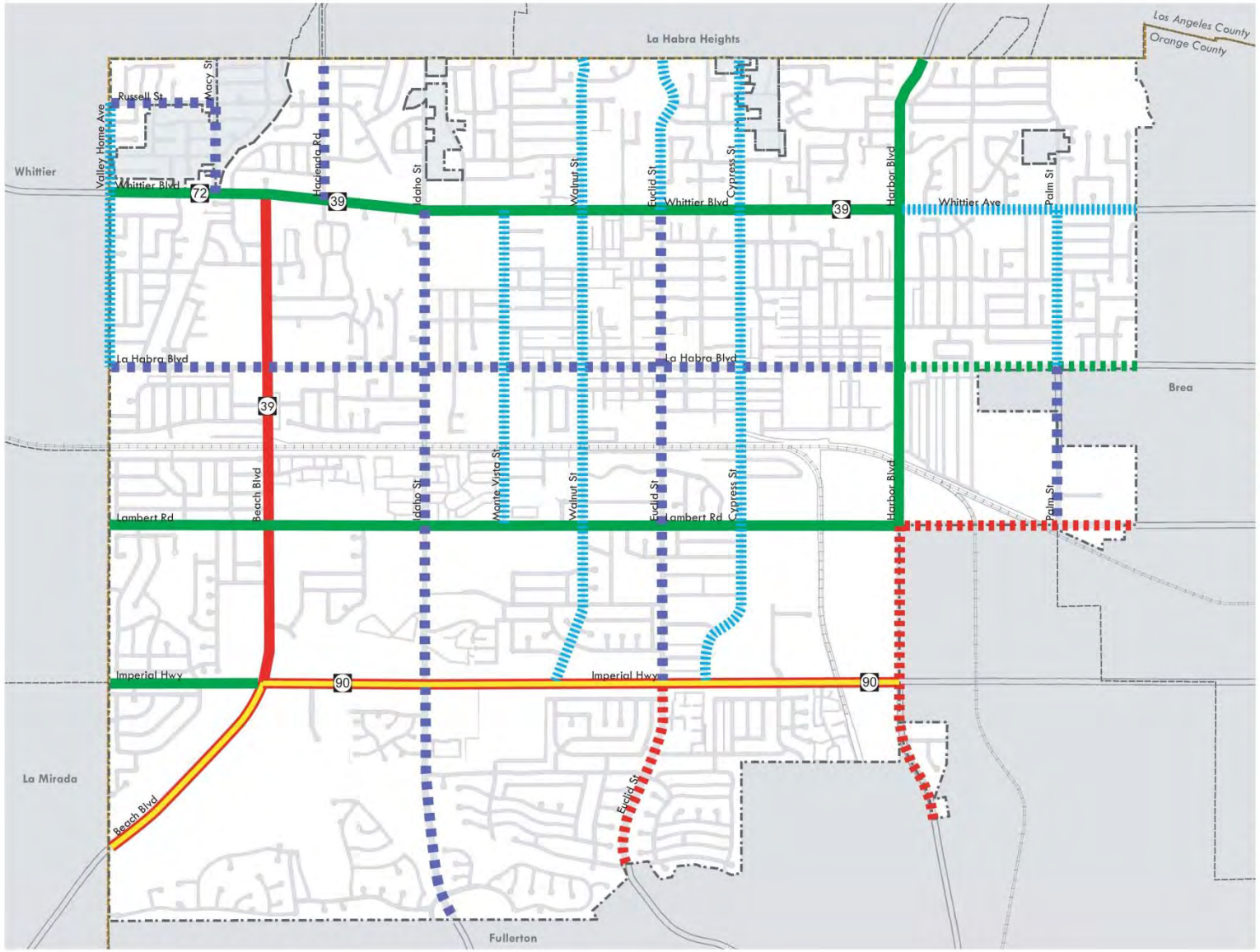


Figure 3-1



City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

2035 General Plan Functional Roadway Classification Map

Legend

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

Source: La Habra General Plan 2035

Miles
0 0.125 0.25 0.5

Figure 3-2

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

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

AUGMENTED ARTERIAL HIGHWAY (SMART STREET)

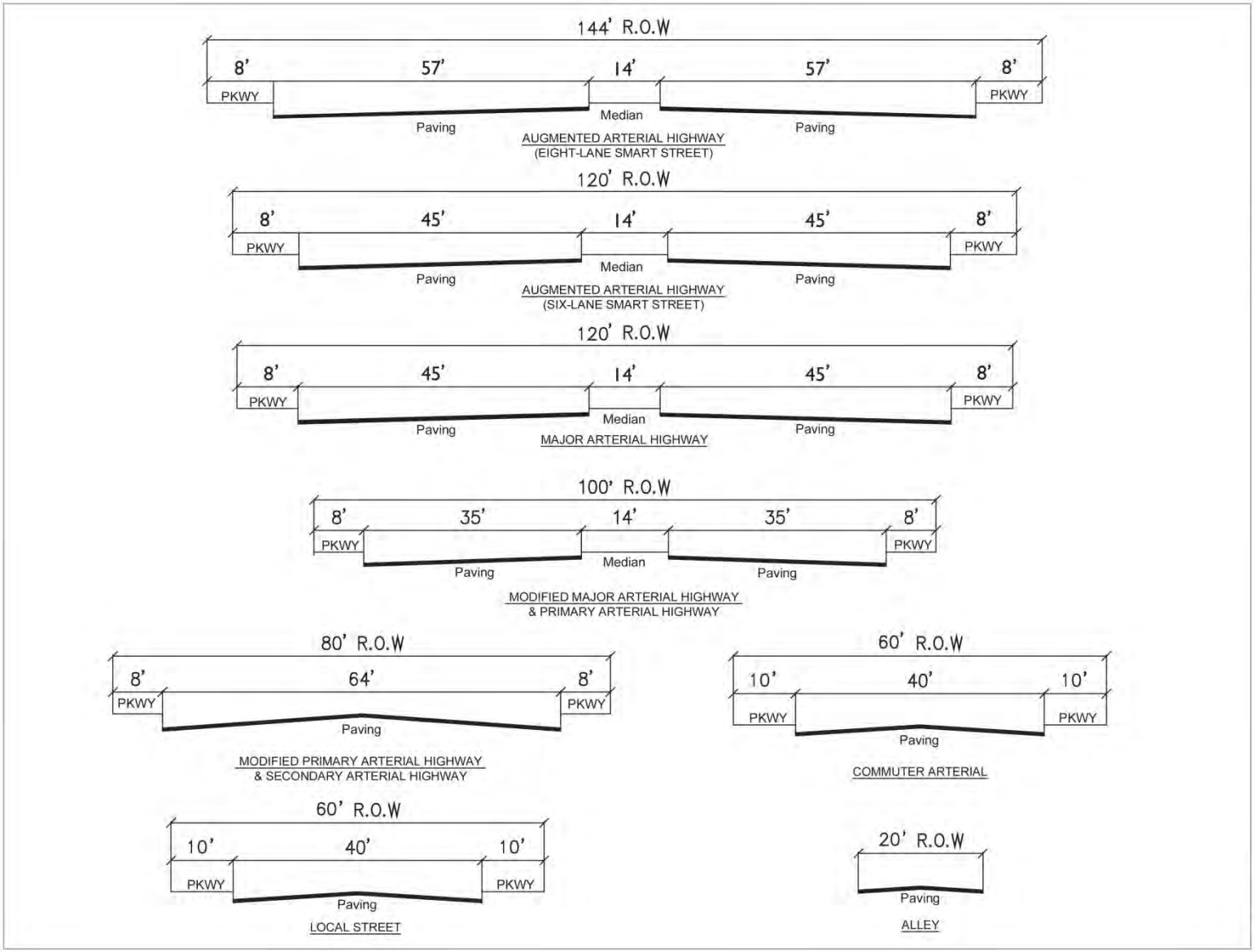
All Augmented Arterials (Smart Streets) are "Principal Arterials" (Arterial Class 1), and are designated as six- to eight-lane divided roadways with improved roadway traffic capacity and smooth traffic flow achieved through measures such as traffic signal synchronization, bus turnouts, intersection improvements such as added turn lanes and the addition of travel lanes achieved by removing on-street parking and consolidating driveways. The typical right-of-way width of a six-lane Augmented Arterial Highway is 120 feet, with a roadway width from curb-to-curb of 104 feet. An eight-lane Augmented Arterial Highway has a typical right-of way width of 144 feet, with a roadway width from curb-to-curb of 128 feet.

MAJOR ARTERIAL HIGHWAY

A Major Arterial Highway is designated as a six-lane divided roadway, with a typical right-of-way width of 120 feet and a roadway width from curb-to-curb of 104 feet. In La Habra, Beach Boulevard north of Imperial Highway is classified as a Major Arterial Highway due to its 6-lane divided configuration, although it has a right-of-way width of 142 feet and a curb-to-curb width of 114 feet.

MODIFIED MAJOR ARTERIAL

A Modified Major Arterial is designed to accommodate traffic volumes when a Major Arterial Highway is warranted in already developed areas, but a full 120 feet of right-of-way is not feasible due to existing structures or topography. A Modified Major Arterial is developed as a six-lane facility within a 100-foot right-



GENERAL PLAN

CITY of LA HABRA
General Plan Update

TYPICAL ROADWAY CROSS SECTIONS

Source: La Habra General Plan 2035

Figure 3-3

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

PRIMARY ARTERIAL HIGHWAY

A Primary Arterial Highway is designated as a four-lane divided roadway, with a typical right-of-way width of 100 feet and a roadway width from curb-to-curb of 84 feet. A Primary Arterial Highway's function is to service non-local through traffic and provide limited local access.

MODIFIED PRIMARY ARTERIAL

A Modified Primary Arterial is designed to accommodate traffic volumes when a Primary Arterial is warranted in already developed areas, but a full 100 feet of right-of-way is not feasible due to existing structures or topography. A Modified Primary Arterial is developed as a four-lane facility within an 80-foot right-of-way and a roadway width from curb-to-curb of 64 feet. This generally requires removal of on-street parking, restriping for left-turn channelization, and prohibition of left-turns during peak hours if there is insufficient right-of-way for channelization.

SECONDARY ARTERIAL HIGHWAY

A Secondary Arterial Highway is designated as a four-lane undivided roadway, with a typical right-of-way width of 80 feet and a roadway width from curb-to-curb of 64 feet. A Secondary Arterial Highway serves as a collector, distributing traffic between local streets and Major and Primary Arterials. Although some Secondary Arterial Highways serve as through routes, most provide more direct access from surrounding land uses than do Major or Primary Arterials.

COMMUTER ARTERIAL

A Commuter Arterial is designated as a two-lane undivided, unrestricted access roadway, with a typical right-of-way width of 60 feet and a roadway width from curb-to-curb of 40 feet.

LOCAL STREET

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

ALLEY

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

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

INTERSECTION SERVICE LEVEL OBJECTIVES

The City circulation system's ability to handle traffic loads is generally described in terms of level of service (LOS). Level of service is a report-card scale used to indicate the quality of traffic flow. Levels of service range from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). The City of La Habra has established LOS D as its criterion for an acceptable level of service at City jurisdiction intersections. LOS E is considered acceptable for State Highway intersections and Congestion Management Plan (CMP) intersections.

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

Table 3-1 Intersection Level of Service Thresholds and Definitions

Level of Service	Signalized Intersection Capacity Utilization	Unsignalized Intersection Control Delay (seconds/vehicle)	Definition
A	.000 – .600	0 – 10	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	.601 – .700	> 10–15	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	.701 – .800	> 15–25	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	.801 – .900	> 25–35	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	.901 – 1.000	> 35–50	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	> 50	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCES: Transportation Research Board, *Highway Capacity Manual* (2010); Orange County Transportation Authority, *Orange County Congestion Management Plan* (October 2009).

FUTURE CONDITIONS

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

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

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

Using the HCM methodology[1] one of these two State Highway intersection is projected to operate at an unacceptable level of service (LOS F) during the PM peak hour:

- Walnut Street at Imperial Highway

ROADWAY AND INTERSECTION IMPROVEMENTS

Roadway Segments

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

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

Intersections

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

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

[1] See the Intersection Level of Service discussion in the La Habra General Plan Update Technical Background Report, Chapter 5, Mobility/Circulation, Section 5.3, Existing Conditions, for an explanation of HCM methodology.

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

Beach Boulevard at Imperial Highway

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

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

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

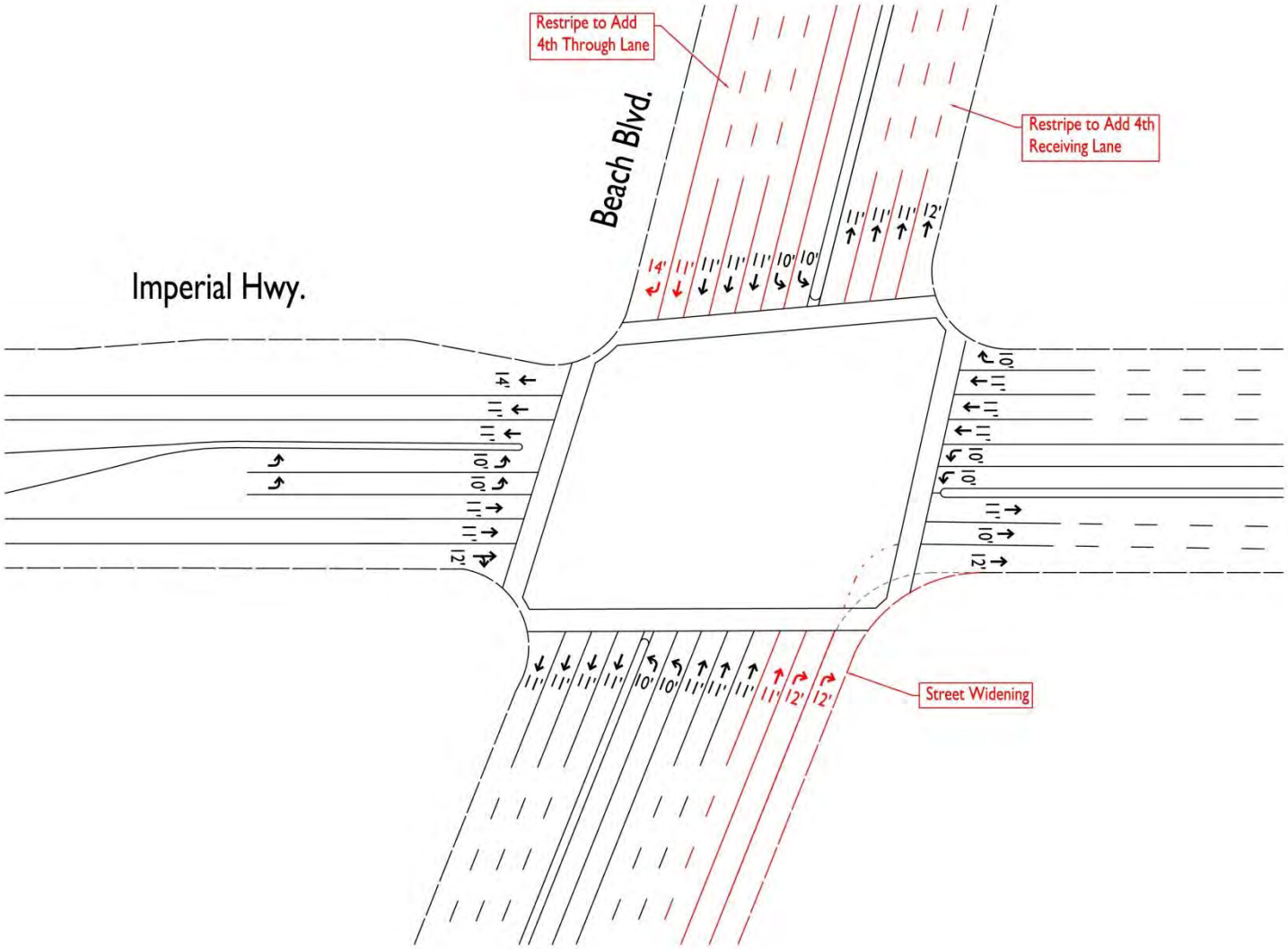
Walnut Street at Imperial Highway

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

- Install a Traffic Signal

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

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



GENERAL PLAN

CITY of LA HABRA
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CONCEPTUAL DESIGN
IMPERIAL HIGHWAY/
BEACH BOULEVARD

Legend

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

Figure 3-4

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

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

Idaho Street at Whittier Boulevard

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

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

Harbor Boulevard at Whittier Boulevard

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

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

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

Cypress Street at Lambert Road

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

- Construct a Westbound Right-Turn Lane

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

Palm Street at Lambert Road

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

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

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

FRAMEWORK FOR MOBILITY/CIRCULATION GOALS AND POLICIES

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

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

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

City Circulation System

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

Goal RN 1

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

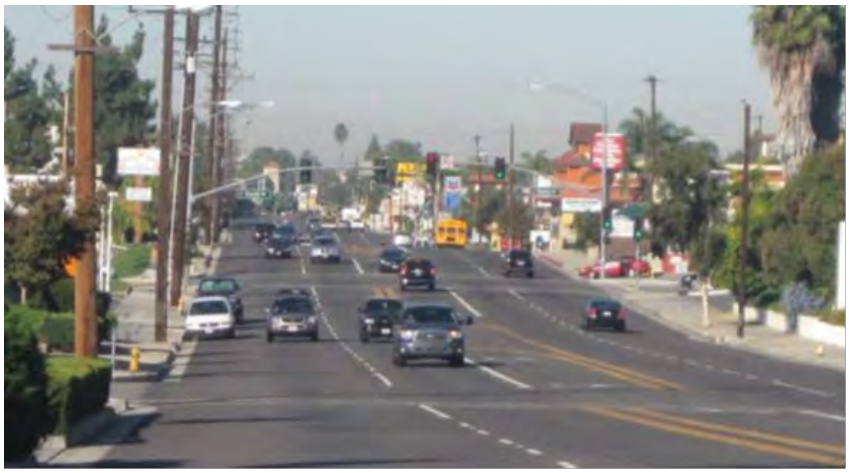
Policies

RN 1.1 **Regional Transportation Plan.** Support the regional transportation and growth management plan to conserve energy, improve air quality, and reduce greenhouse gas emissions (GHG) as appropriate and beneficial to the public welfare of the City and adjacent communities.

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

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

Whittier Boulevard at Euclid Street



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

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

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

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

RN 1.8 **Safe Street Design.** Ensure that street system improvements incorporate design that considers safe movement for all street users (motorists, bicyclists, transit users, pedestrians, the disabled, and commercial users).

RN 1.9 **Resolve Regional Impacts.** Participate in cooperative planning efforts with local jurisdictions in Orange County and Los Angeles County to resolve regional transportation issues.

RN 1.10 **Maintain Acceptable Levels of Service.** Strive to achieve or maintain an acceptable level of service of LOS D or better at City jurisdiction intersections and LOS E or better at State Highway and CMP intersections.

RN 1.11 **Complete Streets.** Implement complete street improvements and maintenance as funding becomes available.

RN 1.12 **Signal Coordination.** Coordinate traffic signals consistent with the OCTA Regional Traffic Signal Synchronization Master Plan and City of La Habra Local Signal Synchronization Plan to achieve better utilization of available street capacity.

RN 1.13 **SCAQMD Goals.** Support the South Coast Air Quality Management Plan of acceptable transportation alternatives such as alternative modes, alternative energy, and non-motorized options.

RN 1.14 **Agency Cooperation.** Encourage other governmental agencies such as Caltrans, SCAG, and OCTA to continue to improve transportation arteries to and through La Habra, particularly state and local highways in a manner consistent with the goals, policies, and programs of the La Habra General Plan 2035.

RN 1.15 **Traffic Mitigation Fee.** Require a locally collected and administered traffic mitigation fee to guarantee that new development pays for its fair share toward improvements resulting in reductions in air quality, GHG emission, and traffic impacts generated by the development.

RN 1.16 **Fee Allocation.** Allocate the traffic mitigation fee to pay the costs of needed transportation improvements.

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

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

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

By implementing Complete Streets policies a community can increase the number of trips made by these alternative modes, correspondingly reducing the number of vehicle trips and associated greenhouse gas emissions. An increase in transit trips, bicycling, and walking will thus help the City meet the transportation needs of all residents and visitors while reducing traffic congestion and helping meet the greenhouse gas reduction goals of Assembly Bill 32, The Global Warming Solutions Act (AB 32), and SB 375, which requires regional transportation agencies to develop a Sustainable Community Strategy (SCS).

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

As the principal non-motorized transportation modes, bicycling and pedestrian options in conjunction with improved transit availability and flexibility are cost-effective ways of reducing congestion, improving air quality, and achieving mobility goals. The City of La Habra plans to develop a Bikeway Master Plan which will encourage the development of a safe and convenient bikeway system. The Bikeways Master Plan will be consistent with the OCTA Commuter Bikeways Strategic Plan, focusing on strategies to make bicycle transportation a viable option to the private automobile.

The City is also committed to ensuring that adequate pedestrian circulation is provided in future growth areas. Planning for complete streets pays close attention to the needs of pedestrians in the planning for new and redeveloped areas. Pedestrian circulation planned as an overall system is important for assuring the safety of pedestrians and separating whenever possible pedestrians from automobile traffic in and around commercial areas and residential neighborhoods. The reduction of pedestrian/vehicle conflict is one of the most important goals of the complete streets concept.

Improvements to the City's transit, bikeway, and pedestrian facilities will thus help meet the needs of residents and visitors for non-motorized and alternative transportation options by providing alternative facilities and programs which will contribute toward reaching the City's transportation goals.

Public Transit System

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

Goal AT 1

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

Policies

AT 1.1 Public Transportation Availability. Work with the Orange County Transportation Authority (OCTA) and other transit agencies to assess City public transportation needs and to assure delivery of public transportation when and where it is needed.



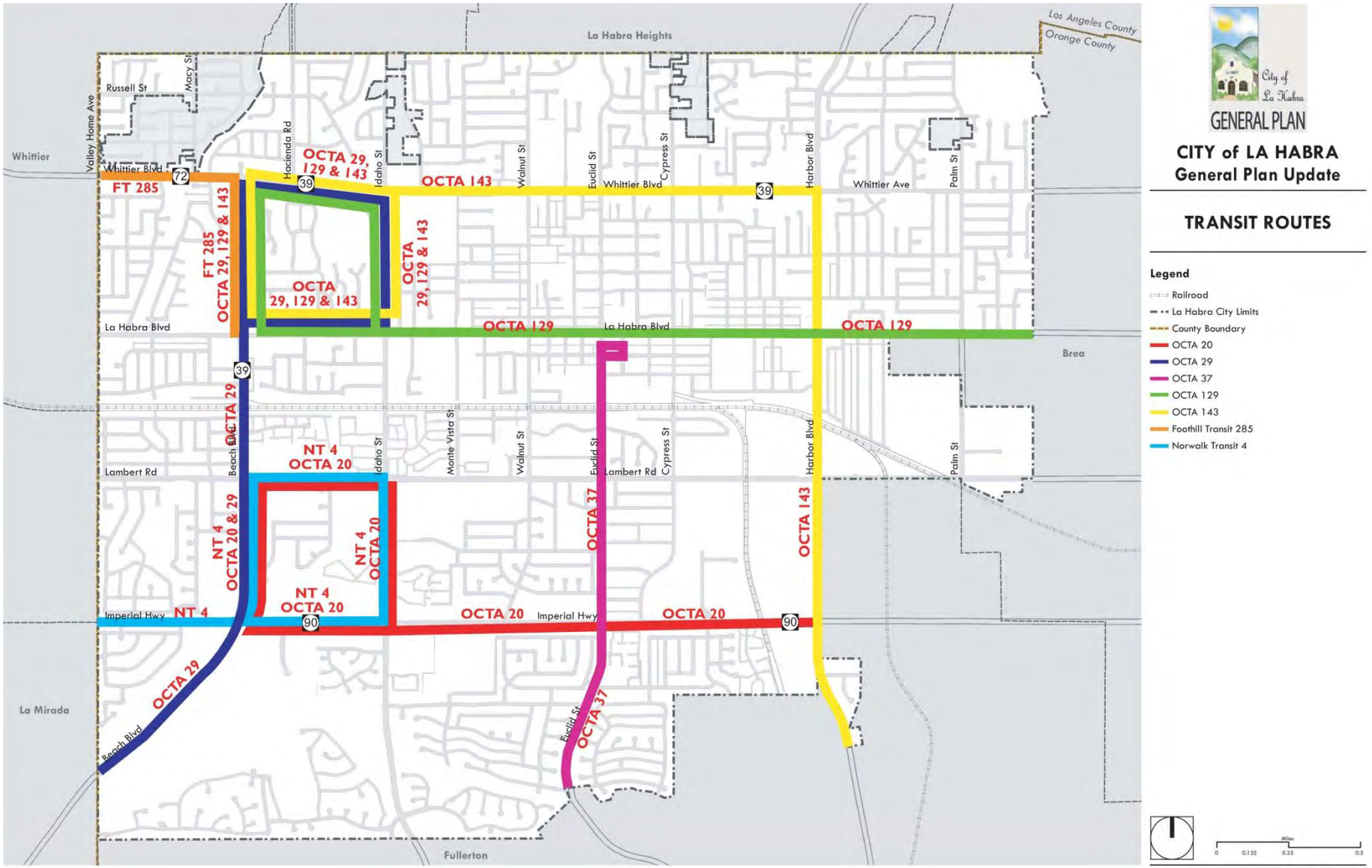


OCTA bus service along La Habra Boulevard and the La Habra Shuttle

AT 1.2 Transit Accessibility. Encourage and provide transit accessibility to everyone including the elderly, handicapped, and transit dependent.

AT 1.3 Transit Centers. Support development of mini transit centers or hubs (i.e., sheltered locations where several transit lines meet) in new higher density mixed use centers to facilitate convenient transfers and connections. The transit centers should generally include bus parking turn-ins, bus shelters and benches, signage with guide maps and schedules, vehicle, and bicycle parking.

AT 1.4 Park & Ride Lots. Work with OCTA and Caltrans to provide designated park & ride locations for safe, convenient places for transit riders to park their vehicles to transfer to a carpool, vanpool, or bus.



City of La Habra
GENERAL PLAN

CITY of LA HABRA
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TRANSIT ROUTES

Legend

- Railroad
- La Habra City Limits
- County Boundary
- OCTA 20
- OCTA 29
- OCTA 37
- OCTA 129
- OCTA 143
- Foothill Transit 285
- Norwalk Transit 4

Miles
0 0.125 0.25 0.5

Figure 3-5

AT 1.5 Transportation Assistance. Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the handicapped.

AT 1.6 Prepaid Transit Passes. Encourage all employers and schools to provide prepaid passes for employees and students, for use on OCTA, Foothill Transit and Norwalk Transit.

AT 1.7 Curb-to-Curb Public Transportation. Expand the curb-to-curb "La Habra Shuttle" public transportation service for more users providing shorter headways and dedicated connections as funding becomes available.

AT 1.8 Go Local. Participate in OCTA's Go Local program including encouraging bus service to provide shuttles to/from the Amtrak/Metrolink stations in Fullerton and Buena Park to the La Habra Civic Center and other local employment and activity centers.

AT 1.9 Passenger Rail. Support regional passenger rail planning efforts, including provision of shuttles to/from the Amtrak/Metrolink stations in Fullerton, Buena Park, and Norwalk.





Amtrak/Metrolink Station in the City of Fullerton and adjoin Transportation Center

AT 1.10 Fixed Guideway. Support the extension of the existing Los Angeles Metropolitan Transit Agency (LAMTA) Gold Line fixed guideway transit system to La Habra.

AT 1.11 Railroad Right-of-Way. Support conversion of the Union Pacific Railroad right-of-way into a multi-use facility, should the right-of-way become available, considering alternate uses and treatments either for light rail or as a bikeway use or both.

AT 1.12 Bus Rapid Transit. Support the development of bus rapid transit, or a high performance bus service combining dedicated bus lanes and transit hubs with high-quality vehicles and amenities, in the City to provide transit service to regional commercial and office areas.

AT 1.13 Transit Oriented Developments. Promote the development of new mixed-use projects near established transit corridors and nodes to provide a practical alternative to the single-occupant vehicle, consistent with the Community Development Element Land Use section.

AT 1.14 Transit Amenities. Encourage the provision of convenient and attractive transit amenities and streetscape furniture, landscaping, and lighting at bus stops to encourage the use of public transportation.

AT 1.15 New Development Transit Facilities. Require developers to include transit amenities such as bus benches, informational signage, and shelters in their development plans when feasible.

Bicycle Facilities

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

Goal AT 2

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





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

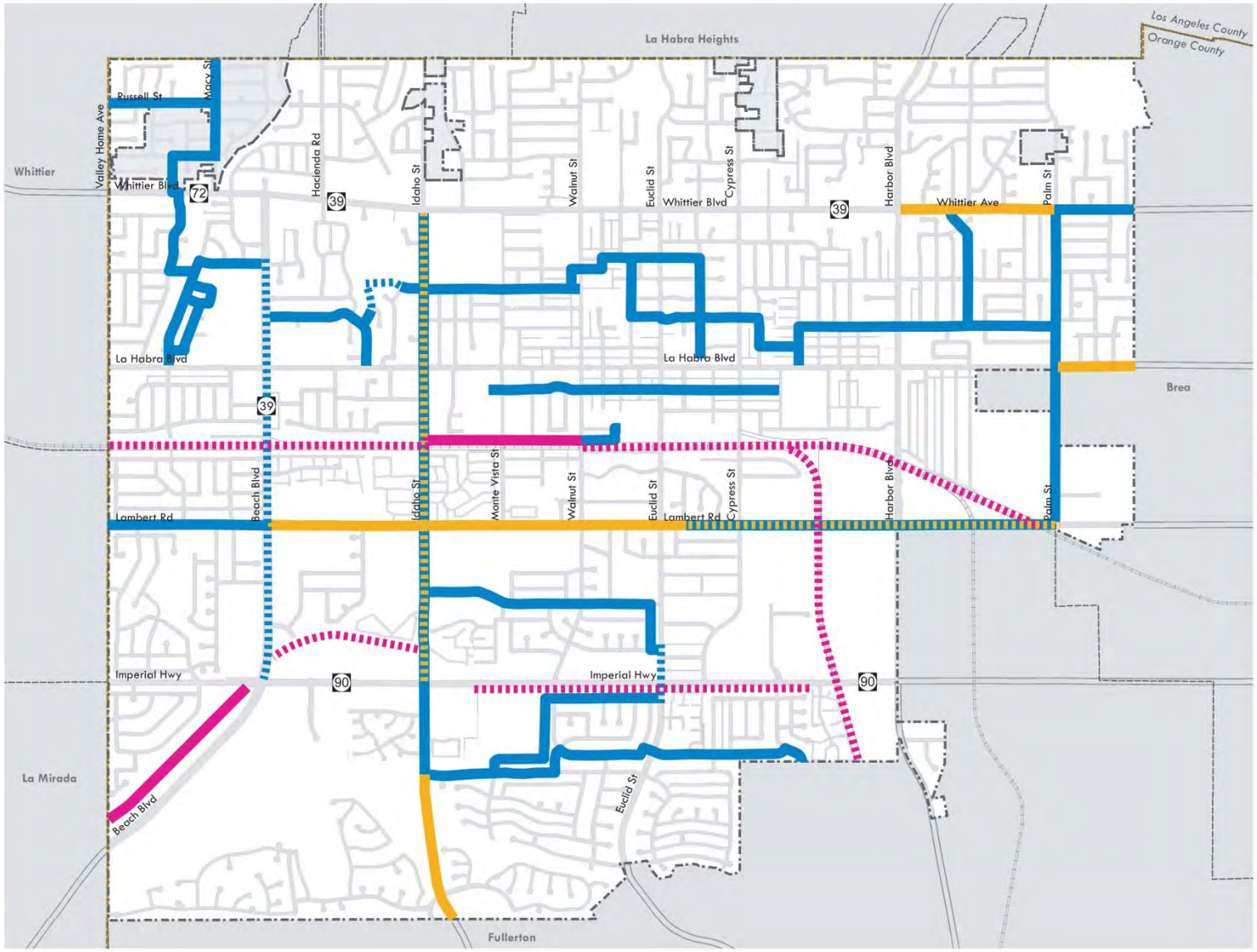
Policies

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

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

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

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



City of La Habra
GENERAL PLAN

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BIKEWAY MASTER PLAN

Legend

- Railroad
- La Habra City Limits
- County Boundary

Existing Bikeways:

- Class I Bike Path (Off-Road Paved)
- Class II Bike Lane (On-Road Striped & Signed)
- Class III Bike Route (On-Road Signed)

Planned Bikeways:

- Class I Bike Path (Off-Road Paved)
- Class II Bike Lane (On-Road Striped & Signed)
- Class III Bike Route (On-Road Signed)

Miles
0 0.125 0.25 0.5

Figure 3-6

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

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

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

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

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

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

Pedestrian Paths/Walkways

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

Goal AT 3

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

Policies

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





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

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

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

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

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

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

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

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

C. Goods Movement (G)

Goods movement is the fastest growing segment of Orange County's transportation sector, and is critical to the La Habra economy. Goods are moved

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

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

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

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

Designated Truck Routes

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

Goal G 1

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

Policies

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

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

D. Transportation Demand Management (TDM)

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

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

Transportation Alternatives

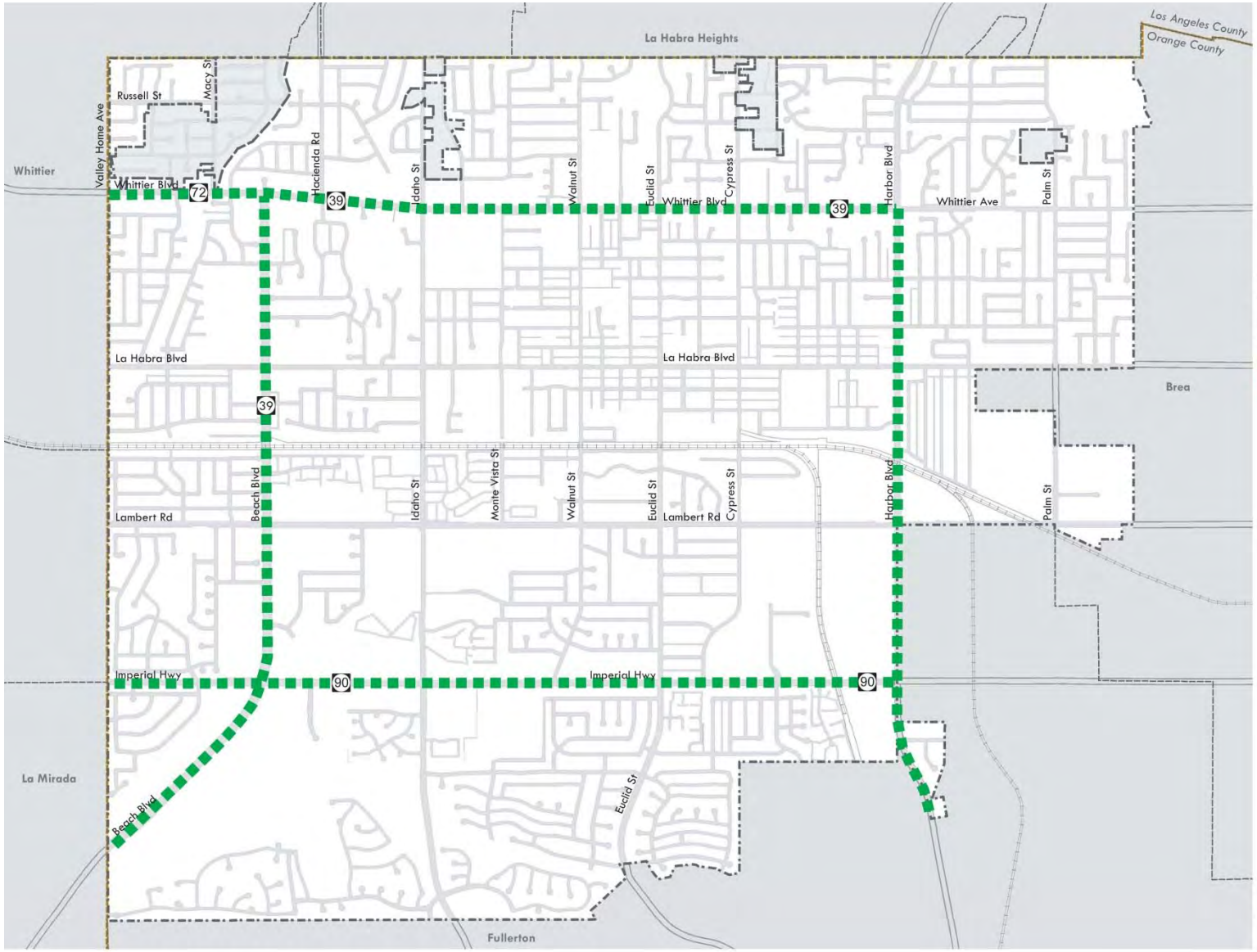
The following goals and policies are intended to reduce reliance on the private automobile while maintaining mobility. This can be done through encouraging alternative modes of transportation, more efficient usage of available resources, and by changes in land use and transportation policy.

Goal TDM 1

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

Policies

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



City of La Habra
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TRUCK ROUTES

Legend

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

Miles
0 0.125 0.25 0.5

Figure 3-7

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

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

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

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

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

Goal TDM 2

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

Policies

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

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

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

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

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

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

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

E. Neighborhood Traffic Management Program (NTMP)

The City of La Habra created a Neighborhood Traffic Management Program (NTMP) as a City-wide initiative to improve quality of life in residential neighborhoods by addressing such traffic calming issues as cut-through traffic and speeding. The need for the program stemmed from the City's desire for a systematic approach to handling neighborhood traffic requests. The main goal of the NTMP program is to improve livability by reducing the impact of traffic, which promotes safe and pleasant conditions for all street users. The City's NTMP program has five principal objectives:

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

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

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

Neighborhood Traffic Calming

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





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

Goal NTMP 1

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

Policies

NTMP 1.1 Education. Promote education through information-sharing and awareness raising, targeting drivers, pedestrians, and bicyclists about the best ways to share the road.

NTMP 1.2 Engineering. Promote engineering improvements such as physical measures constructed to lower speeds, improve safety, or otherwise reduce the impacts of motor vehicles.

NTMP 1.3 Enforcement. Enhance enforcement, targeted police enforcement, to support neighborhood traffic calming goals.

NTMP 1.4 Resident Input. Provide a mechanism in the NTMP process such as neighborhood traffic committees to incorporate resident input and determine general public support of the plans.

NTMP 1.5 General Public Input. Encourage comments from the general public outside of the plan neighborhoods.

NTMP 1.6 Traffic Calming. Implement neighborhood approved traffic calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, roundabouts, landscaped medians, and radar speed feedback signs.

NTMP 1.7 Priority Ranking System. Establish priority ranking system to evaluate traffic calming requests for implementation throughout the City.

NTMP 1.8 Special Design Treatments. Identify streets where special or innovative design treatments such as roundabouts are appropriate to achieve community goals.

NTMP 1.9 Driveways. Avoid frequent driveways for new development access in active pedestrian areas, such as the downtown core and mixed-use centers that create conflict points between pedestrians and vehicles.

F. Intelligent Transportation Systems (ITS)

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

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

Transportation Communications and Control

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

Goal ITS 1

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

Policies

ITS 1.1 Traffic Operations Center. Maintain and improve the Traffic Operations Center and a citywide interconnected network to convert key intersections and roadways into a coordinated traffic management system.

ITS 1.2 Signal Coordination. Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).

ITS 1.3 Advance Control Technology. Implement corridor traffic signal synchronization with advance control technology for reducing travel times, vehicle delay and overall congestion.

ITS 1.4 Traffic Signal Improvements. Improve the traffic signal system in the City's multimodal corridors to enhance overall system performance.

ITS 1.5 Traffic Signal Optimization. Reoptimize traffic signal timing periodically as needed to reduce travel time and delay, and improve traffic flow and air quality.

G. Parking (P)

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

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

Parking Alternatives

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

Goal P 1

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

Policies

P 1.1 On-Street Parking. Regulate on-street parking demand through implementation of time limits such as 2-hours in retail/restaurant areas to achieve the optimum utilization of parking areas for business and non-residential uses.

P 1.2 Off-Street Parking. Require new developments to provide sufficient off-street parking to reduce on-street parking congestion and increase both auto and pedestrian safety.

P 1.3 **Off-Street Parking Alternatives.** Allow developers to meet their minimum parking requirements via shared use with nearby uses, in-lieu fees, or off-site parking.

P 1.4 **Small Business Parking Requirements.** Consider revised parking requirements for small retail businesses such as relaxed parking usage codes, and allowances for joint and shared use parking in areas where much of the trade derives from walk-in business.

P 1.5 **Managed Parking Supply.** Manage the parking supply to discourage auto use through implementation of time limits, pay parking, or permits, while ensuring the reservation of economic development goals.

P 1.6 **Neighborhood Permit Parking.** Review on-street parking conditions and regulations in neighborhoods adjacent to the downtown area and mixed-use districts and update the City's neighborhood permit parking ordinance and control plans for those areas, as needed.

P 1.7 **Overnight Parking.** Regulate and enforce overnight parking in residential neighborhoods.

P 1.8 **Carpool Parking.** Require large employers to provide preferential parking for carpools.

P 1.9 **Preferential Parking.** Encourage new construction to provide preferential parking and/or free parking for carpools, vanpools, and alternative fuel vehicles.

P 1.10 **Parking Reductions for Mixed-Use Developments.** Develop standards allowing reductions in auto parking in mixed-use developments.

P 1.11 **Bicycle Parking.** Require that space in new commercial developments be set aside for bicycles.

Chapter 4 INFRASTRUCTURE

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

A. Water System (WS)

The City of La Habra manages and operates its domestic water system within the 7.6 square-mile planning area, which includes the City limits boundaries and Orange County island areas. The City obtains its domestic water supply from groundwater and imported water sources. Roughly 43 percent of the City's potable water comes from three City groundwater wells pumped from the La Habra Groundwater Basin (La Bonita Park Well, Portola Park Well, and the Idaho Street Well). Imported water accounts for the remaining total water deliveries and comes from two sources; through interties with the California Domestic Water Company (CDWC) (47 percent), which the City owns water rights to, and the Metropolitan Water District of Southern California (MWD) via the Municipal Water District of Orange County (MWDOC) (10 percent).

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

Water Services

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

Goal WS 1

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

Policies

WS 1.1 **Urban Water Management Plan.** Implement the City's Urban Water Management Plan to ensure adequate water supply.

WS 1.2 **Reliable Supply and Cost-Effective Distribution.** Maintain a reliable supply of high quality potable water and a cost-effective distribution system to meet normal and emergency demands for residents.

WS 1.3 **Adequate Water Infrastructure.** Ensure that the City's potable water infrastructure is sized adequately for storage capacity and treatment to serve existing and future projected demands.

Clean and healthy water for La Habra's residents



WS 1.4 **Water Rights.** Exercise and protect the City's water rights and entitlements in perpetuity.

WS 1.5 **Drinking Water Standards.** Continue to provide domestic water that meets or exceeds state and federal drinking water standards for public water infrastructure facilities and private development projects.

WS 1.6 **Best Practices.** Employ best practices to maintain the highest possible energy efficiency in the water infrastructure system to reduce costs and greenhouse gas emissions.

WS 1.7 **New Water Facility Design.** Ensure that water utility facilities are designed to be safe, aesthetically pleasing, and compatible with adjacent uses.

WS 1.8 **Use of City Water and Domestic Water Facility Construction.** Continue to require issuance of a permit and payment of fees in order to use water from any City water line or construct any domestic water facility in La Habra.

WS 1.9 **Infrastructure Maintenance.** Continue capital improvement funding for the rehabilitation or replacement of critical infrastructure that has reached the end of its useful life.

WS 1.10 **Cooperative Contracts.** Continue to maintain the operation of La Habra's water wells and cooperative contracts for water resources with the Metropolitan Water District of Southern California and California Domestic Water Service.

Water Conservation

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

Goal WS 2

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

Policies

WS 2.1 **Water Conservation Standards and Programs.** Implement water conservation standards and programs during non-shortage conditions that reduce water consumption through conservation, reasonable and beneficial use of water, and prevention of water waste and implement water supply shortage actions during declared water shortage, including reducing water use during times of emergency.

WS 2.2 **Recycled Water.** Investigate alternative sources of water such as the use of reclaimed water, stored rainwater, or grey water for irrigation of landscaped and/or park areas.

WS 2.3 **Water Efficient Landscaping.** Encourage the use of water efficient landscaping (e.g., drought and fire resistant landscaping and native vegetation) in new construction and rehabilitation projects.





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

WS 2.4 **Water Conservation Irrigation.** Require water conservation irrigation methods such as drip irrigation, soil moisture sensors, and automatic irrigation systems in new construction and rehabilitation projects.

WS 2.5 **Water Conservation Devices.** Require compliance with state laws for water conservation devices such as low flush toilets, self-closing faucets, and pressure reducing valves in all new and major renovated structures.

WS 2.6 **Artificial Turf.** Support the installation of artificial turf where appropriate in La Habra consistent with the Orange County Sustainable Communities Strategy (OC SCS).

WS 2.7 **Public Facilities.** Specify and install water-conserving plumbing fixtures and fittings in public facilities such as parks, community centers, and government buildings where feasible.

WS 2.8 **Economic Incentives.** Support the Metropolitan Water District of Southern California and other agencies to promote the efficient use of water through economic incentives such as a water rebate programs.

B. Sewer System (SS)

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

The City's sewer collection system is made up of a network of gravity sewers. The gravity system consists of approximately 125 miles of pipe and 2,680 manholes and cleanouts. There are approximately 13,505 laterals connected to the system. The general direction of flow is from north to south and east to west. The majority of the local sewers tie into one of two OCSD trunk sewers: the Imperial Relief Interceptor in Imperial Highway, or the Miller Holder Trunk Sewer in Beach Boulevard. The sewage is then transported out of the City to the southwest. The City currently does not have the infrastructure or capacity to utilize recycled water from the sewer collection system.

Wastewater Service

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

Goal SS 1

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

Policies

SS 1.1 **Sewer Master Plan.** Implement the City's Sewer Master Plan to ensure adequate wastewater treatment, collection system capacity, infrastructure, maintenance, rehabilitation, and funding to meet dry and wet weather demands in compliance with applicable discharge standards.

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





SS 1.2 **Peak Flow Service.** Provide sufficient wastewater conveyance, pumping, and treatment capacity for peak sewer flows and infiltration.

SS 1.3 **Sewer System Rehabilitation Plan.** Implement the City's Sewer System Rehabilitation Plan including focusing on trouble areas with the City's closed circuit television (CCTV) sewer monitoring program to clean and prevent infrastructure failures caused by aging and deteriorating sewer pipelines.

SS 1.4 **Adequate Wastewater Facilities.** Coordinate with the Orange County Sanitation District (OCSD) to provide adequate collection, supply, treatment, and disposal of wastewater to meet the demands of existing and future development.

SS 1.5 **Monitoring Discharge.** Cooperate with OCSD in the monitoring of uses that may generate toxic or potentially hazardous substances to prevent contamination of water and wastewater.

SS 1.6 **Wastewater Best Practices.** Work with OCSD to identify and implement, as feasible, best practices and technologies for wastewater collection and treatment including those that reduce the amount of wastewater requiring treatment, avoid sewage spills affecting stream courses and reservoirs, maintain the highest possible energy efficiency, and reduce costs and greenhouse gas emissions.

SS 1.7 **New Development.** Ensure that new development constructs, dedicates, and/or pays its fair share contribution to the wastewater treatment and collection system necessary to serve the demands created by the development.

SS 1.8 **Sewer Deposit Management.** Continue to enforce the restrictions of material or liquid deposits (e.g., storm drain discharge, ground water discharge, and toxic gases) into the City's sewer system that are pollutants and not in conformance with the Orange County Sanitation District regulations.

SS 1.9 **Fats, Oils, and Grease (FOG) Control Program.** Continue to require the monitoring, inspection, and education of Food Service Establishments (FSEs) to prevent sanitary sewer overflows caused by Fats, Oils, and Grease (FOG) accumulation.

SS 1.10 **Public Outreach.** Conduct public outreach campaigns to educate residents and businesses to limit the amount of oils, pesticides, and toxic chemicals entering the sewer system.

C. Storm Drain System (SD)

The general pattern of drainage flow in the City of La Habra is from the north and south towards the center of the City until it reaches the channels and creeks, which then collect and transport the surface water flows in westerly and southwesterly directions through La Habra to the Los Angeles County line. The Orange County Public Works (OCPW) is responsible for the design, construction, operation, and maintenance (e.g., debris and vegetation removal) of regional flood control facilities. La Mirada Creek and Coyote Creek are the two largest

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

Storm Drainage

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

Goal SD 1

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

Policies

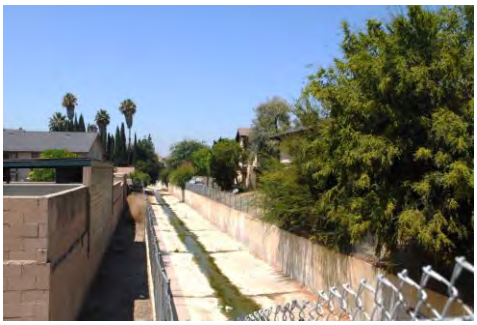
SD 1.1 **Storm Drain Master Plan.** Implement the City's Storm Drain Master Plan to ensure an adequate storm drainage system.

SD 1.2 **NPDES Permit.** Require new development and rehabilitated structures to minimize stormwater runoff and pollutants consistent with the City's National Pollutant Discharge Elimination System (NPDES) permit.

SD 1.3 **Adequate Storm Drainage Infrastructure.** Ensure that the City's storm drainage culverts, channels, and facilities are adequately sized, maintained, and upgraded to adequately convey stormwater runoff and prevent flooding for existing and new development.

SD 1.4 **Facility Design.** Design stormwater drainage systems to be environmentally sustainable, appear natural in character, and to be compatible with surrounding uses.

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





SD 1.5 **Best Practices.** Use and update best practices for stormwater management.

SD 1.6 **Illicit Connections.** Continue to enforce the prohibition of illicit connections and discharges into the storm drain system.

SD 1.7 **Drainage Channels.** Maintain storm drainage channels to adequately convey stormwater.

SD 1.8 **Deficient Areas.** Prioritize the construction of storm drainage infrastructure improvements in areas where deficient service exists to minimize flooding.

SD 1.9 **No Net Increase.** Require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.

SD 1.10 **Public Outreach.** Implement watershed awareness, stormwater pollution prevention, and water quality educational programs.

D. Water Quality (WQ)

The City of La Habra overlies the small un-adjudicated La Habra Groundwater Basin and is entirely within the Coyote Creek Watershed (CCW), a tributary to the San Gabriel River. The CCW drains approximately 165 square miles of densely populated urbanized areas of residential, commercial, and industrial development as well as some areas of open space and natural land primarily within Orange and Los Angeles counties and a small portion in San Bernardino County. Generally, the northern and eastern portions of the Watershed, where La Habra is located, are characterized by permeable aquifer materials and therefore accept groundwater recharge. The geologic structure of the La Habra Groundwater Basin area is bounded on the north by the Puente Hills and on the south by the Coyote Hills and consists of bearing zones or aquifer units associated with the Alluvium, La Habra, Coyote Hills, and San Pedro formations.

Water Quality Systems

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

Goal WQ 1

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

Policies

WQ 1.1 **National Pollutant Discharge Elimination System and Regional Water Quality Control Board.** Implement the requirements of the Regional Water Quality Control Board (RWQCB) for compliance with the National Pollutant Discharge Elimination System permit and apply best management practices for point source discharges.

WQ 1.2 **Orange County Drainage Area Management Plan and Water Quality Management Plan.** Continue to enforce that all new developments and redevelopments comply with the Orange County Drainage Area Management Plan (DAMP) and that all applicable new developments

and redevelopments prepare a Water Quality Management Plan (WQMP).

WQ 1.3 **Low Impact Development.** Encourage the incorporation of Low Impact Development (LID) techniques (e.g., permeable paving, cells, bioswales, tree box filters, rain barrels, rooftop runoff for irrigating lawns) to manage stormwater and urban runoff, reduce runoff and pollution, and assist in maintaining or restoring the natural hydrology.

WQ 1.4 **Protection of Water Bodies.** Require new development to protect the quality of water bodies and natural drainage systems consistent with the City's NPDES permit.

WQ 1.5 **New Development.** Require new development to protect the quality of water resources and natural drainage systems through site design, and use of source controls, stormwater treatment, runoff reduction measures, best management practices, and LID techniques.

WQ 1.6 **Site Development.** Encourage site design and development to minimize lot coverage and impervious surfaces.

WQ 1.7 **Integration Regional Water Management.** Pursue a multi-jurisdictional approach including local, State, and Federal agencies to protect, maintain, and improve water quality and the overall health of the watershed.

WQ 1.8 **City Department Integration.** Integrate water management planning, land use planning, watershed planning, environmental planning, greenhouse gas reductions, climate change measures, and hazard mitigation planning into local decision-making processes to protect the watershed.

WQ 1.9 **Education.** Support water pollution awareness and water quality educational programs to educate the public about practices and programs to minimize water pollution.

E. Energy (E)

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

Natural gas service in La Habra is provided by Southern California Gas Company (SCGC). SCGC maintains medium pressure facilities in nearly every street of the City, and gas transmission lines are located throughout La Habra, with a high-pressure gas main in the Union Pacific Railroad right-of-way, which generally traverses the City in an east-west direction.

Energy Service

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

Goal E 1

Energy Provision. Adequate and reliable energy services and facilities.

Policies

E 1.1 **Adequate Service and Facilities.** Coordinate with energy service providers to supply adequate electricity and natural gas service and facilities are available to meet the demands of existing and future development.





E 1.2 **Undergrounding Utilities.** Coordinate with energy service providers to underground overhead utility lines within the La Habra underground utility districts (UUD) as funding becomes available.

E 1.3 **New Utility Infrastructure.** Require that new utility lines be constructed underground and along existing utility corridors.

Goal E 2

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

Policies

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

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





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

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

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





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

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

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

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

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

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

E 2.10 **Land Use Practices.** Implement energy conserving land use practices (e.g., compact and mixed use development, bikeway and pedestrian paths, and transit routes and facilities).

E 2.11 **Cross-Jurisdiction Coordination.** Cooperate with other jurisdictions and groups to maximize energy efficiency and renewable resource usage.

E 2.12 **Public Awareness.** Cooperate with energy service providers to increase public awareness of available energy conservation programs (e.g., best practices, energy rebates) to increase energy efficiency in older neighborhoods and developments.

E 2.13 **Sustainable Development and Energy Conservation Education.** Work with appropriate agencies to make available educational materials for residents and developers regarding the objectives and techniques of sustainable development and energy conservation.

F. Telecommunications (T)

The City is provided with a range of telecommunication services by national and local service providers that generally include types and specifics which are standard for most urban areas across southern California. Local telephone and cellular phone service providers are regulated in accordance with the California Public Utility Commission (CPUC). La Habra has operational cell sites in the City. Cable television and other video services are regulated under franchises with the State of California as a result of AB 2987, the Digital Infrastructure and Video Competition Act (DIVCA) of 2006. Internet service is diversified with several internet service provider (ISP) choices for residents and businesses.

Telecommunication technologies are changing rapidly. Some telecommunication companies have taken advantage of fiber-optic communications to deliver a variety of high rate data transfer options and broadband services. Fiber optic communications systems support smart grid applications (e.g., smart meters, home area networking, substation automation, and distribution automation) as well as wired and wireless broadband applications.

Telecommunication Systems

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

Goal T 1

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

Policies

T 1.1 **Adequate Facilities and Availability of Services.** Work with telecommunications service providers to meet the facility and service demands of existing and future development.

T 1.2 **Access to Information.** Work with telecommunications service providers to ensure the availability of a wide range of state-of-the art telecommunication services throughout the City that facilitate access to information about public services, transit, emergencies, and other information.

T 1.3 **State-of-the-Art Telecommunication Technologies.** Encourage local industries, libraries, higher educational institutions, and other entities to support innovation in the design and implementation of state-of-the-art telecommunication technologies and facilities (e.g., smart grid applications and fiber optic transport capacity).

T 1.4 **Regulation of Service Providers.** Continue to enforce cable, video, and telecommunications service provider standards and criteria consistent with the Telecommunications Act to encourage the development of telecommunications infrastructure that satisfies local needs, delivers enhanced services, and provides informed consumer choices in an evolving cable, video, and telecommunications marketplace in an aesthetically pleasing manner.

T 1.5 **Reasonable Access to Right-of-Way.** Continue to enforce guidelines to manage reasonable access to the City's public rights-of-way and public property for cable, video, and telecommunications in a manner consistent with applicable federal and state statutes and regulations and the objectives of the City of La Habra.

T 1.6 **Regulation of Wireless Communication Facilities.** Continue to regulate the land use zone, location, height, appearance, and placement of wireless communication facilities (e.g., commercial antennas).

T 1.7 **Design and Siting.** Require that telecommunication facilities (e.g., cellular towers) be designed and sited in an unobtrusive manner that aesthetically fits into the surrounding environment and minimizes visual impacts.

T 1.8 **New Utility Infrastructure.** Require that new telecommunications facilities be constructed underground and along existing utility corridors, when feasible.

T 1.9 **City Operations.** Expand the use of new telecommunication technologies, as appropriate, to enhance the performance of internal City operations and the delivery of public services.

T 1.10 **Public Use in Public Buildings.** Support the incorporation and accessibility of state-of-the-art telecommunication systems (e.g., internet) and services for public use in public buildings (e.g., civic and community centers and libraries).

G. Solid Waste Management and Recycling (WR)

The City of La Habra's contracted waste hauler is Waste Management of Orange County (WMOC). The WMOC provides weekly residential, commercial, and industrial waste and mixed recycling collection services. The City's Refuse and Recycling Division oversees the waste collection services and varied recycling programs offered by La Habra.

WMOC operates two transfer stations, one in the City of Irvine and the other in the City of Orange. Each day these facilities handle and sort trash, recyclables, construction and demolition materials, and green waste. Sorted solid waste is disposed of either at the Frank R. Bowerman Landfill near Irvine, the Olinda Alpha Landfill near Brea, or the Prima Deshecha Landfill in San Juan Capistrano.

The City has had significant success in implementing its many recycling programs. The National Resource Defense Council (NRDC) listed the City of La Habra as a "Smarter City" in 2009 for its recycling efforts. Of those cities with populations between 50,000 and 99,000, La Habra ranks 28th overall in the Country and 2nd overall in the greater Los Angeles area for sustainability and livability, and 11th in the nation for its results in recycling based on the City's recycling programs, items recycled, and the availability of pick and recycling bins in public places.

Solid Waste Services

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

Goal WR 1

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

Policies

WR 1.1 **Adequate Services and Waste Collection Facilities.** Support efforts of the local solid waste collection, disposal, and recycling service provider to maintain adequate residential, commercial, and industrial solid waste and mixed recycling collection service levels and solid waste facilities in accordance with state law.

Olinda-Alpha Landfill and walk-up waste collection facility



WR 1.2 **AB 939 and 50 Percent Diversion.** Continue to partner, plan for, and document compliance with AB 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills.

WR 1.3 **Business and Industry Source Reduction Measure.** Support and assist in the study and development of solid waste reduction plans, waste evaluations, and source reduction activities for businesses and industries which help target source reduction measures for solid waste streams and alleviate the need for landfill disposal.

WR 1.4 **Waste Diversion.** Require recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities, with the objective of diverting non-hazardous waste through source reduction, reuse, and recycling.

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



WR 1.5 **Waste Collection Performance.** Periodically review waste collection performance to verify adequacy of service.

WR 1.6 **New Construction and Recycled Materials Use.** Encourage the use of recycled materials in new construction through the continued enforcement of the California Green Building Standards Code.

WR 1.7 **Adaptive Reuse of Existing Buildings.** Promote the adaptive re-use and integration of existing buildings in new development projects in lieu of

demolition unless they are structurally deficient, inconsistent with the spatial needs and functions of the new use, consume excessive energy and water, and/or financially infeasible.

Recycling Services

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

Goal WR 2

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

Policies

WR 2.1 **AB 341 and 75 Percent Recycling.** Strive to partner, plan for, and document compliance with AB 341 source reduction, recycling, and composing requirements of 75 percent by 2020.

WR 2.2 **City's Role.** Increase the City's role in the source reduction and recycling components of waste management through recycling programs at City facilities to reduce the quantity of City-generated waste stream.

WR 2.3 **Procurement Policy.** Review, and revise as necessary, the City procurement policy to include recycled products and to provide a price differential to specific products with recycled content to encourage recycling markets.

WR 2.4 **Sustainable Products.** Encourage the increased use of recyclable, non-disposable, and repairable products in an efficient manner.

WR 2.5 **Recycling Collection Centers.** Continue to support recycling participation through permitted drop off and certified recycling collection centers in commercial and industrial areas.

WR 2.6 **Waste Hauler.** Work with the City's waste hauler to:

- continue to ensure residential weekly curbside collection with recycling carts,
- continue to ensure residential weekly curbside collection with greenwaste carts that target and compost yard wastes, and
- explore the possibility of mixing yard debris and food scraps in one curbside cart to reduce waste and create nutrient-rich fertilizer.

WR 2.7 **Compost Markets and Distribution.** Work with the City's waste hauler to encourage the development of local and regional markets for

composted materials and distribute compost, as feasible, for City use in parks, green belts, and other areas.

WR 2.8 **Grasscycling.** Continue to promote grasscycling (i.e., leaving grass clippings on the lawn after mowing) to reduce the amount of yard waste disposed in landfills and grass fertilizers or other toxic runoff entering City storm drains and polluting natural waterways.

WR 2.9 **Recycled Tires as Road Base.** Review and promote revision of City bid specifications for road construction to allow for greater use of recycled tires as a constituent of asphalt road base, whenever possible.

Goal WR 3

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

Policies

WR 3.1 **Tires.** Continue to support Orange County programs that ban tires from disposal at the Olinda and Prima Deshecha Landfills.

WR 3.2 **Proper Disposal of Sharps.** Continue to collect sharps waste (i.e., medical device or object used to puncture or lacerate the skin) at the City's bi-annual household hazardous waste collection events and work with pharmacies in La Habra to expand the collection of sharps throughout the year for proper disposal.

WR 3.3 **Proper Disposal of Prescription and Over-the-Counter Medications.** Continue to collect unused and waste prescription and other over-the-counter medications at the Police Department's annual collection event and work with pharmacies in La Habra to expand their collection throughout the year for proper disposal.

WR 3.4 **Infectious Waste.** Mange infectious waste generators, treatment, and water management through:

- identifying infectious waste generators and encouraging their use of recyclable (e.g., launderable) materials wherever possible;
- supporting the County landfills to ensure that all infectious waste loads, including small quantity amounts, have been properly treated to render the infectious waste a solid waste; and
- continuing existing programs for informing, training, investigating, and enforcing infectious water management of large and small quantity generators.

WR 3.5 **Asbestos Management at Landfills.** Continue to support County landfills that accept asbestos waste with the enforcement of asbestos management methods (e.g., wetting, bagging, or otherwise containing) according to specific landfill operation practices.

WR 3.6 **State and Regional Coordination of Asbestos Waste and Abatement.** Coordinate with the California Department of Health Services (DHS) regarding progress of asbestos waste treatment alternatives as they relate to asbestos land ban treatment standards and the South Coast Air Quality Management District (SCAQMD) in the enforcement of its regulations on asbestos abatement in demolition and modification of buildings.

Goal WR 4

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

Policies

WR 4.1 **Recycling and Reuse of Construction Waste.** Continue to enforce the waste management plan for certain construction and demolition projects to reduce landfill waste by diverting a minimum of 50 percent of the construction and demolition debris (e.g., concrete, asphalt paving, asphalt roofing, lumber, gypsum board, rock, and soil).

WR 4.2 **Waste Management Plan.** Review Chapter 15.78 (Waste Management Plan for Certain Construction and Demolition Projects within the City of La Habra) of the La Habra Municipal Code to determine if additions and/or modifications are necessary to further encourage and incentivize construction/demolition (C/D) recycling.

Goal WR 5

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

Policies

WR 5.1 **City Recycling Locations and Programs.** Communicate recycling options, locations, and City-sponsored programs in La Habra to the public.

WR 5.2 **Public Education.** Prepare and disseminate, as appropriate, informational brochures, newsletters, pamphlets, door hangers, and fact sheets at City Hall, community-wide events, and on the City's website to educate the public on source reduction, solid waste diversion, recycling, infectious waste management, and composting resources and educational programs.

WR 5.3 **Network of Community Leaders.** Study the possibility of establishing a network of elected officials, commissioners, and community leaders to

promote the City's source reduction, recycling, and composting goals and programs.

WR 5.4 **Network of Community Volunteers.** Encourage and support the development of a network of community volunteers to promote recycling activities (e.g., battery collection program) and community action projects (e.g., composting demonstration) in neighborhoods.

WR 5.5 **School District Curriculum.** Support school district curricula for grades Kindergarten through twelve that teaches waste management and recycling concepts and encourages the designation of a school recycling coordinator to ensure recycling infrastructure in schools.

WR 5.6 **Technical Assistance for Non-Residential Sectors.** Work with the La Habra Chamber of Commerce to develop a program of technical assistance to the commercial, office, industrial, and non-profit sectors to guide their participation in source reduction activities (e.g., double-sided copying, materials, and packaging) as well as recycling (e.g., paper, cans, and bottles) and composting (e.g., landscape clippings and food waste).

WR 5.7 **Public Awards and Recognition.** Study the possibility of developing a program to issue awards and other types of public recognition to businesses, non-profit groups, community volunteers, schools, and others that establish, show leadership, or participate in source reduction and recycling programs.

Chapter 5 COMMUNITY SERVICES

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

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

Open space, parks, trails, and recreational facilities and programs are important land use components in an urban environment, providing visual relief from the built environment and contributing to residents' quality of life through recreational programming and social value. The City of La Habra has a wide range of parks including mini parks, neighborhood parks, community parks, and a golf course that incorporate natural and paved walking trails and bicycle paths. Community recreational amenities in La Habra include facilities such as baseball and softball diamonds, basketball courts, soccer fields, football field, tennis courts, and playgrounds. La Habra also offers a variety of recreation programs, activities, and classes including special events and excursions, summer day camp, aquatic programs, youth sports leagues, and facility rentals.

Despite the current existence of a wide-range of open space parks and recreational facilities, the City of La Habra is generally built-out resulting in limiting opportunities for development of additional open space in the future. The loss of any open space can have a detrimental effect. The City believes it is important to responsibly manage existing open space lands and any future conversion of open space to a more intense use to ensure the development benefits the community.

Open Space Areas for Natural Resource Protection

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

Goal OS 1

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

Policies

OS 1.1 **Natural Resource Preservation.** Preserve open spaces for the protection and maintenance of La Habra's natural resources including watersheds, hillsides, and drainage corridors.

OS 1.2 **New Open Space Opportunities.** Explore opportunities and creative solutions for the acquisition of new open space areas that are maintained or remediated for natural resource preservation provided there is minimal liability or extraordinary short- or long-term maintenance costs for the City as lands are redeveloped in the City.

OS 1.3 **Ecosystem Protection.** Maintain open space lands along and within the established open space flood control channels for the protection of riparian habitats and ecosystems, consistent with requirements to maintain the integrity of these lands for stormwater and flood control management.

OS 1.4 **Aesthetic Buffer.** Utilize open space to serve as an aesthetic buffer between different land uses, where feasible, including the preservation of slope embankments in hillside areas.

OS 1.5 **Open Space Provisions.** Require that significant residential development projects and Specific Plans address and make provisions for adequate amounts of private and/or public passive open space and landscaping that is sensitive to retaining the character of the natural environment where applicable.

OS 1.6 **Open Space Linkages.** Link open space areas preserved for natural resources, other open spaces, and activity centers to help define urban form and beautify the City.

OS 1.7 **Development or Redevelopment of Open Space.** Recognizing that the responsible development of existing open space is important to the future of the City, require any general plan amendments, zone changes, specific plans or other legislative actions authorizing development of any property designated as open space in the General Plan to be approved by a majority of the voters of the City of La Habra at a regularly scheduled municipal election.

Further recognizing that the responsible development of exiting open space is important to the future of the City, require that any general plan amendment seeking to designate property then designated as open space in the General Plan to a different General Plan designation to likewise be approved by a majority of the voters to the City of La Habra at a regularly scheduled municipal election.

Parks and Recreation Facilities

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





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

Goal OS 2

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

Policies

OS 2.1 **Parkland Standard.** Provide, maintain, and support open space resources including parks, recreational facilities, and open space at a ratio of 2.5 acres per 1,000 residents for active and passive recreational purposes to allow residents opportunities to enjoy physical and mental health.

OS 2.2 **Incentives for Additional Parklands.** Encourage developers to provide land dedications for parks and improvements exceeding minimum City requirements in exchange for incentives established by the City.

OS 2.3 **Parkland Standard Review.** Review the parkland standard (Policy OS 2.1) periodically to ensure it is financially feasible and aligned and acceptable in meeting the recreational needs of La Habra's residents.

OS 2.4 **Park Types.** Maintain a diverse and accessible system of parks and recreation facilities throughout La Habra, which include mini parks designed to provide passive open space, neighborhood parks generally planned for younger children and family groups, and community parks offering a wide range of indoor and outdoor recreation opportunities.





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

OS 2.5 **New Parks and Recreational Facilities.** Prioritize the development of new parks and recreational facilities with community needs including consideration of a community park.

OS 2.6 **Infill Areas.** Promote the development of small parks that provide active and passive recreational opportunities for local residents in the downtown core and other areas of La Habra targeted for moderate and higher density residential and mixed-use development.

OS 2.7 **Streetscape Parks.** Promote the integration of small plazas, pocket parks, and civic spaces in public streetscapes developed in the downtown core and other active pedestrian areas that support recreation, events, and public gatherings.

OS 2.8 **Privately Owned Open Space Areas.** Enforce compliance with conditions placed on development projects where open space has been set aside for use as a recreational amenity for La Habra's residents and visitors.

OS 2.9 **Funding.** Provide adequate budgetary consideration with property tax revenues and the City's Capital Improvement Program (CIP) to maintain existing parks at a level providing various recreational benefits to the City's residents.

OS 2.10 **Quimby Act Park Fees and/or In Lieu Dedication.** Continue to enforce local ordinances that require subdivision developments with residential land uses including large high-density residential and mixed-use projects to contribute fees or dedicate land, or combination thereof, for development or rehabilitation of parklands or recreational facilities accurately reflecting the burden of the new development on the City's recreational facilities and programs.

OS 2.11 **School Facilities and Joint Use Agreements.** Continue to cooperate with local school districts through joint use agreements for community use of school playgrounds and field facilities.

OS 2.12 **Compatibility.** Ensure that parks, recreation, and community centers are located and designed for compatibility with adjacent uses addressing such issues as noise, lighting, and parking.

OS 2.13 **Sustainable Parks.** Require that new parks are designed and existing parks are retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption.

OS 2.14 **Healthy Parks.** Require that new parks are designed and existing parks retrofitted over time to incorporate elements that enhance opportunities for residents to engage in vigorous recreational activities and improve their health.

OS 2.15 **Accessible Facilities.** When renovating and creating new recreational facilities, ensure accessibility standards are met as specified in state and federal laws such as the American with Disabilities Act (ADA).

OS 2.16 **Park Maintenance.** Conduct regular park maintenance and facility inspections including buildings, playground equipment, bleachers, monuments, and recreational fields and maintain La Habra's street parkways, medians, and City-owned gardens.

OS 2.17 **Private Commercial Recreational Facilities.** Encourage the development of private commercial recreational facilities, health clubs, and similar uses to help meet the needs and improve the health of La Habra's residents, workforce, and visitors.

Recreation Programs

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

Goal OS 3

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

Policies

OS 3.1 **Recreational Programs and Services.** Continue to provide a wide range of recreational programs and services for La Habra residents of all ages and abilities including passive, active, individual, team, and other organized opportunities.

OS 3.2 **Youth, Adults, and Seniors.** Continue to provide community services and programs that meet the social, recreational, and health needs of individuals and groups including youth, adults, and seniors.



OS 3.3 **Review Recreation Programs and Services.** Review and update recreation programs and services to ensure alignment with community needs and the overall improved health of La Habra's residents.

OS 3.4 **Collaboration with Non-City Recreation Providers.** Work with and coordinate the use of public facilities with private and quasi-public associations, sport leagues, school districts, and other organizations providing recreational activities for La Habra's residents.

OS 3.5 **Community Special Events.** Support and encourage communitywide special events that incorporate and promote the City's history, family activities, cultural events, and educational opportunities.

Trails

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

Goal OS 4

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

Policies

OS 4.1 **Connections.** Connect recreational facilities, residential neighborhoods, and key commercial and activity centers, to the extent feasible, with walking paths, trails, and bikeways.

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





OS 4.2 **Linear Park/Greenbelt.** Strive towards the development of a linear park/greenbelt system that may include trails along the open space flood control channels and railroad corridors and is linked with adjoining neighborhood and parks throughout the City.

OS 4.3 **Regional Trail System.** Cooperate with the railroad company, Orange County Public Works, and adjacent jurisdictions in developing a regional trail system.

OS 4.4 **Railroad Corridor Trails.** Cooperate with the railroad company to develop a plan whereby the railroad right-of-ways may be landscaped and/or developed for pedestrian and/or bike trails upon abandonment of the rail service or in conjunction with the existing rail line service.

B. Libraries (L)

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

Library Services, Facilities, and Program

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

Goal L 1

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

Policies

L 1.1 **Library Services, Facilities, and Programs.** Support OCPL in the provision of library services, facilities, and programs that meet the needs of all residents.





L 1.2 **Library Access.** Coordinate with OCPL to ensure that library facilities are conveniently accessible to pedestrians, bicyclists, public transit, and other modes of transportation.

L 1.3 **Multi-Functional Use.** Support the use of libraries as multi-functional facilities, acting as gathering places, cultural centers, and venues for community events and programs.

L 1.4 **Joint Use.** Support the joint use of libraries adjacent to schools, parks, and community centers.

L 1.5 **Technology.** Support the use of computers, the Internet, and other evolving technologies to digitally access library resources, multi-media, and other information.

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

C. Schools (S)

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

Educational Services and Facilities

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

Goal S 1

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



Policies

S 1.1 **School Capacity.** Cooperate with school districts to ensure that school facilities with sufficient capacity are reserved, constructed, and phased to meet the needs of current and projected enrollment, as permitted by State law.

S 1.2 **Review of Development Proposals.** Include school districts in the review of residential development proposals to ensure that projects adequately address school impacts and issues.

S 1.3 **School Siting.** Coordinate with school districts to ensure that new schools are efficiently and equitably sited throughout La Habra.

S 1.4 **Expansion of Existing Facilities.** Work with school districts to ensure that expanded academic, athletic, parking, and other facilities are located and designed for compatibility with and mitigate impacts on adjoining residential neighborhoods.

S 1.5 **Sustainable and Healthy Development.** Encourage local school districts to use sustainable building design and site development practices for new development and retrofitting of existing facilities and properties that reduce water and energy consumption, wastes, and pollutants and contribute to a healthy environment for students, faculty, and administration.

S 1.6 **Technology.** Encourage local schools to incorporate new technologies that facilitate learning in the classroom, at remote sites, and connections with other educational institutions located outside La Habra.

S 1.7 **Joint Use.** Continue to coordinate with school districts and private schools to pursue the joint use of school, park, and other facilities through agreements to maximize public use of facilities, minimize duplication of services provided, and facilitate shared financial and operational responsibilities.

S 1.8 **School Transit Plans.** Cooperate with school districts and private schools to prepare school transit plans to reduce automobile trips and increase the use of other transportation modes to schools.

S 1.9 **Developer Fees.** Ensure that residential development fully mitigates its impact on school facilities through the payment of fees or other negotiated methods, as permitted by State law.

S 1.10 **School Resource Officer (SRO) Program.** Continue to support the SRO Program with the placement of La Habra police officers in intermediate and high schools in La Habra to employ education and information as a deterrent against crime, gangs, and drugs as funding is available.

S 1.11 **Extracurricular Educational Programs.** Continue to coordinate with and support local school districts' efforts with respect to student participation in extra- and co-curricular activities such as JROTC, music, athletics, and drama at City/community events such as the State of the City and recognition programs.

S 1.12 **Joint Educational Services.** Continue active discussions and cooperation with the school districts serving the City to best provide appropriate educational opportunities and services to residents, parents, and students to the mutual benefit of the City and school districts in a manner mutually agreeable to both the City and school districts.

Goal S 2

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

Policies

S 2.1 **Higher Education Institutions.** Support the development and encourage the expansion of higher education institutions in La Habra, including college satellite campuses.

S 2.2 **Continuing Vocational and Adult Education.** Encourage the development and expansion of continuing vocational and adult education facilities in La Habra in order for residents to obtain workforce skills to meet the needs of the business community.

S 2.3 **Higher Education Institutions and K-12 School Districts.** Encourage higher education institutions to strengthen their links with local K-12 school districts to facilities the transfer of students into these institutions.

D. Police Service (PS)

Police protection services in the City of La Habra are provided by the La Habra Police Department (LHPD). The LHPD is divided into two Divisions—Operations and Support Services. The Operations Division consists of the Traffic Bureau, Patrol Unit, Ambulance Control, and Emergency Services. The Support Services Division consists of the Investigations Bureau, Records Bureau, and Communications.

Police Protection, Personnel, and Facilities

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

Goal PS 1

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





Policies

PS 1.1 **Response Time.** Maintain appropriate police service response times for all call priority levels that ensure the safety of La Habra's residents, businesses, and visitors.

PS 1.2 **Sworn Personnel.** Maintain an acceptable sworn officer-to-resident ratio.

PS 1.3 **Nonsworn Staffing.** Maintain acceptable nonsworn or civilian staff to provide quality police services.

PS 1.4 **Operations and Facilities.** Ensure that police operations and facilities are adequate to accommodate increases in functions, staff, and technology as needed.

PS 1.5 **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements between the police and sheriff departments of nearby local cities and county agencies.

PS 1.6 **Technology.** Ensure that changes and upgrades in equipment and policing activities keep pace with technological advances.

PS 1.7 **Security and Design Features.** Require that security measures are integrated into the design of new development projects, and support the incorporation of Crime Prevention through Environmental Design (CPTED) principles, or other comparable concepts.

PS 1.8 **Review of Development Proposals.** Include the LHPD in the review of development proposals to ensure that projects adequately address crime and safety.

PS 1.9 **Graffiti Removal.** Continue to provide services to deter and remove graffiti as funding is available.

PS 1.10 **Education and Crime Prevention.** Support community-based service and education programs designed to prevent crime, such as the Neighborhood Watch Program, the citizen online police reporting system, and the mobile telephone Tip 411 service.

PS 1.11 **Volunteers in Police Service Program.** Continue to support the Volunteers in Police Service Program that connects local volunteers with La Habra police officers to enhance safety and crime prevention services to the community.

PS 1.12 **Community Policing.** Continue and support educational and training programs enabling resident involvement in community policing and safety such as the Citizen's Police Academy.

E. Fire Service (FS)

The City of La Habra contracts with the Los Angeles County Fire Department (LACoFD) for fire suppression and emergency medical services. The LACoFD is a full service fire department that provides fire protection, emergency medical services, hazardous materials response, and other life safety services. The LACoFD service area includes 58 District cities and all unincorporated county areas, excluding the City of Los Angeles. The City of La Habra is located in Division IV, Battalion 21 of the LACoFD, which covers the cities of La Habra, La Mirada, Whittier, Cerritos, and Norwalk. There are four stations that provide first-in jurisdictional coverage to the City of La Habra. Three of these stations—Stations 191, 192, and 193—are located within the City limits, while Station 194 is located in the City of La Mirada, immediately southwest of La Habra along Beach Boulevard on property owned by the City of La Habra. Although the first-in jurisdictional coverage is provided by these four stations, the LACoFD operates under a regional concept in its approach to providing fire protection and emergency medical services. Emergency response units are dispatched as needed to an incident anywhere in the District's service territory based on distance and availability without regard to jurisdictional or municipal boundaries.

Fire Protection and Emergency Services

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

Goal FS 1

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





Policies

FS 1.1 **Support Fire Service Provider.** Continue to work with and support the City's fire service provider to ensure adequate personnel, facilities, and infrastructure to maintain an acceptable level of fire protection and emergency services in La Habra.

FS 1.2 **Adequate Water Supply.** Maintain adequate water supply and fire flow pressure for fire suppression in La Habra.

FS 1.3 **Enforcement of Codes to Reduce the Risk of Fire.** Continue to enforce all relevant federal, state, and county codes and local ordinances to reduce the risk of fire hazards and implement into the design of all new developments, fire prevention measures as required by the La Habra Municipal Code.

FS 1.4 **Fire Inspection and Permit Program.** Continue to manage the City Fire Inspection and Permit Program to ensure that businesses in La Habra are operating within the highest fire safety standards specified by the federal Uniform Fire Code.

FS 1.5 **Review of Development Proposals.** Include the City's fire service provider in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.

FS 1.6 **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements between the fire departments of nearby local cities and county agencies.

FS 1.7 **Inspection and Abatement.** Continue the ongoing program of inspection and abatement of fire hazards through fire prevention measures.

FS 1.8 **Multi-Agency Fire Services.** Continue to coordinate and participate in multi-jurisdictional partnerships for the provision of fire protection and emergency medical services for La Habra's residents and businesses.

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Chapter 6 CONSERVATION/NATURAL RESOURCES

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

A. Biological Resources/Habitat (BR)

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

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

Sustainable Ecosystems

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

Goal BR 1

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

Policies

BR 1.1 **Biological Resource Protection.** Conserve and protect wildlife ecosystems, riverine corridors, and sensitive habitat areas including the sensitive plant species areas within the Westridge Golf Course.

BR 1.2 **Natural Community Conservation Plan and Habitat Conservation Plan.** Continue to participate in and support the policies of the Central and Coastal Orange County Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) as a multi-species/multi-habitat reserve system and long-term management program that primarily protects coastal sage scrub and the species that utilize coastal sage scrub habitat.

BR 1.3 **Regional Conservation Programs.** Consult with Los Angeles County and other regional agencies in the development and implementation of conservation plans for properties adjoining the City to assure that they are compatible with the City's conservation programs and do not adversely impact the diversity or health of its natural resources.

BR 1.4 **Riparian Habitat Integrity.** Work with the Orange County Flood Control District (OCFCD) to maintain open space areas along and within the established creek corridors and flood control channels for the protection of riparian habitats, consistent with requirements to maintain the integrity of these lands for stormwater and flood control management.

BR 1.5 **Riparian Restoration.** Work with federal, state, and/or local agencies to restore riparian communities along and within the established creek corridors and flood control channels where appropriate and feasible.

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

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





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

BR 1.8 **Tree Preservation.** Encourage the preservation of trees in existing and new development projects that are suitable nesting and roosting habitat for resident and migratory bird species.

BR 1.9 **Enhanced Development Landscape.** Encourage owners of commercial and industrial businesses with expansive surface parking to plant additional trees and landscapes and require new development to incorporate extensive landscapes providing for wildlife habitat, shade, and sequestering of carbon monoxide emissions.

BR 1.10 **Landscaping.** Encourage landscaping that minimizes the need for herbicides and pesticides and that provides food, water, habitat, and nesting sites for birds and other beneficial insects that help maintain the environmental resources and restore the larger ecosystem.

BR 1.11 **Native Plant Use.** Encourage the use of native and drought tolerant plant materials, including native tree species, in public and private landscaping and revegetation projects.





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

BR 1.12 **Environmental Review.** Ensure that the development and environmental review process is responsive to the preservation and protection of sensitive wildlife and plant species and other sensitive habitat communities.

BR 1.13 **Site Assessments.** Require site assessments for developments that may adversely affect sensitive biological resources and ensure that individual projects incorporate mitigation measures, as necessary, to reduce impacts.

BR 1.14 **Community Involvement.** Encourage community volunteerism and stewardship in protecting and maintaining La Habra's biological and other natural resources.

B. Water/Watershed/ Groundwater Recharge (W)

The City overlies the La Habra Groundwater Basin. The geologic structure of the basin area is dominated by the northwest trending U-shaped down-fold known as the La Habra Syncline that is bounded on the north by the Puente Hills and on the south by the Coyote Hills. The La Habra Syncline is a naturally occurring trough where significant quantities of groundwater have accumulated over the past 150,000 years. The City of La Habra is located entirely within the Coyote Creek Watershed (CCW), which is a tributary to the San Gabriel River and comprises an

area that drains approximately 165 square miles of densely populated urbanized areas as well as some areas of open space.

Because La Habra is predominantly urbanized and developed with impervious surfaces (i.e., asphalt and concrete paving), the groundwater recharge that occurs within the City is limited. Percolation occurs in the natural creek courses of Coyote and La Mirada creeks, parks, other open space areas such as school playfields, and the Westridge Golf Course. The general pattern of drainage flow in La Habra is from the north and south towards the center of the City until it reaches the channels and creeks which collect and transport the surface water flows in westerly and southwesterly directions through La Habra to the Los Angeles County line.

Water Resources

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

Goal W 1

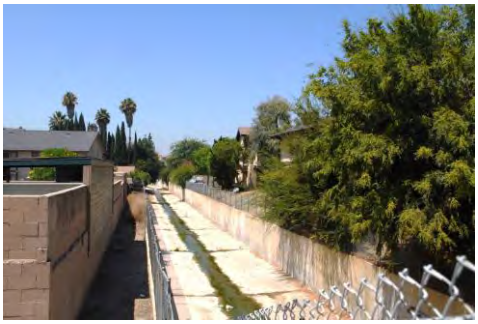
Surface Water and Groundwater. Conservation and protection of La Habra's watershed, surface water, and groundwater resources.

Policies

W 1.1 **Protection of Water Resources.** Work with Orange County Public Works, private property owners, neighboring jurisdictions, and others as necessary to conserve undeveloped open space areas and natural drainage channels for the purpose of protecting water quality, groundwater recharges, and stormwater management in the City's watershed and waterbodies including Coyote Creek and La Mirada Creek.

W 1.2 **Coyote Creek Watershed Management Plan.** Support the strategies and policies of the Coyote Creek Watershed Management Plan as a framework for improving watershed management practices in the region.

W 1.3 **Flood Control Channels.** Work with Orange County Public Works to explore day-lighting opportunities and the removal of the concrete-lining along flood control channels where safe to do so and flood protection is not compromised allowing for greater groundwater recharge and wildlife habitat.



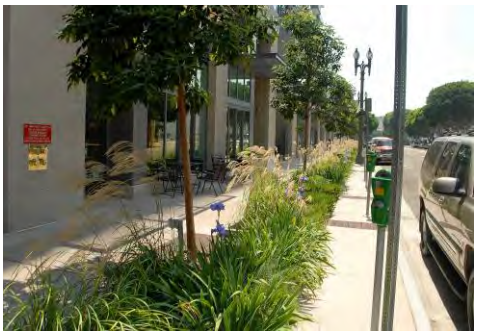

Illustrates flood control channel improvements with concrete base and siding (at Walnut Street) and natural drainage swale (at Idaho Street)

W 1.4 **Groundwater Management Plan.** Support the Orange County Water District (OCWD) Groundwater Management Plan that monitors groundwater quality and addresses the requirements of Senate Bill 1938, passed in 2002, which ensures compliance of groundwater management plans with the California Water Code.

W 1.5 **New Development and Post-Development Stormwater Runoff.** Require new development and post-development stormwater runoff to control sources of pollutants and improve and maintain urban runoff water quality through site design, stormwater treatment and protection measures, and best management practices (BMPs) consistent with the City's National Pollutant Discharge Elimination System (NPDES) Permit.

W1.6 **Development in Adjoining Communities.** Participate in the review of proposed development projects located in the watersheds of adjoining jurisdictions tributary to the City of La Habra to assure that there are no adverse impacts on local surface or groundwater quality.

W 1.7 **Landscaping.** Encourage public and private landscaping in new and rehabilitated development projects to be designed to reduce water demand, detain runoff, decrease flooding, and recharge groundwater through activities such as the selection of plant material, soil preparation, and the installation of irrigation systems.

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

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

Illustrates permeable paving surfaces that enable stormwater percolation into the groundwater





W 1.9 **Percolation.** Design landscaping and other open space areas in development projects to capture stormwater runoff and percolate into the groundwater basin, to the extent feasible.

W 1.10 **Regional Coordination.** Coordinate with local and regional jurisdictions on groundwater use to minimize overdraft conditions of aquifers.

W 1.11 **Interagency Cooperation.** Collaborate with other jurisdictions and regional agencies in the CCW to address water quality issues of regional or local importance.

W 1.12 **Watershed Education.** Participate in regional and local watershed awareness and water quality educational programs for community organizations, the public, and other appropriate groups.

C. Air Quality and Climate (AQ)

The City of La Habra is located within the South Coast Air Basin (SCAB), named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. This area includes all of Orange County and the nondesert portions of Los Angeles, San Bernardino, and Riverside counties. The regional climate within the SCAB is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the SCAB is influenced by a wide range of emissions sources such as dense population centers, heavy vehicular traffic, and industry, as well as meteorology.

Air quality management throughout the SCAB is the responsibility of the South Coast Air Quality Management District (SCAQMD). SCAQMD divides the SCAB into forty Source Receptor Areas (SRAs) in which thirty-six monitoring stations operate to monitor the various concentrations of air pollutants in the region. The City of La Habra is located within SRA 16, which covers the northern Orange County area. SCAB is known to have some of the highest concentrations of air pollutants in the nation and has been classified by the U.S. Environmental Protection Agency (USEPA) as a federal-level extreme nonattainment area for ozone and a serious nonattainment area for carbon monoxide (CO) and fine particulate matter (PM_{10}).

It has also been classified as a nonattainment area for these same pollutants by the California Air Resources Board (ARB).

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

Air Quality and Reduction of Greenhouse Gas Emissions

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

Goal AQ 1

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

Policies

AQ 1.1 **Ambient Air Quality Standards.** Work with the California Air Resources Board (ARB) and South Coast Air Quality Management District (SCAQMD) to meet state and federal ambient air quality standards.

AQ 1.2 **Greenhouse Gas Emission Targets.** Implement a Climate Action Plan (CAP) that defines transportation, energy, area source, water, and solid waste reduction measures for La Habra to achieve Assembly Bill 32 compliant reduction targets and provide local transportation strategies that support the Sustainable Communities Strategy (SCS) adopted by the Southern California Association of Governments' (SCAG) in the 2012 Regional Transportation Plan.

AQ 1.3 **Interagency Coordination.** Work with the Orange County Transportation Authority (OCTA), Orange County Council of Governments (OCCOG), SCAG, and the California ARB in implementing feasible strategies for the reduction of greenhouse gas emissions.

AQ 1.4 **Air Quality Assessment and Monitoring.** Cooperate with the California ARB and SCAQMD to measure air quality at emission sources and enforce the standards of the Clean Air Act for air quality and GHG emissions.

Goal AQ 2

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

Policies

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

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

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





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

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

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

AQ 2.6 **Evaluate Air Quality Impacts.** Evaluate the significance of air quality impacts from projects or plans as part of the environmental review

process and establish necessary and appropriate mitigation requirements for project or plan approval.

AQ 2.7 **New Development.** Review proposed development applications to ensure that projects incorporate feasible measures to reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter (PM_{10} and $PM_{2.5}$) through project design.

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

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

Goal AQ 3

Infrastructure. Reduced pollution and emissions from utility infrastructure.

Policies

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

AQ 3.2 **Low-Impact Infrastructure.** Encourage Southern California Edison Company, Southern California Gas Company, the California Domestic Water Company, Metropolitan Water District, and Orange County Sanitation District to adopt practices and implement improvements that reduce air pollution and GHG emissions, as described in the *Infrastructure Chapter*.

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

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

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

AQ 3.6 **Preference for Reduced-Emission Equipment.** Give preference to contractors using reduced-emission equipment for City construction

projects and contract for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

Goal AQ 4

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

Policies

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







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

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

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

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

Goal AQ 5

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

Policies

AQ 5.1 **Development Dust and Particulate Emission Control.** Regulate development to reduce 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.

Goal AQ 6

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

Policies

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

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

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

D. Scenic and Mineral Resources (SM)

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

La Habra's viewsheds of the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains contribute to its unique scenic resources and character and are an important component to the quality of life for residents. La Mirada Creek and portions of Coyote Creek and the Imperial Channel provide views of open space and natural riverine areas. La Habra also includes views of manmade aesthetic resources such as historic age structures that may be considered eligible for listing in significant federal, state, or local registers in the future. Such scenic resources of merit include the La Habra Children's Museum,

the La Habra Depot Theatre, the La Habra Art Building, and the Veteran's Hall, and the building that houses the La Habra History Museum.

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

Scenic Resources

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

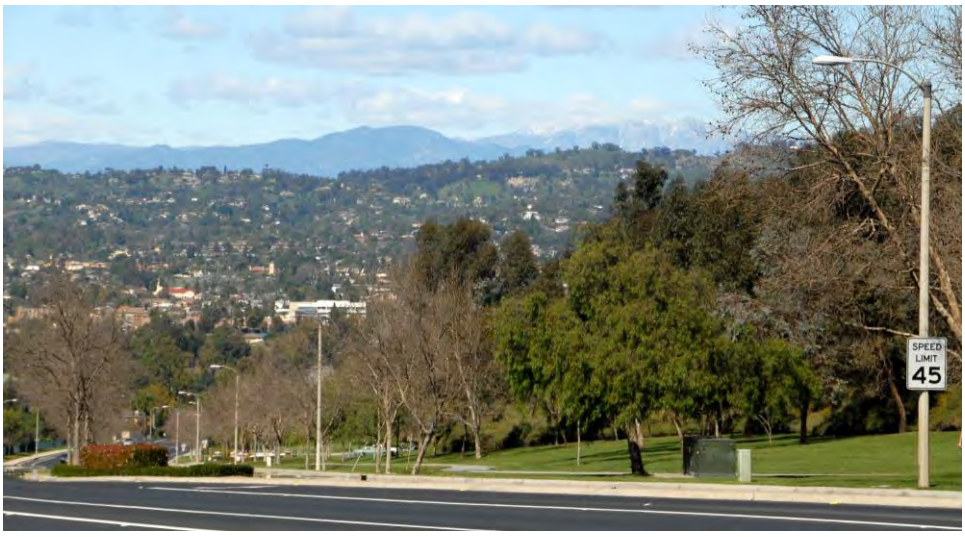
Goal SM 1

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

Policies

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

View from Idaho Street, looking north to the Puente Hills



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

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

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

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

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

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

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

Mineral Resources

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

Goal SM 2

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

Policies

SM 2.1 **Compatible Design and Operations.** Require that mineral resource extraction activities, including the reactivation of oil wells, be designed and operated to minimize incompatibilities with nearby land uses and incorporate features that buffer existing and planned adjacent uses.

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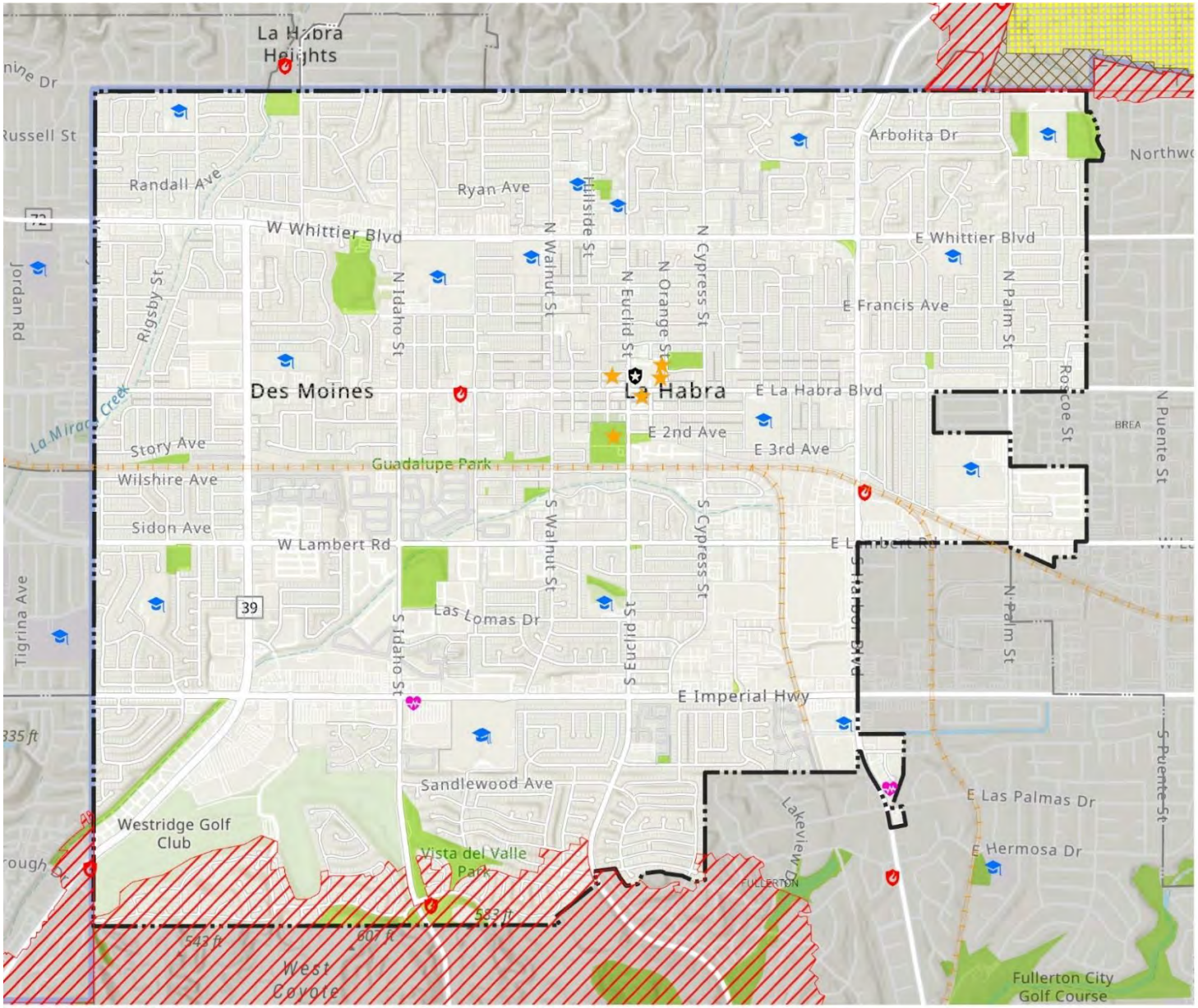
Chapter 7 COMMUNITY SAFETY

Community safety and protection from the risks of natural and human-induced disasters, environmental pollution, climate impacts, emergencies, and hazards is vital in establishing a safe, equitable, and healthful environment in La Habra. The Government Code ("Govt. Code"), Section 65302(g), requires a General Plan to identify community hazards and include appropriate actions to minimize these hazards. Govt' Code Section 65302(h), added by Senate Bill 1000, known as the Planning for Healthy Communities Act, requires cities to identify disadvantaged communities and incorporate environmental justice policies, policies, and objectives into the General Plan that identify disadvantaged communities and help address environmental health risks by improving food access, air quality, safe and sanitary housing and civic engagement.

To support further compliance with state law and provide context for supporting safety goals, policies, and programs, the City prepared a Climate Change Vulnerability Assessment Report (Appendix D) and a Health and Environmental Equity Assessment (Appendix E) reports, in accordance with the Govt. Code § 65302 (g)(4)(A) and the California Adaption Planning Guide. This was done to assess and present the impacts of climate change conditions on the City's assets and populations, and to assess the health of residents, assess the condition of the City's environment, and identify opportunities to improve residents' health and environmental equity in the City.

Additionally, the City has prepared its own content and incorporated content from other agencies' documents addressing community safety. These documents include the 2020 California Adaptation Planning Guide (APG), the City of La Habra Hazard Mitigation Plan (HMP), the 2021 Orange County Local Hazard Mitigation Plan (2021 OCLHMP), and the 2019 Orange County Water and Wastewater Multi-jurisdictional Hazard Mitigation Plan (2019 MJHMP). The current City of La Habra Hazard Mitigation Plan, approved by FEMA, is hereby incorporated into this Community Safety Element by reference. The current HMP can be found on the City's website: https://lahabraca.gov/1370/General-Plan-Documents.

Identifying City assets and knowing how hazards might impact each one is also important for understanding how to provide resources to harden and protect the City's facilities during a natural disaster or other emergency event and enables a culture of health and environmental equity in La Habra. Figure 7-1 shows the City's facilities throughout La Habra. Additional details of the City's infrastructure, services, and systems are in the Infrastructure Element, Community Services Element, and Conservation and Natural Resources Element. The Community Safety Element is consistent with these elements and focuses on addressing the hazards that may affect the City's critical and lifeline facilities.



Source: Cal Fire 2019, Cal OES 2019

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Figure 7-1 Fire Severity Zones and Critical Facilities

- City of La Habra
- County Boundary

CriticalFacilities

- Community Facility
- Medical Offices and Federally Qualified Health Centers
- School
- Fire Station
- Law Enforcement Office
- Railroad
- Parks and Open Space

Local Responsibility Area, Fire Hazard Class

- Very High

State Responsibility Area, Fire Hazard Class

- Moderate
- High
- Very High

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Miles

0 0.25 0.5 0.75

A. Natural Hazards (NH)

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

Geologic and Seismic Hazards

Geologic and seismic hazards in La Habra include events such as seismic shaking, liquefaction, subsidence, and landslides associated with earthquakes or other ground movements. These hazards occur when the tectonic plates underneath the Earth's surface move against each other, causing shaking on the surface (earthquakes), or when environmental conditions otherwise impact the physical stability of the land on which human settlements stand. Seismic shaking itself can cause or exacerbate other ground movements, such as a landslide. The most direct threat posed by geologic and seismic hazards is seismic shaking from an earthquake, which could damage or destroy essential buildings, such as City Hall and schools, or infrastructure in the City, such as major roadways and water conveyance systems, depending on the intensity and duration of the shaking.

The most recent seismic event of note in the City was a magnitude 5.1 earthquake in 2014. The earthquake caused shaking that registered as "strong" in La Habra, causing some damage, minor injuries, and power outages. Other major earthquakes of note that affected Orange County include the 1994 Northridge, the 1992 Landers, and the 1933 Long Beach earthquakes. In La Habra's HMP, Table 3.6, "Southern California Historical Earthquakes," outlines a number of earthquakes and seismic hazard events that have occurred in or impacted La Habra since the late 18th century. Figure 3.1 of the HMP, "Southern California Historic Earthquakes," maps the major historical earthquakes by magnitude in the Los Angeles and Orange County region as well as regional fault lines.

The HMP identifies two regional fault lines that could generate seismic events strong enough to impact La Habra: the San Andreas Fault and the Whittier-Elsinore Fault. Tables 3.7, 3.8, and 3.9 in the HMP give information on these fault lines, respectively, describing their length, location, most recent major rupture event, slip rate, and probable magnitudes. Additional nearby faults that could generate seismic events strong enough to impact La Habra include the Puente Hills fault zone to the north and the Newport-Inglewood Fault zone to the southwest. Table 5, "Southern California Region Earthquakes with a Magnitude 5.0 or Greater," in the 2021 OCLHMP lists earthquake events that have been detected in or have impacted Orange County or La Habra. As shown on Figure 7 2, the Elsinore Fault Zone runs to the north of the City, and faults in the West Coyote Hills run through the southern portion of the City. The Elsinore Fault Zone has the highest potential for an earthquake of magnitude 6.7 or greater.

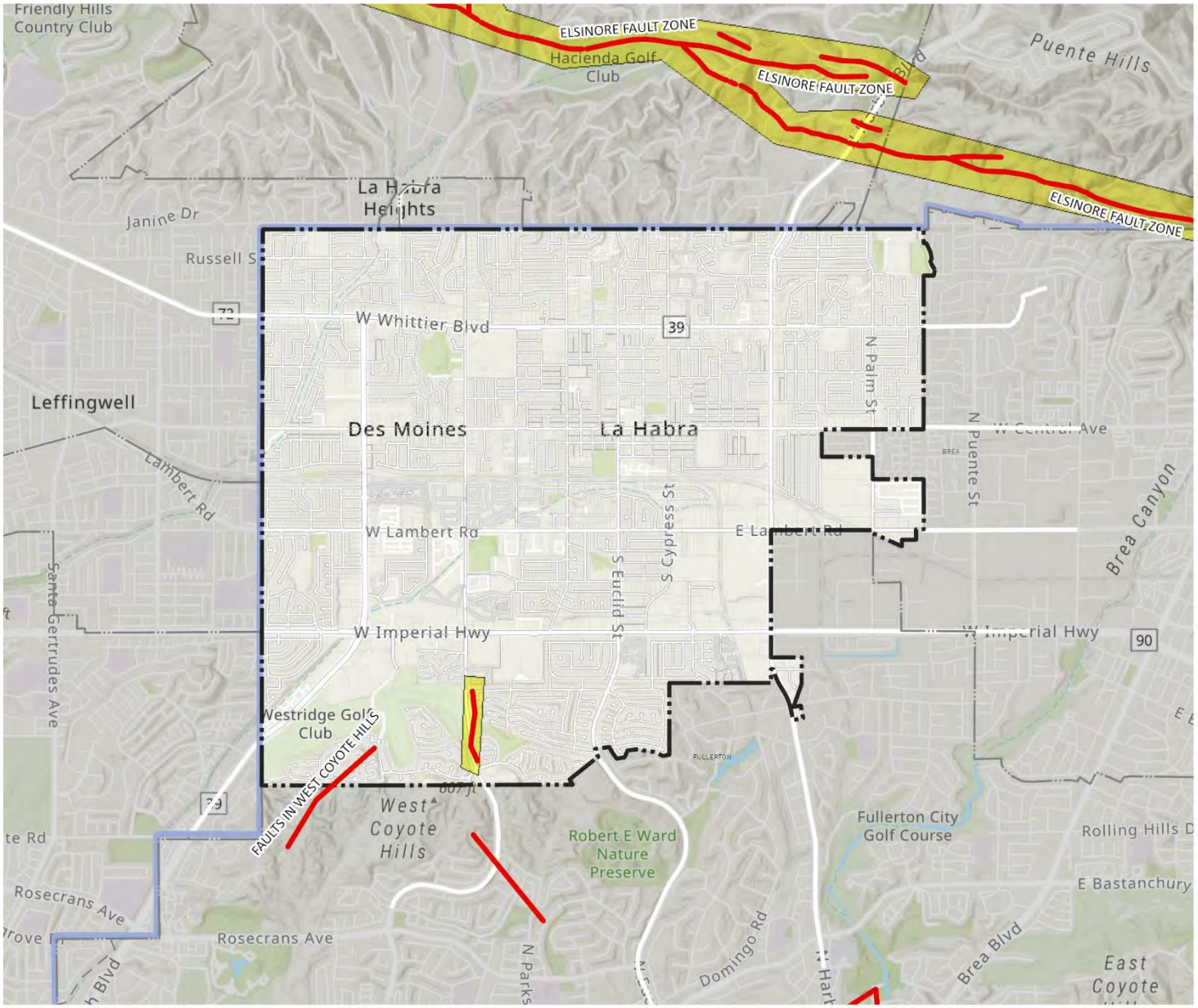
Figure 7-3 shows the areas of the City at risk for landslide susceptibility, which are predominantly on the northern and southern edges of La Habra. Landslide susceptibility is classified on a scoring system that ranges from 0 to X (excluding classes I, II, and IV). Lower classes express low landslide susceptibility, and classes VIII, IX, and X mean very high susceptibility. The classification is a function of rock strength and slope class. Landslide susceptibility increases with steepness and weak rocks. The HMP has maps showing the sections of the City at risk from geologic and seismic hazards and their intersection with the City's infrastructure:

- HMP Figure 5, Ground Shaking and La Habra Potable Water Infrastructure.
- HMP Figure 6, Ground Shaking and La Habra Wastewater Infrastructure.
- HMP Figure 7, Liquefaction and La Habra Potable Water Infrastructure.
- HMP Figure 8, Liquefaction and La Habra Wastewater Infrastructure.
- HMP Figure 9, Landslide and La Habra Potable Water Infrastructure.
- HMP Figure 10, Landslide and La Habra Wastewater Infrastructure.

Ground shaking and landslides are of particular concern for linear infrastructure such as water and wastewater pipelines, natural gas pipelines, electrical transmission lines, and roadways, bridges, or channels, which could be damaged or destroyed by these events. The following goal and policies provide guidance to minimize the exposure of people and property to geologic and seismic hazards by requiring enforcement of safety standards, inclusion of best management practices in site design and construction methods, and incorporation of mitigation to reduce and/or avoid impacts.

Portions of La Habra also have a high potential for liquefaction. Liquefaction is a process whereby strong ground shaking causes sediment layers 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. Figure 7-4, Liquefaction Hazard Zones, shows Liquefaction Zones are in the southern portion of the City along South Beach Boulevard and West Imperial Highway. Development within this zone requires site investigation prior to development, which also must be disclosed at the time of property sale.

La Habra soils can also contain gases and minerals that may be hazardous to human health, such as radon. Radon is a naturally occurring radioactive gas that is invisible and odorless, and forms from the radioactive decay of small amounts of uranium and thorium naturally present in rock and soils. Radon gas can move through soil and rack in building slabs and concentrate in a building's indoor air, creating health risks such as lung cancer. The California Department of Conservation identifies La Habra as having a moderate potential for radon. Radon testing should be considered in purchasing or developing housing (Figure 7-5).

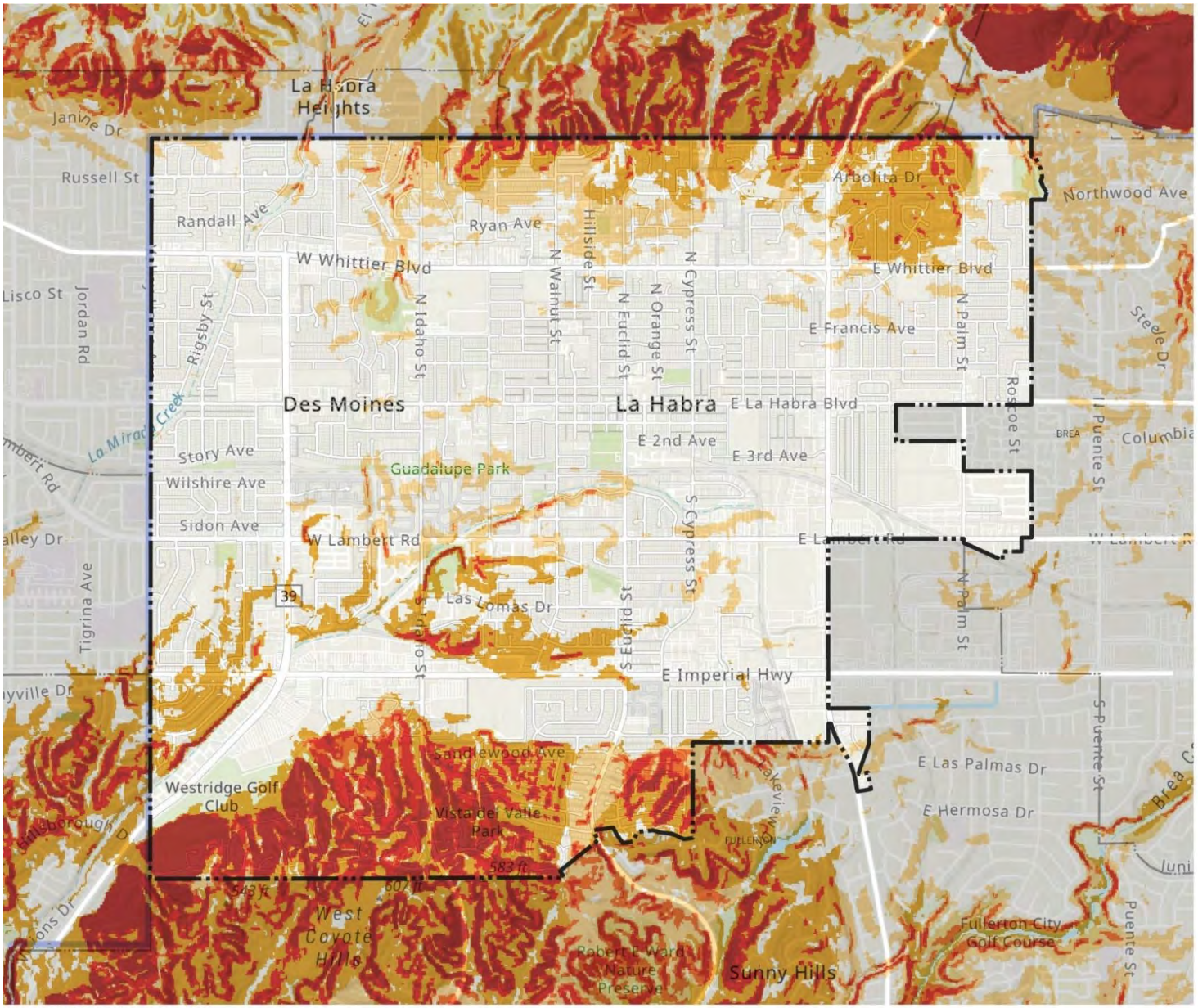


Source: California Geologic Survey 2018

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Figure 7-2 Regional Fault Lines Near La Habra

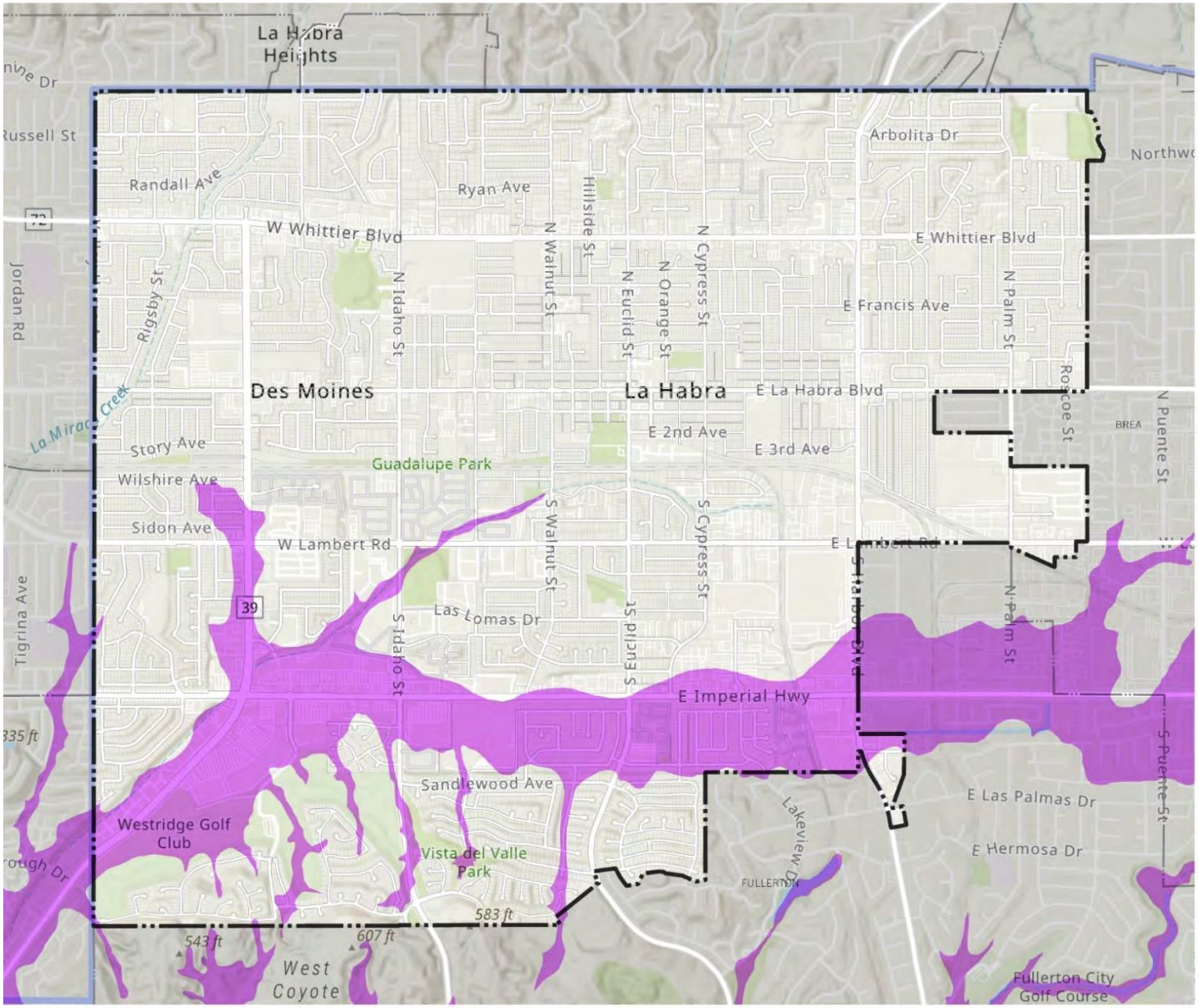


Source: California Geologic Survey 2018

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Figure 7-3 Landslides Hazards in La Habra

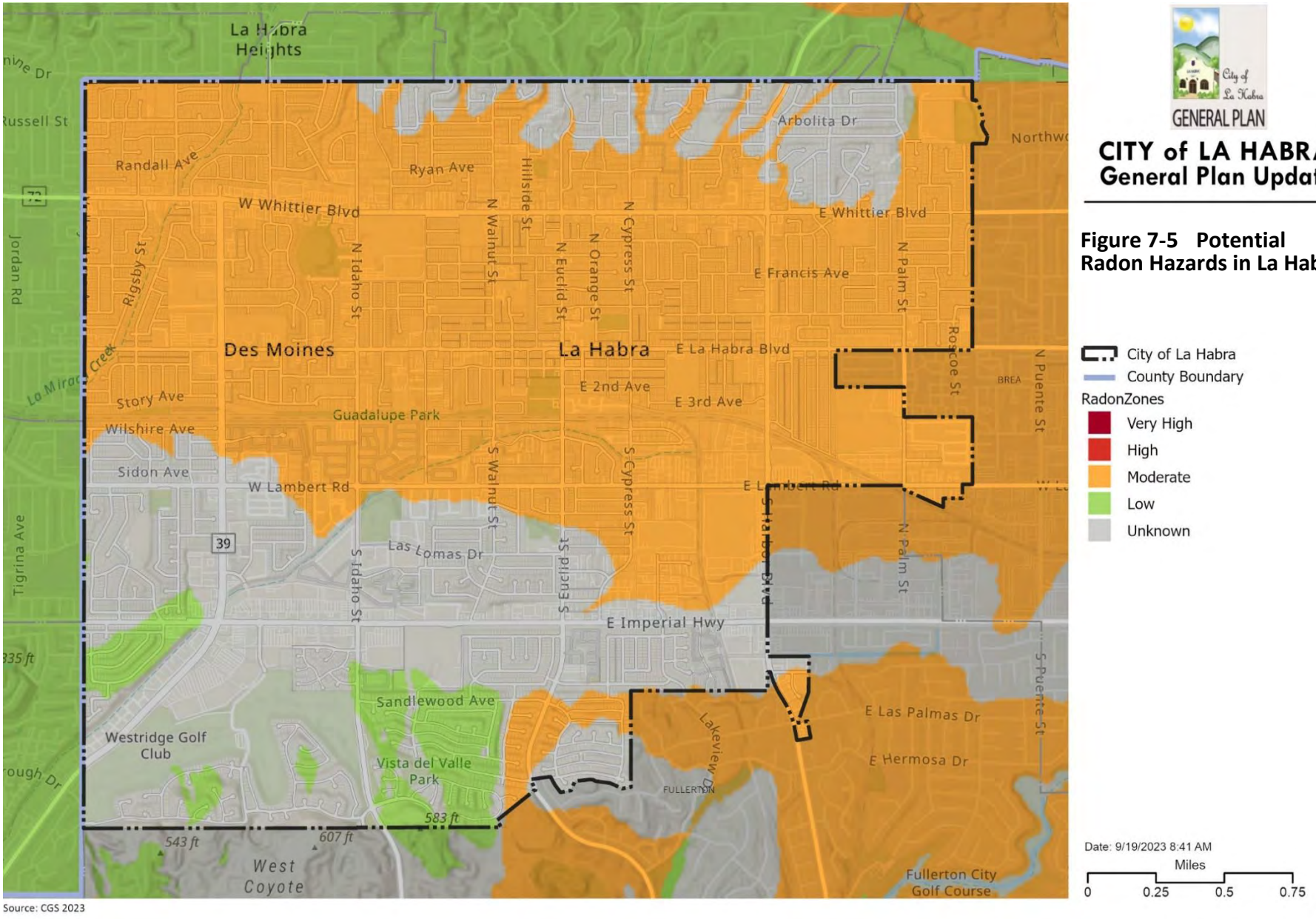


Source: CGS 2022

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General Plan Update

Figure 7-4 Liquefaction Hazards in La Habra



Source: CGS 2023

GENERAL PLAN

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General Plan Update

Figure 7-5 Potential Radon Hazards in La Habra

Goal NH 1
Geological and Seismic Hazards.

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

Policies

NH 1.1 **Building Safety Standards.** Enforce state and local seismic and geologic safety laws, standards, and guidelines, including the California Building Code, that are applicable to site design, the construction of new structures, and renovation and upgrade of existing 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, ground shaking, landslides, liquefaction, expansive soils, subsidence, and erosion. Consider incidents that may be caused by other hazards and those exacerbated by climate change, such as landslides caused by extreme rainfall, erosion caused by loss of vegetation, and subsidence caused by drought. 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 existing essential public facilities (e.g., fire stations, police stations) 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 and what can be done to reduce the adverse impacts of such hazards on the safety of residents and protection of personal property.

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

Fire Hazards

La Habra is situated in northern Orange County, bordered by two hillsides–the Puente Hills located generally to the north and the West Coyote Hills to the south. La Habra is therefore subject to fire hazards from these undeveloped and open space lands (wildfires). The developed, urbanized land of La Habra is also subject to fires, called urban fires. Fire danger in all of southern California is a constant threat for its ability to damage or destroy buildings, infrastructure, and ecological systems and degrade local and regional air quality with smoke.

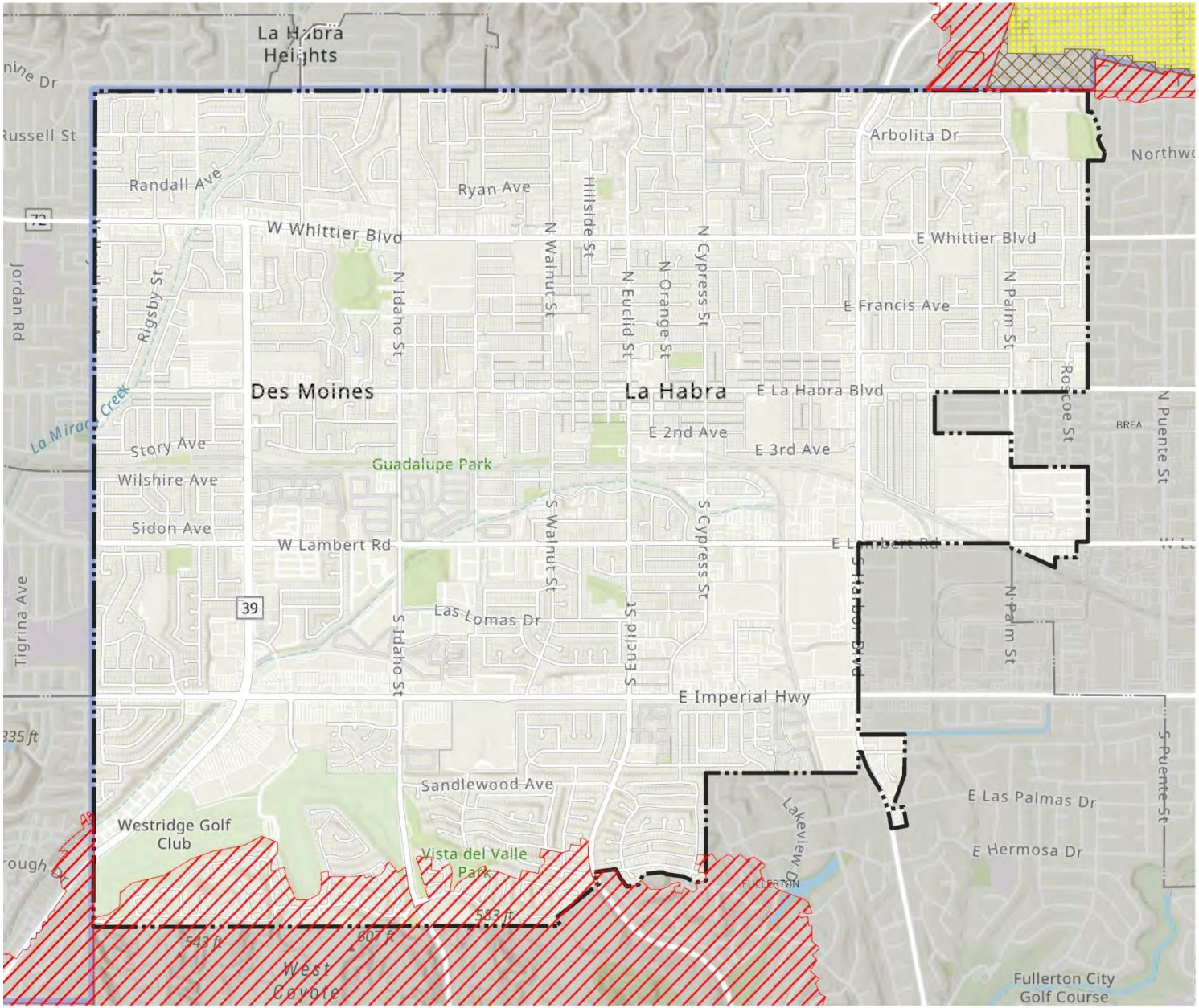
As shown in Figure 7-6, the City's southern section between Westridge Golf Club and the City limits as well as areas in surrounding communities are at a greater risk of wildland fire. Primary land uses in the Very High Fire Hazard Severity Zone (VHFHSZ) in La Habra include low density residential, parks and flood channels, and public facilities (Figure 7-7) intermixed with undeveloped open spaces. The HMP includes mapping that shows wildfire risks in the City, including Figure 1, "Fire Hazard and City of La Habra Potable Water Infrastructure," and Figure 2, "Fire Hazard and City of La Habra Wastewater Infrastructure."

Most of the City's facilities are outside of Very High Fire Hazard Severity Zones, except for Vista del Valle Park and Los Angeles County Fire Department Station 193. The higher fire risk faced by these facilities may require additional consideration when planning emergency response efforts. Current fire hazards data from the United States Geological Survey are online (https://ca.water.usgs.gov/wildfires/california-wildfire-data.html). This map can help the City monitor current and emerging fire events in the surrounding area and divert appropriate resources in response.

Table 3.11 in the HMP, "Southern California Historical Fires (2001–2016)," and Table 7 in the 2021 OCLHMP, "Historic Wildfires in Orange County," show the history of significant wildfire events in Orange County and the surrounding region, respectively. Recent major fires in the region include the 2008 Freeway Complex, 2017 Canyon I, 2017 Canyon II, and 2018 Holy fires. The primary firefighting agency for La Habra is the Los Angeles County Fire Department; other agencies responsible for fire protection and emergency response in La Habra are listed in the HMP in Table H-3a, "Planning and Regulatory Capabilities Summary."

Fire hazards have been present in the past, and will continue in the future. Warmer temperatures and increased drought conditions are likely to create more fuel for fires, leading to an increase in the quantity and size of wildfires. Santa Ana winds may contribute to the sparking and spreading of wildfires. Burned area in the region is expected to increase over 60 percent for fires associated with Santa Ana winds, and 75 percent for fires not associated with Santa Ana winds. Climate change is also expected to extend the fire season. The Vulnerability Assessment describes further how fire hazards will likely change due to climate change.

The following goal and policies provide the City with guidance in reducing wildfire hazards and associated risk of damages.



Source: Cal Fire 2019

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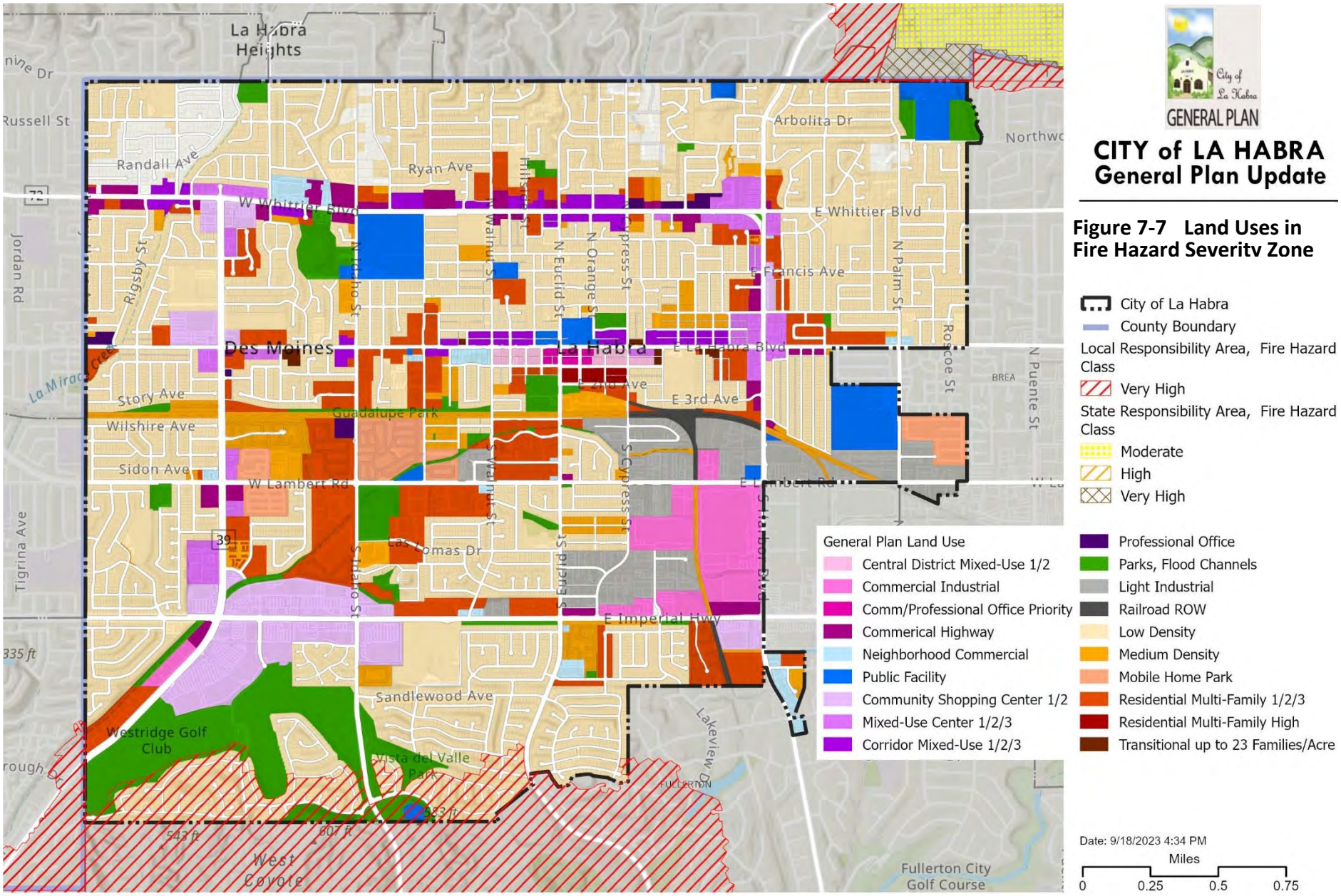
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Figure 7-6 Wildfire Hazard Severity Zones

City of La Habra
County Boundary
Local Responsibility Area, Fire Hazard Class
Very High
State Responsibility Area, Fire Hazard Class
Moderate
High
Very High

Date: 9/18/2023 4:34 PM

Miles
0 0.25 0.5 0.75



Source: Cal Fire 2019, Cal OES 2019

GENERAL PLAN

CITY of LA HABRA
General Plan Update

Figure 7-7 Land Uses in Fire Hazard Severitv Zone

Goal NH 2
Wildland and Urban Fire Hazards.

Persons and property are protected from wildland and urban fire hazards.

Policies

NH 2.1 **Urban-Wildland Interface.** Locate, design, and construct development within or adjacent to areas subject to high wildland fire risks, such as La Habra's hillsides, to standards that reduce exposure and potential impacts. Consider alternative development sites outside of the wildland-urban interface, as appropriate.

NH 2.2 **Open Space Fire Suppression Access.** Ensure existing access points to La Habra's open space areas are maintained for fire suppression with respect to roadway widths, obstructions, and other criteria.

NH 2.3 **Fuel Modification and Vegetation Management Review.** Continue to support the City's fire service provider's review of new development to ensure development complies with fuel modification requirements, creation of defensible space, and habitat restoration by replacing invasive and fire-susceptible plants with indigenous species, thus reducing baseline fire risk in the City's very high fire hazard severity zone, wildland-urban interface, and elsewhere as applicable.

NH 2.4 **Wildland Fire Coordination.** Work with the City's fire service provider and surrounding jurisdictions that are subject to wildfires that may impact La Habra to coordinate vegetation management strategies and wildfire hazard protection and prevention services.

NH 2.5 **Wildland Fire Education.** Educate the public on wildland fire prevention techniques such as site design, landscaping, and defensible space vegetation management practices to minimize potential wildland fire hazards.

NH 2.6 **Urban Fire Risks.** Work with the City's fire service provider to maintain an ongoing fire inspection program to reduce fire hazards associated with critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings.

NH 2.7 **Long-Term Maintenance.** Provide for the long-term maintenance of fire hazard reduction projects and activities, such as fuel clearing and vegetation management, with the City administering these activities on public lands and working with fire protection agencies and landowners to ensure maintenance of privately held parcels.

NH 2.8 **Fire Protection Plans.** Support efforts by the Los Angeles County Fire Department to protect development, including significant redevelopments of existing structures, in Very High Fire Hazard

Severity Zones in La Habra through adoption of project-specific fire protection plans or other appropriate strategies. Such efforts may include standards for adequate roadways and accessibility, firefighting infrastructure, signage, vegetation management, construction materials, emergency evacuation route standards with sufficient ingress/egress access, fire-adapted and indigenous plantings, and other necessary elements to comply with state requirements.

NH 2.9 **Water Supply Planning.** Coordinate with local water utility providers to ensure an adequate supply of water for fire suppression efforts in the City and undertake planning efforts to acquire and maintain a sufficient water supply if supply for current and/or future needs does not exist.

NH 2.10 **Preemptive Review.** Anticipate risks to redevelopments in the City's Very High Fire Hazard Severity Zones and other fire-prone areas. Continue to work with the Los Angeles County Fire Department and enforce the State Minimum Fire Safe Regulations and the Fire Hazard Reduction and Buildings and Structures Regulations, as applicable.

NH 2.11 **Post-disaster Review.** Following major wildfire events, reevaluate development standards for wildfire risk areas and apply stricter standards as needed to maintain high levels of wildfire protection.

NH 2.12 **Fire Hazards Response Support.** Support measures that help firefighting crews and emergency response teams respond to fire hazards or work under low-visibility conditions, such as high-visibility signage for streets and building addresses that meet or exceed the standards in the State Minimum Fire Safe Regulations (CCR, Title 14, Division 1.5, Chapter 7, Articles 2 and 3, Sections 1273 and 1274).

NH 2.13 **Access for Fire and Emergency Vehicles and Equipment.** Require proposed development to provide adequate access for fire and emergency vehicles and equipment that meets or exceeds the standards in the California Fire Safe Regulations (CCR, Title 14, Division 1.5, Chapter 7, Articles 2 and 3, Sections 1273 and 1274 et seq.).

NH 2.14 **Long-Term Water Supply.** Coordinate with the Municipal Water District of Orange County to maintain an adequate, long-term water supply for fire suppression needs for the community.

NH 2.15 **Development in Fire-Prone Areas.** Minimize residential development in areas designated as Very High Fire Hazard Severity Zones, as shown on Figure 7-6, Fire Hazard Severity Zones: La Habra, CA.

NH 2.16 **Existing Non-conforming Development.** Coordinate with the City's fire service provider to evaluate development that does not meet fire-safe road and vegetation standards and ensure that road standards and vegetation management are created and maintained.

Flooding Hazards

Flood hazards occur when the amount of water on a particular spot exceeds the drainage capacity of that land to move the water away. Floods often occur after heavy rainfall but can also be caused by slow or blocked storm drains, dam failures, or other infrastructure breaks. Floods may also occur if a water line, reservoir, or tank becomes damaged and releases water faster than the City's drainage systems can accommodate. Flood hazards are common in urban areas where impermeable surfaces (e.g., asphalt, buildings) impede natural drainage.

Figure 7-8 shows the mapped floodplain areas in La Habra identified by the Federal Emergency Management Agency (FEMA). These include the 100-year and 500-year floodplain (areas where there is a 1 or 0.2 percent chance of flooding in any given year, respectively), and the Regulatory Floodway (the watercourse and adjacent land areas reserved for discharge of the base flood. These areas are located along Coyote Creek and La Mirada Creek. Most of the City lies within an area of minimal flood hazards. The City's HMP lists flooding events in Orange County since 1993 and floodplain hazards are superimposed on City infrastructure in Figure 3 (potable water) and Figure 4 (wastewater).

Flooding hazards could also occur due to an uncontrolled release of water from a reservoir through a dam because of structural failures or deficiencies. Failures are rare but not unprecedented; many dam or pipeline failures are the secondary result of natural disasters, such as earthquakes, landslides, and extreme storms. Flooding typically occurs more often as the result of blocked drainage channels. Figure 7-9 shows that the Central Reservoir and Chino Ranch #1 Reservoir have an inundation zone that crosses the City. Damage to either reservoir could release water, damaging buildings and infrastructure, and threatening harm to residents.

Due to the occurrence of flooding hazards in the past, floods are likely to continue and may occur in more frequent and intense events as a result of climate change. To protect communities from floods, the California Department of Water Resources inspects each dam annually to ensure it is performing as intended. The Orange County Flood Control District and other agencies play supporting roles as identified in Table H-3d of the HMP. Locally, the City enforces its own floodplain management ordinance (La Habra Municipal Code, Chapter 15.64), which includes standards for development activity in the City's floodplain and special review for these projects.

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

Goal NH 3
Flood Protection.

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

Policies

NH 3.1 **Protection of People and Property.** Adopt, maintain, and implement applicable federal, state, and local laws, standards, and guidelines to protect people and property from the risks of flooding.

NH 3.2 **National Flood Insurance Program.** Continue to participate in the National Flood Insurance Program (NFIP) and floodplain management practices in accordance with federal guidelines to maintain the City's eligibility for flood insurance and qualification for disaster assistance.

NH 3.3 **Flood Hazard Zones.** Require that any substantial improvements or upgrades in FEMA flood hazard zones (e.g., 100- and 500-year floodplains), as shown on Figure 7-8 (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 (OCPW) design, construction, operation, and maintenance of its flood control facilities in La Habra and work with OCPW to ensure that these facilities maintain adequate capacity to accommodate 100-year storm events or more severe scenarios, as appropriate.

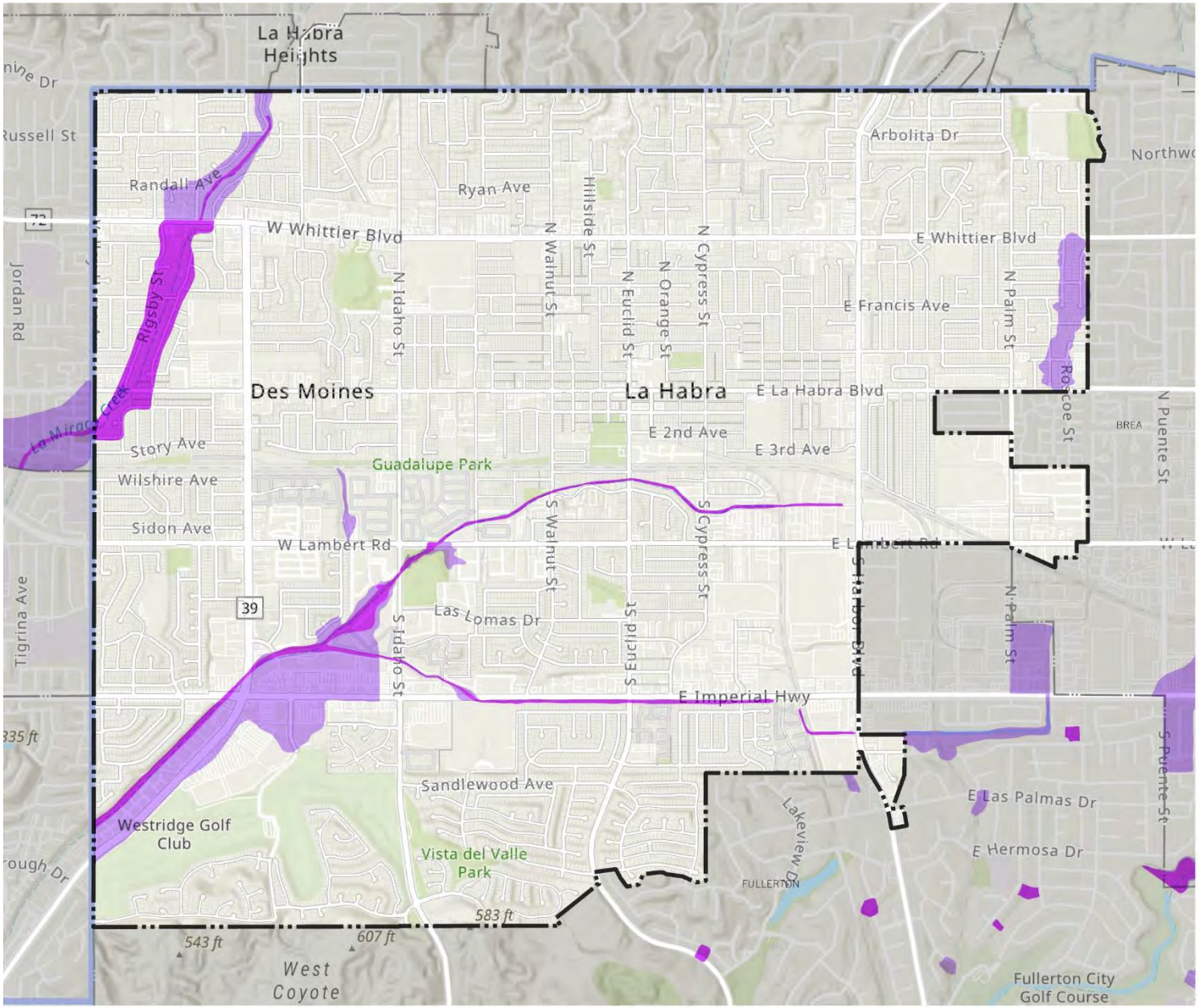
NH 3.5 **City Storm Drains.** Design and construct storm drains per Orange County Public Works' standards and ensure that City-owned storm drains are operated and maintained to allow for maximum capacity of the system and continued operations during a flood event.

NH 3.6 **Privately Owned Natural Drainage Channels.** Require owners of privately-owned sections of natural drainage channels in La Habra to keep these sections free from obstructions that may adversely affect flooding on-site or of downstream properties.

NH 3.7 **Essential Public Facilities.** Maintain the structural and operational integrity of critical facilities during flooding events and locate new public facilities outside of the City's identified hazard zones. If this proves infeasible, require that such facilities be sited, designed, constructed, and operated to reduce the risks of flooding.

NH 3.8 **Sustainable Flood Control Practices.** Work with OCPW to incorporate improvements, including green infrastructure, in flood control channels and other spaces (e.g., parking lots, open areas) that provide opportunities for stormwater detention and groundwater recharge, at the time of major upgrades and/or reconstruction and 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.



Source: FEMA 2021

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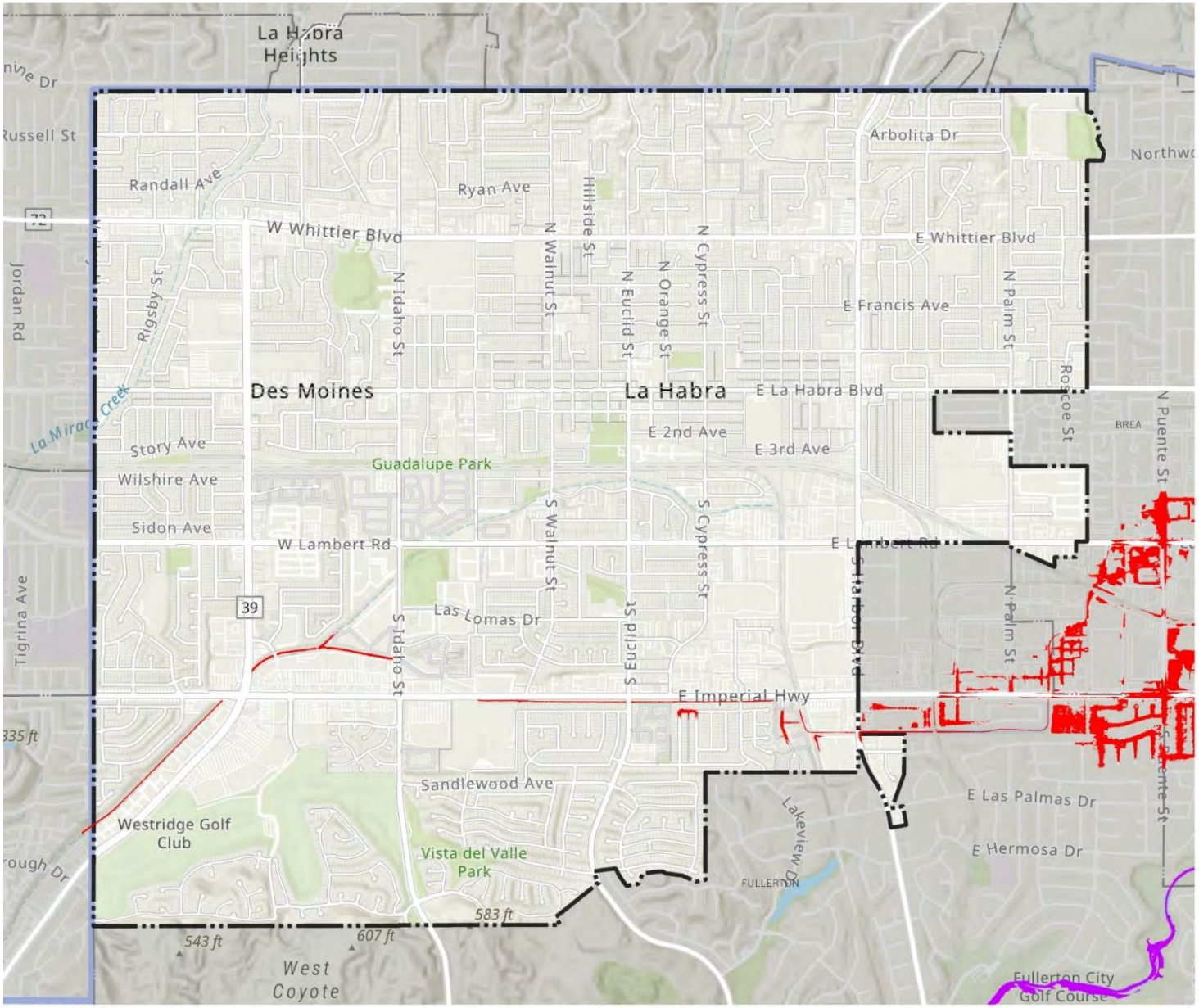
Figure 7-8 Flood Zones and Flood Control Channels

- City of La Habra
- County Boundary
- FEMA 100 year Floodplain
- FEMA 500 year Floodplain

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Miles

0 0.25 0.5 0.75



Source: DSOD DWR 2023

GENERAL PLAN

CITY of LA HABRA
General Plan Update

Figure 7-9 Reservoir and Dam Inundation Zones

Drought Hazards

Droughts occur when precipitation and water supplies fall below normal levels. They can occur locally if local precipitation and/or groundwater levels diminish or regionally when long-distance water sources become similarly stressed. The City's HMP contains a discussion of past droughts in Orange County in Section 3.11.2, "Drought History," and a reference to the US Drought Monitor, which displays current and archived data on drought hazards in the US, including California.

La Habra's water comes almost exclusively from local groundwater supplies or other basins, making the City more resilient to drought than cities that depend on surface water. From 1961 to 1990, which are Cal-Adapt recommended years to capture historic averages, La Habra received an annual average of 15.4 inches of rainfall. Climate change is expected to increase the annual average slightly, to 15.5 inches by midcentury (2035 to 2064) and 17.4 inches by late century (2070 to 2099). However, rainfall is expected less frequently, in more intense storms, which may lead to intermittent periods drought that can affect water recharging in the groundwater basins. The Vulnerability Assessment Report provides additional details about the impact of drought.

The following goal and policies address protection from drought hazards.

Goal NH 4
Drought Reduction.

A community resilient to the risks of reduced water supply and increased fire hazards associated with potential drought episodes.

Policies

NH 4.1 **Long-Term Planning.** Use the latest climate change data to understand the changing situation of localized and statewide drought on La Habra.

NH 4.2 **Improved Water Resilience.** Transition to less water-intensive operations and practices at City facilities as well as private properties within the City.

NH 4.3 **Economic Justice.** Anticipate and moderate any potential increases in water prices due to resource scarcity, especially on the City's low-resourced population.

NH 4.4 **Unhoused Persons.** Work with the Metropolitan Water District of Southern California and CalDomestic to ensure that disadvantaged populations, including unhoused persons, have access to affordable water.

NH 4.5 **Tree Mortality.** Reduce the impacts of drought on the City's urban forest to reduce incidence of tree death through resilient and water-efficient irrigation and pest maintenance programs.

Extreme Heat and Warm Night Hazards

Extreme heat events occur when temperatures are significantly above average, which for La Habra is when the temperature exceeds 99.3 degrees. Multiple extreme heat days consecutively is known as a heat wave. The danger of extreme heat days comes from their potential to cause heat illnesses, such as heat stroke, or even death in people who have limited protection from exposure. Extreme heat can also damage infrastructure and cause power outages.

Historically, La Habra experienced an average of four extreme heat days annually. By 2070 and beyond, the number of extreme heat days could increase to 33 days per year, depending on future climate change conditions. A warm night occurs when the daily minimum temperature exceeds 98 percent of all minimum temperatures recorded in La Habra from 1961 to 1990, which is 67.6 degrees. Warm nights can be hazardous to public health and infrastructure since they do not provide the typical cooling effect of nighttime after an extreme heat day.

Table 7-1 displays projections reported by Cal-Adapt's database showing the increased frequency and duration of extreme heat days and warm nights in La Habra. The City's HMP includes a discussion about past extreme heat events in California, and the Vulnerability Assessment Report provides additional details on how extreme heat and warm nights will likely be affected by climate change.

Table 7-1 Projected Changes in Frequency and Duration of Extreme Heat Days and Warm Nights

Scenarios	Average extreme heat days / year	Average days of longest annual heat wave	Average warm nights annually	Average longest stretch of warm nights
Observed Historical (1961–90)	4	2.6	4	2.1
Lower-Emissions (2021–2050)	10	4	19	6
Higher-Emissions (2021–2050)	12	4	23	7
Lower-Emissions (2051–2070)	14	4	28	8
Higher-Emissions (2051–2070)	21	6	51	15
Lower-Emissions (2070–2099)	18	5	38	9
Higher-Emissions (2070–2099)	33	8	83	29

Sources: Cal-Adapt, Extreme Heat Days and Warm Nights, accessed March 3, 2022, https://cal-adapt.org/tools/extreme-heat; NWS NOAA Online Weather Data, https://www.weather.gov/wrh/Climate?wfo=sgx.

The following goal and policies provide guidance to minimize the exposure of people and property to extreme heat and warm night hazards.

Goal NH 5
Heat Wave Resilience.

A community resilient to the threat of extreme heat and warm night conditions associated with heat waves.

Policies

NH 5.1 **Equity and Vulnerable Populations.** Reduce the threat of extreme heat to vulnerable populations in La Habra by encouraging equitable retrofitting of housing with modern air conditioning, hardening and diversifying energy generation and delivery infrastructure and providing public cooling centers. Such efforts may include providing education about available rebates and incentives, encouraging limited HVAC retrofits at time of major renovations, encouraging renewable energy generation, requiring it when mandated by state law, and coordinating with community organizations and electricity providers.

NH 5.2 **Grid Resilience.** Work with electricity providers to prepare for potential brownouts or blackouts of the power grid during extreme heat hazards, and maintain energy access to the extent feasible in the community by encouraging the development of dispersed energy microgeneration facilities, including solar energy systems, that can offset losses due to grid stress.

NH 5.3 **Cooling Centers.** Provide designated locations throughout the City where residents can access air conditioning during extreme heat; notify residents via social media when facility is eligible for opening so that residents can obtain shelter during extreme heat.

NH 5.4 **Extreme Heat Response Plan.** Develop and implement an extreme heat response plan as a standalone plan or annex to the Local Hazard Mitigation Plan that establishes community cooling centers, weatherizes City buildings, and identifies other cooling strategies to prevent heat-related illness, injuries, and death.

NH 5.5 **Shifted Outdoor Work Hours.** Work with businesses that have outdoor workers to encourage shifting in work hours to earlier in the day from May through September to reduce heat-related illnesses among outdoor workers on extreme heat days.

NH 5.6 **Urban Tree Canopy.** Continue efforts to maintain and increase the size of the City's urban forest and implement its City Tree designation, focusing on trees that maximize carbon sequestration, provide shade for walking, and reduce the overall heat island effect in the community.

Extreme Storm Hazards

Extreme storms include heavy rainfall, high winds, lightning, and hail that cause flooding, destroy power infrastructure, topple trees and telephone poles, and create dangerous airborne debris. In La Habra, extreme storms and related weather events can disrupt City operations and exacerbate other hazards. The City's HMP includes details on past severe weather or storms in Orange County that may have impacted La Habra from 1966 to 2000 in Table 3.13 "Historical Severe Weather Damage in Orange County." The HMP describes a more recent event in 2016, a strong thunderstorm with winds up to 60 miles per hour. The California 4th Climate Change Assessment's Regional Report for Los Angeles and Orange Counties indicates that the frequency and intensity of atmospheric rivers will likely increase in the future. The Vulnerability Assessment Report provides greater details on how extreme storms may change due to climate change.

The following goal and policies provide guidance to minimize the exposure of people to extreme storm hazards.

Goal NH 6
Reduction of Extreme Storm Hazards.

A community and population safe from extreme weather events and other associated hazards.

Policies

NH 6.1 **State of Awareness.** Stay up to date on emerging weather conditions and projected extreme weather events that could impair public safety.

NH 6.2 **Vulnerable Populations.** Protect and support vulnerable residents that may lack protection against extreme storms, such as unhoused people or people with limited resources, by offering evacuation assistance and overnight housing at resilience hubs and evacuation centers and encouraging the preemptive hardening of homes. Provide education and coordinate with local organizations to support these activities.

NH 6.3 **Preventative Action.** Work with regional partners to take pre-disaster action to reduce the impacts of extreme storm hazards on vulnerable populations, essential services, and infrastructure. Coordinate with community organizations, service providers, and infrastructure owners to support efforts and align with community vulnerabilities.

NH 6.4 **Outdoor Employment.** Work with outdoor industries, such as the construction industry, to ensure that state and federal safety standards for extreme heat are being followed at job sites.

Human Health Hazards

Human health hazards include vector-borne diseases transmitted by pest and animal activity, such as hantavirus, Lyme disease, West Nile virus, and influenza, and other infectious diseases that can rapidly spread through a city. These contagious diseases can be harmful, particularly to seniors, persons with compromised immune systems, and other at-risk populations. Human health hazards can also be the result of naturally occurring conditions in the soil (e.g., such as radon) or human caused conditions (e.g., paint hazards).

Changes in climate conditions, including warmer temperatures, may cause disease-carrying organisms to be more active throughout the year, increasing the risk of disease spread. These changes may also cause organisms not currently living in La Habra to spread into the area, potentially creating new health risks. The City's 2020 LHMP has data on past disease outbreaks in Orange County and California; see section 3.10.2, "Disease Outbreak Hazard History." More recently, La Habra experienced the COVID-19 pandemic that began in March 2020. The pandemic caused a substantial number of infections, deaths, and economic harm.

The following goal and policies provide guidance to minimize exposure to human health hazards.

Goal NH 7
Reduction of Human Health Hazards.

A community and population safe from human health hazards.

Policies

NH 7.1 **Preventative Action.** Continue to work with regional partners, such as the Orange County Mosquito and Vector Control District, to reduce vectors in the City.

NH 7.2 **Training and Workshops.** Provide training opportunities, workshops, and other educational efforts for residents and businesses to abate vector sources and reduce the transmission of human health hazards.

NH 7.3 **Public Spaces.** Implement vector abatement measures in City parks and other outdoor public gathering spaces to maintain public and environmental health; post signage and information about how to reduce the risk of bug bites and exposure to vectors.

NH 7.4 **Private Spaces.** Work with businesses and property owners to reduce vector sources on-site, such as standing water.

NH 7.5 **Pandemic Preparation.** Coordinate with the Orange County Health Care Agency to prepare for future pandemics, including developing effective messages on preventive actions and treatments, implementing public health measures, and securing supplies.

NH 7.6 **Material Distribution.** Work with the Orange County Health Care Agency, health care providers, community-based organizations, and others during public health emergencies to equitably distribute protective gear, testing supplies, and information about treatment options and risk minimization behavior.

NH 7.7 **Indoor Air Quality.** Provide information and training opportunities to residents and businesses on how to maintain healthy indoor air quality (such as addressing potential radon or other chemicals)

B. Emergency Preparedness (EP)

Emergency preparedness helps establish a sense of well-being in the community. The City's emergency service provider is responsible for monitoring and coordination of all tactical, medical, and rescue operations, including response to collapsed structures, earthquakes, hazardous materials, multiple casualties, terrorism, wildland fires, and others. La Habra supports an appropriate and effective response to emergencies and disasters that includes implementation of its Emergency Response Plan (ERP) and Hazard Mitigation Plan (HMP). The ERP determines the actions to be taken by the City to prevent disasters, where possible; reduces the vulnerability of residents to any disasters that cannot be prevented; establishes capabilities for protecting citizens from the effects of disasters; responds effectively to the actual occurrence of disasters; and provides for recovery from an emergency involving extensive damage to the City.

The HMP, approved by FEMA in 2020, is a strategic planning tool that provides mitigation strategies for the reduction or prevention of injury to people and damage to property from hazards. Effective hazard mitigation decreases the demand for emergency response resources, reduces the principal causes of injuries and deaths, enables a quicker lifesaving response and economic recovery, and reduces societal impacts. The City's participation in automatic and mutual aid agreements ensures adequate resources, facilities, and other support services necessary during and after disasters and emergencies.

Part of hazard mitigation includes planning for safe emergency evacuation efforts when necessary. Ideally, residential developments and neighborhoods should have at least two points of emergency ingress and egress to help support a safe and effective evacuation as well as providing emergency responders with access to the area. Limited points of access can result in traffic jams and slow evacuation efforts. This in turn may expose community members to elevated risks and hinder emergency access to the site. Figure 7-10 shows residential areas in La Habra that do not have at least two points of access to an evacuation route.

Several routes can support evacuations if any part of La Habra needs to evacuate. Primary north-south evacuation routes are Beach Boulevard, Idaho Street, Euclid Street, and Harbor Boulevard. Primary east-west evacuation routes are Imperial Highway, Lambert Road, La Habra Boulevard, and Whittier Avenue. Figure 7-11

shows these primary evacuation routes in La Habra. Many of these roads provide access to major freeways, including Interstate 5, Interstate 605, and SR-57. Depending on the specific evacuation scenario, specific evacuation routes may be prioritized. Parts of Whittier Boulevard, La Habra Boulevard, Imperial Highway, and Beach Boulevard run through floodplains, and sections of Beach Boulevard, Euclid Street, and Harbor Boulevard pass through fire hazard zones. These routes may be damaged or blocked during hazard events, requiring alternate routes.

Preparedness and Response

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

Goal EP 1
Preparedness and Response.

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

Policies

EP 1.1 **Emergency and Hazard Mitigation Plans.** Maintain and implement emergency response and disaster preparedness/hazard mitigation plans to reduce or eliminate the long-term risk to life and property from natural or human-induced disasters and emergencies and to be eligible for certain disaster assistance and mitigation funding, including the La Habra Emergency Response Plan (ERP) and the La Habra Hazard Mitigation Plan (HMP).

EP 1.2 **Emergency Management Systems.** Maintain and implement compliance standards and protocol provisions for emergency response organization, communication, and incident management to retain eligibility for federal and state grant and recovery funds, including the National Incident Management System (NIMS) and California's Standardized Emergency Management System (SEMS).

EP 1.3 **Comprehensive Evacuation Plan.** Participate in regional planning efforts to develop a comprehensive evacuation plan that identifies evacuation strategies, evacuation routes, and evacuation locations and their safety, capacity, and viability under multiple hazards scenarios; identify the resources needed to maintain them and for the safe and orderly evacuation of affected areas of the City; provide emergency shelters for the population, including access and functional-needs residents, pets, and other animals.

EP 1.4 **Adequate Emergency Services.** Coordinate with fire and police services, emergency medical aid providers, water utilities, and other

support services that include first response to disasters and emergencies, including hazardous materials spills, to plan for existing and projected future emergency and first-responder needs based on changing demographics, development patterns, and other factors that may affect future service demands.

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 fire and 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. Provide education and preparedness materials in multiple formats and languages, consistent with the demographics of City residents.

EP 1.10 **Visibility.** Require high-visibility street signage and house numbers; keep vegetation clear of street signage; and require ongoing maintenance of vegetation along rights-of-way.

EP 1.11 **Emergency Resources Planning.** Assess current and projected future emergency resources needs to account for changes in population and development patterns.

EP 1.12 **Evacuation Route Planning. Coordinate with City and regional transit** providers to identify alternative routes and stops if normal infrastructure is damaged or closed as a result of extreme events, avoiding areas with existing evacuation constraints.

EP 1.13 **Local Hazard Mitigation Plan and Supporting Document Integration.** The La Habra Local Hazard Mitigation Plan, approved by FEMA in 2020, is incorporated by reference into this Community Safety Element to support hazard mitigation planning and implementation in La Habra.

EP 1.14 **Adequate Egress.** All new residential developments of at least 10 units shall have a minimum of two points of emergency ingress and egress.

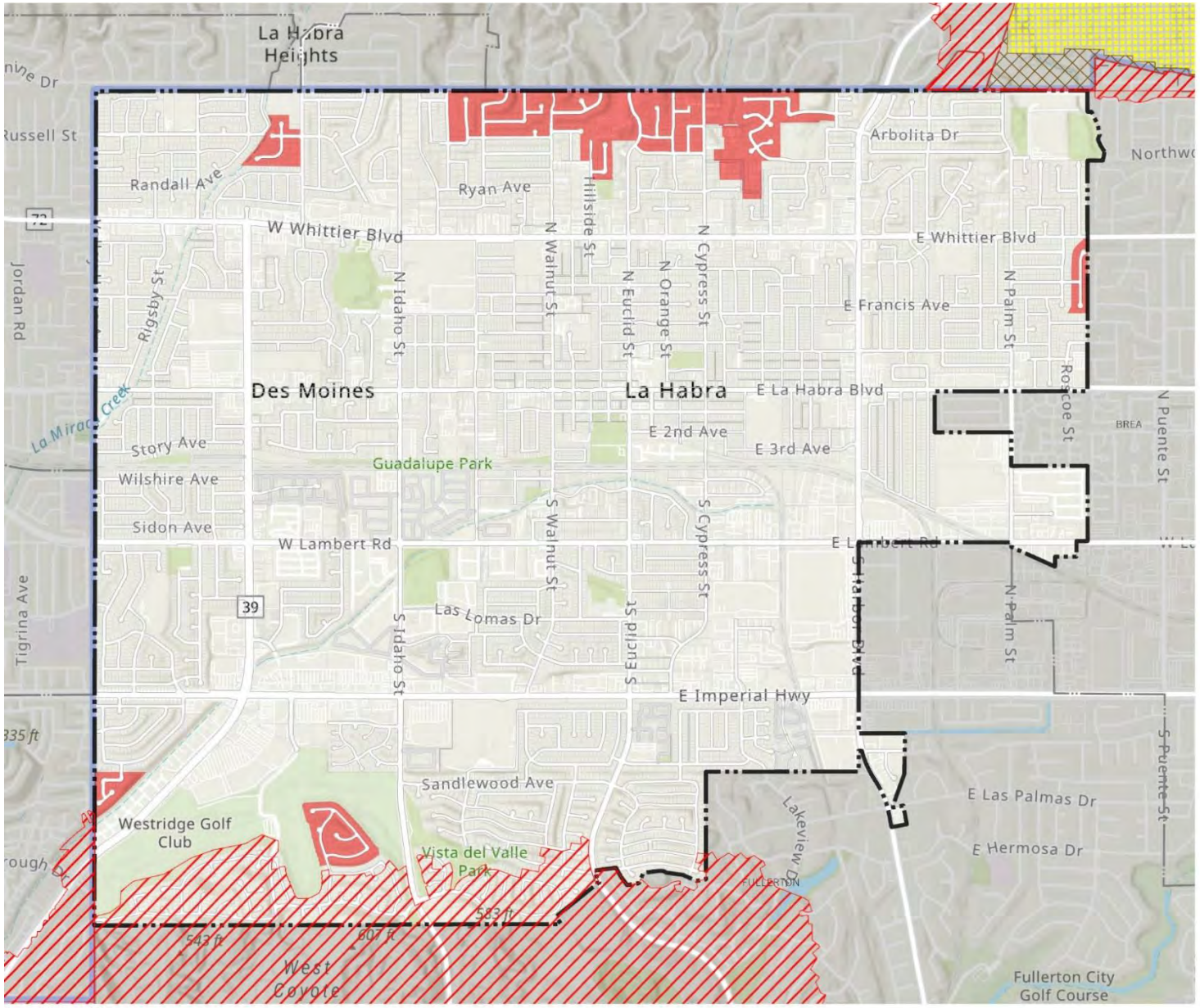
EP 1.15 **Adequate Access.** Ensure that emergency vehicles and personnel can access all developed areas in the City in a timely manner.

EP 1.16 **Resilience Hubs.** Establish equitably located public facilities—and private facilities as appropriate and feasible—to operate as resilience hubs where La Habra community members can seek shelter, information, and resources before, during, and after an emergency.

EP 1.17 **Energy Resilience.** Incentivize the development and implementation of resilient energy infrastructure in the City through the deployment of energy microgeneration facilities (solar, wind, etc.), localized battery storage, and microgrids that can share locally generated energy with neighboring land uses.

EP 1.18 **Evacuation Assistance.** Coordinate with the Orange County Transportation Authority to develop an evacuation assistance program for those with limited mobility or those who do not have access to a vehicle.

EP 1.19 **Evacuation-Constrained Parcels.** Explore secondary means of ingress and egress in areas with evacuation constraints, as shown in Figure 7-10, Evacuation-Constrained Residential Parcels, for existing subdivisions or developments of 10 units or more.



Source: Cal Fire 2019

GENERAL PLAN

CITY of LA HABRA
General Plan Update

Figure 7-10 Evacuation Constrained Residential Parcels in La Habra

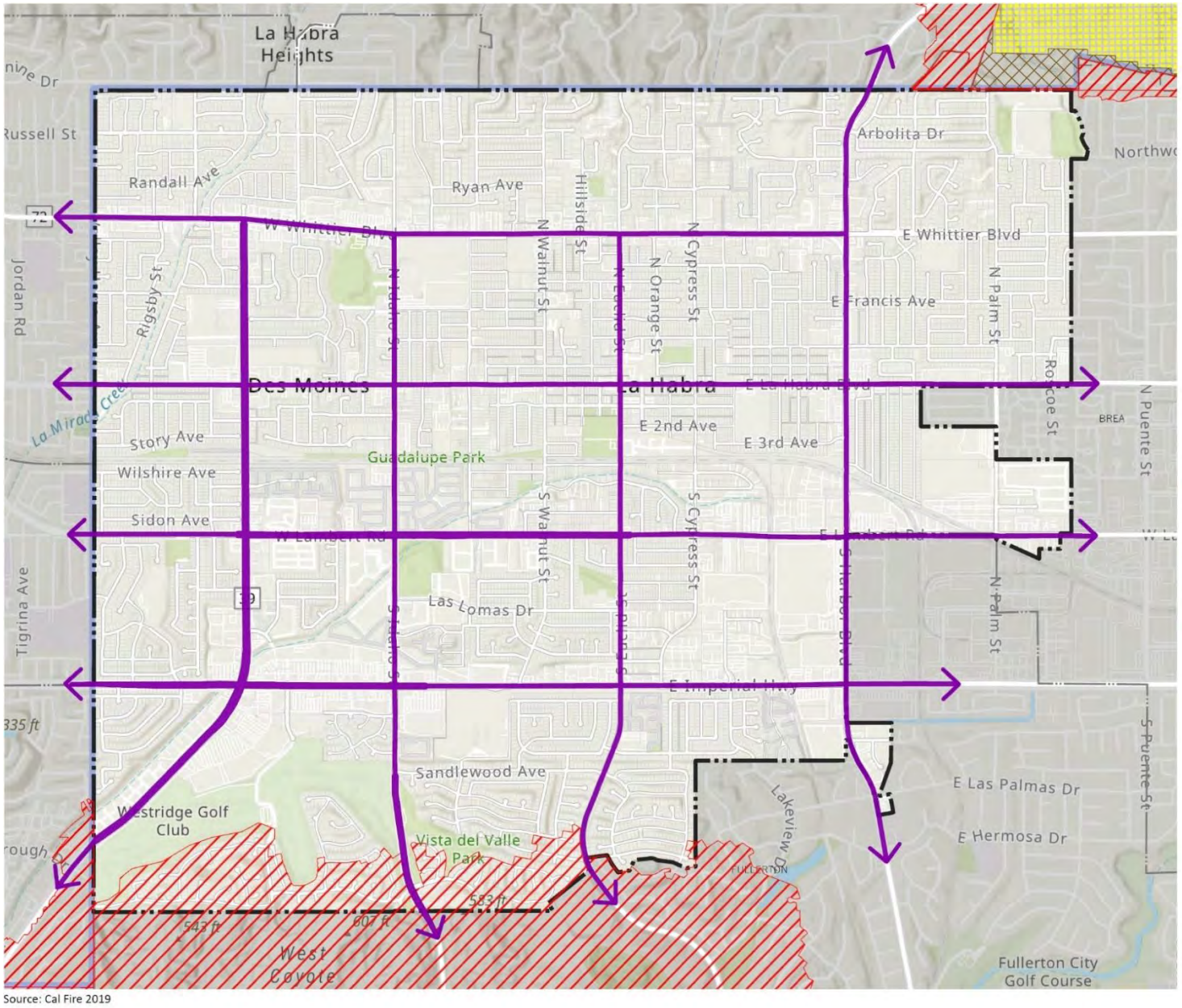
- City of La Habra
- County Boundary
- Residential Parcels Lacking Two Points of Vehicle Access

Local Responsibility Area, Fire Hazard Class
- Very High

State Responsibility Area, Fire Hazard Class
- Moderate
- High
- Very High

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Source: Cal Fire 2019

GENERAL PLAN

CITY of LA HABRA
General Plan Update

Figure 7-11 Potential Evacuation Routes

- City of La Habra
- County Boundary

Local Responsibility Area, Fire Hazard Class
- Very High

State Responsibility Area, Fire Hazard Class
- Moderate
- High
- Very High

- Potential Evacuation Routes

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C. Noise

Noise is often defined as unwanted sound. The urban environment has a variety of land uses—residential, commercial, institutional, industrial, and recreational—that can be sources of noise and affect the way people live and work. In general, the greatest source of noise and vibration throughout La Habra is from the City's major arterial roadways—Beach Boulevard, Imperial Highway, Whittier Boulevard, and Harbor Boulevard. Noise levels can become particularly high for residences or other sensitive uses situated along major arterials.

La Habra residents are also exposed to high noise levels from local sources. Local sources of noise can include lawn and gardening equipment operating at early morning or late afternoon hours, vehicle alarms, park facilities with active sports fields, and even dogs barking if continuous for long periods of time or during early morning or late evenings. While not as loud as transportation related noise, common sources of noise can be disruptive for residents living in older homes where insulation requirements are minimal or lack double paned windows.

La Habra is responsible for protecting residents and visitors from unacceptable levels or sources of noise that are detrimental to health, safety, or quality of life. For instance, the City requires specific land uses to achieve an interior noise level of 45–55 dBA and exterior noise level of 50–55 dBA depending on the land use. In addition, the City abides by a noise matrix that provides guidance as to compatibility of land uses with noise standards.

Table 7-3 Residential Noise Standards

Time Frames	Exterior Noise Levels	Interior Noise Levels
7:00 am to 10:00 pm	55 dBA	55 dBA
10:00 pm to 7:00 am	50 dBA	45 dBA

Source: Chapter 9.32 Noise Control, City of La Habra Municipal Code

Note: It is unlawful 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 specified above or which noise level unreasonably interferes with the use of such institutions.

La Habra's predominant source of noise is transportation related. Based on noise measurements, projected noise levels were identified and calculated at buildout of the General Plan and then compared with City standards to determine the most noise impacted areas. Future noise contours along major roadways are mapped in Figure 7-12, Roadway Noise Contours Future Conditions 2035. These include the major arterials of Imperial Highway, Lambert Road, La Habra Boulevard, Whittier Boulevard, Harbor Boulevard, and Beach Boulevard.

The following goal and policies guide City efforts to address and control noise.

Noise Reduction (N)

Goal N 1
Noise Environment.

Ambient noise levels compatible with La Habra's small-town character and are not disruptive to the residents' quality of life.

Policies

N 1.1 **Land Use Compatibility.** Restrict development of noise-sensitive land uses (schools, medical centers, hospitals, senior centers, and homes) in areas with noise levels that exceed those considered clearly incompatible with the use, as shown on Figure 7-10 and Table 7-2 (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 7-3 (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 requirements of 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.

- Using 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-unit residential developments demonstrate adequate isolation of noise between adjacent uses through building design and location of loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development.

N 1.7 **Interior Vibration Standards.** Require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on current City or Federal Transit Administration (FTA) criteria.

N 1.8 **Construction Noise.** Require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

Goal N 2
Mobile Noise Sources.

Minimized noise impacts of motor vehicle traffic on sensitive receptors.

Policies

N 2.1 **State Motor Vehicle Noise Standards.** Encourage the enforcement of State motor vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and La Habra Police Department.

N 2.2 **Municipal Fleet.** Purchase municipal vehicles and equipment with low noise generation and maintain them to minimize noise.

N 2.3 **Roadway Noise Sensitivity Measures.** Ensure the implementation of noise attenuation measures in the design of roadway improvements consistent with funding capability.

N 2.4 **Roadway Construction.** Coordinate with Caltrans to 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 it mitigates train operations and noise levels to not adversely impact adjoining residential neighborhoods, to the extent feasible, including incorporation of buffers or other noise abatement improvements.

Goal N 3
Stationary Noise Sources.

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

Policies

N 3.1 **Protection from Stationary Noise Sources.** 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 bars, clubs, entertainment venues, and other uses characterized by high levels of patronage and activity be built 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, heavy drilling equipment, and other heavy machinery.

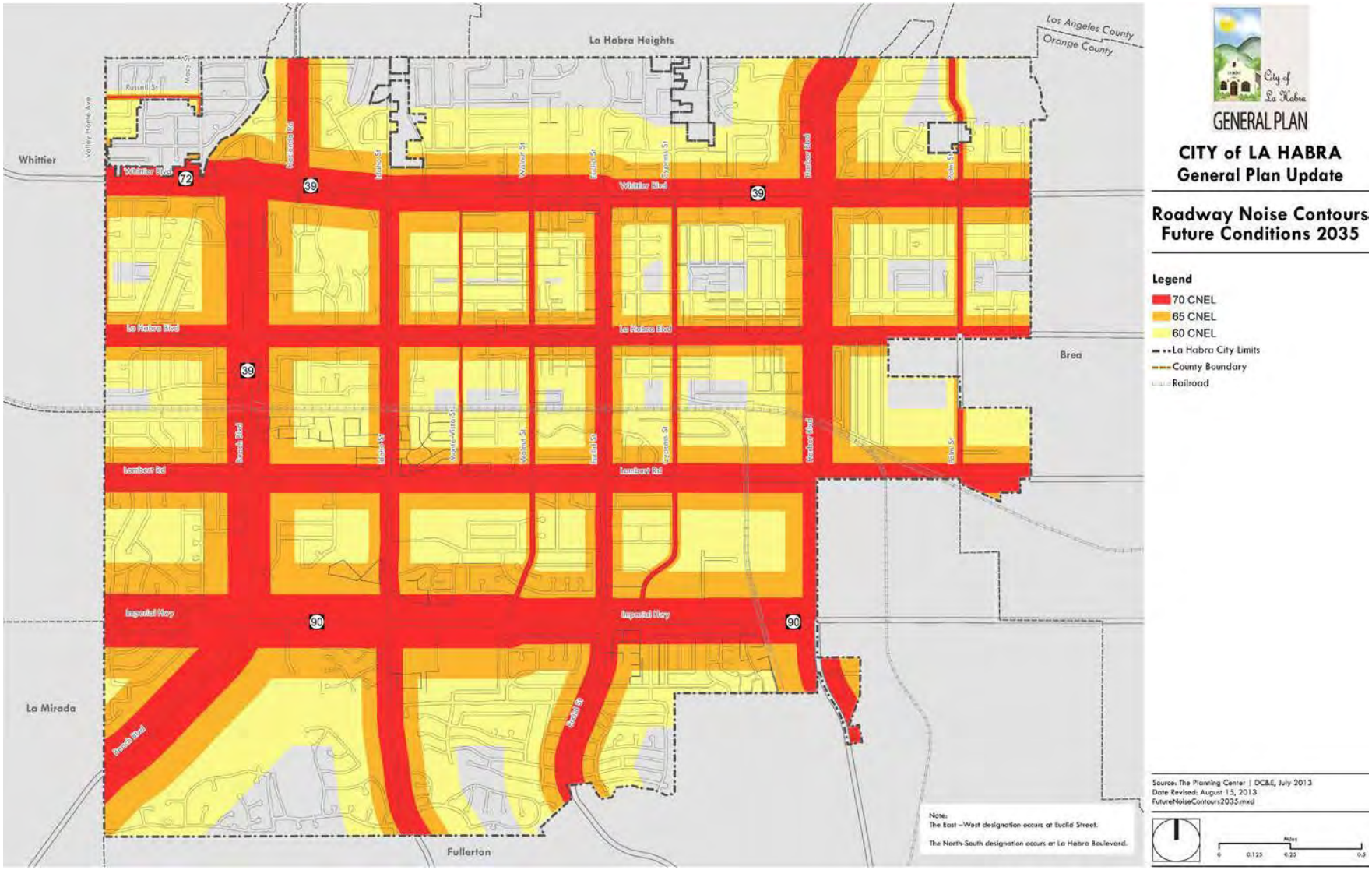

La Habra Heights
Los Angeles County
Orange County
Whittier
Brea
La Mirada
Fullerton
Russell St
Whittier Blvd
La Habra Blvd
Lambert Rd
Imperial Hwy
Beach Blvd
Harbor Blvd
Euclid St
Walnut St
Idaho St
Hacienda Dr
Valley Home Ave
Mona Rita Dr
Cypress St
Glenn St
Brea Blvd
72
39
90
City of La Habra
GENERAL PLAN
CITY of LA HABRA
General Plan Update
Roadway Noise Contours
Future Conditions 2035
Legend
70 CNEL
65 CNEL
60 CNEL
La Habra City Limits
County Boundary
Railroad
Note:
The East –West designation occurs at Euclid Street.
The North-South designation occurs at La Habra Boulevard.
Source: The Planning Center | DC&E, July 2013
Date Revised: August 13, 2013
FutureNoiseContours2035.mxd
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Table 7-2 Land Use Compatibility with Community Noise Environments

Land Use Categories and Uses		Compatible Land Use Zones (by CNEL)						
CATEGORIES	USES	<55	55–60	60–65	65–70	70–75	75–80	>80
Residential	Single-unit, Duplex, Multi-unit	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, Equestrian Center, Sports Club	A	A	A	B	B	D	D
Commercial General, Special Industrial, Institutional	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Institutional General	Hospital, Church, Library, Schools' Classroom, Day Care	A	A	B	C	C	D	D
Open Space	Parks	A	A	A	B	C	D	D
	Golf Course, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
Agriculture	Agriculture	A	A	A	A	A	A	A

SOURCE: California Governor's Office of Planning and Research, General Plan Guidelines 2003, Appendix C (Guidelines for the Preparation and Content of the Noise Element of the General Plan), October 2003.

INTERPRETATION:

Zone A, Clearly Compatible: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Zone B, Compatible with Mitigation: New construction or development should be undertaken only after detailed analysis of the noise reduction requirements is 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 noise insulation features included in the design.

Zone D, Clearly Incompatible: New construction or development should generally not be undertaken

D. Hazardous Waste (HW)

Hazardous waste or materials are any substance whose quantity, concentration, or physical or chemical characteristics pose a significant present or potential hazard to human health and safety or to the environment if released. These include liquid chemicals, gases, waste oils, and solvents used in commercial-industrial processes or as cleaning solutions and/or paints used in homes. In addition to hazardous wastes generated by businesses are household hazardous wastes (e.g., paint, oil, batteries, oil filters, household chemicals, and household cleaners), which can be harmful if not handled and disposed of properly.

Hazardous waste is an important environmental justice issue as eight census tracts within La Habra score above the "disadvantaged" threshold. Hazardous waste can range from used automotive oil to highly toxic waste materials produced by factories and businesses that may be harmful to health. Hazardous waste must be transported from businesses that generate waste to permitted facilities for recycling, treatment, storage or disposal. The following goals and policies aim to protect the community from potential hazardous materials, conditions, and disposal of household hazardous waste.

Goal HW 1
Hazardous Materials.

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

Policies

HW 1.1 **Hazardous Materials Response.** Maintain and periodically update the City's Hazardous Material Response Plan for the disclosure, regulation, and mitigation of the hazards created by the use, creation, storage, or on-site processing of hazardous materials and how natural hazards can affect these activities.

HW 1.2 **Hazardous Waste Facility Siting.** Ensure that hazardous waste facilities that transfer, treat, store, and dispose of hazardous materials are properly sited and compatible with surrounding land uses, in accordance with the City's Hazardous Waste Facility Ordinance (La Habra Municipal Code, Chapter 18.58) and 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 in La Habra, in accordance with La Habra's Hazardous Material Disclosure Ordinance (La Habra Municipal Code, Chapter 8.26).

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.

HW 1.6 **Hazardous Materials Business Plan.** Require facilities that handle hazardous materials in a quantity equal to or greater than 55 gallons for liquid, 500 pounds for solids, or 200 cubic feet of gas to have a Hazardous Materials Business Plan to minimize potential for accidents and to facilitate appropriate response to emergencies per state law.

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.** Encourage industries, businesses, and residents to use best practices and technologies to reduce the use of hazardous materials and generation of hazardous waste.

HW 1.9 **Hazardous Materials Transport.** Coordinate with Orange County and other relevant agencies to enforce state and local laws regulating the transport of hazardous materials through La Habra, including 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 industrial facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste.

Goal HW 2
Hazardous Conditions.

Energy-related infrastructure is located and designed to protect the health and safety of La Habra's residents and businesses.

Policies

HW 2.1 **Safe Infrastructure.** Work with utility and infrastructure providers to ensure the proper design, location, and maintenance of energy-related infrastructure such as petroleum and high-pressure natural gas lines 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 line in La Habra.

Goal HW 3
Household Hazardous Waste.

Proper collection, handling, recycling, reuse, treatment, and disposal of household hazardous waste generated in La Habra.

Policies

HW 3.1 **Household Hazardous Waste Program.** Provide incentives, when available, to encourage source reduction of hazardous waste 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 (e.g., batteries, paints, and e-waste) and used motor oil at collection events, Orange County collection centers, or certified oil recycling centers.

HW 3.3 **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 equivalents.

HW 3.4 **Monitor Hazardous Waste Disposal Practices.** Monitor household hazardous waste disposal practices in coordination with the City's Household Hazardous Waste Program.

HW 3.5 **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 collection event, and work with pharmacies to expand collection throughout the year.

HW 3.6 **Monitor Legislation.** Monitor state and federal legislation regarding household hazardous waste to remain current on regulatory requirements and improve hazardous waste management methods.

E. Environmental Justice (EJ)

Over the past few decades, planners have become aware of how the health of residents affects their quality of life. It has also become clear that the condition of the physical environment–the presence or lack of parks, community facilities, safe housing, environmental pollution, and so forth–have a direct influence on community health. This has led urban planners to incorporate creative design solutions into general plans to improve health and wellness in cities. This section of the Community Safety Element reflects the City's commitment to create a healthier living and working environment for its residents and workforce.

Background

The adoption of the Planning for Healthy Communities Act in 2016 requires that cities in California with a designated "disadvantaged community" adopt an environmental justice element or related environmental justice policies, objectives, and goals integrated into other elements of their general plan. The environmental justice element or related environmental justice goals, policies, or objectives in other elements must aim to reduce the unique or compounded health risks in disadvantaged communities, to promote civil engagement in the public decision-making process; and c) to prioritize improvements and programs that address the needs of disadvantaged communities.

Environmental justice can be defined in many ways, but generally is defined as the fair treatment and meaningful involvement of all people with respect to the development, implementation, and enforcement of environmental regulations and policies. Fair treatment means that no group of people should bear a disproportionate burden of environmental consequences that results from industrial, governmental, and commercial operations and policies. This means that all residents of a city must be treated in an equitable and fair manner and that any benefits or burdens should be distributed in the same manner.

To that end, this section of the Community Safety element aims to establish health and wellness goals and policies for the entire community, but also focuses attention and prioritizes policies for any disadvantaged communities in La Habra. Specifically the following is addressed:

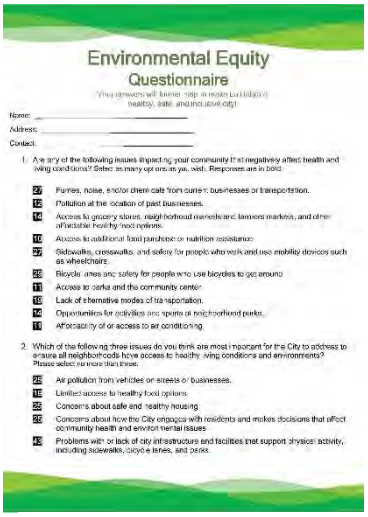
- Reduction of pollution exposure
- Improvement of air quality
- Provision of quality recreational facilities
- Promotion of access to healthy food choices
- Ensure safe, sanitary, and healthy housing
- Promotion of equitable access to public facilities and services
- Active community engagement in public decision-making

PUBLIC OUTREACH AND ENGAGEMENT

The City conducted a public outreach effort to solicit and obtain input during the development of the background report, identification of issues, and development of goals, policies, and programs. This included a written survey in Spanish and English, two workshops, with the community, and public hearings. As part of the consultation process, interested Native American groups were contacted.

Resident Survey

The City developed a resident survey to assess key community environmental equity issues that facilitated or detracted from becoming a healthier community. The survey was distributed at two festivals: the Tamale Festival on December 3, 2022; and the Spring Family Eggstravaganza on April 8, 2023. Surveys were completed by approximately 75 participants at those two events. Key issues mentioned during the survey process included:


Environmental Equity
Questionnaire
Name:
Address:
Contact:
1. Are any of the following issues impacting your community? It may negatively affect health and living conditions? Select as many options as you want. Responses are in bold.
29 Fumes, noise, and/or chemicals from current businesses or transportation.
15 Pollution at the location of past businesses.
14 Access to grocery stores, neighborhood markets and farmers markets, and other affordable healthy food options.
10 Access to additional food purchase or nutrition assistance.
27 Sidewalks, crosswalks, and safety for people who walk and use mobility devices such as wheelchairs.
28 Bicycle lanes and safety for people who use bicycles to get around.
11 Access to parks and the community center.
16 Lack of alternative modes of transportation.
12 Opportunities for activities and sports at neighborhood parks.
17 Affordability of or access to air conditioning.
2. Which of the following three issues do you think are most important for the City to address to ensure all neighborhoods have access to healthy living conditions and environments? Please select no more than three.
25 Air pollution from vehicles on streets or businesses.
15 Limited access to healthy food options.
22 Concerns about safe and healthy housing.
26 Concerns about how the City engages with residents and makes decisions that affect community health and environmental issues.
23 Problems with or lack of city infrastructure and facilities that support physical activity, including sidewalks, bicycle lanes, and parks.

Environment Equity Survey distributed to the community

- More active living facilities – sidewalks, bicycle trails, etc.
- Planting more trees citywide to improve air quality and provide shade
- Air pollution from vehicles, traffic, and industrial uses
- Concern about safe and healthy housing
- Limited access to healthy foods
- Resident engagement about decisions

Public Workshops

Two community workshops were held on October 24, 2023 at City Hall. The workshops included a presentation on environmental justice issues in the community, current programs, and proposed goals and policies for consideration. The presentation was prepared in both English and Spanish, the most prominent second language in La Habra. Key comments included:

- Lack of affordable healthy food options;
- Implementation of the Move More, Eat Healthy Plan;
- Loss of a local/cultural gathering spot when Northgate Grocery relocated;
- Promote pedestrian-oriented sidewalks;
- Improving transportation services for senior residents;
- Concerns with indoor and outdoor smoking on residential sites; and
- Lack of art public in civic spaces.

Comments from both the community survey and workshop were incorporated into the Health and Environmental Equity Assessment and the Element prior to the completion of these products and submittal to the Planning Commission and City Council for review and adoption.

COMMUNITY CONTEXT

La Habra is known for its focus on building the quality of life of its community and serving the needs of residents. The City's motto–a "Caring Community"–is exemplified by the educational, social, child development, public safety, workforce training, health, recreational, and other programs offered to residents. The City is also recognized for its health and wellness efforts, including its Move More Eat Healthy Campaign, which focuses on improving health through physical activity, improved nutrition, and support for healthy lifestyles.

The La Habra Collaborative is a key partner in the City's health initiatives, working with its many local partners, include Providence-St. Jude Medical, VCC: The Gary Center, Friends of Family Health Center, Our Lady of Guadalupe Church, PIH Health, and many other organizations. Many of the health programs are operated from the Hillcrest Health and Wellness Center at Portola Park, the City's Community Center, or various park and recreational facilities throughout the community. This includes Celebrating Health events that promote healthy living.



Move More Healthy Community Mural at Portola Park.

The City's health programs extend beyond traditional nutrition and active living. The City's efforts include environmental programs (e.g., water testing, environmental cleanup, code enforcement, and urban forestry), human development (preschool, educational, childcare, and workforce development), and park and recreational programs for all ages. Indeed, many of the City's operations help to improve resident health.

While these programs have improved the quality of life in La Habra, there are nonetheless challenges in the community with respect to environmental justice.

DISADVANTAGED COMMUNITIES

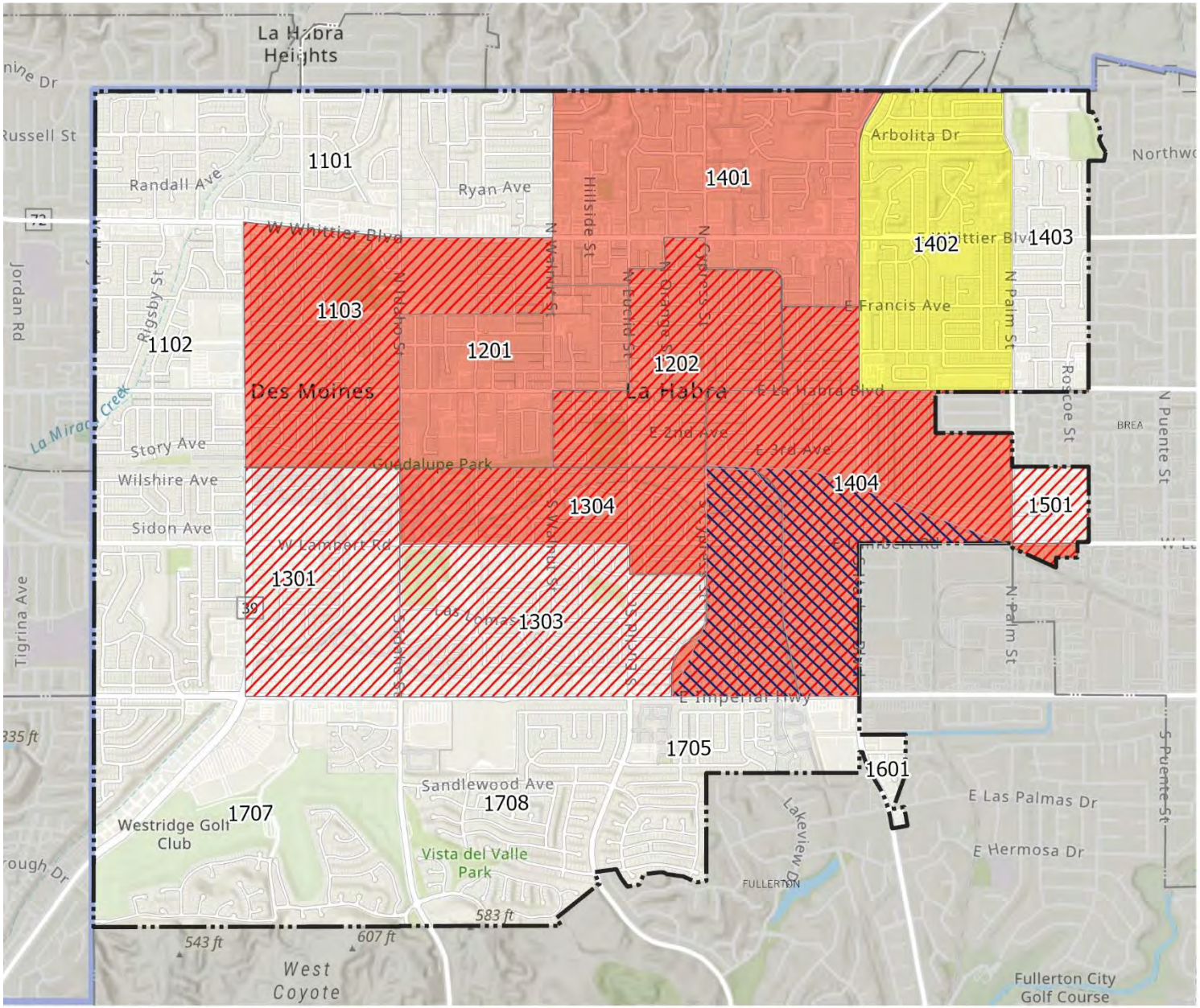
California law requires cities to identify Disadvantaged Communities and to develop policies and programs that will improve environmental and human health conditions in these neighborhoods. California law requires the use of California's Communities Environmental Health Screening Tool (CalEnviroScreen) for identifying Disadvantaged Communities. Indicators used to identify a Disadvantaged Community include population characteristics and/or environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

In defining "disadvantaged", CalEnviroScreen uses data on both population and environmental characteristics from each census tract in a community. CalEnviroScreen combines and weights the score of both indices for each census tract and then ranks that census tract versus all other census tracts in California. Census tracts that score a percentile of 75 percent or greater are considered Disadvantaged Communities. In addition, census tracts that are lower income and disproportionately burdened with pollution (but do not meet the 75th percentile threshold) may also be considered to be disadvantaged under state law.

In 2023, the California Attorney General confirmed the criteria for identifying a disadvantaged community. Of the 17 census tracts in La Habra, the following ranking were found based on a review of scores from CalEnviroScreen, version 4.

- **Composite (Summary)**. Six tracts scored as disadvantaged with respect to their overall score or ranking among all tracts in California including low income tracts that are pollution burdened.
- **Low Income and Pollution Burdened**. In addition to the definitions above, two census tracts are lower income tracts that are pollution burdened but the composite score does not exceed the 75th percentile.
- **Legacy Tracts from CalEnviroScreen 3.** One census tract was noted in the legacy CalEnviroScreen (version 3) as being disadvantaged, though under current criteria the tract would no longer be considered disadvantaged.

La Habra's Disadvantaged Communities, based on CalEnviroScreen criteria, are shown in Figure 7-13, Disadvantaged Communities. For purposes of this element, ten census tracts are considered disadvantaged using the criteria outlined above. The neighborhoods that are designated as disadvantaged cover a five square mile area bounded by Beach, Harbor, and Whittier Boulevards, and Imperial Highway except for one tract that extends to the City's northern border.



Source: PlaceWorks 2023, OEHHA 2021

GENERAL PLAN

CITY of LA HABRA
General Plan Update

Figure 7-13 Disadvantaged Communities in La Habra

- City of La Habra
- Non Residential Land Use
- CES4 Composite Score exceeds 75th percentile
- CES4 Low-income tracts that exceed 75th percentile in pollution burden
- CES3 Composite results that differ from CES4 composite

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ENVIRONMENTAL POLLUTION

Health and Environmental Justice Technical Report.

A comprehensive technical report was prepared to inform the findings in this section. The technical report also describes and assesses the information from CalEnviroScreen. Please refer to the technical report for future detail and analysis.

La Habra has a variety of sources of pollution; some local in nature and some regional. The following are the key pollution concerns and opportunities to reduce pollution exposure and improve air quality. It should be noted, however, that the pollution concerns are often modeled on a regional level and may not necessarily reflect whether residents are exposed to the source of pollution.

Air Quality and Roadways

A key source of pollution is air emissions, in particular particulate matter and ozone. These pollutants are also caused by trucks and the high volume of vehicles in the region which traverse the many freeways. To avoid freeway congestion, commuters often use Imperial Highway to avoid the SR-91 or SR-60 during the morning and evening commute hours. The City addresses air quality from roadways with improvements to signaling, designated truck routes, and other mitigation. Creating an urban forest may also help improve air quality.

Toxic Releases from Industry

Commercial and industrial activities are known to have the potential to release toxic pollutants to the air, water, and soil. La Habra has several industrial and commercial facilities, but most report minimal releases of pollution. The highest-polluting industries are in Brea, Fullerton, Industry, and Anaheim–outside the City's control. For local businesses, the City controls local sources by separating incompatible uses, requiring setbacks/buffers, requiring mitigation or conditional use permits, or compliance with local air quality permits issued by the SCAQMD.

Lead Exposure in Housing

Lead is a toxic heavy metal and occurs naturally in the environment. Historically, lead was used as an additive in gasoline and as a primary ingredient in house paint. While the phasing out of lead gasoline has improved public health, La Habra has many older homes which may have used lead-based paint before it was phased out in 1978. The City can make available housing rehabilitation loans to address lead-based paint hazards and continue to provide educational bulletins to residents to be aware of such hazards when their homes are rehabilitated.

Water Quality

Municipalities are required to meet stringent drinking water standards. However, drinking water can become contaminated. Drinking water standards are defined by maximum concentration limits (MCLs) that are enforced by the California Department of Water Resources. In La Habra, the drinking water threats are due to arsenic, hexavalent chromium, perchlorate, and TCEs. According to the State Water Resources Control Board, the City's drinking water passes all water quality standards, and there have been no MCL violations in the past decade.

POPULATION CHARACTERISTICS

La Habra has population characteristics associated with less healthy outcomes and disadvantaged census tracts. Unlike the environmental pollution data, the following represents characteristics in La Habra. The Health and Environmental Equity Assessment provides more information about each condition.

Education

Education and employment are fundamental building blocks for economic mobility. Without education, one is unlikely to have the types of job opportunities that offer long-term security and a living wage. Low academic achievement results in fewer job opportunities, higher levels of unemployment, and poverty. Central La Habra tracts (census tracts 12.01, 12.02, 13.04, and 14.04) have a significant portion of adults that do not have a high school diploma or equivalency (27 to 31 percent) – generally much higher than the citywide average.

Unemployment and Poverty

La Habra's unemployment rate tracks with the County as a whole. However, certain areas of the community have very high unemployment rates. Within the disadvantaged census tracts, the unemployment rate is typically double or triple the citywide average. The highest level of unemployment is found in tracts with the lowest educational attainment (census tracts 12.01, 12.02, 13.04, and 14.04). The poverty rates in these tracts are also double and triple the citywide average. This confirms the relationship between education, unemployment, and poverty.

Housing Burden

The consequences of lower educational attainment, poverty, and unemployment are evident in other key indicators of quality of life—such as housing. Households with lower incomes may spend a larger proportion of their income on housing. CalEnviroScreen (CES) tracks the level of severe overpayment (paying more than 50 percent of income toward housing) among lower income households. Only two of the disadvantaged tracts have unusually high housing burdens. The prevalence of overpayment is lower than expected because these tracts have the highest rate of overcrowding—families doubling up to afford housing.

Health Outcomes

CES tracks a limited number of health conditions and outcomes, such as asthma, heart disease, and low birth rate. However, these outcomes do not necessarily reflect the most prevalent conditions in La Habra. As discussed in the technical report, the City's physical and mental health ranks in the worse quartile countywide and conditions are most acute in disadvantaged areas. As noted, this area has the oldest housing, lower incomes, lower educational attainment, and other socioeconomic conditions known to be correlated with poorer health.

Setting the Course

As articulated in this environmental justice section, the City of La Habra is committed to exploring ways to improve health, with the goal of creating healthier living environments for all residents regardless of status, area of residence, age, or other characteristic. The following goals and policies further that end and address objectives for disadvantaged communities.

HEALTHY FOOD



Having healthy food choices available and accessible to residents (e.g., grocers, restaurants, and other venues) allows people to make healthier food choices. La Habra has a high number of grocers with at least a dozen larger chain grocery stores, supplemented by smaller ethnic grocers, and fruit/vegetable markets. Supermarkets are within one mile of most homes; there are no areas with low food access according to the United States Department of Agriculture. More than half the supermarkets accept Women, Infants, and Children coupons, and most grocers accept Cal-Fresh. La Habra City Unified School District also offers low-cost or free meals to students.

Healthy food access is generally limited to traditional storefront access. La Habra does not have community gardens, or regular farmers markets that sell fresh food directly to consumers. La Habra has options for bringing and increasing the supply of fresh food, including cottage food industries, micro-kitchens, and community gardening to be operated consistent with state, county, and local laws. Community supported agriculture is also a popular means, where individuals support a farm in return for the delivery of farm shares at major locations.

The affordability of fresh foods is equally important. This is particularly important given the higher prevalence and calorie dense food options that are easily found and sold in stores. Programs for nutritional food at the Senior Center for the elderly who are unable to cook or afford fresh food or school-based programs can also help ensure residents of all ages have options available for good nutrition. New state law allows students with qualified income levels to obtain free meals.

Food, nutrition, and education go hand-in-hand with access to healthy food. Educating residents about how to purchase food, prepare food, and monitor health conditions can be an effective way to improve individual and family health. Nonprofit partners in the community offer various educational programs, including promotores, who are skilled in educating La Habra residents. The City also remains open to working with local partners on educational programs.

The following goal and policies provide guidance in supporting efforts to further the availability of healthy food in La Habra.

Goal EJ 1
Food Availability.

Adequate opportunities for residents to access a wide variety of healthy food choices and benefit from nutrition education.

Policies

EJ 1.1 **Fresh Food Supply.** Allow and facilitate community gardens and farmers markets, in areas of the City that are consistent with existing land uses, zoning, and health and safety requirements.

EJ 1.2 **Alcohol and Tobacco.** Monitor liquor stores and tobacco stores to ensure compliance with City and state law.

EJ 1.3 **School Meals.** Support the school district's free and reduced lunch program in City-operated facilities that administer educational and childcare programs.

EJ 1.4 **Nutrition Education.** Work with the various community partners to provide nutrition education that teaches residents to cook, purchase food, and improve their nutrition and health and wellness.

EJ 1.5 **Resident Nutrition.** Provide varied opportunities for senior residents and children enrolled in City programs to receive nutritious meals and food at home, childcare, Senior Center, and/or food banks.



Children learn hands-on cultivation skills at child development centers

ACTIVE LIVING

Parks and recreational facilities are valued amenities for La Habra residents, and the City expends resources to maintain their value. They offer opportunities for residents to experience nature, gather with friends and family, improve fitness and related skills, and relax and recharge. The availability of appropriate and safe parks and programs can also increase physical activity and improve the health and well-being of residents. It is no surprise that access to park, recreation, and active living resources are a high priority for La Habra.

La Habra Recreation

La Habra provides a range of recreational programs for all ages, from preschool to seniors. Among others, these include:

- *Aquatics*
- *Sports Leagues*
- *Dance and Leisure*
- *Special Olympics*

La Habra has 24 parks totaling about 138.5 acres. The parks are classified by their function and size: 7 are mini parks, 4 are community parks, and 13 are neighborhood parks. In addition to parks, the City has many other recreational facilities that offer opportunities for residents to stay active. These facilities include La Habra Senior Center, La Habra Tennis Center, Boys and Girls Club, Hillcrest Center, and regional recreational facilities services for residents.



Parks beautify neighborhoods and provide opportunities for recreation.

The City adopted plans to improve its active transportation system. The City's Bicycle Master Plan will double the linear miles of trails. The City also participates in the OC Loop Regional Network and will convert its railroad right-of-way to a rail trail. The City is expanding the quality and safety of its pedestrian sidewalks and path in accordance with its Complete Streets Plan. This includes the completion of sidewalks, school routes, and neighborhood traffic management projects.



Sidewalks should provide a pleasant walking experience for residents of all ages.

The City continues to fund parks, recreation facilities, bicycle routes, and pedestrian facilities. These types of community amenities provide opportunities for residents to be physically active, are located to achieve greater equity for residents of all ages, income, and backgrounds, and will improve their overall health and wellbeing of community residents. The following goal and policies provide guidance in furthering opportunities for active living.

Goal EJ 2
Active Living.

A network of parks, trails, and community facilities that support active, healthy recreational activities that promote health.

Policies

EJ 2.1 **Parks Access.** Ensure that parks, open space, and recreation facilities are accessible and within convenient access of different neighborhoods prioritize new facilities in areas that are deficient.

EJ 2.2 **Safe Routes to School.** Work with schools in the City to ensure that all public schools have safe and walkable routes to school, thus encouraging youth to be more physically active.

EJ 2.3 **Bicycle and Pedestrian Routes.** Prioritize development and upkeep of safe walking and bicycling routes to encourage residents of all ages and abilities to be physically active; prioritize areas deficient in coverage or that have safety needs.

EJ 2.4 **Recreation.** Facilitate the development and provision of recreational activities that are active and passive, affordable and accessible, and are sensitive to the needs of different ages and abilities.

EJ 2.5 **Park/Recreation Equity.** Prioritize social equity considerations in the provision and design of parks and recreational programs so that residents regardless of age, ability, or neighborhood have access to quality recreational opportunities.

Active living goals are included in other chapters of the general plan which provide additional policy guidance.

See Goals:
AT-2: Bicycle Usage
AT-3: Pedestrian Paths
OS-2: Park Facilities
OS-3: Recreation Programs
CI-5: Community Activities



Oeste Park Improvements focusing on the integration of play and learning.

HOUSING OPPORTUNITY

The Housing Element is the City's seminal policy plan and addresses the production, maintenance, and improvement of housing. SB 1000 also calls out the importance of safe and sanitary housing. Research has shown that safety and habitability of housing affects one's individual health and well-being. When housing falls into disrepair or has pests, moisture, inadequate ventilation, and/or chemicals, the home can become an unhealthy or dangerous environment.

With the escalation of rents statewide due to the volatile apartment market and mortgage rates, most communities have experienced a significant increase in housing rents and prices. These increases have far outpaced corresponding increases in household income during that time. As a result, La Habra residents experience overpayment and overcrowding. Even residents in affordable market rate housing or publicly subsidized units have seen their housing costs increase significantly over the last few years.



New condominiums target the middle income market

The City is actively involved in addressing the need for healthy and secure housing. As articulated in the Housing Element, key programs are as follows.

- Preservation of affordable housing, including the City's mobilehome parks that offer lower cost housing to residents.
- Housing rehabilitation, including the provision of low cost loans and subsidies for health and safety related improvements.
- Inclusionary housing, which requires new projects to set-aside new units in qualified projects as affordable to low and moderate income households.
- Code compliance, which is intended to ensure that housing and property meet all applicable health (sanitary) and safety regulations.
- Fair housing, to ensure that residents of all income levels and status have the opportunity to find appropriate housing.

Due to the age of housing in the City, solutions to ensuring safe and sanitary housing should also address the physical condition of housing and property, the construction materials used, and how the home is used and maintained. Energy efficiency, improved ventilation, and other green building standards can improve respiratory and general health. Removal of lead-based paint or other lead hazards and periodic radon testing can also improve the health of the home.

The following goal and policies further the goal of providing safe, secure, and healthy housing for residents.

Goal EJ 3
Healthy and Secure Housing.

A variety of housing choices that contribute to quality, safe, and healthy neighborhoods and enhance housing security.

Policies

EJ 3.1 **Building Property Regulations.** Establish, enforce, and periodically update City healthy building and property regulations that ensure the sound maintenance, condition, safety, and appearance of residential structures and properties.

EJ 3.2 **Housing Accessibility.** Encourage and facilitate, where feasible, opportunities for retrofitting existing housing and improving accessibility, to allow seniors and disabled people to age-in-place and reside at home as long as possible.

EJ 3.3 **Housing Rehabilitation.** Encourage the rehabilitation of substandard housing (e.g., electrical, plumbing, life safety, etc.) and/or remediation of health conditions (lead, mold, asbestos, etc.) to ensure a safe and healthful environment for occupants.

EJ 3.4 **Green Housing Practices.** Support construction practices, where initiated by developers, that use materials and finishes that are free from asbestos, volatile organic compounds, "forever" chemicals, and others known to be health hazards.

EJ 3.5 **Housing Security.** Employ mobilehome rent stabilization, inclusionary housing, and other housing affordability tools and preservation protections to maintain the security of housing for residents, particularly for residents who are lower income or have special needs.

Housing goals are included in other chapters of the general plan which provide additional policy guidance.

See Goals:
HE-1: Housing and Neighborhood Quality
HE-2: Housing Opportunities
HE-3: Affordable Housing
HE-4: Furthering Fair Housing



La Habra offers a range in types and prices of housing opportunities.

PUBLIC FACILITIES AND SERVICES

Public Facility and Services goals are included in other chapters of the general plan which provide additional policy guidance.

See Goals:
AT-1: Transit Usage
PS-1: Police Services
FS-1: Fire Services
S-1: K-12 Education
S-2: Higher Education
ED-3: Workforce Development
ED-7: Lifestyle Enrichment

Quality of life is defined by the public facilities and services available to residents (e.g., public improvements, public services, and community amenities). Common examples include parks, community facilities, libraries, and health care facilities and the equitable access to such facilities. The City strives to ensure that a reasonable level of public facilities and services are available in all areas. Most residents live within a mile or two of community amenities.



Hillcrest Community Health and Wellness Center is located at Guadalupe Park

La Habra's resource opportunities are similar to many cities of its size. Wealthier neighborhoods on the periphery of the City tend to have a higher level of resources, defined by higher levels of employment, access to educational resources, low poverty rate, and low environmental pollutants. The older central parts of La Habra tend to have many of the same resources, but have lower home values, fewer educational/job options, and greater environmental concerns.

While the City has limited ability to move service locations, La Habra offers a variety of programs in its central core to serve its residents that both exemplify La Habra's mission as a Caring Community and its commitment to improve the health and wellbeing of all residents. These include:

- Employment Center. La Habra's Community Employment Center serves 500 La Habra residents annually with a variety of services for underemployed residents.
- Youth Center. The Youth Center provides career and educational assistance, vocational training, and work experience (Ready SET OC program) for youth.
- La Habra's Children's Museum. The museum provides nearly 100,000 visitors each year with exhibits about the arts, sciences, cultures, and life.
- The Hillcrest Wellness Center offers residents a range of support services, including food assistance, and homeless services among others.
- Child Development. The City's child development program serves more than 600 income qualified children annually and supports the local Boys and Girls Club.

The following goal and policies further efforts to provide and ensure adequate access to public facilities and services.

Goal EJ 4
Public Facilities and Services.

Complementary educational, social, health, and employment services that support all La Habra residents.

Policies

EJ 4.1 **Employment opportunity.** Provide opportunities for residents to secure living wage jobs through vocational training, specific skills development, and business opportunities.

EJ 4.2 **Educational Opportunity.** Encourage, support, and facilitate efforts to access high quality, affordable education, from preschool through secondary education, and through college for residents.

EJ 4.3 **Equitable Transit.** Work with transit providers to provide demand-responsive affordable transit options, including for disabled and senior residents, for all neighborhoods in the City.

EJ 4.4 **Health Care Partnerships.** Partner with the City's health care sector to offer primary, dental, and mental health care for residents, including lower income residents, to enable optimal health.

EJ 4.5 **Public Safety.** Ensure that all residents, regardless of neighborhood, receive public safety services (fire, police, water, etc.) needed to maintain the safety and health of their families and neighborhood.

EJ 4.6 **Child and Youth Development.** Provide complementary childcare and youth development programs that assist caregivers and enrich the education, health, and welfare of program participants.



La Habra's childcare and development programs support active learning.

CLEAN AND SAFE ENVIRONMENT

The State of California requires that all cities, especially those with environmental justice areas, focus on reducing the sources of pollution to ensure a safe and healthful living environment. But like all communities in Southern California, sources of sources of pollution are abundant and require diligence to remedy. As such, the City is involved in addressing all sources to the extent feasible.

With respect to environmental justice, CalEnviroScreen notes several key sources of pollutants that may be present in certain neighborhoods of the City. Pollution sources include, but are not limited to, the following:

- Potential exposure to lead based paint in housing
- Release of pollutants to water, air, and soil from industrial uses
- Presence of potential contaminants in water
- Cleanup of past hazardous materials spills
- Legacy land uses, such as landfills, that require monitoring
- Air pollutants from heavy automobile and truck traffic

Many of the pollutant sources are regional in nature or are emitted from land uses that are permitted by regional and state agencies and subject to strict regulation and reporting requirements. In other cases, actual exposure to a pollutant is remote or has been remediated by past actions of the City, County, or property owners/business. Nonetheless, the following goal and policies are intended to provide guidance on addressing sources of environmental pollution sources and ensuring that no one group is disproportionately burdened.



La Habra residents help cleanup Coyote Creek: Courtesy OC Register

Goal EJ 5
Clean and Safe Environment.

Established development patterns, building and operation standards, and mitigation measures to reduce overall levels of pollution and improve air quality in the City.

Policies

EJ 5.1 **Project Technical Studies.** Require the preparation of air quality, noise, and vibration technical studies to determine the impact of proposed development on surrounding land uses; and to identify the measures required to mitigate such impacts.

EJ 5.2 **Project Design/Mitigation.** Require that proposals for new sensitive land uses and/or industrial and commercial uses incorporate setbacks, barriers, landscaping, or other design or performance standards needed to minimize air quality impacts and achieve health standards.

EJ 5.3 **Hazardous Material.** Cooperate with regional agencies to ensure that contaminated surface water, groundwater, drinking water, or soils are remediated to state and federal standards. Work with regulatory agencies to routinely inspect underground storage tanks and other facilities prone to deterioration and leakage.

EJ 5.4 **Air Quality.** Work with regulatory agencies to implement proactive programs to improve air quality in La Habra. Where air quality violations occur or improvements in air quality are possible from land uses, revise local ordinances and participate in incentive efforts, where feasible, to reduce air pollutants and improve air quality.

EJ 5.5 **Water Quality.** Ensure that drinking water meets all state and federal quality standards; keep up to date on regulations issued by federal, state, or regional regulatory agencies with respect to water and other emerging contaminants of concern, and permissible exposure; revise local ordinances and development standards to meet requirements.

EJ 5.6 **Noise and Vibration.** Require that existing and proposed land uses are safe from, or do not produce, excessive levels of noise and vibration that exceed state and local standards or unduly detract from the health, safety, and quality of life of residents or building occupants.

EJ 5.7 **Equitable Treatment.** Periodically review and monitor CalEnviroScreen scoring and designation of disadvantaged community mapping; prioritize improvements needed to ensure equitable treatment and outcomes with respect to environmental pollution burden.

Environmental quality goals are included in other chapters of the general plan which provide additional policy guidance.

See Goals:
HW-1: Hazardous Materials
AQ-1: Improved Air Quality
WS-1: Water System
WQ-1: Water Quality Systems

LAND USE POLICY

Land use policy is a key tool for improving resident health. How land uses are located shapes how residents access health promoting resources, such as parks, transit, jobs, health care, and other community services. Zoning codes and development standards implement land use policy by determining the type, density/intensity, and physical design of buildings. Public works standards shape infrastructure–sidewalks, trees, utilities, water, and other features–that surround development. When coordinated, these tools can improve safety, encourage physical activity, foster social interaction, and yield other health benefits.

Related land use goals are included in other chapters of the general plan which provide additional policy guidance.

See Goals:
LU-3: Neighborhoods, Centers, and Corridors
LU-5: Sustainable Development
WQ-1: Water Quality Systems
E-2: Energy Conservation

La Habra is virtually built out, with limited vacant land. To accommodate future growth and change, La Habra is investing in targeted infill opportunities. The General Plan establishes mixed use corridors–Whittier Boulevard, Harbor Boulevard, La Habra Boulevard, and others–for reinvestment. Specific plans are anticipated to facilitate the recycling of existing uses and revitalization of these corridors. Design standards are also anticipated to result in quality project designs that add value to surrounding land uses. Specific plans will have detailed public improvement plans and standards that benefit residents.

As La Habra focuses development into target areas, the importance of placemaking is paramount. Infill projects will need to incorporate uses that are appropriately scaled and designed with adequate transitions with adjoining residential neighborhoods, districts, and open space. Building orientation, setbacks, buffering, transitions in scale, and aesthetics will all be important considerations. In some cases, this will require an eye for compatibility in sensitive areas, while in other areas more substantial change will be envisioned.

The following goal and policies will assist in implementing land use policy that promotes health, wellbeing, safety, and sense of place.



Example of active and healthy corridor

Goal EJ 6
Land Use Policy.

A built environment that promotes health, wellbeing, safety, and sense of place at the building level, neighborhood, and corridor.

Policies

EJ 6.1 **Planning for People.** Give priority consideration to the needs of individuals, families, workforce, and visitors who will use and occupy the space–their ages, levels of abilities, and values–in land use and project development decisions.

EJ 6.2 **Healthy Building Designs.** Encourage the design and rehabilitation of buildings and sites for healthy living and working conditions, including pedestrian-oriented circulation, lighting, attractive and open stairs, nontoxic building materials, and accessibility.

EJ 6.3 **Mixed Use Neighborhoods.** Where appropriate, strive to facilitate and incorporate a mix of complementary land uses within neighborhoods, specific plan areas, districts, and individual buildings that promote health, wellness, and equity as well as facilitate walking and bicycling in lieu of automobile use.

EJ 6.4 **Connectivity in Land Use.** Integrate street designs, sidewalks, walking and bicycling paths, plazas, and other open spaces in a way that improves the connectivity between buildings, employment centers, neighborhoods, and other destinations.

EJ 6.5 **Land Use and Resiliency.** Where feasible, promote site design of landscaped areas and outdoor spaces in public and private spaces to reduce stormwater runoff, optimize water efficiency, and increase resilience through the use of green infrastructure, permeable surfaces and materials, and native landscaping, and other techniques.

EJ 6.6 **Art and Placemaking.** Incorporate a mix of public art displays, sculptures, murals, or other mediums of arts along corridors, projects, and in other development opportunity areas that will improve the aesthetics of the area and contribute to placemaking.

COMMUNITY ENGAGEMENT

As outlined above, environmental justice or equity is defined as the fair treatment of all people with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies that create a healthier community. Creating a healthy community that furthers environmental justice is best achieved when community stakeholders (residents, businesses, and so forth) participate in the process. All community members should have the opportunity to provide meaningful input into decisions that affect their health and wellbeing.

Inclusive and meaningful participation can be furthered in many ways—by ensuring that meetings are accessible in terms of language, time, and location; by addressing the public's concerns or grievances soon after they arise; and by using facilitation methods that encourage all participants' contributions. Continued engagement after a policy decision ensures that land use decisions, specific projects, and programs achieve environmental justice objectives envisioned.

In creating a healthy community where environmental justice objectives can be achieved, assistance from community partnerships is essential. La Habra relies on active stakeholders, nonprofit and for-profit organizations, and residents in developing and implementing programs. The local school district, health care providers, the Chamber of Commerce, La Habra Collaborative, and many others have a direct role in creating, maintaining, and furthering health and wellness. The City will continue to rely on community partners in implementing local goals.

The following goal and policies provide guidance in ensuring meaningful opportunities for participating in City actions affecting health and wellbeing.

Goal EJ 7
Civic Engagement.

Meaningful opportunities for all residents and stakeholders to participate in the City actions that affect health and wellbeing.

Policies

EJ 7.1 **City Meetings.** Schedule public meetings and/or workshops on key issues affecting the public at times and locations convenient to community members and other stakeholders to encourage participation in decision-making.

EJ 7.2 **Communication.** Use broader communication techniques and social media tools that allow for culturally appropriate approaches (including feasible options for multilingual outreach), and virtual viewing and participation, to convey information and receive input from the public.

EJ 7.3 **Issue Awareness.** Continue to raise the publics and decision-makers' awareness of the importance of a healthy environment, the issues affecting a healthy community, and how they can further its end.

EJ 7.4 **Public Participation.** Support inclusive participation of community members in the decision-making process.

EJ 7.5 **Community Partnerships.** Support and increase the number and diversity of stakeholders, organizations, and individuals that can assist in developing and implementing healthy community programs.

Chapter 8 IMPLEMENTATION MANUAL

A. Introduction

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

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

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

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

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

Table 8-1 Implementation Programs Summary

		Near Term	Annual	Continuing	Periodic Updates	Mid- to Long-Term
A. GP Maintenance and Monitoring						
A1	General Plan Monitoring System	8-5				
A2	Annual General Plan Report		8-12			
A3	Annual Climate Change Report		8-12			
A4	General Plan Updates				8-36	
A5	Housing Element Updates				8-36	
B. Policy & Regulatory Documents						
B1	Zoning Ordinance	8-6				
B2	Specific Plans	8-7			8-37	
B3	Subdivision Ordinance	8-7				
B4	Building and Construction Code	8-7			8-38	
B5	Climate Action Plan	8-8				
B6	Hazardous Materials Ordinances			8-16		
B7	Design Guidelines					8-46
B8	Transportation Demand Management	8-8				
B9	Economic Development Strategy	8-9				
B10	Development Agreements				8-38	
B11	Inclusionary Housing Ordinance	8-10				
C. Development Review and Entitlement						
C1	Development Review and Entitlement			8-16		
C2	Code Compliance			8-18		
C3	Consultation			8-18		
C4	Compliance with CEQA			8-18		
C5	Affordable Housing Code Compliance			8-19		
C6	Affordable Housing Entitlement Processing			8-20		
D. Master Plan and Public Improvements						
D1	Capital Improvements Programs		8-13	8-20		
D2	Integrated Transportation Plans				8-38	
D3	Public Streets Improvements					8-47
D4	Transportation Services and Management	8-10				
D5	Neighborhood Traffic Management Plans				8-39	
D6	Neighborhood Parking Management				8-39	
D7	Bicycle Master Plan Improvements			8-21	8-40	
D8	Safe Routes to School				8-40	8-47
D9	Truck Route Designations				8-40	
D10	Infrastructure Master Plans				8-40	
D11	Community Service Master Plans				8-41	
D12	Parks and Recreation					8-48
D13	Union Pacific Railroad Corridor					8-48
D14	Library Facilities				8-41	
D15	Municipal Facilities			8-21	8-42	
D16	Neighborhood Identity					8-49
D17	Community Signage					8-49
D18	Emergency Response Plan			8-21	8-42	
D19	Hazardous Materials Response Plan			8-21	8-42	
D20	Urban Forest Management Plan					8-49

Table 8-1 Implementation Programs Summary

		Near Term	Annual	Continuing	Periodic Updates	Mid- to Long-Term
E. Finance and Budgeting						
E1	Fiscal Budgeting		8-13	8-22		
E2	Development Fees and Exactions			8-23	8-43	
E3	External Financial Resources			8-23		
E4	Housing Affordability Improvements Funding		8-13			
E5	Property Improvement Loans and Grants				8-43	
F. Planning Studies and Reports						
F1	Economic and Fiscal				8-43	
F2	Transportation and Mobility Studies				8-43	
F3	Alternative Irrigation Source Study					8-50
F4	Waste Management Studies					8-50
F5	Neighborhood Parks Study					8-50
F6	Open Space Acquisition Study					8-51
F7	Historic Resource Surveys				8-44	
G. Community Services and Operations						
G1	Municipal Procedures and Operations	8-10				
G2	Economic Development Program			8-23		
G3	Parks and Recreation Facilities and Programs			8-24	8-44	
G4	Programs: Youth, Teens, Young Adults, Seniors, and Families			8-24		
G5	Community Events and Celebrations			8-25		
G6	Transportation Services and Management			8-25		
G7	Transportation Demand Management			8-25		
G8	Parking Management			8-25		
G9	Public Safety Programs			8-25		
G10	Waste Management and Recycling Programs			8-26	8-44	
G11	Library Services			8-26		
G12	Code Enforcement	8-11		8-26		
G13	Housing Programs		8-13	8-27		
G14	Job Training Programs		8-14			
G15	Programs for the Developmentally Disabled	8-11				
H. Intergovernmental Coordination						
H1	School Districts			8-27	8-44	
H2	Colleges and Universities			8-28		
H3	County of Orange			8-28		
H4	Regional Agencies			8-29		
H5	State Agencies			8-29		
H6	Transportation Agencies			8-30		
H7	Multi Agencies			8-31		
H8	Public and Quasi-Public Utilities				8-45	
H9	Public Safety Organizations			8-31		
H10	Community Service Providers			8-31		
I. Public-Private Partnerships						
I1	Chamber of Commerce			8-31		
I2	Solid Waste Provider			8-32		
I3	Union Pacific Railroad			8-32		
I4	Historic Resources			8-32		8-51
I5	Non-Profit and Community Housing Organizations		8-15	8-32		

Table 8-1 Implementation Programs Summary

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

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

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

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

B. Near Term Implementation

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

A. General Plan Maintenance and Monitoring	
A1	**General Plan Monitoring System**

Establish a comprehensive development tracking system building on existing tools and procedures that incorporates reporting metrics to ensure consistency with the 2035 General Plan's goals and policies. Tracking new development as it is approved will enable the City and utility and service providers to anticipate the impacts of growth, plan for improvements and mitigation to address these, and assess conformance with economic, environmental and social performance targets. It will also provide information to the public and developers regarding the remaining development potential allowed by the General Plan. Among the metrics that should be incorporated into a comprehensive development tracking system are:

1. The number of entitled residential units and non-residential building square feet and, when permits are issued, adjustment of the remaining development capacity based on the limits specified by Policy LU 1.2. This should include a procedure to restore un-built capacity should the permitted project not be constructed.
2. Development impacts on critical issues such as traffic, air quality, community services, and infrastructure and assessment of these for consistency with the findings of the 2035 General Plan Environmental Impact Report (EIR).
3. Greenhouse gas (GHG) emission reduction (refer to B. Annual Implementation, A3, Annual Climate Change Report below)
4. Number and pricing of constructed affordable housing units.
5. Balance of jobs and housing.
6. Number and types of created jobs and salaries.
7. Adequacy of community infrastructure and services (parks, police, fire, and other) to meet needs of La Habra's residents.
8. Other metrics defined by the Plan's policies and of importance to the City.

The City should establish a procedure for adjusting the General Plan's development capacity on achieving 85 percent of the stipulated development capacity, based on data provided by the tracking system. At this stage, this may involve (a) conducting a study to determine if additional capacity could be accommodated without exceeding the thresholds and findings of significance described in the 2035 General Plan EIR and, if so, adjusting the capacities accordingly; and/or (b) initiating an update of the General Plan reassessing appropriate development capacity. These could be undertaken for an individual project, with the applicant assuming the costs, or as a GPA amendment funded by the City.

Policy(ies) Implemented	LU 1.2, 1.3, 2.4, and 16.3; and OS 2.3
Responsible Departments	All Departments

B. Implementing Policy Documents and Regulatory Codes

B1 Zoning Ordinance

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

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

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

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

B2	Specific Plans

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

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

B3	Subdivision Ordinance

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

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

B4	Building and Construction Code

Building construction in the City is regulated by Title 15 of the Municipal Code, "Building and Construction." It establishes standards for building design and construction including plumbing, electrical, energy, waste management, security, and property maintenance. The *2010 California Green Building Code* has been incorporated to promote the use of sustainable building practices. In addition, the Code establishes development impact fees. On adoption of the 2035 General Plan, the Code shall be reviewed and amended where necessary to ensure consistency with its goals and policies. Among the issues identified by policy are standards for "green" construction techniques that may exceed state standards, mitigation of noise and other impacts for mixed-use buildings that integrate housing with retail or office uses, development of

B. Implementing Policy Documents and Regulatory Codes

on-site alternative energy systems, and incentives for the adaptive reuse of existing structures in lieu of demolition.

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

B5 Climate Action Plan

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

The CAP, once adopted following certification of the 2035 General Plan, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable, notwithstanding the projects compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

Policy(ies) Implemented	AQ 1.2; TDM 1.1 and 1.3
Responsible Departments	Community Development Department Public Works Department

B8 Transportation Demand Management Plan

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

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

B. Implementing Policy Documents and Regulatory Codes

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

B9	Economic Development Strategy

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

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

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

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

B. Implementing Policy Documents and Regulatory Codes

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

B11 Inclusionary Housing Ordinance

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

Policy(ies) Implemented	H 1.7
Responsible Departments	Community Development Department

D. Master Plans and Public Improvements

D4 Transportation Services and Management

Maintain and improve the Traffic Operations Center and a citywide interconnected network to convert key intersections and roadways into a coordinated traffic management system. Perform signal timing coordination on all major arterials with advance control technology for reducing travel times, vehicle delay and overall congestion. Traffic Signal Optimization. Re-optimize traffic signal timing periodically as needed to reduce travel time and delay, and improve traffic flow and air quality based on funding availability.

Policy(ies) Implemented	ITS 1.1 - 1.5; and AT 1.2, 1.5, and 1.6
Responsible Departments	Community Development Department

G. Community Services and Operations

G1 Municipal Procedures and Operations

La Habra's municipal procedures and operations will be reviewed and revised, as necessary, for consistency with the 2035 General Plan's policies and will, at a minimum, address:

1. Establishment of procedures, legal, and/or financial tools to enable the partnerships between the City of La Habra and private developers to facilitate and fund the acquisition and consolidation of properties for projects that are judged to deliver substantial community benefits and revenues.

2. Requiring municipal facilities to implement sustainable best practices comparable to those prescribed by the Green Building Council LEED rating system such as an energy-efficient (electric or hybrid vehicles) municipal fleet, recycling of green waste and building materials, use of native and drought-tolerant species in public landscapes, low VOC paints and non-toxic construction materials, low energy lighting systems, dust abatement during construction, and permeable hardscapes.
3. Requiring that 100 percent of the vehicles newly purchased for the municipal fleet be high-efficiency (hybrid), low-emission, or alternative fuel vehicles as funding is available. Public safety vehicles would be exempt from this requirement.
4. Requiring the installation of water-conserving plumbing fixtures and fittings in public facilities such as parks, community centers, and government buildings where feasible.
5. Reviewing and revising the bid specifications as necessary for road construction to allow for greater use of recycled tires as a constituent of asphalt road base when possible.
6. Reviewing and amending as necessary existing guidelines for municipal contracts to give preference to contactors employing the highest levels of sustainable practices in their business operations and product manufacturing.
7. Reviewing and revising as necessary the City procurement policy to include recycled products and provide a price differential to specific products with recycled content.

Policy(ies) Implemented	LU 5.5; WS 2.7; WR 2.8 and 2.9; AQ 3.5 and 5.2; TDM 2.4; and E 2.5
Responsible Departments	All City Departments

G12	**Code Enforcement**

The City will establish a rental housing inspection program to identify blighted, deteriorated, and/or substandard rental housing stock, and to ensure the rehabilitation or elimination of housing that does not meet minimum Municipal and/or State Building/Housing Code standards. This program is intended to ensure the health, safety, and welfare of renting residents, thus enhancing the quality of life for individuals living in rental units, stabilizing neighborhoods against deterioration, and maintaining/enhancing property values.

Policy(ies) Implemented	H 2.11
Responsible Departments	Community Development Department

G15	**Programs for the Developmentally Disabled**

The City will work with the Regional Center of Orange County (RCOC) to develop and implement an outreach program that informs families within the City on housing and services available for persons with developmental disabilities. The program will include the development of an informational brochure, including information on services on the City's website, and providing referrals to RCOC for participation in housing-related workshops and/or training for individuals and families.

G. Community Services and Operations	
Policy(ies) Implemented	H 3.4
Responsible Departments	Community Development Department

C. Annual Implementation

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

A. General Plan Maintenance and Monitoring

A2 Annual General Plan Report

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

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

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

A3 Annual Climate Change Report

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

Policy(ies) Implemented	AQ 1.2 and NH 4.1
Responsible Departments	All City Departments

D. Master Plans and Public Improvements

D1	Capital Improvement Programs

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

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

E. Financing and Budgeting

E1	Fiscal Budgeting

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

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

E4	Housing Affordability and Improvements Funding

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

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

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

G. Community Services and Operations

G13	Housing Programs

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

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

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

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

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

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

G14	Job Training

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

G. Community Services and Operations	
Policy(ies) Implemented	H 3.9
Responsible Departments	Community Services Department

I. Public-Private Partnerships	
I5	**Non-Profit and Community Housing Organizations**

The City will conduct an annual meeting with nonprofit developers and the La Habra Housing Authority to:

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

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

D. Continuing Implementation

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

B. Implementing Policy and Regulatory Documents

B6	Hazardous Materials Ordinances

The City will enforce the Hazardous Waste Facility Ordinance in association with sections of the Orange County Hazardous Waste Management Plan to ensure hazardous waste facilities transferring, treating, storing, and disposing of hazardous materials are properly sited and are compatible with surrounding land uses. It will also enforce the Hazardous Material Disclosure Ordinance requiring that information will be provided to emergency service personnel of the known use and dangers of hazardous materials present in La Habra.

Policy(ies) Implemented	HW 1.1 - 1.3
Responsible Departments	Public Works Department Fire Department

C. Development Review and Entitlement

C1	Development Review and Entitlement

Proposed development projects must be reviewed and found to be consistent with the General Plan's goals, policies, standards, and implementation programs, as expressed by text, figures, and illustrations. If inconsistent, the project must be denied or the General Plan amended in the event that the project is considered by the City Council to be of significant economic, environmental, or social benefit to the community. Requirements and procedures for permitting and development review are specified by the La Habra Municipal Code.

The City shall review existing entitlement processes and consider modifications to expedite approvals of priority development projects that offer significant economic benefits to the City such as jobs and revenue, and/or act as a catalyst for desired development and revitalization of underutilized properties. This should be structured as a coordinated and streamlined process providing quick-initial review of business/project proposals, department level feedback to formal application, and pre-defined time periods for City Department review. Additionally, the process should enable fast-track administrative review for minor improvement projects.

It is recommended that the City consider establishment of a regulatory compliance team comprised of knowledgeable staff members for purpose of meeting fundamental objectives of LEED, NPDES, CEQA, and recent sustainability regulations while reducing excess cost burden on prospective development projects.

The City requires development applicants to submit data and studies enabling staff to comprehensively and adequately review the proposal for consistency with the General Plan and compliance with applicable codes and ordinances. In addition to the array of site planning, building design, engineering, geologic, and other studies required by City statute, specific input called out by the 2035 General Plan policies include the following:

C. Development Review and Entitlement

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

C. Development Review and Entitlement

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

Policy(ies) Implemented	LU 1.1,1.5, 1.6, 4.1 - 4.4, 4.6, 4.7, 4.9, 5.2, - 5.4, 11.7, 14.2, and 16.7; H 2.13; CI 2.1; ED 2.3, 6.2, and 6.4; CR 1.7 - 1.9 and 1.13; AT 2.7 and 3.2; RN 1.10; P 1.2, 1.3, 1.9, and 1.11; WR 1.7; PS 1.7 and 1.8; FS 1.5; OS 2.15; BR 1.2 and 1.13; W 1.1, 1.2, 1.4, 1.7 - 1.11; AQ 2.1 - 2.3 and 2.5 - 2.9; S 1.6 and 1.8; NH 2.9, 2.10, 2.13, 2.14, 2.16 and 3.3; and N 1.1 and 1.8; EP 1.10, 1.14 and 1.19
Responsible Departments	Community Development Department Community Services Department Public Works Department Police and Fire Departments

C2	Code Compliance

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

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

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

C3	Consultation

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

C. Development Review and Entitlement

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

C4 Compliance with the California Environmental Quality Act

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

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

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

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

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

C5 Affordable Housing Code Compliance

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

The City will continue to enforce the Zoning Code, Uniform Housing Code, and the International Property Maintenance Code via the City's Community Preservation Program. The Housing Code establishes specific housing code maintenance standards that must be met by all residential structures. The purpose of the City's Community Preservation Program is to safeguard the health and safety of the residents, including overcrowded conditions, and address structural improvement of the existing housing stock. The program is interrelated with neighborhood revitalization activities, particularly the programs administered through the City's Housing Division and Neighborhood Housing Service, Inc. (NHS). Enforcement of the Housing Code involves

an inspection request having been submitted to the City. Conditions of Code Standard violations must be corrected if the owner wishes to obtain assistance through one of the City's rehabilitation programs.

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

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

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

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

C6	**Affordable Housing Entitlement Processing**

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

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

D. Master Plans and Public Improvements

D1 Capital Improvements

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

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

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

D7 Bicycle Master Plan

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

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

D15 Municipal Facilities

The city will continue to provide recycling programs at City facilities.

D. Master Plans and Public Improvements

Policy(ies) Implemented	WR 2.2
Responsible Departments	Public Works Department

D18 Emergency Response Plan

The City will administer the City's Emergency Response Plan and Hazard Mitigation Plan to reduce or eliminate the long-term risk to life and property from natural or human-induced disasters and emergencies and to be eligible for certain disaster assistance and mitigation funding. It will involve the participation of fire and police service, emergency medical aid providers, and other support services that include first-response to disasters and emergencies.

Policy(ies) Implemented	NH 2.12 and 3.7; and EP 1.1, 1.4, 1.12, 1.15
Responsible Departments	Police Department Fire Department

D19 Hazardous Materials Response Plan

The City will administer the Hazardous Material Response Plan. Through this effort offer the City's support for voluntary initiatives or legislation that would decrease the toxicity of household products sold in La Habra and place more responsibility on products manufacturers pay disposal costs.

Policy(ies) Implemented	HW 1.1
Responsible Departments	Public Works Department Fire Department Police Department

E. Financing and Budgeting

E1 Fiscal Budgeting

The General Fund is the portion of La Habra's operating budget that funds the majority of City services. This fund is used to account for fiscal resources that are dedicated to the general government operations of the City. Examples of the services funded by the General Fund include police and fire services; refuse collection; recreation programs; street maintenance; water and sewer service; low and moderate income housing funding; Children's Museum, social service programs (e.g., Head Start); Community Development and Public Works services; as well as the general administration of the City. In addition, many Capital Improvements are funded by the General Fund.

Annually the City shall engage in budgeting process that seeks to optimize fiscal revenue sources, maximize efficiency of operating expenses, and provide reserves for capital improvements. It defines program costs, sources of revenue, and estimates of revenues to be received including any necessary changes in fees. As part of the budget, the City will adopt a CIP (refer to *D. Master Plans and Programs, Capital Improvements Program*) that provides funds for capital facilities including arterial highways; local streets; and storm drains improvements; park and facility improvements; water and wastewater system improvements; and planning programs. Collected development

E. Financing and Budgeting

fees shall be allocated for their committed purposes, such as traffic mitigation fees to pay the costs of needed transportation improvements.

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

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

E2 Development Fees and Exactions

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

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

E3 External Financial Resources

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

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

G. Community Services and Operations

G2 Economic Development Program

The City of La Habra shall administer an aggressive program of economic development activities, as specified by the Economic Development Strategy (refer to *A. Near Term Implementation, B7, Economic Development Strategy*) to attract and retain businesses that provide local jobs, revenue supporting City services, and otherwise contribute to its economic vitality. An "action-plan" should be established annually, identifying priorities for the most important actions that will stimulate the greatest benefits and corresponding City fiscal allocations. This should be coupled with efforts to secure funding from outside sources, including the local business community. Programs to be carried out annually may include:

G. Community Services and Operations

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

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

G3	**Parks and Recreation Facilities and Programs**

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

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

G. Community Services and Operations

Policy(ies) Implemented	LU 2.6, 3.6, 8.3, and 17.6; OS 2.4, 2.6, 2.7, 2.9, 2.12 - 2.14, 2.16 - 2.17, 3.1 - 3.4, and 4.1 - 4.3; and N 3.1
Responsible Departments	Community Services Department Public Works Department

G4 Community Programs: Youth, Teens, Young Adults, Seniors, and Families

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

Policy(ies) Implemented	CI 5.1 - 5.5; ED 7.1 - 7.8; OS 3.5; and BR 1.14; NH 5.3
Responsible Departments	Community Services Department

G5 Community Events and Celebrations

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

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

G6 Transportation Services and Management

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

Policy(ies) Implemented	AT 1.2 and 1.7
Responsible Departments	Community Development Department

G7 Transportation Demand Management Program

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

G. Community Services and Operations

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

G8 Parking Management

The City shall manage the parking supply to discourage auto use through implementation of time limits, pay parking, or permits, while ensuring the reservation of economic development goals. This may include regulation of on-street parking demand through implementation of time limits such as 2-hours in retail/restaurant areas to achieve the optimum utilization of parking areas for business and non-residential uses.

Policy(ies) Implemented	P 1.1 and 1.5
Responsible Departments	Community Development Department Police Department

G9 Public Safety Programs

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

1. The La Habra Police Department will continue to administer programs promoting crime prevention and public safety. This includes supporting community-based service, education, and training programs designed to prevent crime and enable resident involvement in community policing and safety, such as the Neighborhood Watch Program, Citizen's Police Academy, the citizen online police reporting system, graffiti hotline, and the mobile telephone Tip 411 service. The Department will continue to support the Volunteers in Police Service Program that connects local volunteers with La Habra police officers to enhance safety and crime prevention services to the community.
2. The City will work with its fire service provider to ensure adequate personnel, facilities, and infrastructure needs are met to maintain an acceptable level of fire protection and emergency. The City Fire Inspection and Permit Program will be managed to ensure that businesses in La Habra are operating within the highest fire safety standards specified by the Uniform Fire Code, and continue the ongoing program of inspection and abatement of fire hazards through fire prevention measures.
3. Maintain participation in the National Flood Insurance Program (NFIP) for continued eligibility and qualification for flood insurance and disaster assistance through the enforcement of the City's adopted floodplain management ordinance.
4. Reduce the threat of extreme heat to vulnerable populations in La Habra, such as unhoused people and lower-income households, by encouraging equitable retrofitting of housing units with cooling infrastructure and providing public cooling centers. Such efforts may include providing education about available rebates and incentives, encouraging limited HVAC retrofits at time of major renovations, encouraging renewable energy generation and requiring it when mandated by State law, and coordinating with community-based organizations and electricity providers. Encourage safety precautions for outdoor workers during the summer months.

G. Community Services and Operations

Policy(ies) Implemented	PS 1.1, 1.9, 1.10, and 1.12; FS 1.4 and 1.7; and NH 2.1, 2.8, 2.11, 2.12, 2.16, 3.2, 5.1 and 5.5; EP 1.11
Responsible Departments	Police Department Fire Department Community Development Department Community Services City Manager

G10 Waste Management and Recycling Programs

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

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

G11 Library Services

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

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

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

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

G12 Code Enforcement

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

Policy(ies) Implemented	NH 2.6, 2.7 and 3.6; EP 1.10; and AQ 3.5
Responsible Departments	Community Development Department Police Department Fire Department

G. Community Services and Operations

G13	Housing Programs

The City will continue to support the La Habra Housing Authority to maintain and improve the mobile home parks they own in the City, while at the same time using surplus revenues to purchase and substantially rehabilitate affordable units in the City.

Policy(ies) Implemented	H 2.1
Responsible Departments	La Habra Housing Authority

H. Intergovernmental Coordination

H1	School Districts

The City will maintain a working relationship with the School Districts to promote quality educational opportunities for La Habra's residents and compatibility of their facilities and programs with the neighborhoods in which they are located. Priorities will include:

- Reviewing development proposals and citywide growth forecasts to facilitate the Districts' planning for and improvements of school facilities with sufficient capacity to serve La Habra's children;
- Reviewing and commenting on the location and design proposed school facility improvement plans for their compatibility with and mitigation of impacts on adjoining residential neighborhoods;
- Encouraging the Districts to incorporate new technologies that facilitate learning in the classroom, at remote sites, and connections with other educational institutions located outside La Habra;
- Pursuing the joint use of school, park, and other facilities through agreements to maximize public use of facilities, and minimize duplication of services provided;
- Encouraging the Districts to develop curricula contributing to the improvement of job skills for teens entering the workplace and adults, and educating the community about community concerns such as safety/emergency preparedness, home and property improvement, waste diversion and recycling, and approaches to reduce and minimize air pollution and GHG emissions.

The City will continue to support the School Resource Officer (SRO) program for the placement of La Habra police officers in intermediate and high schools to employ education and information as a deterrent against crime, gangs, and drugs as funding is available. Additionally, the City will offer the opportunity for the School Districts to review and comment on residential development proposals to ensure that projects adequately address school impacts and issues.

Policy(ies) Implemented	LU 17.3; ED 3.2; S 1.1, 1.3 - 1.8; S 1.1 – 1.12; WR 5.5; OS 2.11; and AQ 6.3
Responsible Departments	Community Development Department Community Services Department Police Department

H. Intergovernmental Coordination

H2 College and Universities

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

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

H3 County of Orange

The City shall work with the following Orange County agencies:

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

6. The Municipal Water District of Orange County, and other such regional or county-based water agencies, to maintain an adequate, long-term water supply for fire suppression needs for the community.
7. Continue to work with the Orange County Mosquito and Vector Control District, to reduce vectors in the city.
8. Coordinate with the Orange County Health Care Agency to prepare for future pandemic events, including developing effective messages on preventive actions and treatments, implementing appropriate public health measures, and securing necessary supplies. To also ensure equitably distribute protective gear, testing supplies, and information about treatment options and risk minimization behavior.

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

Policy(ies) Implemented	LU 16.10 and 17.9; AT 1.7; SS 1.4 - 1.6; BR 1.4 and 1.5; NH 3.4, 3.8, and 3.9; EP 1.3; and AQ 1.3
Responsible Departments	Community Development Department Public Works Department

H4	Regional Agencies

The City shall work with various regional agencies for compliance with applicable environmental, public health and safety, planning, and other legislation. These relationships include:

1. Southern California Association of Governments (SCAG), the South Coast Air Management District (SCAQMD), Orange County Council of Governments (OCCOG), Regional Water Quality Control Board (RWQCB), and other regional agencies to enforce and monitor compliance of with environmental regulations. It will support SCAG and OCCOG by monitoring land development (uses, densities, and urban form) and its impacts to ensure consistency with the Regional Transportation Plan/Sustainable Community Strategy, and work with these agencies in identifying additional local strategies to meet these goals.
2. SCAQMD to enforce regulations on asbestos abatement in demolition and modification of buildings.
3. Cooperative partnerships with Los Angeles County and other regional agencies in the development and implementation of conservation plans for properties adjoining the City to assure that they are compatible with the City's conservation programs and do not adversely impact the diversity or health of its natural resources
4. Submittal of project CEQA documents to the regional agencies for review and comment for consistency with applicable plans and regulations.
5. Work with regional partners to take pre-disaster action to reduce impacts of emergency disasters.

H. Intergovernmental Coordination

Policy(ies) Implemented	LU 16.10; TDM 1.1; RN 1.13; BR 1.3; W 1.6; WR 3.6; and AQ 1.1, 1.3, and 1.4
Responsible Departments	Community Development Department Public Works Department

H5 State Agencies

The City will work with the California Environmental Protection Agency (EPA) and other state agencies to enforce and monitor compliance with environmental regulations. CEQA documents will be submitted to the State Clearinghouse for distribution to state agencies for review and comment.

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

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

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

H6 Transportation Agencies

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

- Encouraging governmental agencies such as Caltrans, SCAG, and OCTA to continue to improve transportation arteries to and through La Habra, particularly state and local highways in a manner consistent with the Plan's goals, policies, and programs.
- Supporting and implementing improvements and programs consistent with the Orange County Transportation Authority's Regional Transportation Plan and Sustainable Communities Strategy to conserve energy, improve air quality, and reduce greenhouse gas emissions (GHG).
- Cooperating and participating with regional, County and surrounding cities' efforts to develop an efficient regional transportation system.
- Coordination with OCTA for (1) future bus equipment needs including buses, bus shelters, bus pads/turnouts, and comparable facilities; (2) provision of the necessary vehicles, facilities, and scheduling for expanding the ACCESS Service; (3) expansion of the prepaid transit pass program; (4) participation in OCTA's Go Local program including encouraging bus service to provide shuttles to/from the Amtrak/Metrolink stations in Fullerton and Buena Park to the La Habra Civic Center and other local employment and activity centers; and (5) ensuring that the City Bikeway Master Plan is consistent with the County Commuter Bikeways Strategic Plan.
- Coordination with OCTA, Amtrak, and Metrolink to establish appropriate schedules and stop locations for the Go Local shuttles, including at the Amtrak/Metrolink stations.
- Working with OCTA and Caltrans to provide designated park & ride locations for safe, convenient places for transit riders to park their vehicles to transfer to a carpool, vanpool, or bus.

H. Intergovernmental Coordination

- Supporting efforts by OCTA and other agencies that provide incentives for employers to increase the share of employee work trips made by transit and carpooling to meet the goals required by the SCAQMD.
- Coordination with OCTA and neighboring cities to ensure consistency and connectivity in regional bikeway planning.
- Supporting the extension of the existing Los Angeles Metropolitan Transit Agency (LAMTA) Gold Line fixed guideway transit system to La Habra.
- Supporting the development of bus rapid transit, or a high performance bus service combining dedicated bus lanes and transit hubs with high-quality vehicles and amenities, in the City to provide transit service to regional commercial and office areas, as feasible.

Policy(ies) Implemented	RN 1.1, 1.6, 1.9, and 1.13; AT 1.1, 1.4 – 1.6, 1.8 - 1.10, 1.12, 2.1, and 2.2; TDM 1.6; and ITS 1.2; EP 1.18
Responsible Departments	Community Development Department Public Works Department

H7	Multi Agencies

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

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

Policy(ies) Implemented	W 1.6; WQ 1.7; and HW 1.7and 1.9; EP 1.17
Responsible Departments	Community Development Department Police Department

H9	Public Safety Organizations

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

Policy(ies) Implemented	P 1.5, FS 1.5 and 1.8; NH 1.6, 2.4, 2.14 and 6.3; and EP 1.6 and 1.8, and EP 1.12
Responsible Departments	Police Department Fire Department

H10	Community Service Providers

The City shall continue to work with and support County, non-profit, and private agencies in the provision of services for La Habra's youth, seniors, working parents, and

H. Intergovernmental Coordination

disadvantaged households. Programs should include daycare, recreation, healthcare, childhood and adult nutrition, job skills training, language, and others.

Policy(ies) Implemented	H 3.8; CI 5.1; AT 1.11; and CI 5.2 - 5.6; NH 4.4; EP1.16
Responsible Departments	Community Services Department

I. Public-Private Partnerships

I1 Chamber of Commerce

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

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

I2 Solid Waste Provider

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

Policy(ies) Implemented	WR 1.1 and 1.5
Responsible Departments	Public Works Department

I3 Union Pacific Railroad

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

I. Public-Private Partnerships

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

I4 Historic Resources

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

Policy(ies) Implemented	CR 1.4 and 2.2; and SM 1.3
Responsible Departments	Community Development Department Community Services Department

I5 Non-Profit and Community Housing Organizations

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

Policy(ies) Implemented	H 3.10
Responsible Departments	Community Services Department

K. Public Information

K1 Property Maintenance

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

Policy(ies) Implemented	LU 4.5 and 5.6; NH 7.6
Responsible Departments	Community Development Department

K2 Commercial Property Design and Improvements

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

K. Public Information

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

K3 Economic Development Outreach Media

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

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

K4 Environment, Air Quality, and Climate Change

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

Policy(ies) Implemented	H 2.13; WS 2.8; SS 1.10; SD 1.10; WQ 1.9; WR 2.8, 3.1, 3.2, 3.4, 5.1, and 5.2; AQ 6.1 and 6.2; and E 2.11 - 2.13; NH 4.1 and 7.6
Responsible Departments	Community Services Department Community Development Department Public Works Department

K5 Healthy Communities

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

K. Public Information	
Policy(ies) Implemented	LU 2.6; ED 7.6 and 7.7; AT 2.9; and OS 2.14 and 3.1; NH 7.5 and 7.6
Responsible Departments	Community Services Department

K6	Community Safety

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

Policy(ies) Implemented	NH 1.5, 2.5, 2.7, 6.4 and 7.2; EP 1.8 and EP 1.16; and HW 1.8
Responsible Departments	Community Services Department Police Department Fire Department

K7	Waste and Hazardous Waste Recycling

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

Policy(ies) Implemented	WR 3.3, HW 3.2 - 3.4 and 3.6
Responsible Departments	Public Works Department

K8	History and Culture

The City will work with local preservation groups to develop educational media informing the community about its history and the value and importance of contributing sites and buildings. This should include information about strategies to maintain and improve historic resources, including design and engineering approaches to meet energy, air, and water sustainability objective for renovation of historic buildings. A diversity of formats and media may be used including publications, posters, videos, PowerPoint presentations, and posting on the City website.

K. Public Information	
Policy(ies) Implemented	CR 1.6, 1.10, 1.11, and 2.1
Responsible Departments	Community Services Department
K9	Housing Density Bonus Ordinance

The City will inform the development community of the benefits of the Density Bonus Ordinance by:

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

Policy(ies) Implemented	H 1.3 and 1.8
Responsible Departments	Community Development Department

E. Periodic Implementation

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

A. General Plan Maintenance and Monitoring

A4 General Plan Updates

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

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

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

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

A5 Housing Element Updates

State law requires that every jurisdiction must review and update the Housing Element to ensure it remains up to date on a regular schedule. Enactment of SB 375 revised the update cycle to eight (8) years for communities that have a regionally adopted Sustainable Communities Plan (SCS) and four (4) years without one. As SCAG has adopted its SCS, La Habra's future Housing Elements will be performed on this cycle.

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

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

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

B. Implementing Policy Documents and Regulatory Codes

B2 New Specific Plans

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

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

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

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

B. Implementing Policy Documents and Regulatory Codes

- Integration of sustainable land use development, healthy community, water and watershed management, greenhouse gas reduction, climate change measures, and hazard mitigation principles and best practice methodologies

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

B4 Building and Construction Code

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

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

B10 Development Agreements

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

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

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

D. Master Plans and Public Improvements

D2 Integrated Transportation Plans

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

D. Master Plans and Public Improvements

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

- Implementation of engineering improvements such as physical measures constructed to lower speeds, improve safety, or otherwise reduce the impacts of motor vehicles.
- Implementation of roadway noise attenuation through design, construction materials, buffers, and other physical and operational improvements.
- Signal timing coordination on all major arterials to achieve better utilization of available street capacity using advance control technology for reducing travel times, vehicle delay and overall congestion that is consistent with the OCTA Regional Traffic Signal Synchronization Master Plan.
- Identify streets where special or innovative design treatments such as roundabouts are appropriate to achieve community goals.
- Consistency of the local master plan of arterial highways with the Orange County MPAH.
- Compliance with the Orange County Congestion Management Plan (CMP) requirements, including consistency with CMP level of service standards, adoption of a 7-year capital improvement program, analysis of impacts of land use decisions on the CMP highway system, and adoption and implementation of deficiency plans when intersections do not meet LOS standards.
- Compliance with the goals and objectives of the Orange County Long Range Transportation Plan (LRTP), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.
- Consistency with the Orange County Sustainable Communities Strategy (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.

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

D5	Neighborhood Traffic Management Plans

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

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

D. Master Plans and Public Improvements

D6	Neighborhood Parking Management

Periodically review on-street parking conditions and regulations in neighborhoods adjacent to the downtown area and mixed-use districts and update the City's neighborhood permit parking ordinance and control plans for those areas, as needed.

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

D7	Bicycle Master Plan

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

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

D8	Safe Routes to School Plan

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

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

D9	Truck Route Designations

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

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

D10	Infrastructure Master Plans

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

D. Master Plans and Public Improvements

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

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

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

Policy(ies) Implemented	LU 1.5; FS 1.2; WS 1.1 - 1.6 and 1.10; SD 1.1, 1.3 - 1.5 and 1.7; AQ 1.1, 2.3, 3.1, and 3.4; TDM 2.5; NH 2.9, 3.5, 4.3, 4.4; and HW 2.1
Responsible Departments	Public Works Department Community Development Department

D11	Community Service Master Plans

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

D. Master Plans and Public Improvements

Policy(ies) Implemented	LU 1.5, 2.5, 2.6, 6.1, 6.2, 17.1 - 17.3, 17.6 and 17.7; and PS 1.1 - 1.4 and 1.6; NH 5.4
Responsible Departments	All City Departments City Manager's Office

D14 Library Facilities

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

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

D15 Municipal Facilities

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

Policy(ies) Implemented	T 1.9 - 1.10; AQ 1.1, 3.5, and 4.4; NH 2.7 and 5.2; EP 1.17 and N 2.2
Responsible Departments	City Manager's Office Public Works Department Community Development Department

D18 Emergency Response Plan

The City will periodically update the City's Emergency Response Plan (ERP) and Hazard Mitigation Plan to reduce or eliminate the long-term risk to life and property from natural or human-induced disasters and emergencies and to be eligible for certain disaster assistance and mitigation funding, and to properly account for changes in population and development patterns. The Plan will adhere to the compliance standards and protocol provisions for emergency response organization, communication, and incident management under National Incident Management System (NIMS) and California's Standardized Emergency Management System (SEMS) to retain eligibility for federal and state grant and recovery funds.

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

D. Master Plans and Public Improvements

Upon the next update to the Emergency Response Plan, the following shall be incorporated:

1. In coordination with City Departments and Divisions, provide assistance and support vulnerable populations in the city that may lack protection against extreme storms, such as unhoused people or people with limited resources, by offering evacuation assistance and emergency overnight housing at resilience hubs and evacuation centers, and encouraging the preemptive hardening of homes. Provide education and coordinate with community-based organizations to support these activities.
2. Establish a network of equitably located public facilities—and private facilities as appropriate and feasible—to operate as resilience hubs where La Habra community members can seek shelter, information, and resources before, during, and after an emergency.
3. Develop an evacuation assistance program for those with limited mobility or those who do not have access to a vehicle.
4. Explore secondary means of ingress and egress in areas with evacuation constraints, as shown in Figure 7-8 of the Community Safety Element, Evacuation-Constrained Residential Parcels, for existing subdivisions or developments of 10 units or more.

D. Master Plans and Public Improvements

Policy(ies) Implemented	NH 3.7 and 6.1; EP 1.1 - 1.4, 1.11, 1.12, 1.18; and HW 2.3
Responsible Departments	Police Department Fire Department

D19	Hazardous Materials Response Plan

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

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

E. Financing and Budgeting

E2	Development Fees and Exactions

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

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

E5	Property Improvement Loans and Grants

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

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

F. Planning Studies and Reports

F1	Economic and Fiscal Studies

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

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

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

F2	Transportation/Mobility Studies

Periodically update traffic counts on the City's highway network and transit ridership to facilitate planning and implementation of improvements. Include a needs analysis for the latter in order to provide optimum service to local residents and businesses. In addition, conduct research efforts to determine appropriate code changes, parking

F. Planning Studies and Reports

regulations, and other regulatory and technological means to achieve reduction goals for vehicle emissions and congestion.

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

F7	Historic Resource Surveys

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

Policy(ies) Implemented	CR 1.1
Responsible Departments	Community Development Department

G. City Services and Operations

G3	Parks and Recreation Facilities and Programs

The Community Services Department will periodically administer surveys to recreational service providers and park users to receive feedback on the adequacy and quality of facilities and programs. Input should be used in developing improvement plans, programs and services, and annual and/or five year budgeting. Once adopted, the Parks and Recreation Master Plan (refer to *Mid- to Long-Term Implementation, D 17, Parks and Recreation Master Plan*) should be reviewed at least once each five years for its effectiveness in achieving defined objectives for park improvements and recreational programming. Deficiencies and strategies to address these should be identified. Implement vector abatement measures and informational material in city parks and other outdoor public gathering spaces to maintain public and environmental health.

Policy(ies) Implemented	LU 2.6, 3.6, 8.3, and 17.6; and OS 2.4, 2.6, 2.7, 2.12 - 2.14, and 4.1 - 4.3; NH 7.3
Responsible Departments	Community Services Department

G 10	Waste Management and Recycling Programs

The City will periodically review and update the City's Solid Waste Management Plan and Source Reduction Program in accordance with the California Integrated Waste Management Act of 1989 (AB 939/AB 341).

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

H. Intergovernmental Coordination

H1 School Districts

La Habra will continue to work with the La Habra City School District, Lowell Joint School District, and Fullerton Joint Union High School District to support periodic review and updates of master education plans for the provision of adequate facilities, personnel, and programs to meet the needs of existing and future growth in the City and that they are located and designed to ensure compatibility with their setting and avoidance of hazardous environmental conditions The City shall provide information to the School District regarding anticipated development projects and their status on a continuing basis.

As comprehensive master plans are prepared and improvements proposed, La Habra shall review these and submit comments regarding potential impacts and mitigation measures. These will address such issues as traffic, parking access and student drop-off locations, noise, lighting, and their compatibility with adjoining neighborhoods and districts.

Policy(ies) Implemented	LU 1.5, 2.5, and 17.4 - 17.5; S 1.1 – 1.7; and HW 1.11
Responsible Departments	Community Development Department

H8 Public and Quasi-Public Utilities

La Habra will continue to work with external public, quasi-public and private utility and service providers (e.g., Southern California Edison and Southern California Gas Companies and telecommunications companies) in supporting periodic updates of their plans and programs to ensure that adequate facilities and improvements are provided to meet community needs. Improvements should be located and designed to complement community character. The City will encourage that utility companies implement practices and improvements that reduce air and GHG emissions and employ sustainable best practices (Low Impact Development, water and energy conservation, and so on). The City shall promote and support the undergrounding of utilities and require that facility and property improvements be designed for physical and visual compatibility with their contextual setting.

As comprehensive master and facility plans are prepared and improvements proposed, La Habra shall review these and submit comments regarding potential impacts and mitigation measures to ensure that their facilities and improvements meet community needs and are located and designed to complement community character.

Policy(ies) Implemented	LU 1.5, 17.2, 17.4, and 17.10; CI 2.10; E 1.1, 1.2, 2.1 and 2.6; T1.1 - 1.3; and AQ 2.2, 2.3, and 3.1; NH 2.5 and 2.9
Responsible Departments	Community Development Department Public Works Department

F. Mid- to Long-Term Implementation

This section describes programs to be initiated and administered as priorities are established by the City Council and funding is available. While expected to be implemented five years following adoption of General Plan 2035 or later, the City Council could prioritize their implementation at an earlier date in response to community needs and available financial resources.

B. Implementing Policy Documents and Regulatory Codes

B7 Design Guidelines

The design and quality of proposed development projects are subject to review by the City's Community Development staff and Planning Commission during the development review process. The adopted specific plans incorporate design guidelines that can be used as criteria for this review and, as new specific plans are prepared for the mixed-use areas specified by the 2035 General Plan's Land Use policies, these will address other areas of the City.

Numerous 2035 General Plan policies establish design benchmarks and criteria that must be considered in entitling development. At a minimum, the La Habra Boulevard Specific Plan's design guidelines will be reviewed and revised to ensure consistency with these following adoption of the Plan (refer to *Near Term Implementation, B2 Specific Plan Revisions*). In consideration of the scope and importance of the Plan's design-focused policies, the City may elect to prepare additional design guidelines for areas not covered by the specific plans. These may address such categories of uses as:

- Multi-family residential
- Mixed-use development projects
- Industrial business parks and industrial-commercial development projects
- Historic residential neighborhoods

The content of a design guidelines document should be developed to address the unique issues and objectives for the use of the targeted specific plan locations and/or focused-use categories. They should consider such items as building location, relationships to other structures on a property, and public streetscapes and plazas; architectural design (height, building bulk and mass, façade treatment and fenestration, entry treatment, materials, colors, and so on); landscape; parking location and structure design; and application of sustainable site development and design practices.

Policy(ies) Implemented	LU 4.4, 7.3, 9.1, 11.7, 14.2, 16.7, and 16.9; and CI 2.1 - 2.4, 3.3, and 3.4
Responsible Departments	Community Development Department

D. Master Plans and Public Improvements

D3 Public Streets Improvement Plans

The improvement of La Habra's street frontages and sidewalks is an important objective expressed by 2035 General Plan policies to enhance the quality and walkability of neighborhoods and districts, while contributing to improved public health for all residents. A high priority is placed on citywide connectivity and improvements in the key districts of the City identified by the Plan including the Downtown Core, higher density mixed-use centers, and residential neighborhoods with deteriorated or disconnected sidewalks and poor landscaping.

In the first two cases, streetscape improvements should be addressed as an integral component of updated or newly prepared specific plans for these locations. Their costs should be borne primarily by development, as permitted by nexus requirements, and/or establishment of Community Services Districts (CSDs) For the residential neighborhoods and remaining commercial and industrial areas, the City should identify priority locations for improvements in consideration of needs, budget availability, and local support for establishment of a CSD. Streetscape improvements in these areas would be subject to the development of a master plan by the City that identifies improvements, funding sources, and a schedule for implementation.

The content of streetscape master plans, whether a part of a specific plan or separate document, should be developed to address the unique conditions and objectives for each area. They should specify such items as sidewalk connectivity within the planning area and to external destinations (adjoining uses, parks, schools, and so on), street crossings, paving/hardscape materials, design treatments, trees and planted landscapes, irrigation, wayfinding signage, lighting, pedestrian amenities (benches, trash receptacles, and other street furniture, public art, and drainage. Transit shelters, bicycle parking/storage, and amenities should be incorporated in appropriate locations. Improvements should be designed in accordance with best practices for sustainability including use of permeable hardscapes, native and drought-tolerant landscape materials, low-water irrigation, toxic removal drainage systems (bioswales), low-energy lighting, recycled materials, and so on. All pedestrian circulation systems shall be designed to provide accessibility by persons with disabilities consistent with Americans with Disabilities Act (ADA) and State requirements.

Policy(ies) Implemented	LU 7.5, 7.6, 11.9, 11.10, and 13; CI 2.5 and 2.6; and AT 1.14 and 1.15, 3.1, 3.3, and 3.5 - 3.7
Responsible Departments	Community Development Department Public Works Department

D8 Safe Routes to School Plan

Safe Routes to School programs are designed to decrease traffic and pollution and increase the health of children and the community. The program promotes safe walking and biking to school through education, community engagement, and encouragement to increase the appeal of alternative transportation. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer routes to school. As funding is available, La Habra should develop and implement a Strategic Safe Routes to School plan, allowing the City to prioritize actions and methodically address making it safer for students to walk and/or bike to school A plan will also enable the City to qualify for Safe Routes to School funds, leverage additional resources, and achieve regional and state transportation and health goals.

D. Master Plans and Public Improvements

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

D12 Parks and Recreation Master Plan

Prepare and adopt a Parks and Recreation Master Plan to carry out the goals and policies of the 2035 General Plan, including:

- Prioritizing the development of new parks and recreational facilities with community needs
- Maintaining a diverse and accessible system of parks and recreation facilities throughout La Habra
- Promoting the development of small parks that provide active and passive recreational opportunities for local residents in the downtown core and other areas of La Habra targeted for moderate and higher density residential and mixed-use development
- Promoting the integration of small plazas, pocket parks, and civic spaces in public streetscapes developed in the downtown core and other active pedestrian areas that support recreation, events, and public gatherings
- Ensuring parks, recreation, and community centers are located and designed for compatibility with adjacent uses addressing such issues as noise, lighting, and parking
- Requiring that new parks be designed and existing parks retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption
- Requiring that new parks be designed and existing parks retrofitted over time to incorporate elements that enhance opportunities for residents to engage in vigorous recreational activities and improve their health
- Connecting recreational facilities, residential neighborhoods, and key commercial and activity centers, to the extent feasible, with walking paths, trails, and bikeways
- Developing a regional trail system in cooperation with the railroad company, Orange County Public Works, and the adjacent jurisdictions
- Developing a linear park/greenbelt system that may include trails along the open space flood control channels and railroad corridors and is linked with adjoining neighborhood and parks throughout the City

Policy(ies) Implemented	LU 2.6, 3.6, 8.3, and 17.6; and OS 2.3, 2.4, 2.6, 2.7, 2.12 - 2.14, and 4.1 - 4.3
Responsible Departments	Community Services Department

D 13 Union Pacific Railroad Corridor Plan

Develop a master plan for the redevelopment of the Union Pacific railroad right-of-way on transfer to or acquisition by the City as a recreation amenity for La Habra's residents. The plan should provide for the development of trails, passive, and active recreational facilities, and be linked to adjoining neighborhoods. Prior to City acquisition, work with the Railroad company to explore opportunities for landscape improvements that visually enhance the corridor, compatibility with adjoining residential neighborhoods, and provide recreation improvements that maintain the integrity of railroad operations and community safety.

D. Master Plans and Public Improvements

Policy(ies) Implemented	LU 2.6; LU 3.6; CR 2.9; and OS 4.4
Responsible Departments	City Manager's Office Community Development Department Community Services Department Public Works Department

D16 Neighborhood Identity Program

As priorities are established and funding is available, the City will work with resident and business groups to develop guidelines and implementation programs (including funding sources) for the establishment of distinct identities for residential neighborhoods and key districts of the City through signage, landscape improvements, pedestrian amenities, and other contributing elements.

Policy(ies) Implemented	CI 1.2 and EP 1.10
Responsible Departments	Public Works Department Community Development Department

D17 Community Signage Program

As priorities are established and funding is available, the City will develop a plan and identify funding sources for the implementation of a community signage program that identifies districts and important sites and uses (Civic Center, Children's Museum, and parks) and contributes to wayfinding. It will be designed to convey the character, history, and culture of La Habra and incorporate a distinctive logo that will be recognizable throughout Orange County and the region.

Policy(ies) Implemented	CI 1.3, 2.7, and 3.1
Responsible Departments	Public Works Department Community Development Department

D20 Urban Forest Management Plan

The City will prepare and adopt a Urban Forest Management Plan to carry out the goals and policies of the 2035 General Plan, including:

- Build upon existing streetscapes and develop an urban forest along the City's commercial and mixed-use streets and in neighborhoods that provides avian habitat, sequesters carbon monoxide emissions, is conducive to pedestrian activity, and provides shade.
- Establish and administer a plan to manage and care for publicly-owned trees located in parks, parkways, and medians. Ensure the longevity of the trees through resilient and water-efficient irrigation and pest maintenance programs.
- Encourage the preservation of trees in existing and new development projects that are suitable nesting and roosting habitat for resident and migratory bird species.
- Encourage owners of commercial and industrial businesses with expansive surface parking to plant additional trees and landscapes and require new development to incorporate extensive landscapes providing for wildlife habitat, shade, and sequestering of carbon monoxide emissions.
- Encourage landscaping that minimizes the need for herbicides and pesticides and that provides food, water, habitat, and nesting sites for birds and other beneficial

D. Master Plans and Public Improvements

insects that help maintain the environmental resources and restore the larger ecosystem.

- Encourage the use of native and drought tolerant plant materials, including native tree species, in public and private landscaping and re-vegetation projects.

Policy(ies) Implemented	BR 1.6 - 1.11 and NH 4.5
Responsible Departments	Community Services Department Community Development Department Public Works Department

F. Planning Studies and Reports

F3 Alternative Irrigation Source Study

Conduct a study to investigate alternative sources of water for irrigation of landscaped and/or park areas such as the use of reclaimed water, stored rainwater, or grey water

Policy(ies) Implemented	WS 2.2 and NH 4.5
Responsible Departments	Public Works Department

F4 Waste Management Studies

The City will conduct studies to consider the feasibility of implementing expanded waste recycling programs including:

- A study to determine the feasibility of a waste exchange program in La Habra for unusable products (e.g., paints, cleaning products, and gardening products) and identify end markets for materials with recycling potential (e.g., high volume materials such as latex paints); and
- A study to determine the feasibility of establishing a network to promote the City's source reduction, recycling, and composting goals and programs. This study should determine if developing a program to issue awards and recognition to those that establish, show leadership, or participate in source reduction and recycling programs is warranted.

Policy(ies) Implemented	WR 5.3 and 5.7; and HW 3.8 and 3.9
Responsible Departments	Public Works Department

F5 Neighborhood Parks Study

Conduct a study identifying potential actions to expand parks within existing residential neighborhoods. This should identify neighborhoods in the greatest need for park improvements and, in these, properties that are suitable for acquisition and/or dedication as parklands. These may include vacant and remnant properties and those occupied by physically or economically blighted uses and structures. Strategies for acquisition and development may include the use of public funds (Quimby fees, General Fund, Community Services District, grants from governmental and/or non-profit agencies), and joint partnerships with private developers. Based on the findings of the study, prepare an implementation plan as funding becomes available.

F. Planning Studies and Reports

Policy(ies) Implemented	LU 8.3
Responsible Departments	Community Services Department Public Works Department Community Development Department

F6	Open Space Acquisition Study

The City will conduct a study exploring opportunities for the acquisition of new open space areas through the participation in the NCCP/HCP as lands are redeveloped in the City that can be maintained or remediated for habitat and species natural resource preservation, provided there is minimal liability or extraordinary short- or long-term maintenance costs for the City.

Policy(ies) Implemented	OS 1.2
Responsible Departments	Community Services Department Community Development Department

I. Joint Public-Private Partnerships

I4	Historic Resource

The City will support the Chamber of Commerce, Orange County Historical Society, and other organizations in planning for the development of a self-guided tour book and signage for the City's historic properties and buildings.

Policy(ies) Implemented	CR 2.3; and CI 2.7 and 2.8
Responsible Departments	Community Services Department

G. Health and Environmental Justice Element Implementation Plan

Health and Environmental Justice Program Summary					
EJ Policy	Impl. Manual Program	Specific Program Objective	Funding Source	Impl. Agency	Time Frame
Goal EJ 1 Healthy Food La Habra residents continue to have higher levels of obesity and other risk factors associated with poor health. Enhancing access to fresh food, reducing food insecurity, educating residents, and partnering will assist in both improving access to fresh food, changing lifestyle risk factors, and improving individual and community health. The following programs are intended to implement policies in the health and environmental justice element.					
Fresh Food					
EJ 1.1		+ Refurbish and renovate San Miguel Park Community Garden, the City's inaugural garden.	Grants	ComSvc	2023
		+ Seek grants to support the planting of 3 additional community gardens in other areas of the city.	Grants	ComSvc	2024/25
		+ Explore grants or other discretionary funding sources and startup a farmer's market at City Hall or another site.	Grants	ComSvc	2025
Alcohol/Tobacco					
EJ 1.2		+ Continue findings of public necessity applications and consider in light of state law criteria for concentrations.	GenFund	ComDev	As needed
		+ Continue to enforce compliance with tobacco and vaping control regulations or prohibitions in the LHMC.	GenFund	Police	Ongoing
		+ Continue to enforce alcohol regulations (social host, signage, prohibition of alcohol sales, etc.) in the LHMC.	GenFund	Police	Ongoing
School Meals					
EJ 1.3		+ Continue to provide subsidized or free meals to children and youth enrolled in City-operated preschool and childcare and development centers.	State grant	ComSvc	Annual
Education					
EJ 1.4	K5	+ Support partnerships with health and social service providers to educate residents on healthy eating through promotores and other innovative programs.	GenFund	ComSvc	Annual
	K5	+ Continue to hold Celebrating Health events that promote health choices, including nutrition education to youth, adults, families, and seniors.	GenFund	ComSvc	Annual
	K5	+ Participate in local and regional collaboratives (*Move More, OCHealthier Together, and other efforts) to improve the health of La Habra residents.	GenFund	ComSvc	Annual
Nutrition					
EJ 1.5	H10	+ Continue to support Meals on Wheels at their Hillcrest Center site to provide approximately 800 meals per week.	OC MOW	ComSvc	Annual

Health and Environmental Justice Program Summary					
	G4	+ Continue to provide up to 125 meals per week for La Habra seniors at the Community Center.	OC MOW	ComSvc	Annual
		+ Continue working with The Collaborative on providing fresh, healthy, free food to those seeking food resources.	GenFund	ComSvc	Annual
Goal EJ 2 Active Living La Habra residents continue to have higher levels of obesity and lack of leisure physical activity. Improving the opportunities for active living through parks, bicycle routes, and recreational programs are intended to increase opportunities for recreation and improve the health of residents. The following programs are intended to implement policies in the health and environmental justice element.					
Park Access					
EJ 2-1	G3	+ Develop Greenwood Park to serve north central La Habra disadvantaged area.	GenFund	ComSvc	End '25
	G3	+ Develop Vista Grande Park into a community park to serve disadvantaged tracts in southeast La Habra.	Grants	ComSvc	End '25
	G3	+ Renovate the Old Reservoir Park.to serve disadvantaged tracts in northeast La Habra.	CDBG	ComSvc	End '25
	G3	+ Continue to retrofit playground equipment at parks to allow for continued used by residents.	Grants	ComSvc	Annual
Safe Routes					
EJ 2.2	D8	+ Develop a Citywide Safe Routes To School Master Plan to improve the safety and walkability for students.	SS4A; City TIA	PubWrks	End 2025
	D8	+ Apply for implementation grant and, if awarded, construct Safe Routes To Elementary Schools.	TBD	PubWrks	2024-26
	D8	+ Apply for implementation grant and, if awarded, construct Safe Routes to Middle/High Schools.	TBD	PubWrks	2026-28
	D5	+ Complete neighborhood traffic management plan improvements in neighborhoods K, M, and F.	Grants	PubWrks	End of 2023
	D5	+ Present new priority list to City Council and update NTMP policy, reinitiate program in 2025.	GenFund	PubWrks	2024/2025
Pedestrian and Bicycle Routes					
EJ 2.3	D7	+ Add Class II lanes along La Habra Boulevard per Bicycle Master Plan to serve disadvantaged areas.	Grants	PubWrks	2024-25
	D7	+ Upgrade the Guadalupe Park Bike Trail per Bicycle Master Plan to serve disadvantaged areas.	Grants	PubWrks	2024-26
	D7	+ Add Class II lanes along Beach and Whittier Boulevard per Bicycle Master Plan to serve disadvantaged areas.	Grants	PubWrks	2026-28
	D3	+ Prepare the ADA Accessibility Assessment Survey and Transition Plan to improve access for residents.	Gas Tax + GenFund	PubWrks	End of 2024
Recreation Services					
EJ 2.4	D11	+ Develop a Strategic Plan for Community Services that outlines program priorities, plan, and funding resources.	GenFund	ComSvcs	End of 2024
	G3	+Work with partners to replace playground equipment at city parks and include additional ADA considerations.	Grants	PubWrks	As needed
	K5	+Offer annual Celebrate Health Events, including Senior Fair and Eggtravanza, for seniors and families.	GenFund	ComSvcs	Annual
		+ Provide reduced Children's Museum entrance to all through the "Museums for All Initiative" for all those receiving SNAP benefits	GenFund	ComSvcs	Annual

Goal EJ 3 Healthy and Secure Housing La Habra has a diverse population of residents of many ages and household composition with many different needs. From an environmental justice perspective, however, this includes the needs for a variety of housing choices that contribute to quality, affordable, safe and healthy neighborhoods that enhance the housing security of residents. The following implementation programs will further this end.					
Building & Property Regs					
EJ 3-1	A3	+ Enforce Zoning, Uniform Housing, and International Property Maintenance Codes	Building + Safety	Annual	Ongoing
	A3	+ Amend LHMC to include applicable portions of the Healthy Housing Codes developed by the NCHH	Building + Safety	Annual	2025/26
	A3	+ Maintain ongoing code compliance and enforcement of existing housing and property maintenance codes	Building + Safety	Annual	Ongoing
Accessibility					
EJ 3.2	D2	+ Implement reasonable accommodation ordinance, publicize on City's website, and eliminate filing fee	GenFund	ComPln	Ongoing
	D2	+ Permit residential care facilities for seniors and people with a disability consistent with state law	GenFund	ComPln	By 2024
	D2	+ Require developers to adhere to accessibility requirements in accordance with ADA (same as HE)	GenFund	Building + Safety	Ongoing
Housing Rehab					
EJ 3.3	A4	+ Provide housing rehabilitation assistance, subject to funding availability. Target disadvantaged areas.	CDBG	Housing	Annual
	A1	+ Hold Love La Habra events to beautify the city and help to provide safe and habitable housing and neighborhoods	GenFund	ComSvcs	Annual
	A4	+ Evaluate feasibility of a rental housing inspection program and, if feasible, develop for council review	CDBG	Housing	End of 2023
Green Building					
EJ 3.4	C1	Require new development projects to adhere and prepare water quality management plans that conform to NPDES requirements for stormwater runoff.	GenFund	BldgSafe	Ongoing
	C1	Require compliance with the Water Efficient Landscape Ordinance to promote landscaping designs that conserve water resources.	GenFund	BldgSafe	Ongoing
	D20	Require implementation of the Urban Forest Plan to plant trees that provide shade, improve walkability, and beautify the City's residential neighborhoods.	GenFun	PubWorks	Ongoing
Housing Security					
EJ 3.5	C2	Implement inclusionary housing; review its impact on production of affordable housing; develop guidelines for resident preferences and in-lieu fee expenditures.	GenFund	ComPln	By 2024
	C3	Continue efforts to maintain mobilehome rent stabilization of City parks, invest in infrastructure, and maintain properties in good working order for residents.	GenFund	ComPln	Ongoing
	C4	Continue to work with property owners of affordable housing to ensure the long term affordability of their properties and renewal of covenants.	GenFund	ComPln	Ongoing

Goal EJ 4 Public Facilities and Services

Having adequate access to a full complement of public facilities and services is a key goal for the City and an opportunity to improve the opportunities for education, employment, safety, health, and wellbeing that are essential for quality of life and allowing individual and families to thrive. Residents of all neighborhoods and income levels should have access to an equivalent level of services regardless of status. The following actions will further this end.

Employment					
EJ 4.1	G2	+ Continue to operate the READY S.E.T. OC program for youth 14-24, providing workforce training for at risk youth.	JTPA	ComSvc	Annual
	G2	+ Continue to serve 50 residents with a centralized career center to develop a plan to prepare for gainful jobs.	CDBG	ComSvc	Annual
	G2	+ Establishing College & Career Preparatory Academy to assist residents in obtaining employment.	GenFund	ComSvc	Annual
Education					
EJ 4.2	G4	Support partnerships (e.g., La Habra Collaborative) that improve the educational attainment of children and youth.	GenFund	ComSvc	Annual
	G4	Design and implement innovative learning programs implemented through the La Habra Children's Museum.	Grants	ComSvc	Annual
	G4	Work with La Habra school to design a summer enrichment program (e.g., Bridge Academy) for youth.	GenFund	ComSvc	Annual
Transit					
EJ 4.3	B8; H6	+ Work with OCTA to ensure that existing and new transit routes adequately serve neighborhoods in La Habra.	GenFund	PubWorks	Annual
	B8; H6	+ Advocate for OCTA to demonstrate compliance with Title VI requirements for each community of concern.	GenFund	PubWorks	Annual
	G6; H6	+ Continue to provide transit services for seniors to access community services in La Harba.	OCTA, AQMD	PubWorks	Annual
HealthCare					
EJ 4.4	K5	+ Maintain and expand health and wellness services offered at the Hillcrest Health and Wellness Center.	GenFund	ComSvc	Annual
	K5	+ Update the Move More Get Healthy Strategic Plan; consider expansion to address other health goals.	Grants	ComSvc	2024
	K5	+ Collaborate with health care providers, educators, and related agencies to assist in achieving city health goals.	GenFund	ComSvc	Annual
Public Safety					
EJ 4.5	G9	+ Maintain a police response time of 4 minutes for Priority 1 calls (emergency) and response time of under 12 minutes for Priority 2 calls (nonemergency).	GenFund	City Police	Annual
	G9	+ Maintain a 5-minute response time for the first arriving unit for fire and emergency medical service responses and 8 minutes for advanced life support.	GenFund	COFIRE	Annual
Children/Youth					
EJ 4.6	H10	+ Operate the Child Development Division programs; assist up to 600 children from lower-income families.	State and Federal	ComSvc	Annual
		+ Provide free opportunities for teen leadership through the Youth Committee and Teen leader programs.	GenFund	ComSvc	Annual
		+ Support youth and teen development programs through the Boys and Girls Club of La Habra.	GenFund	ComSvc	Annual

Goal EJ 5 Clean and Safe Environment

Many of La Habra's census tracts are designated by the State of California as disadvantaged with respect to pollution. Key issues include drinking water quality, air quality, hazardous wastes, toxic releases from business/industry, and lead-based hazards in housing. While primary sources are outside the City or outside the City's direct control, the following programs will help to reduce pollution in the city and disadvantaged tracts.

Tech Studies + Project Design					
EJ 5.1 EJ 5.2	C4	+Continue to require CEQA-related technical studies to determine the impact of proposed projects; and to identify the measures required to address impacts.	GenFund	ComPln	As projects proposed
	None	+Periodically review CalEnviroScreen and subsequent versions to identify pollutants of concern; consider measures to address changing pollution burden trends.	GenFund	ComPln	Annual
Haz Material					
EJ 5.3	D19	+ Continue to prepare and update the City's Hazardous Material Response Plan.	GenFund	PubWorks	2023-2028
	B6	+ Require compliance with the hazardous material disclosure ordinance requirements in the LHMC.	GenFund	LACOFire	Annual
		+ Support regulatory agencies' efforts to regulate and phase out hazardous chemicals used by businesses.	GenFund	ComPln	Ongoing
		+ Inform the public of lead-based paint and other hazards when projects are proposed for rehabilitation	GenFund	ComPln	Ongoing
Air Quality					
EJ 5.4	D4/D2	+ Complete the Euclid Street Regional Traffic Signal Synchronization Project to reduce vehicle pollution.	OCTA-RTSSP	PubWorks	2023-2028
	None	+ Install a landfill gas device to monitor potential methane emissions at the former La Habra Landfill.	GenFund	PubWorks	2023-onward
	D20	+ Update the City's Urban Forest Plan; increase trees by 10 percent, focusing on areas with the least canopy.	GenFund	ComSvc PubWorks	2030
Water Quality					
EJ 5.5	None	+ Continue to test all drinking water quarterly as required by state law to identify contaminants.	Water Fund	PubWorks	Annual
	None	+ Complete inventory of water pipelines to determine if lead connectors are present; replace as needed.	Water Fund	PubWorks	2024
	None	+ Prepare annual water confidence report and triennial water public health goals report as required.	Water Fund	PubWorks	Annual Triennial
Noise					
	None	+Require business and property owner compliance with noise and vibration regulations in the LHMC.	GenFund	ComPln	As projects proposed
	C1	+Require project specific mitigation to reduce noise levels in proposed projects to acceptable limits.	GenFund	ComPln	
	D1, D2	+Implement plans to reduce of noise along major corridors, which may include speed limits, landscaping, and other physical and operational improvements.	GenFund	PubWorks	
	None	+Continue to enforce all local ordinances regulating outdoor noise in residential neighborhoods and other areas in the City, prioritizing sensitive land uses.	GenFund	CodeEnfor	Annual

Goal EJ 6 Land Use Policy To accommodate future growth, La Habra is investing in targeted infill along mixed use corridors–Whittier Boulevard, Harbor Boulevard, La Habra Boulevard, and others–for reinvestment. Specific plans are anticipated to facilitate the recycling of existing uses and revitalization of these corridors. In revitalizing corridors, special attention must be directed at placemaking, sustainable development practices, and planning for resilience. The following programs help to further these ends and implement general plan goals and policies.				
Planning for People				
EJ 6.1	None	+ Conduct robust and interactive outreach to engage residents in influencing land use decisions, specific plans, and project designs that will revitalize La Habra.	GenFund	ComPlan
Healthy Buildings				
EJ 6.2	B1	Continue to implement the sustainability development program and consider additional incentives to encourage healthier buildings and site planning techniques.	GenFund	ComPlan
	B1	Consider incorporation of Active Living Design principles in reviewing development proposals for residential and mixed uses along major corridors.	GenFund	ComPlan
Mixed Use				
EJ 6.3	B1, B7	Adopt, implement, and periodically update mixed use development standards and design guidelines to facilitate new housing along major corridors.	GenFund	ComPlan
	B2	Develop specific plans along major corridors to enable a comprehensive and coordinated approach to facilitating revitalization of the corridor and integration of uses.	GenFund	ComPlan
Connectivity				
EJ 6.4	D7	Require implementation of bicycle and pedestrian route improvements recommended in the bicycle master plan to improve the connectivity of new development.	GenFund	ComPlan
	None	Implement recommendations in the Active Transportation Plan to improve the functionality, safety, and aesthetics of major corridor proposed for revitalization.	GenFund	ComPlan
	None	Require installation of safety devices and accessibility features to allow for safe walking and bicycling and improve the connectivity of projects.	GenFund	ComPlan
Resiliency				
EJ 6.5	C1	Require new development projects to adhere and prepare water quality management plans that conform to NPDES requirements for stormwater runoff.	GenFund	BldgSafe
	C1	Continue to require compliance with the Water Efficient Landscape Ordinance to promote landscaping design in a manner that conserves water resources.	GenFund	BldgSafe
	D20	Implement Urban Forest Plan to plant trees that provide shade, improve walkability, and beautify the City.	GenFun	PubWorks
Goal EJ 7 Civic Engagement Ensuring civic engagement is essential in creating a healthier community. Stakeholders, residents, and business – including from disadvantaged areas - each have a unique perspective on needs and ideas for improving health and quality of life. The following programs help to implement the City's commitment to civic participation.				
City Meetings				
EJ 7.1		Schedule community meetings and/or workshops on key issues affecting the public at times and locations convenient to community members and other stakeholders to encourage participation in decision-making.	GenFund	City

Communication				
EJ 7.2		Utilize a variety of communication techniques, social media accounts, public announcements of all City Departments and divisions to advertise and inform the public of upcoming City events, meetings, and updates.	GenFund	City
		Strive to translate public information, notices, flyers, and handouts in Spanish and other languages, as needed.	GenFund	City
		Continue1407 to work with and foster relationships with partners, local non-profits, community-based organizations, educational institutions as a platform to further circulate public information.		
Issue Awareness				
EJ 7.3		Provide an annual "State of Health" presentation to the public and decision makers.	GenFund	ComSer & ComPlan
Public Participation				
EJ 7.4		Develop best practices to facilitate community participation and community input into the decision-making process.	GenFund	City

Appendix A
ADDRESSING CLIMATE CHANGE

The La Habra General Plan 2035 strives to establish development patterns consistent with the existing community character, provide multiple modes of transportation, and construct infrastructure that is sustainable and environmentally friendly through improvements that achieve reduction of such elements as energy use, water consumption, and greenhouse gas emissions. Based on the State Attorney General's interpretation of AB 32, local GHG reduction targets and strategies to achieve these must be addressed by the General Plan. The Community Development and Mobility/Circulation chapters of the General Plan 2035 address land use and transportation within the City that are managed for preferred patterns of growth and development. Additionally, the Infrastructure and Conservation/Natural Resources chapters of the 2035 General Plan address a number of different resources within the City that must be managed properly. These four chapters specifically speak to energy conservation, air quality improvements, solid waste management and recycling, water systems and water quality conservation, and the reduction of GHG emissions in helping to achieve the City's GHG reduction goals. The following summarizes the Plan's goals and policies contributing to these goals.

OBJECTIVE

Reduction of vehicle trips and GHG emissions through land use mix and density and alternative transportation modes

CAP REDUCTION MEASURES

R2-T1: Land use based trips and VMT reduction policies

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 2.4	Balancing Jobs and Housing
LU 3.1	Sustainable Development Pattern
LU 3.2	Uses to Meet Daily Needs
LU 3.3	A Vigorous and Active Downtown
LU 3.4	Concentrated Nodes on Arterial Corridors
LU 5.4	Sustainable Sites and Land Development
LU 6.5	Jobs-Housing Balance
LU 7.5	Walkable Neighborhoods
LU 7.6	Neighborhood Connectivity
LU 12.1	Land Use Mix (Mixed-Use Corridors)
LU 13.1	Land Use Mix (Central District)
LU 16.3	A Balance of Jobs and Housing (Industrial and Mixed Commercial-Industrial Districts)

OBJECTIVE

Reduction of vehicle trips and GHG emissions through land use mix and density and alternative transportation modes

Chapter 3 Mobility/Circulation

AT 1.3	Transit Centers
AT 1.4	Park and Ride Lots
AT 1.8	Go Local
AT 1.9	Passenger Rail
AT 1.12	Bus Rapid Transit
AT 1.13	Transit Oriented Developments
AT 2.1	Bikeway Master Plan
AT 2.4	Bike Trail Linkages
AT 2.6	Pathway Easements
AT 2.9	Facilities Supporting Bicycle Riders
AT 2.10	Health Through Bicycling
AT 3.1	Pedestrian Network
AT 3.2	Pedestrian Linkages
AT 3.6	Pedestrian Connectivity
TDM 1.1	Sustainable Communities Strategy
TDM 1.2	TDM Participation
TDM 1.3	GHG Emission Targets
TDM 1.4	Commute Trip Reduction
TDM 2.1	Alternative Transportation Technologies
TDM 2.2	Alternative Transportation Modes

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

AQ 2.1	Land Use and Urban Form
AQ 2.2	Infill and Mixed-Use Development
AQ 4.1	Transportation

CAP REDUCTION MEASURES

R2-T2: Bicycle infrastructure

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 11.11	Bicycle Facilities
LU 16.6	Bicycle Facilities

Chapter 3 Mobility/Circulation

AT 2.1	Bikeway Master Plan
AT 2.2	Regional Bikeways
AT 2.3	Bikeway Network
AT 2.4	Bike Trail Linkages
AT 2.5	Class I Bicycle Routes
AT 2.6	Pathway Easements

OBJECTIVE

Reduction of vehicle trips and GHG emissions through land use mix and density and alternative transportation modes

AT 2.7 Alternative Routes

AT 2.8 Bicycle Parking

AT 2.9 Facilities Supporting Bicycle Riders

AT 2.10 Health Through Bicycling

CAP REDUCTION MEASURES

R2-T3: Electric vehicle incentives programs

CONTRIBUTING POLICIES

Chapter 3 Mobility/Circulation

TDM 2.5 Alternative Fuel Facilities

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

AQ 4.5 Zero-Emission and Low-Emission Vehicle Use

CAP REDUCTION MEASURES

R3-T1: Municipal fleet alternatives vehicles

CONTRIBUTING POLICIES

Chapter 3 Mobility/Circulation

TDM 2.4 Alternative Fuels

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

AQ 4.4 Fleet Operations

AQ 4.5 Zero-Emission and Low-Emission Vehicle Use

OBJECTIVE

Reduction of energy generation and consumption contributing to the reduction of GHG emissions

CAP REDUCTION MEASURES

R2-E1: New construction residential energy efficiency requirements

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 5.1 Regulating Sustainable Development

LU 5.2 Sustainable Building Practices

LU 5.4 Sustainable Sites and Land Development

Chapter 4 Infrastructure, E. Energy

E 2.2 Title 24 Energy Efficiency

E 2.3 California Green Building Standards Code

E 2.5 City Operations

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

AQ 2.1 Land Use and Urban Form

AQ 2.7 New Development

OBJECTIVE

Reduction of energy generation and consumption contributing to the reduction of GHG emissions

CAP REDUCTION MEASURES

R2-E2: New construction residential renewable energy

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.8 Renewable Energy

E 2.9 Solar Access

CAP REDUCTION MEASURES

R2-E3: Residential energy efficiency retrofits

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.8 Renewable Energy

CAP REDUCTION MEASURES

R2-E4: Residential renewable energy retrofits

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.8 Renewable Energy

CAP REDUCTION MEASURES

R2-E5: New commercial energy efficiency requirements

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 5.1 Regulating Sustainable Development

LU 5.2 Sustainable Building Practices

LU 5.4 Sustainable Sites and Land Development

Chapter 4 Infrastructure, E. Energy

E 2.2 Title 24 Energy Efficiency

E 2.3 California Green Building Standards Code

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

AQ 2.1 Land Use and Urban Form

AQ 2.7 New Development

CAP REDUCTION MEASURES

R2-E6: New commercial/industrial renewable energy

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.8 Renewable Energy

E 2.9 Solar Access

OBJECTIVE

Reduction of energy generation and consumption contributing to the reduction of GHG emissions

CAP REDUCTION MEASURES

R2-E7: Commercial/industrial energy efficiency and renewable energy retrofits

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.8 Renewable Energy

CAP REDUCTION MEASURES

R2-E8: Municipal energy efficiency retrofit projects

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.5 City Operations

E 2.8 Renewable Energy

CAP REDUCTION MEASURES

R3-E1: Energy efficient development and renewable energy deployment facilitation and streamlining

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.7 Energy Efficient Design

E 2.8 Renewable Energy

E 2.9 Solar Access

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

AQ 3.6 Preference for Reduced Emission Equipment

CAP REDUCTION MEASURES

R3-E2: Energy efficiency training and public education

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.12 Public Awareness

E 2.13 Sustainable Development and Energy Conservation Education

CAP REDUCTION MEASURES

R3-E3: Energy efficiency and solar energy financing

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.8 Renewable Energy

E 2.9 Solar Access

OBJECTIVE

Reduction of energy generation and consumption contributing to the reduction of GHG emissions

CAP REDUCTION MEASURES

R3-E4: Cross-jurisdictional coordination

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 1.1 Adequate Services and Facilities

E 2.11 Cross-Jurisdiction Coordination

CAP REDUCTION MEASURES

R3-E5: Alternative energy development plan

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.1 Service Providers

E 2.8 Renewable Energy

OBJECTIVE

Reduction of GHG emissions from area sources

CAP REDUCTION MEASURES

R2-A1: Electric landscape equipment program

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.12 Public Awareness

E 2.13 Sustainable Development and Energy Conservation Education

CAP REDUCTION MEASURE

R3-A1: Expand City tree planting

CONTRIBUTING POLICIES

Chapter 6 Conservation/Natural Resources, A. Biological Habitat

BR 1.8 Tree Preservation

BR 1.9 Enhanced Development Landscape

BR 1.13 Site Assessments

CAP REDUCTION MEASURE

R3-A2: Heat island plan

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 14.2 Places of Community and Neighborhood and Activity

Chapter 4 Infrastructure, E. Energy

E 2.7 Energy Efficient Design

OBJECTIVE

Reduced water consumption and impacts on energy use and GHG emissions

CAP REDUCTION MEASURE

R2-W1: Water use reduction initiative

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, A. Water System

WS 1.6	Best Practices
WS 2.1	Water Conservation Standards and Programs
WS 2.2	Recycled Water
WS 2.3	Water Efficient Landscaping
WS 2.4	Water Conservation Irrigation
WS 2.5	Water Conservation Devices
WS 2.6	Artificial Turf
WS 2.7	Public Facilities
WS 2.8	Economic Incentives

Chapter 4 Infrastructure, D. Water Quality

WQ 1.3	Low Impact Development
WQ 1.5	New Development

CAP REDUCTION MEASURE

R3-W1: Water efficiency training and education

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, A. Water System

WS 2.1	Water Conservation Standards and Programs

Chapter 4 Infrastructure, D. Water Quality

WQ 1.9	Education

OBJECTIVE

Reduced solid waste generation and increased materials recycling

CAP REDUCTION MEASURE

R2-S1: City diversion program

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, G. Solid Waste Management and Recycling

WR 1.2	AB 939 and 50 Percent Diversion
WR 1.3	Business and Industry Source Reduction Measure
WR 1.4	Waste Diversion
WR 1.5	Waste Collection Performance
WR 1.6	New Construction and “Recycled Materials Use
WR 1.7	Adaptive Reuse of Existing Buildings
WR 2.1	AB 341 and 70 Percent Recycling
WR 2.2	City’s Role

OBJECTIVE
Reduced solid waste generation and increased materials recycling

WR 2.3	Procurement Policy
WR 2.4	Sustainable Products
WR 2.5	Recycling Collection Centers
WR 2.6	Waste Hauler
WR 2.7	Compost Markets and Distribution
WR 2.8	Grasscycling
WR 2.9	Recycled Tires and Road Base
WR 4.1	Recycling and Reuse of Construction Waste
WR 5.2	Public Education

CAP REDUCTION MEASURE
R3-S1: Encourage increased efficiency of the gas to energy system at landfills

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, G. Solid Waste Management and Recycling

WR 1.2	AB 939 and 50 Percent Diversion
WR 2.1	AB 341 and 70 Percent Recycling

CAP REDUCTION MEASURE
R3-S2: Waste education program

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, G. Solid Waste Management and Recycling

WR 5.1	City Recycling Locations and Programs
WR 5.2	Public Education
WR 5.3	Network of Community Leaders
WR 5.4	Network of Community Volunteers
WR 5.5	School District Curriculum

Appendix B
ADDRESSING HEALTHY COMMUNITIES

The La Habra General Plan 2035 contains goals and policies throughout its chapters and sections to establish an environment that promotes physical activity, reduces air pollution, provides transportation choices, makes healthy foods accessible, maintains public safety, and access to necessary health services. The scope of policies contributing to a healthy La Habra are inextricably related to and overlap many of those addressing sustainability and climate change objectives presented in the preceding appendices. The following summarizes the principal objectives for health and identifies the Plan's goals and policies contributing to meet these, many of which duplicate those addressing Climate Change as listed in Appendix A.

OBJECTIVE

Increased physical activity as a means to reduce rates of obesity, heart disease, diabetes, and other health-related issues

STRATEGY

Provide for the development of a land use mix and densities that facilitates walking and bicycling in lieu of automobile use

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 3.1	Sustainable Development Pattern
LU 3.2	Uses to Meet Daily Needs
LU 3.3	A Vigorous and Active Downtown
LU 3.4	Concentrated Nodes on Arterial Corridors
LU 3.5	Complete and Livable Neighborhood
LU 3.8	Cohesive and Integrated Development
LU 5.4	Sustainable Sites and Land Development
LU 6.5	Jobs-Housing Balance
LU 7.5	Walkable Neighborhoods
LU 7.6	Neighborhood Connectivity
LU 11.2	Compact and Vital Commercial Development
LU 11.10	Connectivity to Neighborhoods (Commercial Corridors and Districts)
LU 13.1	Land Use Mix (Downtown)
LU 13.6	Connectivity (Downtown)
LU 13.7	Integrated and Cohesive Development (Downtown)
LU 14.2	Places of Community and Neighborhood Identify and Activity (Mixed-Use Centers)
LU 16.4	Supporting Uses (Industrial and Commercial-Industrial Districts)

OBJECTIVE

Increased physical activity as a means to reduce rates of obesity, heart disease, diabetes, and other health-related issues

STRATEGY

Provide for the development of parks, trails, and community facilities distributed throughout La Habra supporting active, healthy recreation and activities

CONTRIBUTING POLICIES

LU 2.6	Places that Support Healthy Lifestyles
LU 3.6	Connected Greenways Network
LU 8.3	Parks and Open Space Amenities (Single-Family Neighborhoods)
LU 9.2	Amenities (Multi-Family Neighborhoods)
LU 17.6	Parks and Open Spaces

Chapter 3 Mobility/Circulation

AT 1.11	Railroad Right-of-Way

Chapter 5 Community Services, A. Open Space, Parks, Trails, and Recreation

OS 2.1	Parkland Standard
OS 2.2	Incentives for Additional Parks
OS 2.4	Park Types
OS 2.5	New Parks and Recreational Facilities
OS 2.6	Infill Areas
OS 2.7	Streetscape Parks
OS 2.10	Quimby Act Park Fees and/or In-Lieu Dedication
OS 2.11	School Facilities and Joint Use Agreements
OS 2.14	Healthy Parks
OS 2.17	Private Commercial Recreational Facilities
OS 3.1	Recreational Programs and Services
OS 3.2	Youth, Adults, and Seniors (Recreational Programs)
OS 3.4	Collaboration with Non-City Recreation Providers
OS 4.1	Connections (Trails)
OS 4.2	Linear Park/Greenbelt
OS 4.3	Regional Trail System
OS 4.4	Railroad Corridor Trails

OBJECTIVE

Affordable, safe, integrated, and location-efficient housing

STRATEGY

Provide for the development of a variety of housing choices for all residents that contributes to quality, safe, and healthy neighborhoods for living and participating as a part of a greater community.

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 2.1	Places to Live
LU 7.1	Neighborhood Conservation
LU 7.2	New Residential Development
LU 7.4	Senior Housing
LU 7.8	Safety (Neighborhood)
LU 7.9	Housing Maintenance
LU 7.10	Code Enforcement
LU 12.1	Land Use Mix (Mixed-Use Corridors and Districts)
LU 13.1	Land Use Mix (Central District)

Chapter 2 Community Development, C. Housing

H 1.2	Integrated Strategy for Development (Housing)
H 1.3	Support Private Sector Housing Development
H 1.4	Variety of Housing
H 1.5	Market and Non-Market Housing Production Needs
H 1.8	Mixed-Use Development
H 2.6	Standard Condition of Housing
H 2.10	Preservation of Affordable Housing
H 2.11	Regulation and Enforcement for Maintenance
H 3.1	Equal Housing Opportunity

OBJECTIVE

A variety of community services, events, and celebrations that support and nurture the quality of life for residents of all ages

STRATEGY

Maintain existing and provide new community services and events to meet the needs and enrich the lives of La Habra's residents

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 2.5 Places Supporting the Quality of Life

LU 4.6 Care Facilities

LU 4.7 Assembly Facilities

Chapter 2 Community Development, B. Economic Development

ED 7.1 Adult Health and Lifestyle Enrichment Programs

ED 7.2 Child Health and Lifestyle Enrichment Programs

ED 7.3 Pre-Teen through Young Adult Health and Lifestyle Enrichment Programs

Chapter 2 Community Development, E. Community Identity

CI 5.1 Programs for the Youth

CI 5.2 Family Programs

CI 5.3 Working Parents

CI 5.4 Healthcare Counseling

Chapter 5 Community Services, A. Open Space, Parks, Trails, and Recreation

OS 2.3 Park Types

OS 3.1 Recreational Programs and Services

Chapter 5 Community Services, B. Libraries

L 1.1 Library Services, Facilities, and Programs

L 1.2 Library Access

L 1.3 Multi-Functional Use (Libraries)

L 1.4 Joint Use (Libraries)

Chapter 5 Community Services, D. Police Services

PS 1.1 Response Time (Police Service)

PS 1.4 Operations and Facilities (Police Service)

PS 1.10 Education and Crime Prevention

PS 1.12 Community Policing

Chapter 5 Community Services, E. Fire Service

FS 1.1 Support Fire Service Provider

OBJECTIVE

A transportation system that supports safe, healthy, and active lifestyles

STRATEGY

Develop multi-modal connectivity between neighborhoods, business districts, employment centers, the downtown, parks, and schools

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 3.1 Sustainable Development Pattern

Chapter 3 Mobility/Circulation

RN 1.11 Complete Streets
AT 1.1 Public Transportation Availability
AT 1.2 Transit Accessibility
AT 1.3 Transit Centers
AT 1.4 Park and Ride Lots
AT 1.5 Transportation Assistance
AT 1.6 Prepaid Transit Passes
AT 1.7 Curb-to-Curb Public Transportation
AT 1.12 Bus Rapid Transit
AT 1.14 Transit Amenities
AT 1.15 New Development Transit Facilities

STRATEGY

Develop bicycle paths and facilities that connect homes with places to shop, work, and for recreation, are safe, and provide a healthy alternative to the automobile

CONTRIBUTING POLICIES

Chapter 3 Mobility/Circulation

AT 2.1 Bikeway Master Plan
AT 2.2 Regional Bikeways
AT 2.3 Bikeway Network
AT 2.4 Bike Trail Linkages
AT 2.5 Class I Bicycle Routes
AT 2.6 Pathway Easements
AT 2.7 Alternative Routes
AT 2.8 Bicycle Parking
AT 2.9 Facilities Supporting Bicycle Riders
AT 2.10 Health through Bicycling

OBJECTIVE

A transportation system that supports safe, healthy, and active lifestyles

STRATEGY

Develop a high-quality pedestrian network created to make walking a pleasant, safe, and preferred alternative to the automobile

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 3.6 Connected Greenways Network

LU 7.5 Walkable Neighborhoods

LU7.6 Neighborhood Connectivity

LU 9.4 Streetscapes (Multi-Family Neighborhoods)

LU 11.9 Retail Streetscapes

LU 11.10 Connectivity to Neighborhoods (Commercial Corridors and Districts)

LU 13.6 Connectivity (Downtown Core)

Chapter 2 Community Development, E. Community Identity

CI 2.5 Attractive and Walkable Streets

Chapter 3 Mobility/Circulation

AT 3.1 Pedestrian Network

AT 3.2 Pedestrian Linkages

AT 3.3 Accessible Facilities

AT 3.5 Street Walkability

AT 3.6 Pedestrian Connectivity

AT 3.7 Pedestrian Priority Areas

AT 3.8 Street Modification/Improvements

STRATEGY

Design a network and facilities that enable children to have safe access to schools and parks

CONTRIBUTING POLICIES

Chapter 3 Mobility/Circulation

AT 3.4 Safe Routes to Schools

OBJECTIVE

A safe, sustainable environment

STRATEGY

Establish development patterns, building standards, and infrastructure improvements contributing to healthy air quality with reduced pollution and impacts on asthma, emphysema, and other respiratory and lung diseases

CONTRIBUTING POLICIES

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

AQ 2.1 Land Use and Urban Form
AQ 2.2 Infill and Mixed-Use Development
AQ 2.4 Land Use-Air Quality Relationship
AQ 2.5 Buffer Emission Sources and Sensitive Land Uses
AQ 2.7 New Development
AQ 2.8 Emissions Reduction
AQ 3.1 Best Practices (Infrastructure)
AQ 3.2 Low-Impact Infrastructure
AQ 3.3 Private Development Infrastructure
AQ 3.4 Public Facilities
AQ 3.5 Equipment Maintenance
AQ 3.6 Preference for Reduced-Emission Equipment
AQ 4.1 Transportation
AQ 4.2 Regional Transportation System
AQ 4.3 Interagency Coordination
AQ 4.4 Fleet Operations
AQ 4.5 Zero-Emission and Low-Emission Vehicle Use
AQ 5.1 Development Dust and Particulate Emission Control
AQ 5.2 City Operations Dust and Particulate Emission Control

STRATEGY

Establish development regulations and improvements contributing to the maintenance of sustained and healthy water quality available to meet resident needs

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 5.4 Sustainable Sites and Land Development

Chapter 4 Infrastructure, A. Water System

WS 1.1 Urban Water Management Plan
WS 1.5 Drinking Water Standards

Chapter 6 Conservation/Natural Resources, B. Water/Watershed/ Groundwater Recharge

W 1.1 Protection of Water Resources
W 1.4 Groundwater Management Plan
W 1.5 New Development and Post-Development Stormwater Runoff

OBJECTIVE

A safe, sustainable environment

OBJECTIVE

Living wage, safe, and healthy job opportunities to support individuals and families

STRATEGY

Provide for the development of a broad variety of businesses offering diverse job opportunities for La Habra's residents, supported by programs for improved job skills

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 2.3	Places to Work
LU 16.1	Diversity of Uses
LU 16.2	Business Attraction

Chapter 2 Community Development, B. Economic Development

ED 2.1	Business Attraction
ED 3.1	Jobs Program Coordination
ED 3.2	Teen Job-Skills Training
ED 3.3	Adult Job-Skills Training
ED 4.1	Targeted Job Opportunity
ED 4.2	Targeted Job Promotion
ED 4.3	Targeted Job Growth
ED 4.4	Targeted Job Hiring

OBJECTIVE

Access to healthy food and nutrition choices

STRATEGY

Provide opportunities for the community to grow, purchase, and eat locally-grown food free of pesticides

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 2.6	Places that Support Healthy Lifestyles

STRATEGY

Educate La Habra's residents about the benefits from and methods for eating a healthy food diet

CONTRIBUTING POLICIES

Chapter 2 Community Development, B. Economic Development

ED 7.7	Childhood Nutrition

OBJECTIVE

Access to healthy food and nutrition choices

ED 7.8	Resident Nutrition

OBJECTIVE

Access to high quality, affordable education from preschool through college and including vocational opportunities

STRATEGY

Provide public and private educational facilities and programs for all age groups

CONTRIBUTING POLICIES

Chapter 2 Community Development, B. Economic Development

ED 3.3	Adult Job-Skills Training
ED 3.4	Worker Assistance

Chapter 5 Community Services, C. Schools

S 1.1	School Capacity
S 1.6	Technology (Schools)
S 1.7	Joint Use (Schools)
S 2.1	Higher Education Institutions
S 2.2	Continuing Vocational and Adult Education
S 2.3	Higher Education Institutions and K-12 School Districts

OBJECTIVE

Robust social and civic engagement

STRATEGY

Multi-modal connectivity between neighborhoods, business districts, employment centers, the downtown, parks, and schools

CONTRIBUTING POLICIES

Chapter 2 Community Development, E. Community Identity

CI 6.1	Calendar of Events
CI 6.2	Farmers Market

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Appendix C
GLOSSARY OF TERMS

A

Accessory Dwelling Unit: An attached or a detached residential dwelling unit, or located within the living area of an existing primary dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence.

Acre: Approximately 43,560 square feet.

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

Affordability Covenant: A property title agreement that places resale or rental restrictions on a housing unit.

Affordable Housing: Under state and federal statutes, housing that costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.

Age in Place: The desire to continue to live in one's own home while growing older. With more emphasis on aging in place, residential visitability features enable people to remain living in their existing homes rather than having to move to a nursing home or long-term care facility. Benefits encourage opportunities for socialization and less isolation of individuals with disabilities.

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

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

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

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

Alley: An Alley is designated as a two-lane undivided, restricted access roadway, with a typical right-of-way width of 20 feet. Alleys generally provide access to private garages, parking facilities, loading docks, and other business and residential access.

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

Annexation: The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

Aquifer: An underground bed or layer of earth, gravel, or porous stone that contains water (see Groundwater).

Area Median Income: As used in California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or nonmetropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income.

Area Source: Technical term used in the Climate Action Plan that identifies a category of emission sources typically related to those generated by the use of landscape equipment through the combustion of gasoline and from the burning of wood in stoves and fireplaces.

Assisted Housing: Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs.

At-Risk Housing: Multi-family rental housing that is at-risk of losing its status as housing affordable for low and moderate income tenants due to the expiration of federal, state, or local agreements.

Augmented Arterial Highway (Smart Street): All Augmented Arterials (Smart Streets) are "Principal Arterials" (Arterial Class 1), and are designated as six- to eight-lane divided roadways with improved roadway traffic capacity and smooth traffic flow achieved through measures such as traffic signal synchronization, bus turnouts, intersection improvements such as added turn lanes and the addition of travel lanes achieved by removing on-street parking and consolidating driveways. The typical right-of-way width of a six-lane Augmented Arterial Highway is 120 feet, with a roadway width from curb-to-curb of 104 feet. An eight-lane Augmented Arterial Highway has a typical right-of way width of 144 feet, with a roadway width from curb-to-curb of 128 feet.

Average Daily Traffic (ADT): Number of vehicles (cars, trucks, etc.) on a road over a 24-hour period (measured in vehicles per day).

A-Weighted Decibel or dB(A): A numerical method of rating human judgment of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

B

Best Management Practices (BMPs): Schedules of activities, prohibitions of practices, operation and maintenance procedures, and other management

practices to prevent or reduce the conveyance of pollution in stormwater and urban runoff, as well as, treatment requirements and structural treatment devices designed to do the same.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeway: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biodiversity: A term used to quantitatively or qualitatively describe the species richness and abundance of plants and animals within an ecosystem.

Biological Community: A naturally occurring group of different plant and animals species that live in a particular environment.

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

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

Building Height: The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof.

Buildout: Build-out: Development of land to its full potential or theoretical capacity as permitted by the Land Use Diagram, as determined by multiplying the land area for each use by the applicable residential density and non-residential floor area ratio.

C

California Department of Housing and Community Development (HCD): The state Department responsible for administering state-sponsored housing programs and for reviewing housing elements to determine compliance with state housing law.

California Department of Transportation (Caltrans): The California Department of Transportation (Caltrans) is an executive department within the State of California. Its purpose is to improve mobility across the state. Caltrans manages the state highway system (which includes Beach Boulevard, Whittier Boulevard, and Imperial Highway in La Habra) and is actively involved with public transportation systems throughout the state

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

California Green Building Standards Code: The California Green Building Standards Code (CALGreen Code) is Part 11 of the California Building Standards Code and is the first statewide "green" building code in the US. Its purpose is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (a) planning and design, (b) energy efficiency, (c) water efficiency and conservation, (d) material conservation and resource efficiency, and (e) environmental quality.

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

Carbon Dioxide: A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide: A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Care Facility: Any facility, place, or building which is maintained and operated to provide non-medical residential care, day treatment, adult day care, or foster family agency services for children, adults, or children and adults, including, but not limited to, the physically handicapped, mentally impaired, incompetent persons, and abused or neglected children, and includes residential facilities, adult day care facilities, day treatment facilities, foster family homes, small family homes, social rehabilitation facilities, community treatment facilities, and social day care facilities.

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

Children: Persons under 18 years, excluding people who maintain households, families, or subfamilies as a reference person or spouse.

City: City, with a capital "C," generally refers to the government or administration of a city. City, with a lower case "c" may mean any city.

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

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD). This grant allots money to cities and counties for housing rehabilitation and community development activities, including public facilities and economic development.

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

Commuter Arterial: A Commuter Arterial is designated as a two-lane undivided, unrestricted access roadway, with a typical right-of-way width of 60 feet and a roadway width from curb-to-curb of 40 feet**.**

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

Complete Streets: Streets that comfortably accommodate all users, with particular emphasis on pedestrians, bicyclists, and public transportation, as well as people of all ages and physical abilities. The Complete Streets Act of 2008 (AB 1358) requires circulation elements to incorporate multimodal transportation into the General Plan.

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

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements,

development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized area, to adopt and annually update a Congestion Management Plan.

Congregate Care Housing: Generally defined as age-segregated housing built specifically for the elderly that provides services to its residents, the minimum of which is usually an on-site meal program, but which may also include housekeeping, social activities, counseling, and transportation. There is generally a minimum health requirement for acceptance into a congregate facility as most do not offer supportive health care services, thus differing from a nursing home. Residents usually have their own bedrooms and share common areas such as living rooms, dining rooms, and kitchens; bathrooms may or may not be shared.

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

Council of Governments (COG): A regional planning and review authority whose membership includes representation from all communities in the designated region. The Southern California Association of Governments (SCAG) is an example of a COG in Southern California.

Coverage: The proportion of the area of the footprint of a building to the area of the lot on which its stands.

Critical Facility: Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a turnaround at its other end.

D

Day-Night Average Noise Level (L_{dn}). A 24-hour average L_{eq} with a 10 dBA "penalty" added to noise levels during the hours of 10:00 P.M. to 7:00 A.M. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the L_{dn} would always be higher than its corresponding 24-hour L_{eq} (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA Leq, but a 66.4 dBA L_{dn}).

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

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for

roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication, In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees of in lieu contributions.

Demolition: The deliberate removal or destruction of the frame or foundation of any portion of a building or structure for the purpose of preparing the site for new construction or other use.

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

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer: An individual who or business which prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others.

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

Development Capacity: The total amount of residential units and retail, office, and industrial building square footage that may be developed as stipulated by General Plan policy, which may be equivalent to or less than the maximum build-out of the Land Use Diagram as determined by multiplying the land area for each use by the applicable residential density and non-residential floor area ratio.

Developmental Disability: A disability that originates before an individual becomes 18 years old, continues or can be expected to continue indefinitely, and constitutes a substantial disability for that individual. This includes mental retardation, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but does not include other handicapping conditions that are solely physical in nature.

Development Impact Fees: A fee or charge imposed on developers to pay for the costs of providing services to a new development by a governmental agency.

Development Rights: The right to develop land by a landowner that maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are defined by the zoning code.

Duplex: A building containing two-attached independent dwelling units or two-detached single-unit dwellings.

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

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

Dwelling, Multi-unit: An apartment or condominium building containing two or more dwelling units; an apartment or condominium building is an example of this dwelling unit type.

Dwelling, Single-unit Attached: A dwelling attached to one or more dwellings designed for and occupied by more than one single housekeeping unit divided by a common vertical wall; duplexes and townhomes are examples of this dwelling unit type.

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

E

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

Economic Vitality: Economic prosperity is a relative term. It means that overall, the economy is doing well and most people have sufficient income for essentials and perhaps a little extra. A vibrant and healthy economy ensures the fiscal and financial health of the City by providing sufficient revenue to fund services for residents.

Elderly Household: As defined by HUD, elderly households are one- or two-member (family or nonfamily) households in which the head or spouse is age 62 or older.

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

Emergency Shelter: Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay. (California Health and Safety Code Section 50801)

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant is endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

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

Environmental Impact Report (EIR): A report required by the California Environmental Quality Act for general plans and proposed development projects where there is substantial evidence that the project may have a significant effect on the environmentand which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Erosion: The wearing away of land by natural forces.

Evaluation: Process by which a project's performance is determined relative to criteria developed for this purpose.

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

F

Fair Market Rent (FMR): Fair Market Rents (FMRs) are freely set rental rates defined by HUD as the median gross rents charged for available standard units in a county or Standard Metropolitan Statistical Area (SMSA). Fair Market Rents are used for the Section 8 Rental Program and many other HUD programs and are published annually by HUD.

Feasible: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Federal Emergency Management Agency (FEMA): The Federal Emergency Management Agency (FEMA) is an agency of the United States Department of Homeland Security, whose primary purpose is to coordinate the response to a disaster that has occurred in the United States and that overwhelms the resources of local and state authorities. The governor of the state in which the disaster occurs must declare a state of emergency and formally request from the president that FEMA and the federal government respond to the disaster. The agency provides state and local governments with experts in specialized fields and funding for rebuilding efforts and relief funds for infrastructure by directing individuals to access low interest loans, in conjunction with the Small Business Administration. In addition to this, FEMA provides funds for training of response

personnel throughout the United States and its territories as part of the agency's preparedness effort

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

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

Fire Hazard Zone: An area where, due to slope, fuel, weather, or other fire related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

First-Time Home Buyer: Defined by HUD as an individual or family who has not owned a home during the three-year period preceding the HUD-assisted purchase of a home. Jurisdictions may adopt local definitions for first-time home buyer programs that differ from non-federally funded programs.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

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

Flooding: A rise in the level of a water body or the rapid accumulation of runoff, including related mudslides and land subsidence, that results in the temporary inundation of land that is usually dry.

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

G

General Plan: A legal document that takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Geographic Information System (GIS): A GIS is a computer system capable of assembling, storing, manipulating, and displaying geographically referenced information. A GIS allows analysis of spatial relationships between many different types of features based on their location in the landscape.

Geohazard: A risk associated with geologic processes or events.

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "Achieve a balance of land use types within the city").

Greenhouse Gases (GHGs): A balance of naturally occurring gases in the atmosphere determines the earth's climate by trapping solar heat through a phenomenon known as the greenhouse effect. GHGs, including carbon dioxide, methane, nitrous oxide, chlorofluorocarbons, and water vapor, keep solar radiation from exiting our atmosphere.

Ground Failure: Mudslide, landslide, liquefaction, or the compaction of soils due to ground shaking from an earthquake.

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

Groundwater: Subsurface water occupying the zone of saturation usually found in porous rock strata and soils (see Aquifer).

Group Home: Housing shared by unrelated persons, this may also include individuals with disabilities that provide peer and other support for their residents' disability related need, in which residents share cooking, dining, and living areas, and may, in some group homes, participate in cooking, housekeeping, and other communal living activities.

Group Quarters: A facility that houses groups of unrelated persons not living in households (U.S. Census definition). Examples of group quarters include institutions, dormitories, shelters, military quarters, assisted living facilities and other quarters, including single-room occupancy (SRO) housing, where 10 or more unrelated individuals are housed**.**

H

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

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

Hazardous Waste: Any material that because of its quantity, concentration, or physical or chemical characteristics poses a significant present or potential hazard to human health and safety or the environment if released into the work-place or environment.

HCD: California Department of Housing and Community Development

Healthy Communities: An environment that supports the healthy lifestyle of residents through physical activity, reduces air pollution, provides transportation

choices, makes healthy foods accessible, maintains public safety, and access to necessary health services.

High Occupancy Vehicle: Vehicle transporting more than one person (at least one passenger, in addition to the driver).

Historic Building or Structure: See Historic Resource.

Historic Preservation: The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Historic Resource: Any object, building, structure, site, area, place, record, or manuscript which is historically or archeologically significant, or which is significant in the architectural, engineering, scientific, economic, agriculture, educational, social, political, military, or cultural history of the City of La Habra and/or California and/or the United States.

Homeless: Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort.

Home Mortgage Disclosure Act (HMDA): The Home Mortgage Disclosure Act requires larger lending institutions making home mortgage loans to publicly disclose the location and disposition of home purchase, refinance, and improvement loans. Institutions subject to HMDA must also disclose the gender, race, and income of loan applicants.

HOME Program: The HOME Investment Partnership Act, Title II of the National Affordable Housing Act of 1990. HOME is a federal program administered by HUD that provides formula grants to states and localities to fund activities that build, buy, and/or rehabilitate affordable housing for rent or home ownership or provide direct rental assistance to low-income people.

Householder: The householder refers to the person (or one of the people) in whose name the housing unit is owned or rented (maintained) or, if there is no such person, any adult member, excluding roomers, boarders, or paid employees. If the house is owned or rented jointly by a married couple, the householder may be either the husband or the wife. The person designated as the householder is the "reference person" to whom the relationship of all other household members, if any, is recorded. The number of householders is equal to the number of households. Also, the number of family householders is equal to the number of families.

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

Housekeeping/Household Unit: An individual or a group of individuals that reside together that may be related by birth, marriage, or adoption under one dwelling.

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

Housing Problems: Defined by HUD as a household that (1) occupies a unit with physical defects (lacks complete kitchen or bathroom), (2) meets the definition of overcrowded, or (3) spends more than 30 percent of income on housing cost.

Housing Subsidy: Housing subsidies refer to government assistance aimed at reducing housing sales or rent prices to more affordable levels.

Hydrology: The dynamic processes of the water within an environment including the sources, timing, amount, and direction of water movement.

I

Impact: The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

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

In Situ: A Latin phrase meaning "in place." Archaeologically it refers to an artifact or object being found in its original, undisturbed position.

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

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into “heavy industrial” uses, such as construction yards, quarrying, and factories; and “light industrial” uses, such as research and development and less intensive warehousing and manufacturing.

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

Intensity: A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (refer to Floor Area Ratio).

Intersection: A location where two or more roads meet or cross at grade.

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

J

Jobs/Housing Balance; Jobs/Housing Ratio: The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute of employed persons; less than 1.0 indicates a net out-commute of employed persons.

L

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

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

Land Use Plan Diagram: The relevant portions of a local government's general plan, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.

Large Household: A household with 5 or more members.

Legal Non-conforming Structure: A structure that was lawfully erected, but which does not conform with the property development regulations prescribed in the regulations for the district in which the structure is located by reason of adoption or amendment of this code or by reason of annexation of territory to the City.

Legal Non-conforming Use: A use of a structure or land that was lawfully established and maintained, but which does not conform with the use regulations or required conditions for the district in which it is located by reason of adoption or amendment of this code or by reason of annexation of territory to the City.

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

Local Government: Any chartered or general law city, chartered or general law county, or any city and county.

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

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

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

M

Major Arterial Highway: A Major Arterial Highway is designated as a six-lane divided roadway, with a typical right-of-way width of 120 feet and a roadway width from curb-to-curb of 104 feet. In La Habra, Beach Boulevard north of Imperial Highway is classified as a Major Arterial Highway due to its 6-lane divided configuration, although it has a right-of-way width of 142 feet and a curb-to-curb width of 114 feet.

Manufactured Homes: Housing that is constructed of manufactured components, assembled partly at the site rather than totally at the site. Also referred to as modular housing.

Market Rate Housing: Housing that is available on the open market without any subsidy. The price for housing is determined by the market forces of supply and demand and varies by location.

Market Value: For purposes of determining "substantial improvement," the replacement cost as determined by its replacement value according to the valuation figures established by the City of La Habra.

Married Couple: A married couple, as defined for U.S. Census purposes, is a husband and wife enumerated as members of the same household. The married couple may or may not have children living with them. The expression "husband-wife" or "married- couple" before the term "household," "family," or "subfamily" indicates that the household, family, or subfamily is maintained by a husband and wife. The number of married couples equals the count of married-couple families plus related and unrelated married-couple subfamilies.

Mean (Average) Income: Mean (average) income is the amount obtained by dividing the total aggregate income of a group by the number of units in that group. The means for households, families, and unrelated individuals are based on all households, families, and unrelated individuals, respectively. The means (averages) for people are based on people 15 years old and over with income.

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

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

Mitigation Measures: Measures imposed on a project consistent with Section 15370 of the State Guidelines for Implementation of the California Environmental Quality Act to avoid, minimize, eliminate, or compensate for adverse impacts to the environment.

Mitigation: As defined in Section 15370 of the State Guidelines for Implementation of the California Environmental Quality Act, mitigation includes the following: (a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of

the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (e) compensating for the impact by replacing or providing substitute resources or environments."

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

Mobility Status: The population was classified according to mobility status on the basis of a comparison between the place of residence of each individual to the time of the March survey and the place of residence 1 year earlier. Non-movers are all people who were living in the same house at the end of the migration period and the beginning of the migration period. Movers are all people who were living in a different house at the end of the period rather than at the beginning. Movers are further classified as to whether they were living in the same or different county, state, region, or were movers from abroad. Movers are also categorized by whether they moved within or between central cities, suburbs, and nonmetropolitan areas of the United States.

Modified Major Arterial: A Modified Major Arterial is designed to accommodate traffic volumes when a Major Arterial Highway is warranted in already developed areas, but a full 120 feet of right-of-way is not feasible due to existing structures or topography. A Modified Major Arterial is developed as a six-lane facility within a 100-foot right- of-way and a roadway width from curb-to-curb of 84 feet. A Modified Major Arterial will always require removal of all on-street parking

Modified Primary Arterial: A Modified Primary Arterial is designed to accommodate traffic volumes when a Primary Arterial is warranted in already developed areas, but a full 100 feet of right-of-way is not feasible due to existing structures or topography. A Modified Primary Arterial is developed as a four-lane facility within an 80-foot right-of-way and a roadway width from curb-to-curb of 64 feet. This generally requires removal of on-street parking, restriping for left-turn channelization, and prohibition of left-turns during peak hours if there is insufficient right-of-way for channelization.

Monitoring: The systematic collection of physical, biological, or economic data or a combination of these data in order to make decisions regarding project operation or to evaluate project performance.

N

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

National Historic Preservation Act: A 1966 federal law that establishes a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Noise: Any undesired audible sound.

Noise Attenuation: The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels

Noise Exposure Contours: Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL is the metric utilized to describe community noise exposure for the La Habra 2035 General Plan

Non-Attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

NPDES: National Pollutant Discharge Elimination System.

O

Orange County (OC): Refers to the governing agency providing services to residents and businesses in the County of Orange.

Orange County Public Works Department (OCPW): Orange County Public Works Department includes the following core businesses: OC Engineering, OC Planning, OC Facilities, and Administration.

Orange County Sanitation District (OCSD): The Orange County Sanitation District (OCSD) administers wastewater treatment facilities that serve Orange County, California.

Orange County Transportation Authority (OCTA): The Orange County Transportation Authority (OCTA) is the public sector transportation planning body and mass transit service provider for Orange County, California.

OCTA Regional Traffic Analysis Model (OCTAM): The OCTA regional traffic analysis model (OCTAM) is used as the basis for the future traffic volume and level of service forecasts for the City of La Habra. A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. The model consists of a 3,025 traffic analysis zone (TAZ) system that encompasses the five-County Southern California region, with the primary focus of the modeling area in Orange County. There are 34 traffic analysis zones within the City of La Habra (TAZ 1-28, 30-34, and 70), together with a detailed highway network to simulate the City's major roadways. OCTAM includes a calibrated base year (2005) model as well as a 2035 forecast model. The OCTA model is consistent with the Orange

County Master Plan of Arterial Highways (MPAH), the Orange County Long-Range Transportation Plan (LRTP), and the Southern California Association of Governments (SCAG) Transportation Demand Model and Regional Transportation Plan.

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

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

Overcrowding: As defined by the U.S. Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches. Severe overcrowding is defined as households with greater than 1.51 persons per room.

Overpayment: The extent to which gross housing costs, including utility costs, exceed 30 percent of gross household income, based on data published by the U.S. Census Bureau. Severe overpayment, or cost burden, exists if gross housing costs exceed 50 percent of gross income.

Own Children: Children in a family (sons and daughters), including stepchildren and adopted children, of the householder. Similarly, "own" children in a subfamily are sons and daughters of the married couple or parent in the subfamily. (All children shown as members of related subfamilies are own children of the person(s) maintaining the subfamily.) For each type of family unit identified in the CPS, the count of "own children under 18 years old" is limited to never-married children; however, "own children under 25" and "own children of any age," as the terms are used here, include all children regardless of marital status. The counts include never-married children living away from home in college dormitories.

P

Para-transit: Refers to transportation services that operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parcel: A lot or tract of land.

Parking, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management: An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, nonpeak period users, and short-term users. (see "High Occupancy Vehicle" and "Transportation Demand Management.")

Parking Ratio: The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or "two per thousand."

Permit: Any license, certificate, approval, or other entitlement for use granted or denied by any public agency.

Planning Area: The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the City limits and potentially annexable land (see Sphere of Influence).

Planning Commission: A group of people appointed by the city council that administer planning and land use regulations for the city and provide recommendations on a wide array of land use and land use policy issues.

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

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

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Primary Arterial Highway: A Primary Arterial Highway is designated as a four-lane divided roadway, with a typical right-of-way width of 100 feet and a roadway width from curb-to-curb of 84 feet. A Primary Arterial Highway's function is to service non-local through traffic and provide limited local access.

Principal Arterial (Arterial Class 1): All "Principal Arterials" (Arterial Class 1) are Augmented Arterials (Smart Streets), refer to description above.

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

Public View Corridors: The line of sight—as identified as to height, width, and distance—of an observer looking toward an object of significance; the route that attracts the viewer's attention.

Public Works: (a) All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities; (b) All public transportation facilities, including streets, roads, highways, public parking lots and structures, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities; (c) All publicly financed recreational facilities and any development by a special district; and (d) All community college facilities.

R

Reasonable Accommodations: Both the federal Fair Housing Act (FHA) and the California Fair Employment and Housing Act (FEHA) impose an affirmative duty on local governments to make reasonable accommodations (i.e., modifications or exceptions) in the zoning laws and other land use regulations and practices when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling.

Recreation, Active: A type of recreation or activity which requires the use of organized play areas, including, but not limited to: softball, baseball, football and soccer fields, tennis and basketball courts, and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity which does not require the use of organized play areas.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

Regional Housing Needs Assessment (RHNA): The Regional Housing Needs Assessment (RHNA) is based on California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction within the SCAG (Southern California Association of Governments) region. These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

Regional Housing Needs Plan: A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regional Transportation Plan (RTP): A long term projection of transportation needs, services, resources, and forecasted growth for an entire region. La Habra is under the authority of the Southern California Association of Governments (SCAG) Regional Transportation Plan.

Rehabilitation: The upgrading of a building previously in a dilapidated or substandard condition, for human habitation or use.

Research and Development Use: A use engaged in study, testing, design, analysis, and experimental development of products, processes, or services.

Residential: Land designated in the General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Restoration: The replication or reconstruction of a building's original architectural features, usually describing the technique of preserving historic buildings.

Revitalization: According to the dictionary: "to give new life to; to give new vigor." In a city setting, this is characterized by increases in business and resident activity, land value, and development quality that may result from the re-use of existing buildings, new construction, and/or public realm improvements including streetscapes and amenities. This may be achieved with or without changes of development density or intensity.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-Way: A strip of land acquired by reservation, dedication, prescription, or condemnation and intended to be occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

Risk: The danger or degree of hazard or potential loss.

S

School Districts: School districts present in the City of La Habra (2013) include: La Habra City School District, Lowell Joint School District, and Fullerton Joint Union High School District.

Secondary Arterial Highway: A Secondary Arterial Highway is designated as a four-lane undivided roadway, with a typical right-of-way width of 80 feet and a roadway width from curb-to-curb of 64 feet. A Secondary Arterial Highway serves as a collector, distributing traffic between local streets and Major and Primary Arterials. Although some Secondary Arterial Highways serve as through routes, most provide more direct access from surrounding land uses than do Major or Primary Arterials

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Sensitive Species: Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game according to Section 3 of the federal Endangered Species Act. Categories include: (a) Endangered: any species in danger of extinction throughout all, or a significant portion of, its range; and (b) Threatened: a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are, therefore, referred to as "federally listed" species.

Service Needs: The particular services required by special populations, typically including needs such as transportation, personal care, housekeeping, counseling, meals, case management, personal emergency response, and other services preventing premature institutionalization and assisting individuals to continue living independently.

Sewer: Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

Significant Effect: A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Single: When used as a marital status category, is the sum of never-married, widowed, and divorced people. “Single,” when used in the context of “single-parent family/household,” means only one parent is present in the home. The parent may be never- married, widowed, divorced, or married, spouse absent.

Single-unit Dwelling: A stand-alone dwelling unit designed and/or used for a single unit.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Site Plan: The development plan for one or more lots on which is shown the existing and proposed conditions of the lot including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

Slope: Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Small Household: Pursuant to HUD definition, a small household consists of two to four nonelderly persons.

Solid Waste: Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in landfills or incinerated.

Southern California Association of Governments (SCAG): The Southern California Association of Governments is a regional planning agency which encompasses six counties: Orange, Imperial, Riverside, San Bernardino, Los Angeles, and Ventura. SCAG is responsible for preparation of the Regional Housing Needs Assessment (RHNA).

Special District: Any public agency, other than a local government, formed pursuant to general law or special act for the local performance of governmental or proprietary functions within limited boundaries. Special district includes, but is not limited to, a county service area, a maintenance district or area, an improvement district or improvement zone, or any other zone or area, formed for the purpose of designating an area within which a property tax rate will be levied to pay for a service or improvement benefiting that area.

Special Needs Groups: Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under state planning law, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farmworkers and the homeless.

Specific Plan: Under Article 8 of the Government Code (Section 65450 et seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence: The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCO) of the County.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Standard Housing: Housing that meets the minimum standards contained in the state Housing Code (i.e., provides shelter and for the health, safety, or wellbeing of occupants).

Stationary Source: A non-mobile emitter of pollution.

Stream: A topographic feature that at least periodically conveys water through a bed or channel having banks. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.

Structure: Includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Subdivision: The division of a lot, tract or parcel of land that is the subject of an application for subdivision.

Subdivision Map Act: Division 2 (Sections 66410 et seq.) of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes.

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale, or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substantial Damage: Damage of any origin sustained by a structure whereby the cost of restoring the structure to the condition existing before damage would equal or exceed 50 percent of the market value before the damage occurred.

Substantial Repair: Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before such repair, reconstruction, or improvement. This term includes structures that have incurred "substantial damage" regardless of the actual repair work performed.

Supportive Housing: Housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. (California Health and Safety Code Section 50675.14)

Supportive Services: Services provided to residents of supportive housing for the purpose of facilitating the independence of residents. Some examples are case management, medical or psychological counseling and supervision, child care, transportation, and job training.

Sustainability: Initially, defined as development that “meets the needs of current generations without compromising the ability of future generations to meet their own needs.” Over time, definitions of sustainability have evolved. Today, we think of sustainability as a three-legged-stool. Each leg represents economic, environmental, and social or human capital and each is interdependent on the others to maintain balance.

T

Tenure: A housing unit is "owned" if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is "owned only if the owner or co-owner lives in it. All other occupied units are classified as "rented," including units rented for cash rent and those occupied without payment of cash rent.

Topography: Configuration of a surface, including its relief and the position of natural and manmade features.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas (refer to OCTA Regional Traffic Analysis Model)

Transitional Housing and Transitional Housing Development: Buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. (California Health and Safety Code Section 50675.2)

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): Individual actions or comprehensive plans to reduce traffic congestion by increasing the efficiency of the transportation system itself. Examples would include improved traffic signal timing, coordination of multiple traffic signals, or spot improvements that increase capacity of the roadway system.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one origin (often the "production end," sometimes from home, but not always), and one destination ("attraction end").

U

Uniform Building Code (UBC): A standard building code which sets forth minimum standards for construction.

Units In Structure: In the determination of the number of units in a structure, all housing units, both occupied and vacant, were counted. The statistics are

presented in terms of the number of occupied housing units in structures of specified size, not in terms of the number of residential structures.

Unmarried Couple: An unmarried couple is composed of two unrelated adults of the opposite sex (one of whom is the householder) who share a housing unit with or without the presence of children under 15 years old. Unmarried couple households contain only two adults.

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Open Space: The absence of buildings or development, usually in well-defined volumes, within an urban environment.

U.S. Department of Housing and Urban Development (HUD): The cabinet level department of the federal government responsible for housing, housing assistance, and urban development at the national level. Housing programs administered through HUD include Community Development Block Grant (CDBG), HOME, and Section 8, among others.

W

Walkability: Walkability is a measure of how friendly an area is to walking. Walkability has health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

Watershed: The geographical area drained by a river and its connecting tributaries into a common source. A watershed may, and often does, cover a very large geographical region.

Zoning: A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

Zoning Code: The section of a community's municipal code that establishes zoning districts and regulations, as defined above. In the City of La Habra, it is Title 18 of the Municipal Code.

Zoning District: A geographical area of a city zoned with uniform regulations and requirements.

Zoning Map: The officially adopted zoning map of the city specifying the uses permitted within certain geographic areas of the city.

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CITY OF LA HABRA
CLIMATE CHANGE
VULNERABILITY ASSESSMENT

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May 2023

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1. INTRODUCTION

The City of La Habra (City) prepared this Vulnerability Assessment Report in conformance with State of California requirements to assess climate change vulnerability and address climate change adaptation and resilience as part of the Safety Element Update. The goal of these requirements is to increase resiliency in La Habra and enable the community to prepare for, respond to, withstand, and recover from disruptions created or worsened by climate change. This report discusses the community profile, regulatory framework, and method for integrating adaptation and resilience into City policies, the climate change hazards affecting La Habra, populations and assets included in the assessment, a summary of the vulnerability assessment results, and implications for the Safety Element Update.

Community Profile

The City of La Habra sits approximately 14 miles inland from the coastline in the northwest portion of Orange County and bordered by Los Angeles County to the west and north. La Habra is bordered by the cities of Whittier and La Mirada and the unincorporated community of East Whittier to the west, La Habra Heights and unincorporated Los Angeles County land to the north, Brea to the east, and Fullerton to the south. According to the American Community Survey (ACS, five-year estimate), La Habra is home to approximately 61,471 residents, of which, approximately 13 percent include children under 10 and 13 percent include seniors 65 years or older. Approximately 64 percent of households in the city are low income, and 13.7 percent of households are experiencing poverty. Renters make up approximately 41 percent of occupied housing units. More than 49 percent of renter households spend more than 30 percent of their gross income on rent, and approximately 30 percent of owner-occupied households spend more than 30 percent of their gross income on rent. Principal employers in La Habra include the CVS Pharmacy, Wal-Mart, City of La Habra, La Habra City Elementary, Costco Wholesale, Technical Safety Services, Sam's West, Northgate Market, Home Depot, Target Stores, Kroeger/La Habra Bakery, and VIP Rubber.

La Habra encompasses approximately 7.3 square miles. The city is within a valley with gentle, rolling terrain and hillsides in the northern and southern portion of the city. La Habra primarily contains single-family residential homes, with multifamily homes and commercial land uses along major corridors. The southwestern portion of the city contains industrial uses. Schools are located throughout the city in three different school districts (La Habra City School District, Lowell Joint School District, and Fullerton Joint Union High School District) and other civic functions and buildings are towards the center of the city, near the downtown area. The La Habra Marketplace, a commercial center, and the Westridge Golf Club are in the southwestern corner of the city.

Several highways and transportation facilities serve the city, including State Route (SR) 39 (Beach Boulevard), SR-72 (Whittier Boulevard), and SR-90 (Imperial Highway). A number of transit agencies have bus stops in the city, including the Orange County Transportation Authority, Norwalk Transit, and Foothill Transit. The Union Pacific railroad right-of-way runs east to west through the center of the city and serves as a rail line for only freight trains. Major drainage channels that collect surface water and convey it through the city include La Mirada Creek, Imperial Channel, and Coyote Creek.

La Habra has a Mediterranean landscape and climate. The California Energy Commission divides California into several distinct climate zones; La Habra is within Climate Zone 8, which encompasses the north and west portions of Orange County. According to Cal-Adapt, average high temperatures from years 1961 to

2005 range between 75 degrees Fahrenheit (°F) and 79.3°F. For the same timeframe (1961 to 2005), the average low temperatures range between 49°F and 55.9°F. An average of three extreme heat days occurs per year, which are temperatures that exceed 99.3°F. According to the National Weather Service, at the nearest location (the Fullerton Municipal Airport weather station[1]), between 1991 and 2020, mean maximum temperatures ranged from 68.1 °F in December to 86.7 °F in August; mean minimum temperatures range from 45.6 °F in December to 66.4 °F in August; and mean average temperatures range from 56.9 °F in December to 76.5 °F in August. According to Cal-Adapt, the city has historically received an annual average of 15.9 inches of precipitation. Most precipitation falls during the winter months with rare occurrences of late summer rainfall.

Regulatory Framework

In 2015, the state adopted Senate Bill (SB) 379, amending Section 65302(g) of the California Government Code to require the Safety Element of the General Plan to include more information about wildfire hazards, flooding risks, and other short-term and long-term threats posed by climate change. SB 379 is the foundation for adaptation and resiliency in General Plan Safety Elements, as it requires local governments to conduct climate change vulnerability assessments as part of their long-range public safety planning efforts and to prepare goals, policies, and implementation actions that will protect against harm caused by climate change.

The Vulnerability Assessment analyzes the specific hazard conditions and characteristics of affected populations and assets in La Habra. It is tailored to reflect the current and projected future conditions in La Habra as much as possible, including analyzing policies and resources available to La Habra that are unique to the community. While other communities with similar characteristics in the region will likely experience similar effects from climate change, the findings from this Vulnerability Assessment are intended to only apply to La Habra.

Other important updates to Section 65302(g) of the California Government Code related to Safety Elements, climate change, and resiliency and addressed in the City's General Plan Update include SB 1035, SB 99, and Assembly Bill (AB) 747. SB 1035, which established Section 65302(g)(6) of the California Government Code, builds on previous legislation and requires local governments to review and update as needed their Safety Element during an update to their Housing Element or Local Hazard Mitigation Plan (LHMP) (or no less than every eight years). Any revisions should include updated information related to flood hazards, fire hazards, and climate adaptation and resilience. SB 99 established Section 65302(g)(5) of the California Government Code and requires jurisdictions to review and update the Safety Element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes. AB 747 added Section 65302.15 to the California Government Code, which will go into effect in January 2022, and will require local governments to identify the capacity, safety, and viability of evacuation routes in the Safety Element or LHMP. This Vulnerability Assessment, along with the update to the Safety Element, will help the City of La Habra meet the state's requirements, in addition to increasing consistency between the General Plan and the LHMP.

The State of California prepared a guidance document, the *California Adaptation Planning Guide* (APG), to assist communities in addressing climate adaptation and resilience, and complying with Section

[1] Fullerton Municipal Airport is the closest weather station to La Habra.

65302(g)(4) of the California Government Code. This guide presents a step-by-step process for gathering the best available climate change science, completing a climate change vulnerability assessment, creating adaptation strategies, and integrating those strategies into general plans and other policy documents. The City's Vulnerability Assessment is consistent with the guidance and recommended methods provided in the APG.

Climate Science Overview

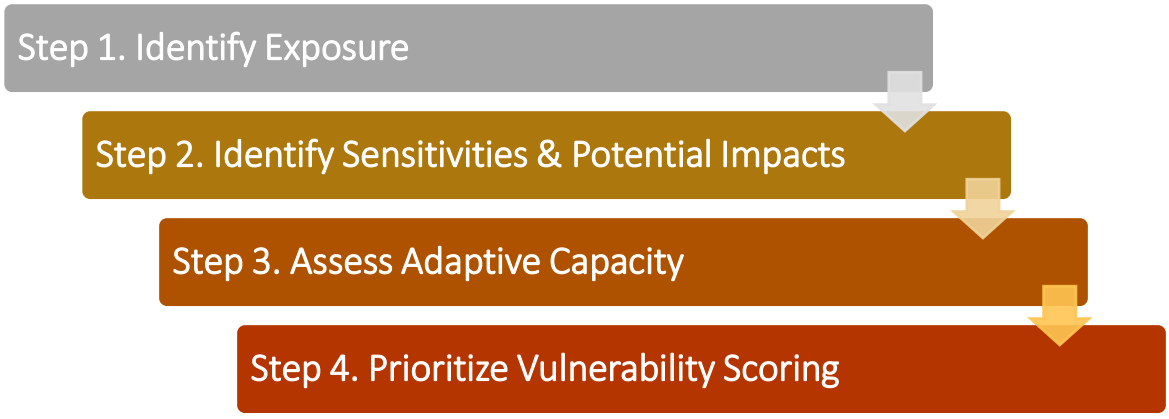
Climate change is a long-term change in the average meteorological conditions in an area. Currently, the global climate is changing due to an increase in greenhouse gas (GHG) emissions that trap heat near the Earth's surface. While some levels of these gases are necessary to maintain a comfortable temperature on Earth, an increased concentration of these gases due to human activity traps additional heat, changing Earth's climate system in several ways. These effects can lead to an increase in frequency and intensity of climate change hazards, which according to the APG and the *Statewide Summary Report: California's Fourth Climate Change Assessment*, have the potential to cause fatalities, injuries, property and infrastructure damage, interrupt business, and other types of harm or loss. These hazards can include extreme heat, flooding, wildfires, landslides, and drought conditions, among others.

The City's Vulnerability Assessment evaluates the impacts created by these hazards and the ability of La Habra's populations and community to resist and recover from these hazards, to assess which aspects of the community are most vulnerable to climate change.

Method

The Vulnerability Assessment analyzes how a changing climate may harm the community of La Habra, and which aspects of the community – including people, buildings and infrastructure, services, ecosystems and natural resources, and economic drivers – are most vulnerable to its effects. The Vulnerability Assessment primarily follows the recommended process published in the APG in 2020 by the California Governor's Office of Emergency Services. This includes a four-step process: (1) characterizing the community's exposure to current and projected climate hazards; (2) identifying potential sensitivities and potential impacts to city populations and assets; (3) evaluating the current ability of the populations and assets to cope with climate impacts, also referred to as its adaptive capacity; and (4) identifying priority vulnerabilities based on systematic scoring. These steps are shown in Figure 1 and further described in this section.

Figure 1. California Adaptation Planning Guide Recommended Method



Step 1: Identify Exposure. The goal of this first step is to characterize the community's exposure to current and projected climate change hazards. Many projections of climate change hazards rely on multiple scenarios that reflect different levels of how global GHG emissions and atmospheric GHG concentrations may change over time. The Intergovernmental Panel on Climate Change (IPCC), an organization that represents the global scientific consensus about climate change, has identified four climate scenarios, also called Representative Concentration Pathways (RCPs), that can be used to project future conditions. RCPs are labeled with different numbers (e.g., RCP 2.6, RCP 6) that refer to the increase in the amount of energy that reaches each square meter of Earth's surface under that scenario. The four RCPs are:

> **Exposure:** The presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
>
> *Source: California Adaptation Planning Guide*

- **RCP 2.6:** Under this scenario, global GHG emissions peak around 2020 and then decline quickly.
- **RCP 4.5:** Under this scenario, global GHG emissions peak around 2040 and then decline.
- **RCP 6:** Global emissions continue to rise until the middle of the century.
- **RCP 8.5:** Global emissions continue to increase at least until the end of the century.

The Cal-Adapt database, which provides California-specific climate change hazard projections, uses RCP 4.5 for a low-emissions scenario and RCP 8.5 for a high-emissions scenario. The Governor's Office of Planning and Research *Planning and Investing for a Resilient California* document and the APG recommend using RCP 8.5 for analyses considering impacts through 2050, as there are minimal differences between emission scenarios for the first half of the century. This guide also recommends using RCP 8.5 for late-century projections, for a more conservative and risk-adverse approach. The City used the RCP 8.5 GHG emission scenario to input global climate models on the Cal-Adapt database and other resources.

The first step of this Vulnerability Assessment was to confirm which of the hazards are expected to take place at the local level in the City of La Habra. The City identified eight climate change hazards for this assessment based on the California 4th Climate Change Assessment for the Los Angeles region, which

includes Orange County. The eight climate change hazards are listed here and discussed in more detail in the Climate Change Hazards of Concern section that follows.

1. Air Quality
2. Drought
3. Extreme Heat and Warm Nights
4. Extreme Storms
5. Flooding
6. Human Health Hazards
7. Landslides and Mudflow
8. Wildfire

The City further refined the climate change hazard list to be reflective of the City of La Habra by reviewing up-to-date information, including, but not limited to, the State Cal-Adapt database, the APG, the California Geological Survey, the Federal Emergency Management Agency (FEMA), the California Department of Forestry and Fire Protection (CalFire), La Habra LHMP, and County of Orange and Orange County Fire Authority LHMP.

Some hazards are dispersed and would affect most or all of La Habra relatively equally, such as air quality, drought and extreme heat and warm nights. Other hazards are expected to directly affect certain areas, such as flooding, wildfire, and landslides. This Vulnerability Assessment relies on resources such as FEMA flood insurance maps (for flooding), California Department of Conservation deep-seated landslide susceptibility maps (for landslides and mudflow), and CalFire fire hazard severity maps (for wildfire) to visualize these climate hazards to the scale and level of the City of La Habra. As further discussed in Step 2, the project team reviewed these hazards against the identified populations and assets to determine potential impacts.

Step 2. Identify Sensitivities and Potential Impacts. This step included evaluating past and potential future climate change impacts to community populations and assets. The City first identified a list of populations and assets to include in the assessment with the following six categories:

> **Sensitivity:** The level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
>
> *Source: California Adaptation Planning Guide*

1. Populations: People that experience a heightened risk and increased sensitivity to climate change and have less capacity and fewer resources to adapt to or recover from climate impacts.
2. Infrastructure: Structures that provide various services to La Habra community members and visitors.
3. Buildings: Buildings that provide various services and economic functions to La Habra community members and visitors.
4. Important Economic Assets: Properties and activities that make significant contributions to the La Habra economy.
5. Ecosystems and Natural Resources: Types of wild and natural lands within the City boundary.
6. Key Community Services: Important functions to community members provided by government agencies and private companies.

This list included 17 populations, 11 infrastructure types, 14 building types, 5 economic assets, 5 ecosystems and natural resources, and 12 key community services. The project team reviewed resources such as the U.S. Census, California Healthy Places Index, and Homeless Point in Time Counts to determine vulnerable populations to include in the list. The team reviewed additional resources such as the City's website, existing General Plan, Google Earth Aerials, and Federal Fish and Wildlife National Wetlands Inventory to determine assets to include in the list. The project team then looked at which hazards are likely to affect which populations and assets directly or indirectly, because not all hazards would affect all populations or assets. For example, human health hazards are likely to impact most populations, but it would not physically affect school buildings nor roadways. The outcome of this step was a matrix that identified whether a population or asset is likely to be exposed to a hazard. If a population or asset has the potential to be affected directly or indirectly by a hazard, a "yes" was indicated in the appropriate box of the matrix. Direct impacts affect buildings and infrastructure, health of populations, or immediate operations of economic drivers or community services, and they can lead to indirect impacts on the broader system or community, including populations or asset types in a different category. For example, extreme storms can *directly* damage electrical transmission lines causing power outages, which can *indirectly* impact persons with chronic illnesses who depend on the electricity for life support systems. Therefore, both electrical transmission lines and persons with chronic illnesses were marked as "yes" for being affected by severe weather and would be evaluated in the assessment.

After the applicability review, the City evaluated potential impacts to the applicable populations and community assets. To identify how great the impacts of each relevant hazard are on the populations and community assets, the City considered a number of different questions that helped ensure the assessment broadly covered a range of potential harm. Examples of these questions include:

Impact: The effects (especially the negative effects) of a hazard or other conditions associated with climate change.

Source: California Adaptation Planning Guide

- Could the hazard(s) cause injury or damage?
- Is there a risk of behavioral or mental harm, loss of economic activity, or other nonphysical effects?
- How many people or community assets could be harmed both directly and indirectly?
- How long would the impacts persist?
- Is there a substantial chance of death or widespread destruction?

Based on the results of the impact assessment, the City ranked each sensitivity on a five-point scale (0 – 4) for each relevant exposure. IM0 is the lowest score (lowest impact), and IM4 is the highest score (highest impact). Impact is considered a negative quality, and therefore a higher impact score means that there is a higher potential for harm to a population or asset. A lower impact score means that there is a lower potential for harm to a population or asset. Table 1 provides more detail about what each score means.

Table 1. Rubric for Impact Scoring

Impact Score	Meaning (People and Ecosystems)	Meaning (Buildings, Infrastructure, Services, and Economic Drivers)
IM0. Minimal Impact	Community members may not notice any change.	Damage, interruption in service, or impact on the local economy is small or intermittent enough to mostly go unnoticed.
IM1. Low Impact	Community members notice minor effects. Daily life may experience mild, occasional disruptions.	There are minor but noticeable interruptions in service, damage, or negative effects on the economy.
IM2. Moderate Impact	There is a marked impact to the community. Quality of life may decline. Impacts may be chronic and at times substantial.	Damage, service interruptions, and other impacts are clearly evident. Impacts may be chronic and occasionally substantial.
IM3. Significant Impact	The well-being of the community declines significantly. The community's current lifestyle and behavior may no longer be possible.	Impacts are chronic. Buildings, infrastructure, and services may be often or always unable to meet community demand. Large sections of the economy experience major hardships.
IM4. Severe Impact	There is a severe risk of widespread injury or death to people, or of significant or total ecosystem loss.	Buildings, infrastructure, and services cannot function as intended or needed. Economic activities are not viable.

Step 3. Assess Adaptive Capacity. Adaptive capacity is the ability of populations and community assets to prepare for, respond to, and recover from the impacts of climate change. Each population and asset was evaluated for adaptive capacity by considering the following questions:

1. Are there existing programs, policies, or funding to provide assistance?
2. Are there barriers that limit response or recovery? Are these barriers, financial limitations, political challenges, lack of access to technology or other resources, or others?
3. Do alternatives exist in or near La Habra that community members can use?

Adaptive Capacity: The "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."

Source: California Adaptation Planning Guide

Based on the results of the adaptive capacity assessment, the City ranked each population or asset on a five-point scale (0 to 4) ranging from AC0 (the lowest adaptive capacity) to AC4 (the highest adaptive capacity). Adaptive capacity is considered a positive attribute, so a higher adaptive capacity score will mean that a population or asset may be more adaptable to the hazard. A lower adaptive capacity score means that a population or asset may have a harder time adjusting to the changing conditions. **Table 2** provides more detail about what each score means.

Table 2. Rubric for Adaptation Capacity Scoring

Adaptive Capacity Score	Meaning
AC0. No Adaptive Capacity	Currently, there are no feasible means of adapting.
AC1. Low Adaptive Capacity	Adaptive solutions are available, but they are expensive, technologically difficult, and/or politically unpopular. Alternatives may not exist that can provide similar services.
AC2. Some Adaptive Capacity	Some adaptation methods are available, but not always feasible. Adapting may create significant challenges for some sensitivities. Some alternatives exist within the jurisdiction area that can provide similar services.
AC3. High Adaptive Capacity	Adaptation solutions are feasible for most or all sensitivities. There may be occasional or small-scale challenges to implementing adaptation methods. Many alternatives exist in the area that can provide similar services.
AC4. Outstanding Adaptive Capacity	Sensitivities can adapt with little or no effort. Quality of life is unchanged or may improve.

Step 4. Prioritize Vulnerability Scoring. The City used the impact and adaptive capacity scores for each population and asset for each relevant hazard to determine the vulnerability score. The vulnerability score reflects how susceptible a population or asset is to harm from a particular hazard. Vulnerability is assessed on a scale of 1 to 5, as shown in **Figure 2**. The matrix in **Table 3** shows how impact and adaptive capacity scores combine and translate into a vulnerability score. For example, extreme heat would create a significant impact (IM3) on energy delivery services as mechanical failures, heat damage, and high demand for electricity from cooling equipment can disrupt this service. Adaptive capacity is low (AC1) because many community members need to use more electricity on extreme heat days to keep cool and retrofitting electrical equipment can be expensive. Therefore, energy delivery services have a severe vulnerability (V5) to extreme heat.

> **Vulnerability:** The degree to which natural, built, and human systems are susceptible "…to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt."
>
> *Source: California Adaptation Planning Guide*

Figure 2. Vulnerability Scale

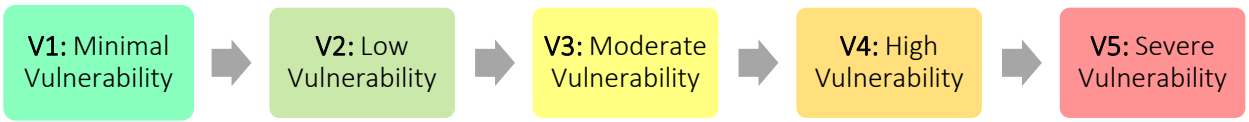


Table 3. Vulnerability Scoring Matrix

		Impact Score				
		IM0	IM1	IM2	IM3	IM4
Adaptive Capacity Score	AC0	V3	V4	V5	V5	V5
	AC1	V2	V3	V4	V5	V5
	AC2	V1	V2	V3	V4	V5
	AC3	V1	V1	V2	V3	V4
	AC4	V1	V1	V1	V2	V3

Notes:
Impact Scoring (refer to Table 1 for full description):

- IM0: Minimal Impact
- IM1: Low Impact
- IM2: Moderate Impact
- IM3: Significant Impact
- IM4: Severe Impact

Adaptative Capacity Scoring (refer to Table 2 for full description):

- AC0: No Adaptive Capacity
- AC1: Low Adaptive Capacity
- AC2: Some Adaptive Capacity
- AC3: High Adaptive Capacity
- AC4: Outstanding Adaptive Capacity

Vulnerability Scoring:

- V1: Minimal Vulnerability
- V2: Low Vulnerability
- V3: Moderate Vulnerability
- V4: High Vulnerability
- V5: Severe Vulnerability

2. CLIMATE CHANGE HAZARDS OF CONCERN

As described in the California Adaptation Planning Guide, hazards are events or physical conditions that have the potential to cause fatalities, injuries, property and infrastructure damage, interruption of business, and other types of harm or loss. Climate change hazards focus on natural hazards that can change in frequency and because of climate change. Some natural hazards are not related to climate change, such as earthquakes, because they do not have a known connection with climate change. The Vulnerability Assessment evaluated the climate change hazards that are most relevant to the community of La Habra, as stated above. This section discusses the climate change hazards based on projections provided by Cal-Adapt, the *California Fourth Climate Change Assessment*, FEMA, CalFire, and scholarly research.

Air Quality

The dominant sources of air pollution in the region include ozone pollution from vehicle exhaust, particulate matter, and smoke from wildfires. Higher future temperatures will likely increase the production of ground-level ozone, especially in areas with existing high levels of ozone pollution. Ground-level ozone is associated with a variety of negative health outcomes, including reduced lung function, pneumonia, asthma, cardiovascular diseases, and premature death. Increases in wildfire events are anticipated to increase smoke conditions and concentrations of fine particulate matter, creating a significant health risk in the community.

Drought

A drought occurs when conditions are drier than normal for an extended period, making less water available for people and ecosystems. Droughts are a regular occurrence in California; however, scientists expect that climate change will lead to more frequent and more intense droughts statewide. The City of La Habra Water and Sewer Division provides water and sewer services to La Habra. Based on the City's *2020 Urban Water Management Plan* (UWMP), water supplies for the community come from three main sources: local groundwater from the La Habra Groundwater Basin (approximately 31 percent of 2020 water supplies), imported groundwater from the Main San Gabriel Basin from California Domestic Water Company (approximately 68 percent of 2020 water supplies), and imported water from Metropolitan Water District of Southern California through the Municipal Water District of Orange County (approximately 1 percent of 2020 water supplies). The 2020 UWMP projects that water imported through Municipal Water District of Orange County will continue to comprise approximately 1 to 2 percent of the city's water supply through 2045. Metropolitan Water District of Southern California's water supplies come from the State Water Project and the Colorado River Aqueduct. Record low precipitation and multiyear drought conditions across the state can affect water supplies in southern California both surface water and groundwater. This could cause water shortages and heavier reliance on groundwater or alternative supplies to meet the needs of La Habra residents and businesses. If the City changes water supply sources, delivery, or treatment in response to drought conditions, the price of water could also increase during drought periods, increasing the economic instability of low-income residents.

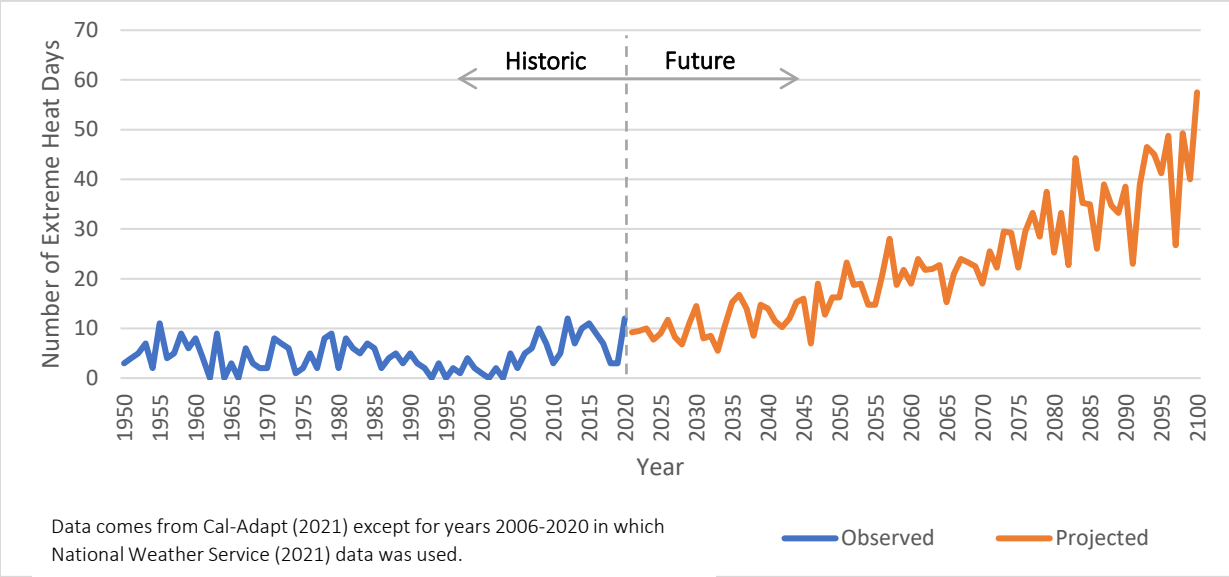
Extreme Heat and Warm Nights

Extreme heat occurs when temperatures rise significantly above normal levels. In La Habra, an extreme heat day occurs when temperatures reach above 99.3°F. As shown in **Figure 3**, the projected number of extreme heat days in La Habra is projected to increase from a historical average of 4 extreme heat days per year to an average of 18 extreme heat days per year by mid-century (2040-2069) and an average of 33 extreme heat days per year by the end of century (2070-2099).

Figure 3 below is based on observed and projected data from Cal-Adapt which provided historical (observed) extreme heat days from 1950 to 2005 and the projected extreme heat days. The City project team supplemented Cal-Adapt data with National Weather Service data to show historical (observed) extreme heat days between 2006 to 2020. The National Weather Service data records the total number of days per year that the maximum recorded temperature at the Fullerton Municipal Airport weather station[2] was equal to or greater than 99 °F, which is similar to the extreme heat threshold provided by Cal-Adapt.

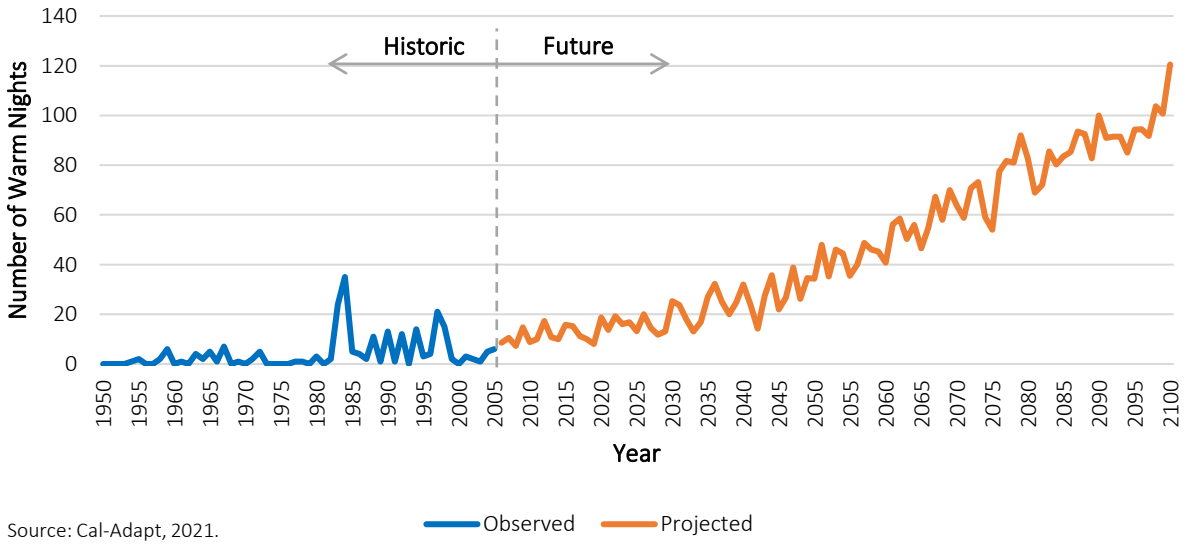
[2] The Fullerton Municipal Airport is the closest weather station to La Habra.

Figure 3. Projected Extreme Heat Days in La Habra



Extreme heat can also occur in the form of warmer nights, as temperatures do not cool down overnight and provide relief from the heat. In La Habra, a warm night occurs when the temperature remains above 67.6°F. Historically, La Habra experienced an average of four warm nights per year. As shown in **Figure 4**, the number of warm nights in La Habra is projected to increase to an average of 42 warm nights per year by mid-century (2040-2069) and an average of 83 warm nights per year by the end of the century (2070-2099).

Figure 4. Projected Warm Nights in La Habra



Source: Cal-Adapt, 2021.

Extreme heat can cause heat-related illnesses, such as heat cramps, heat exhaustion, and heat stroke, in addition to exacerbating respiratory and cardiovascular conditions. Some homes in La Habra may lack air conditioning or adequate ventilation, and as a result, people living in these homes may be more

susceptible to harm from extreme heat events. According to the American Community Service (2019, 5-year estimate), 72 percent of the City's housing stock was built between 1950 to 1979. Older housing stock is typically not as well insulated and energy efficient as newer housing stock. According to California's 2019 Residential Appliance Saturation Survey, approximately 60 percent of all homes in and around La Habra have central air conditioning, and another 32 percent have room air conditioning units or evaporative coolers. If residents have air conditioning but live in older or inefficient homes, residents may find increased use of air conditioning cost prohibitive, which puts vulnerable populations, especially persons with underlying medical conditions and seniors, at increased risk of heat related illnesses. Some types of infrastructure, including power lines and roadways, face greater stresses during high temperatures that make failure more likely.

Extreme Storms

Extreme storms may come in the form of atmospheric rivers, which are intense topographic-induced rain events from the transport of water vapor from the tropics to the Pacific Coast, or extreme wind events associated with the Santa Ana winds. Extreme rain events can cause heavy precipitation in short periods that can overwhelm stormwater and flood-control infrastructure, leading to flooding and mudslides. According to the California 4th Climate Change Assessment's Regional Report for Los Angeles and Orange Counties, the frequency and intensity of atmospheric rivers will likely increase in the future. Additionally, climate change may also extend the peak season for atmospheric rivers. The Santa Ana winds are characterized by strong northeasterly downslope and offshore winds between the months of October and April. The Santa Ana winds are very dry air and contribute to wildfire risk since the winds align with wildfire season. There is uncertainty in future changes to Santa Ana wind events. These extreme storm events may directly cause personal injury, property damage, and disruption of services. Additionally, secondary effects, such as flooding and landslides, may cause personal injury and property damage.

Flooding

Flooding can cause significant harm to buildings, people, and infrastructure. Floodwater can be deep enough to drown people and may move fast enough to carry people or heavy objects (such as cars) away. Flooding can be caused by heavy rainfall or long periods of moderate rainfall, or clogged drains during periods of light rainfall. In rare instances, water pipe or water tank can also cause flooding. Persons experiencing homelessness and others who may be outdoors in the path of a flood can face particularly high risks from these events. Storm drainage systems throughout the city collect stormwater runoff and convey water to prevent flooding; however, these systems are typically designed based on winter storms recorded in the past and may not be designed to accommodate more intense storms anticipated with changing climate conditions. According to the California 4th Climate Change Assessment's Regional Report for Los Angeles and Orange Counties, scientists project that climate change will increase the dry and wet extremes within the Los Angeles and Orange County region, where the La Habra is located. Although average precipitation would experience small changes, precipitation events are projected to be more intense. Dry events are projected to increase in frequency. **Figure 6** shows FEMA-designated flood hazard areas within La Habra.

Human Health Hazards

There are several diseases, such as hantavirus pulmonary syndrome, Lyme disease, West Nile virus, and influenza, that are linked to climate change and can be debilitating or fatal for some of the population. These diseases are carried by pests, such as mice, rats, ticks, and mosquitos. Climate change can increase

the rates of infections because many of the animals that carry diseases are more active during warmer weather and may expand in population size due to higher levels of rainfall during storm events and stagnant water after flooding, increasing the time for diseases to be transmitted. Some diseases and illnesses have the potential to become epidemics or pandemics if they spread within communities, regions, or over multiple countries. Additionally, following natural disasters, such as flooding or severe weather events, mental health and stress-related disorders increase. Health hazards from air pollutants are evaluated as part of the air quality hazard discussion.

Landslides and Mudflow

Landslides occur when a hillside or mountainside become unstable, causing soil and rocks to slide downslope. Landslides can include rock falls, deep failures of slopes, and shallow debris flows. Landslides are most common on steep slopes and hillsides made up of loose soil or other material where excavation and grading, drainage alterations, or changes in vegetation have occurred. The Vulnerability Assessment looks at landslides that are caused by precipitation, although earthquakes can also trigger landslides. Hillsides commonly absorb water, which increases instability of the slope and may increase the risk of slope failure. Steep slopes made up of loose or fractured material are more likely to slide. In some cases, the hillsides can become so saturated that slope failures can result in a mudslide (a mixture of soil and water moving downslope).

The potential of landslide and mudflow events is worsened by the increase in precipitation extremes and the increase in wildfire frequency and severity. The fluctuation between precipitation extremes, e.g., droughts to heavy downpours, contributes to flooding and earth movement since soils that are extremely dry lack the ability to absorb water. This can be compounded by wildfires that remove supportive vegetation that stabilize soils on hillsides. When heavy rains follow periods of extreme drought or wildfires, debris flow may occur, such as what occurred in Santa Barbara County in January 2018. Landslides and mudflow can cause fatalities and injury, property damage, along with indirect impacts such as water contamination, mold, and infrastructure damage. Figure 5 shows the deep-seated landslide susceptibility areas within the City of La Habra; this does not include loose surface material. Landslide susceptibility is classified on a scoring system that ranges between 0 to X (excluding classes I, II, and IV). Lower classes express low landslide susceptibility to classes VIII, IX, and X meaning very high susceptibility. The classification is a function of rock strength and slope class. Landslide susceptibility increases with steepness and weak rocks. As shown in Figure 5, the area generally along the northern city boundary east of Hacienda Road, the southern portion of the city south of Imperial Highway (SR-90), and areas along Coyote Creek and Imperial Channel, are in high landslide susceptibility areas.

Wildfire

Wildfires are a regular feature of the landscape in much of California. They can be sparked by lightning, malfunctioning equipment, vehicle crashes, and many other causes. Warmer temperatures and an increase in drought conditions is likely to create more fuel for fires, leading to a greater chance that a spark will grow into a potentially dangerous blaze. The region may experience an increase in the quantity of wildfires and size of burned area. Santa Ana winds may contribute to the sparking and spreading of wildfires. California's Fourth Climate Change Assessment for the Los Angeles Region (which includes Orange County) indicates that overall burned area in the region is projected to increase over 60 percent and 75 percent for Santa Ana winds-associated fires and non-Santa Ana winds-associated fires, respectively. Climate change is also expected to extend the fire season because of warmer temperatures

occurring earlier in spring and lasting later into the fall. Figure 7 shows the fire hazard severity zones in La Habra, which occur along the southern edge of the city. While outside of the city limits, additional fire hazard severity zones are also located just northeast of the city. The northeast corner of the city is within the wildland urban interface, a zone where development extends into and near natural lands, creating an elevated risk of wildfires for these developments.

Figure 5. Landslide Susceptibility Areas

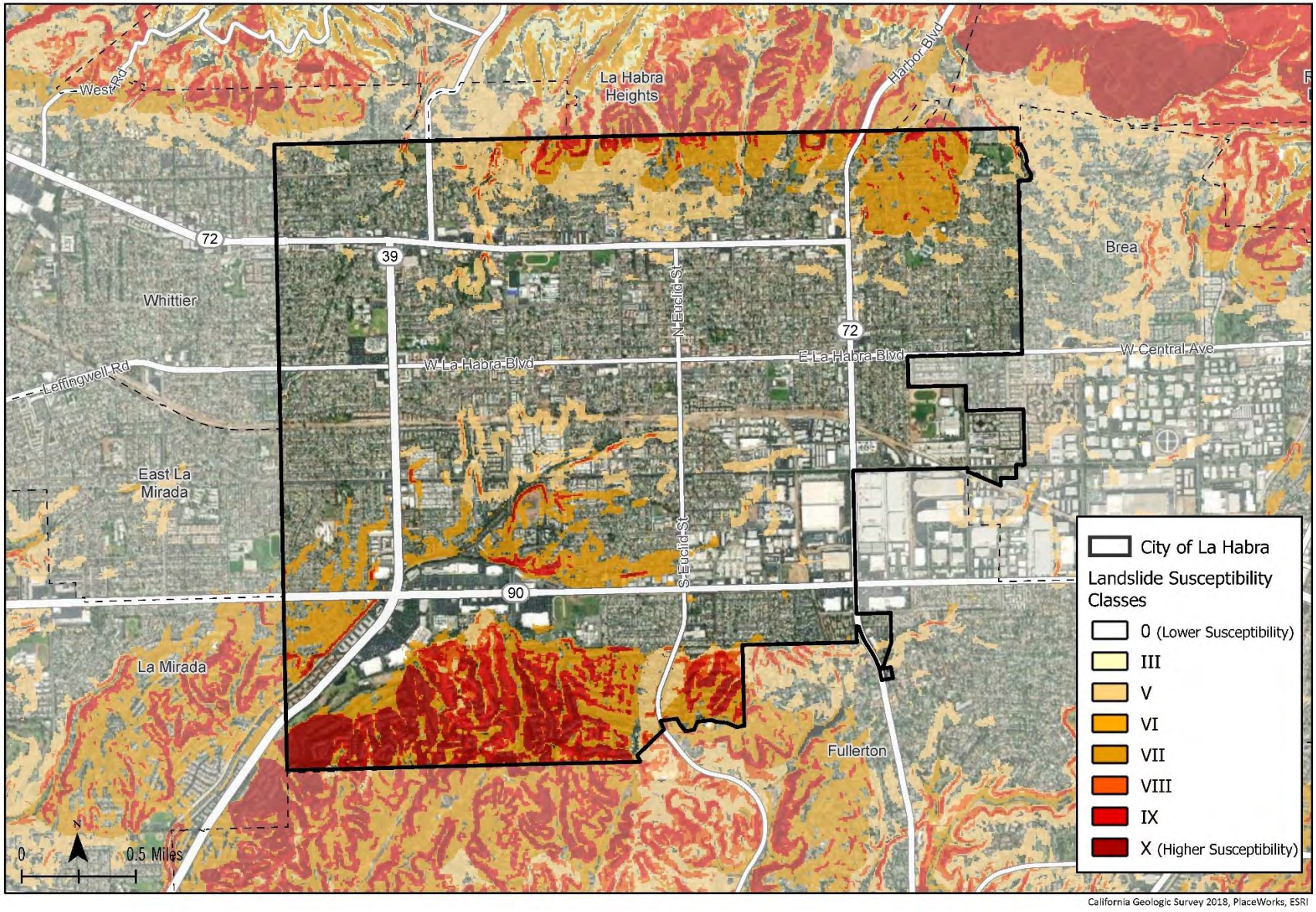


Figure 6. FEMA Flood Hazard Zones

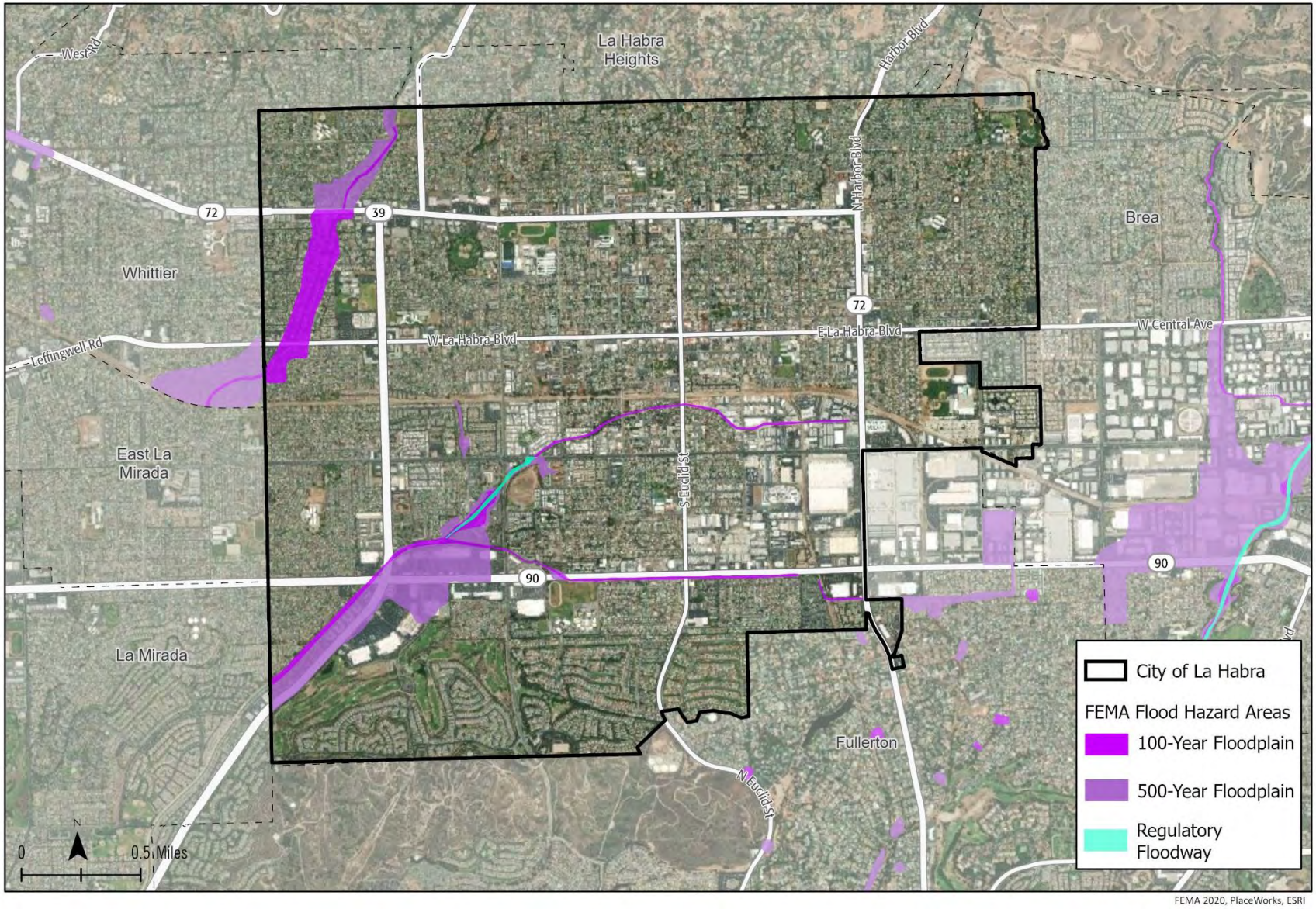
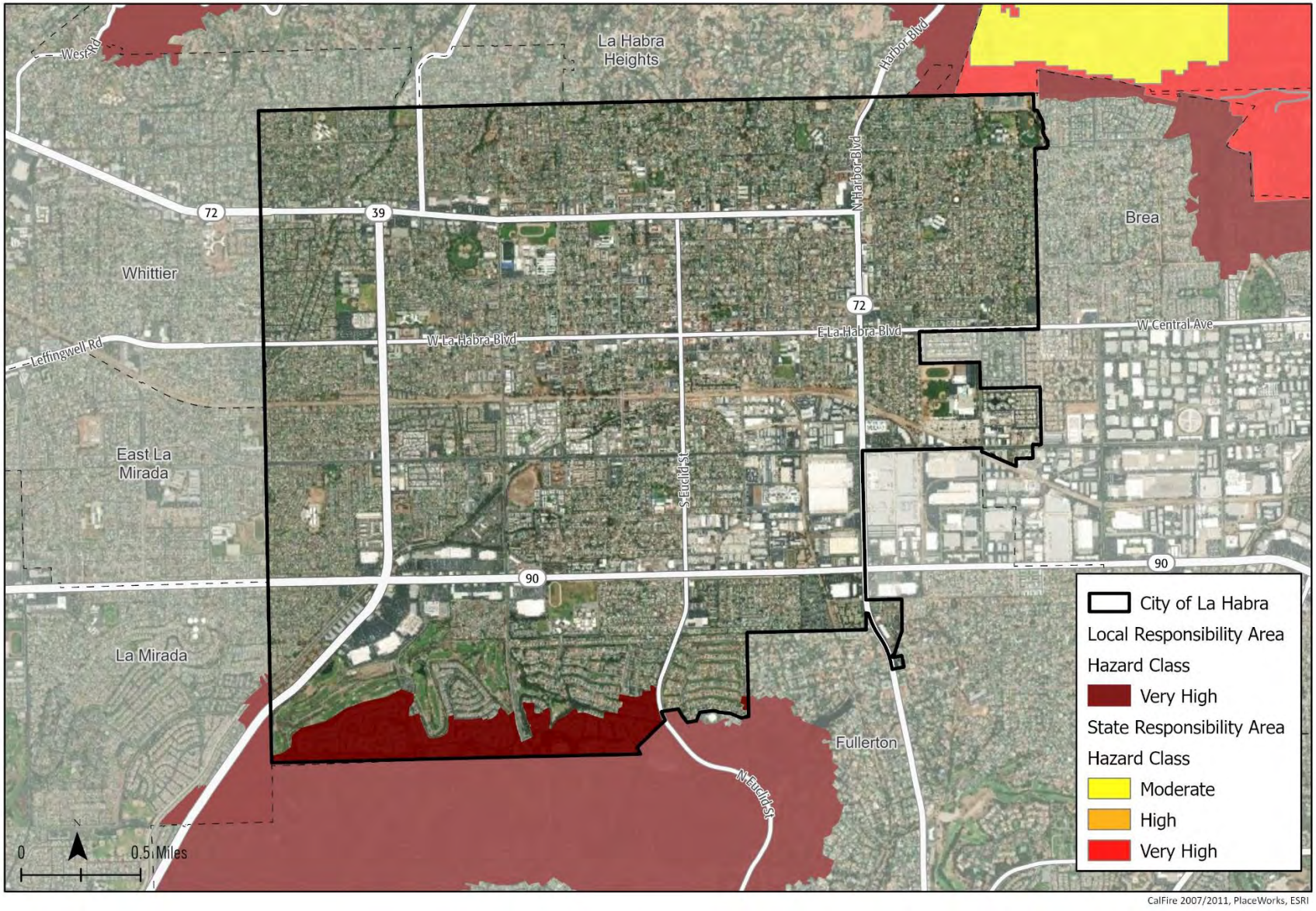


Figure 7. Fire Hazard Severity Zones



3. POPULATIONS AND ASSETS OF CONCERN

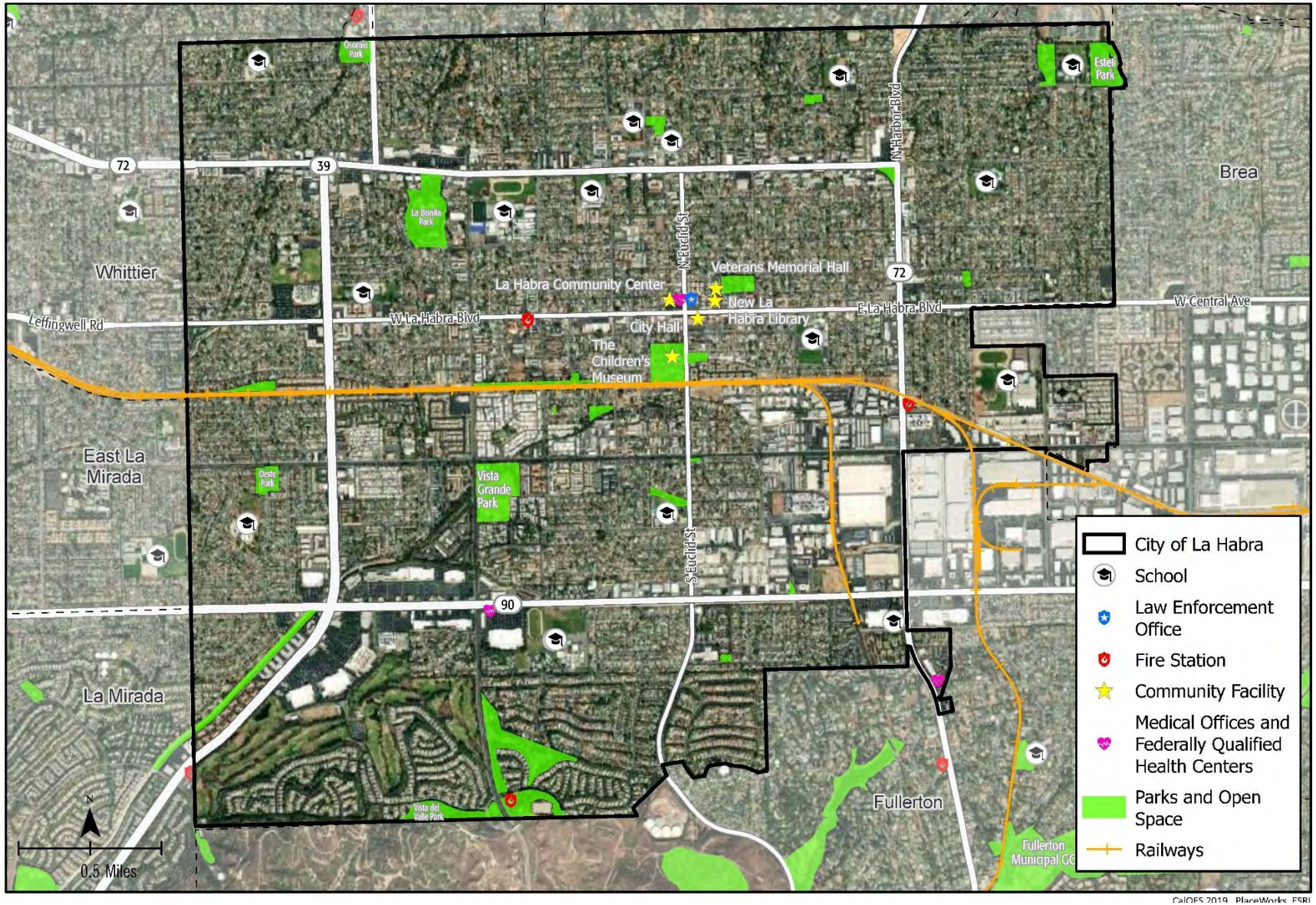
Populations and assets are the people, infrastructure, services, and economic drivers in the City of La Habra that can be affected by climate change (as described in Step 2 above). The Vulnerability Assessment looks at how each population and community asset may be affected by each of the climate change hazards discussed previously. The California Adaptation Planning Guide (APG) provides a general list of populations and assets, which the City of La Habra refined and used to develop six distinct asset categories: (1) populations, (2) buildings, (3) infrastructure, (4) important economic assets, (5) ecosystems and natural resources, and (6) key community services. Using the methodology described in Step 2, *Identify Sensitivities and Potential Impacts*, above, La Habra identified 64 distinct populations and assets, as shown in **Table 5**. **Figure 8** shows the location of key community and critical facilities for the Vulnerability Assessment. **Appendix A** provides a description of the populations and assets included in Table 4.

Table 5. Populations and Assets Included in the Vulnerability Assessment

CATEGORY	POPULATION OR ASSET
Populations	Children (under 10 years of age)
	Communities with high pollution burden
	Cost burden households
	Households in poverty
	Low-Income households
	Low-resourced people of color
	Outdoor workers
	Persons experiencing homelessness
	Persons with chronic medical conditions
	Persons with disabilities and/or cognitive function
	Persons with limited English proficiency
	Renters
	Residents that live in areas susceptible to landslides
	Residents that live on single-access roads
	Residents that live within Very High Fire Hazard Severity Zone
	Seniors (65+)
	Undocumented persons
Infrastructure	Bicycle and pedestrian paths
	Communication facilities (e.g., cell phone towers)
	Electrical transmission and distribution lines
	Gas transmission and hazardous liquid pipelines
	Major drainage ways
	Major roadways and highways
	Multiple bus routes
	Union Pacific Railroad corridor
	Sewer system
	Streets and storm drains
	Water infrastructure (maintained by the City)

CATEGORY	POPULATION OR ASSET
Buildings	Children's Museum
	City Hall
	City parks
	Community centers and Child Care Facilities
	Fire Stations
	La Habra Depot Theater
	La Habra History Museum
	Library
	Medical offices and federally qualified health centers
	Orange County Youth Center
	Police Station
	Post offices
	Schools
	Veteran's Memorial Hall
Important Economic Assets	Children's Museum
	La Habra Depot Theatre
	La Habra Historical Museum
	Principal employers
Ecosystems and Natural Resources	La Habra Groundwater Basin and Coyote Creek Watershed
	Scenic resources (viewsheds) identified by the City's General Plan
	Sensitive biological resources
	Water channels/streams
	Wetland and riparian habitats
Key Community Services	Bus service
	Communication service providers
	Educational services
	Emergency medical response and fire protection
	Energy delivery
	Government administration and community services
	Medical offices and federally qualified health centers
	Non-Profit/Non-Governmental Organization service providers
	Public safety response
	Solid waste removal
	Wastewater service
	Water service

Figure 8. Community and Critical Facilities



4. VULNERABILITY ASSESSMENT RESULTS

The Vulnerability Assessment evaluates the impact and adaptive capacity of each population and asset for each relevant hazard. Vulnerability scores were assigned on a scale of one to five (as shown in Figure 2) to reflect how susceptible the population or asset is to harm posed by the hazard. In total, 348 different pairings were assessed for vulnerability, of which 98 of those pairings were identified as highly or severely vulnerable. Key findings from the Vulnerability Assessment include the following:

- Landslides and mudflows create the highest number of vulnerabilities in the city.
- Persons experiencing homelessness and undocumented persons are the most vulnerable populations in La Habra.
- Electrical transmission and distribution lines, as well as streets and storm drains are the most vulnerable infrastructure types, especially to landslides and mudflows and extreme storms.
- Droughts and extreme heat create the most ecosystem vulnerabilities, especially for the La Habra Groundwater Basin, Coyote Creek Watershed, and other water channels and streams.
- Energy delivery and transit services are the most vulnerable key community services, especially to extreme heat and extreme storms.

This section provides a summary of the key vulnerabilities within the City of La Habra. For a complete list of vulnerability scores for all populations and assets, refer to Appendix B.

Populations

Of the 17 populations evaluated in the vulnerability assessment, 14 scored V4 or V5 for at least one hazard type. Populations generally are most vulnerable to wildfire, extreme heat, flooding, landslides and mudflow, and air quality. The most vulnerable populations include households in poverty, outdoor workers, persons experiencing homelessness, persons with chronic medical conditions, seniors, and undocumented persons. Appendix A includes a description of each population and, where available, proportions of each population within the city are provided based on United States Census data.

Households with financial instability include households that are cost-burdened (approximately 49 percent of renters and 29 percent of owner-occupied households), low-income households (approximately 64 percent of households), and households in poverty (approximately 13.7 percent of households). Households with financial instability, especially households in poverty, are severely or highly vulnerable to multiple hazards that will impact La Habra. Households in poverty are severely or highly vulnerable to air quality, drought, extreme heat and warm nights, extreme storms, flooding, human health hazards, and landslides/mudflows. These persons are more likely to live in homes with less insulation, less structural stability, or lack of air conditioning, which can expose occupants to high indoor air temperatures from extreme heat and warm nights, poor indoor air quality from air pollution, and mold and mildew due to water damage from extreme storms or flooding. Households with financial instability may lack the financial resources to recover from property damage or illness caused by climate change hazards.

Persons that spend a significant amount of time outdoors, such as children (which accounts approximately 13.3 percent of the city's population) and outdoor workers, are severely vulnerable to extreme heat, human health hazards, and air quality (including smoke from wildfires), as outdoor workers are directly exposed to these hazards through their jobs. Children tend to spend more time outdoors than many adults and may not be aware of the onset of heat-related illnesses, such as heat exhaustion or heat stroke. Reduced air quality from smoke, ground-level ozone, or particulate matter can decrease the

ability of young children to adapt to warmer temperatures over time. Outdoor work often involves physically intense work, which can increase the risk of medical complications. Additionally, outdoor work can be halted during hazardous conditions, such as extreme storms and wildfires, creating economic hardships for outdoor workers. This may also limit the ability of outdoor workers to seek medical attention for heat or air quality-related illnesses.

Seniors and persons with preexisting health conditions and limited mobility, including persons with chronic medical conditions, persons with disabilities and/or cognitive function (which accounts for approximately 9.6 percent of the city's non-institutionalized population), communities with high pollution burden, and seniors (which accounts for approximately 12.7 percent of the city's population), are highly vulnerable to poor air quality, extreme heat, and human health hazards, flooding, landslides, and wildfires. Persons within these populations may have compromised immune systems that make these populations more vulnerable to air pollutants, vector-borne illnesses, and heat-related illnesses. Persons with existing respiratory conditions, including those experiencing long-term after-effects from a COVID-19 infection (i.e., "long COVID") are likely to be more susceptible to higher levels of air pollution. A compromised immune system can also make treatment more difficult and expensive. Seniors are usually especially susceptible to heat-related illnesses, pathogens, and smoke conditions because they are more likely to have medical conditions that can worsen with extreme heat, and often take medicine that makes it harder for them to stay cool. These individuals may have difficulty evacuating during emergencies caused by flooding, landslides, or wildfires. Power outages can also isolate these persons and potentially cause life-support systems to fail.

Persons experiencing homelessness are severely vulnerable to all hazards. According to the Orange County 2022 Point in Time Count, there are approximately 45 unsheltered persons in La Habra, or 0.07 percent of the total population in the city. Persons experiencing homelessness lack permanent and often temporary shelters, which can leave them directly exposed to hazards, including high temperatures, poor air quality, and smoke from wildfires. These persons may not have access to cool locations, water, sunscreen, or protective equipment to increase resiliency to extreme heat and human health hazards. Persons experiencing homelessness are also severely vulnerable to extreme storms, flooding, wildfire, and landslides, as these individuals lack adequate shelter and may not be aware of evacuation orders and may experience personal injury and damage or loss of personal property. These individuals may have a difficult time recovering from these events, since these individuals may lack lifelines, such as social or familial contacts that can help the individual or may be unable to access social services. Several nonprofits provide persons experiencing homelessness with services in La Habra, including but not limited to, the Community Resource Care Center of La Habra and Women's Transitional Living Center, Inc.

Low-resourced people of color, persons with limited English proficiency, and undocumented persons are highly or severely vulnerable to multiple hazards because of their citizenship or immigration status. According to the Housing Element, approximately 10 percent of all households have limited English proficiency and over 65 percent of residents are people of color. A majority of these populations may be hesitant to seek help or may not qualify for financial assistance programs that can help them prepare and recover from a disaster. People with citizenship or immigration concerns, such as undocumented immigrants, are severely or highly vulnerable to air quality, extreme heat, human health hazards, and extreme weather, because these individuals may face reduced work availability or may face illness or injury. These individuals may also live in structures that are less resilient to damage and are therefore highly vulnerable to extreme storms and flooding.

Residents living on single access roads, such as cul-de-sac or neighborhoods with one entry/exit point, as shown in Figure 7-8 of the Community Safety Element, are within areas susceptible to landslides, wildfires, and flooding. Hazardous conditions can block or severely hinder access along single-access roadways and prevent residents along these roadways from evacuating during an emergency.

Residents living in areas susceptible to landslides or within Very High Fire Hazard Severity Zones, especially those along the southern boundary of the city and in the northeast corner of La Habra and as shown on Figure 7-4, may experience personal injury and property damage or loss. Deep-seated landslide susceptibility areas are located throughout the city with higher susceptibility classes along the northern city boundary east of Hacienda Road, the southern portion of the city south of Imperial Highway (SR-90), and areas along Coyote Creek and Imperial Channel. Very High Fire Hazard Severity Zones are along the southern side of the city. Residents that live in these areas face a heightened risk of landslides following a wildfire event as wildfires remove vegetation that holds soils. Residents within wildfire-prone areas can incorporate defensible space, reduce and limit the use of combustible material, design buildings to be more resistant to fires, remove dead vegetation, and trim tree canopies, among others. Residents can build retaining walls and plant vegetation or ground cover to stabilize soils and slopes.

Built Systems and Community Services

The built system includes vulnerabilities to infrastructure, buildings, and services that the City of La Habra provides. The built systems are most vulnerable to extreme heat and extreme storms. Most of the building assets are in the center of the city away from the wildfire-prone areas, flood hazard areas, and deep-seated landslide areas. Of the 37 infrastructure, building, and community service assets included in the assessment, 15 scored V4 or V5 for at least one hazard.

Communication facilities are highly vulnerable to extreme storms that can damage distribution lines and cell towers. Extreme storms can cause power outages that turn off communication infrastructure, preventing visitors, businesses, and residents from receiving emergency notifications and evacuation notices. Communication facilities can be retrofitted to prevent damage and keep communication capabilities on. However, there may not be many redundancies in the communication system in the city that can be brought online if others fail.

Bus service is highly vulnerable to extreme heat, flooding, and extreme storms. Bus routes are highly vulnerable to extreme storms. Not only can extreme heat damage roadway materials, but it may also cause fewer people to use public transit as it may be more difficult to wait outside in the sun for the bus. Many of the bus routes provided by Orange County Transportation Authority, and Foothill Transit cross or have bus stops within areas susceptible to flooding. These routes could be flooded and become impassable due to floodwaters, preventing residents who depend on transit from accessing essential goods and services, and commuters from traveling to work. Extreme storms can delay or reroute buses due to severe rainfall or high winds. Bus stops can be retrofitted to include shade structures and seats for those who rely on public transit, buses can be rerouted to avoid flooded roadways, and infrastructure can be retrofitted to resist damage from severe rainfall. However, those who depend on public transit may not have other options to get to important destinations while services are not running.

Union Pacific Railroad corridor is a minor spur line, which only carries one freight train a few times per week. This railway is not used for passenger trains nor major freight shipping. Therefore, impacts to this climate hazard related impacts to this rail line are not expected to greatly affect the city. However, the rail corridor is highly vulnerable to extreme heat since extreme heat can cause thermal expansion of the

railroad tracks, leading to warping and buckling. This can lead to more frequent maintenance of the rail lines, putting workers at risk of extreme heat, slowing freight rail service, suspending rail traffic, and causing accidents. This may not affect day-to-day operations, but when railways are damaged in La Habra, there are no alternative routes through the city.

Los Angeles County Fire Department Station 193 is within the Very High Fire Hazard Severity Zone along the southern side of the city. In the event of a major wildfire, this fire station which houses one engine may be lost. However, if this occurs, there are three other stations outside of the wildfire hazard zone that would likely continue to operate, supplemented as needed by fire protection staff and equipment from outside the community. In the event of damage to this station that reduces the ability to provide adequate fire protection to the community, the City would need to provide a new station or expand existing stations to maintain the same level of service and fire protection. To prevent damage to or loss of the fire station, the Fire Department can incorporate defensible space, reduce and limit the use of combustible material, remove dead vegetation, and trim tree canopies.

Emergency medical response and fire protection are highly vulnerable to human health hazards, as an increase in vector-borne and other illnesses may cause the demand for emergency medical response to outweigh the capacity of medical services. Emergency medical response services within and surrounding La Habra may see an increase of patients, health care facilities may not be able to accept all incoming patients, and potential shortages of equipment, pharmaceuticals, and personal protective gear during human health hazards. This includes facilities such as St. Jude's in Fullerton and Whittier Presbyterian in Whittier. Medical personnel may also become ill and not be able to come to work. As such, during human health hazards, emergency medical response capacity and response times may decrease or be strained. Local and regional medical centers and providers can strengthen medical supply chains and prepare emergency contingency plans for if or when human health hazards increase in frequency and intensity. However, this may take time and require extensive coordination.

Energy delivery and services and hazardous liquid pipelines are highly vulnerable to extreme heat, flooding, landslides, and extreme storms. Energy delivery services are dependent on overhead or underground power lines and underground natural gas pipelines owned and operated by Southern California Edison (SCE) and Southern California Gas Company (SoCalGas), respectively. Hazardous liquid pipelines run along major rights-of-way through the city, including Lambert Road, La Habra Boulevard, Whittier Boulevard, along the railroad right-of-way, and a portion of Harbor Boulevard. Extreme heat can cause power outages due to mechanical failure of electrical equipment, heat damage to the above-ground infrastructure, and a high demand for electricity from air conditioning units. Increased electricity usage for air conditioning during heat waves can overtax electrical transmission lines and transformers, which may malfunction or fail, causing power outages. Extreme storms can also include heavy rainfall and high wind speeds that can cause transmission lines to sway in close proximity to each other, potentially leading to arcing. This can generate sparks, excessive heat, and damage the lines. Landslides can damage both electrical transmission lines and natural gas and hazardous liquid pipelines if their foundations are undermined or fail. High winds, especially during times of elevated fire risk such as during hot dry conditions or when there is a risk of lightning strikes, can also cause SCE to turn off electricity to prevent damage to the power lines that can ignite wildfires. These events, known as a Public Safety Power Shutoff, disrupt energy delivery to the city. Flooding can damage energy transmission lines and infrastructure that can lead to power shutoffs. SCE can retrofit powerlines and other equipment to

insulate them against extreme heat events, severe weather, and flooding. However, these measures can both be expensive and require yearly or seasonal management activities.

Educational services. Children (under the age of 10) account for approximately 13.3 percent of the City's population. Children have a heightened vulnerability to poor air quality, which can affect student attendance in school. When air quality is extremely poor, schools may limit outdoor classes or outdoor activities, disrupting learning and student attendance. Schools can provide digital learning and virtual schooling, but these educational services may not be adequate to meet the needs of all children.

Stormwater, water, and wastewater infrastructure are highly vulnerable to flooding and landslides. Landslides can damage or break stormwater drains and water and wastewater pipelines, which could cause water or sewage to leak into the surrounding water and soil. While not located in La Habra, the wastewater treatment plant could be inundated by flooding and wet weather flows from higher levels of stormwater, preventing the system from functioning properly and disrupting wastewater service in the city. Failure of the treatment plant could cause sewer systems to back up. Water and wastewater systems can be retrofitted to prevent damage from flooding and landslides and ensure continuity of service. However, wastewater cannot be easily rerouted if the system is damaged or disrupted. Stormwater drains can be retrofitted to prevent damage or blockage from landslides, and stormwater systems can be retrofitted to accommodate higher floodwater and runoff flows.

Wastewater and water services are highly vulnerable to drought, flooding, landslides, and mudflows. While the City largely relies on groundwater as its primary source of water, drought conditions can stress water agencies that provide water to La Habra, as supplies from the Colorado River, State Water Project, and groundwater may be significantly reduced from lack of snowmelt or recharge into the groundwater basins. Water agencies may raise water prices and require mandatory reductions in overall water use. Water delivery agencies can also provide water rebate or retrofit programs to help businesses and residents in the area reduce overall water consumption. As discussed previously, flooding and landslides/mudflow can damage water and wastewater pipelines and damage wastewater treatment facilities, which can disrupt service.

Economic System

Of the five important economic assets identified in the Vulnerability Assessment, principal employers is the most vulnerable with aV4 score for human health hazards.

Principal employers in La Habra include CVS Pharmacy, Wal-Mart, City of La Habra, La Habra City Elementary, Costco Wholesale, Technical Safety Services, Sam's West, Northgate Market, Home Depot, Target Stores, Kroeger/La Habra Bakery, and VIP Rubber. In the event of a climate-related hazard, such as a human health hazard, principal employers may be affected by a reduced number of employees and patrons and a temporary decline in revenue. Workers and patrons may not be able to go to work and/or frequent the business. Certain businesses, such as Northgate Market and Costco, may experience merchandise shortages as patrons may stock up on products.

Ecosystems and Natural Systems

Of the five identified ecosystem and natural resources assets, four scored V4 or V5 for at least one hazard.

Sensitive biological resources within the city include coastal California gnatcatcher (*Polioptila californica californica*) habitat, coastal sage scrub, mule fat scrub, southern willow scrub, freshwater marsh, and coastal oak woodland. Sensitive habitat, especially freshwater ecosystems, are highly sensitive to prolonged drought conditions. Sensitive habitat and resources, such as coastal California gnatcatcher habitat, is in the southern side of the city within or near the wildfire hazard zone. During a wildfire event, habitat and biological resources may be lost. Following a climate hazard event, ecosystems may take time to recover. Restoration efforts can aid in ecosystem recovery.

Water-dependent ecosystems include La Habra Groundwater Basin, Coyote Creek Watershed, and riparian water channels and streams. Wetlands are identified throughout the city, based on the U.S. Fish and Wildlife Wetland Mapper, such as Coyote Creek and resources in Westridge Golf Course. Water-dependent ecosystems are highly vulnerable to extreme heat and prolonged drought conditions, which can result in reduced water flow through these habitats and water percolating into the groundwater basin. For example, successive drought years could lead to an earlier, more rapid seasonal drying down of riparian and wetland communities, causing a compositional shift in the community and degraded water quality from lack of water. An increase in extreme heat days and average high temperatures could result in higher rates of evapotranspiration, which can contribute to drying out riparian communities. Successive extreme heat years could lead to general shrinking of riparian zones, increasing competition between species that use these areas. These natural systems would be disrupted and could lead to a shift in plant and animal species and water chemistry. Channelized portions have a lower ability to adapt than natural segments because of lack of vegetation. Additionally, for water systems within landslide areas, a landslide event can block water courses and alter percolation into groundwater. Landslide and mudflows may also increase turbidity of water systems, which can affect plants and wildlife.

5. IMPLICATIONS FOR THE SAFETY ELEMENT UPDATE

Equity and Uncertainty

When addressing vulnerability and adaptation through general plan policies and the associated implementation manual, the APG and Governor's Office of Planning and Research's *General Plan Guidelines* recommend consideration of equity and uncertainty.

Equity means that all people are justly and fairly included in society, and that everyone is able to participate, prosper, and achieve their full potential. Equitable climate adaptation planning involves identifying persons who are most vulnerable to climate change hazards, and ensuring that the planning process, distribution of resources, and efforts to address systematic wrongs are all conducted in an equitable manner. This Vulnerability Assessment identifies 17 vulnerable populations and assesses climate change impacts and the ability of these populations to prepare for, respond to, and recover from climate change hazards (see list in the Populations and Assets section).

Uncertainty is the second component to consider when determining how hazardous conditions may affect La Habra. Climate change is driven by the concentration of GHGs in the atmosphere, which is affected by how our communities use resources and how we regulate those uses through local, state, federal, and international GHG-reduction goals, regulations, plans, and programs. As more action is taken to reduce GHG emissions, the less severe the effects of climate change are expected to be. Climate change models consider the concentrations of atmospheric GHG emissions and the changes in these levels over time to project future extent or intensity of hazardous events.

Even with the extensive modeling, potential impacts are projections of more likely future conditions and are not certain. Similarly, there is also substantial uncertainty about the future state of technology, socioeconomic conditions, and other factors. According to recent studies, the best approach to uncertainty is to prepare and adapt by monitoring how the future evolves and allow for adjustments over time as new climate data and studies are completed. The State of California and the City have ample evidence to support science-based policy and decision-making. The City has committed to reduction of GHGs through preparation, adoption, and implementation of the *City of La Habra Climate Action Plan* (2014 CAP).

Opportunities

La Habra currently experiences a wide range of climate change hazards that are projected to increase in frequency and intensity in the future. While GHG-reduction measures in the 2014 CAP will help reduce the amount of GHG emissions entering the atmosphere, adaptation strategies will be needed to increase the resilience of residents and businesses to climate change hazards. The City's Safety Element should integrate adaptation measures into the update process to help the community prepare for, respond to, and recover from climate change hazards.

Because of the update of the California Government Code Section 653029(g) with the approval of SB 379, Safety Elements are required to address climate adaptation and resilience. The Safety Element's goals, policies, and implementation actions can provide resilience strategies that support both reduced impacts and improved adaptive capacity of the community to climate change-related hazards, along with policies on required hazards, such as flooding, fire, and geologic hazards. Policies within this element can ensure that health, safety, and economic concerns of the community are met, even with an increase in frequency and intensity of climate change hazards. In addition, the Safety Element can reference and incorporate portions of the City's Hazards Mitigation Plan (LHMP) to increase continuity and make the City potentially eligible for increased disaster relief funds. Examples of specific policies or implementation actions to address the key vulnerabilities listed above could include:

- Working collaboratively across departments to ensure buildings and infrastructure are resilient to landslides and mudflows.
- Establishing an evacuation assistance program for those with limited mobility or access and functional needs to ensure that residents can evacuate prior to and during extreme storm, landslide, and wildfire events.
- Coordinate with Southern California Edison to underground electrical transmission and distribution lines to minimize Public Safety Power Shutoffs from extreme storms.
- Collaborate with Orange County Homeless Management Information System and the Orange County Health Care Agency to reduce homelessness in the region.
- Create an extreme heat response plan that includes establishment of community cooling centers and temperature triggers for when they would open, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness.
- Coordinate with City and regional transit providers to identify alternative routes and stops if normal infrastructure is damaged or closed as a result of extreme events.
- Work with Orange County Transit Authority and Metropolitan Transit Authority to increase trees and shade structures at bus and transit stops.

- Identify existing facilities to serve as resilience hubs and cooling centers that open during emergencies or specific temperature triggers for residents to go to seek refuge from extreme heat days or emergency shelter.

Resilience in Other Planning Mechanisms

Resilience should not be limited to the Safety Element. Other elements of the General Plan and City programs and operations can incorporate adaptation and resilience goals, objectives, and policies. For example, the Infrastructure Element (Chapter 4 of the La Habra General Plan) includes goal and policies related to adequate utility service, such as water, wastewater, stormwater, energy, telecommunications, and solid waste. These infrastructure and services are evaluated in the Vulnerability Assessment and contribute to the City's adaptive capacity. Resilience strategies for these systems would be appropriate to add to the infrastructure element in future General Plan updates. Potential policies may include funding efforts to create redundancies in the communication infrastructure and provide sustainable back-up power supplies. Strategies can also look at the promotion of water conservation measures, low-impact development, and green infrastructure that can help convey stormwater and reduce flooding.

Adaptation and resilience rely on an integrated, inter-departmental, multidisciplinary approach to successful implementation. The City should consider how adaptation and resilience can also be incorporated into other City plans, codes, projects, and implementation programs. Addressing climate change hazard events in the General Plan can support other essential safety documents, such as the City's *Local Hazard Mitigation Plan (LHMP)*, the *Orange County Local Hazard Mitigation Plan,* and the *Orange County Regional Water and Wastewater Hazard Mitigation Plan*. Development standards, such as fire-safe materials in new construction, can be integrated into the La Habra Municipal Code. Policies that focus on emergency response to hazards can be included in an evacuation plan or an emergency operations plan. Adaptation measures that also reduce GHG emissions can be integrated into the City's CAP. Furthermore, the Municipal Code and Capital Improvement Program can help implement the resilience policies developed in the General Plan through specific projects, development codes, and budgeting.

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APPENDIX A: DESCRIPTIONS OF POPULATIONS AND ASSETS

This Vulnerability Assessment Report is based on identified vulnerable populations and assets in La Habra. Descriptions of these populations and assets are provided below.

Populations

Population data was collected from a number of sources including the U.S. Census[3], the California Healthy Places Index, and Homeless Point in Time Count, and any other relevant sources. These populations include:

Citywide

- Children (Under 10): Based on the ACS 5-Year Estimate (2019), children under 10 years of age account for approximately 13.3 percent of the City's population.[i]
- Communities with high pollution burden: Persons living in areas with high levels of soil, water, and/or atmospheric pollution. These areas generally encompass Census tracts in the central portion of the city and towards the southeast (north of State Route 90). In these areas, the pollution burden ranges between 88 and 96 percentiles.[ii]
- Cost burden households: Cost burden households include homeowners and renters who spend a significant portion of their income on housing costs. More than 49 percent of renter households spend more than 30 percent of their gross income on rent. Of total renter households, roughly 24 percent spend more than 50 percent of their gross income on rent.[iii] Approximately 29 percent of owner-occupied households spend more than 30 percent of their income on mortgage and selected monthly owner costs.[iv]
- Households in poverty: For a household size of four persons, the U.S. Department of Health and Human Services reports that the poverty threshold is $26,200. Approximately 2,522 (or 13.7 percent) of La Habra's households are experiencing poverty.[v]
- Low-income households: Households with an income below $102,450 (the threshold for low-income levels for a household of four in Orange County, according to state income limits from the California Department of Housing and Community Development). There are approximately 11,560 households in the city (64 percent of all households) making less than $100,000.[vi]
- Low-resourced people of color: Persons identifying as a member of a racial and/or ethnic minority and facing limited access to resources, such as financial, social, healthcare, or educational assistance.[vii] [viii]
- Outdoor Workers (e.g., construction workers, utility repair crews, and outdoor laborers) Persons who work outdoors are more exposed to climate change effects, such as increased heat, poor air quality, and vector-borne diseases.[ix]
- Persons experiencing homelessness: Orange County 2019 Point in Time counts documented 45 homeless individuals in La Habra.[x]
- Persons with chronic medical conditions: Includes persons with asthma, heart and kidney disease, and diabetes, among other long-term conditions.[xi]

[3] American Community Survey (ACS) (2015-2019) 5-year estimate data was used to determine the general proportions of potentially disadvantaged populations as a relative percent of the City's total population. Since proportions are used, the specific number of persons or households within each population does not influence the results of the analysis. The most recent ACS was used to ensure that the vulnerability assessment most accurately reflects real world conditions. The specific numbers shown here may differ from numbers used to prepare other City plans.

- Persons with disabilities and/or cognitive function: Persons with a physical condition that limits their movements, senses, or activities, including those with access and functional needs; and persons with psychological conditions, including mental, behavioral, cognitive, and developmental disabilities. Persons with physical or mental impairment may be reliant on medical equipment or a caregiver.[xii] Approximately 9.6 percent of the City's non-institutionalized population.[xiii]
- Persons with limited English proficiency: A person 5 years of age or older who speaks a language other than English at home and does not speak English very well. There are approximately 1,882 limited English-speaking households in La Habra, or approximately 10 percent of total households in the city.[xiv]
- Renters: Based on the ACS 5-Year Estimate (2019), renters account for approximately 42 percent of occupied housing units.[xv]
- Seniors (65+): Based on the ACS 5-Year Estimate (2019), seniors account for approximately 12.7 percent of the City's population.[xvi]
- Undocumented persons: Refers to any person residing in the United States without legal documentation.

Area Specific

- Residents that live in areas susceptible to landslides[xvii]
- Residents that live within Very High Fire Hazard Severity Area[xviii]

Infrastructure

Infrastructure data was collected from a variety of sources, including a review of aerials from Google Earth and the City's General Plan. These infrastructure assets include:

- Bicycle and pedestrian paths
- Communication facilities (e.g., cell phone towers)
- Electrical transmission[xix] and distribution lines
- Gas transmission and hazardous liquid pipelines[xx]
- Major Drainage Ways: La Mirada Creek, Imperial Channel, and Coyote Creek
- Major Roadways and Highways:
    - City: Whittier Blvd, La Habra Blvd, Lambert Road, Idaho St, Euclid St, Hacienda Road, Harbor Blvd, Russell Street, Palm Street, Monte Vista Street, Walnut Street, Cypress Street, and Valley Home Avenue
    - State: State Route (SR) 39, SR 72, and SR 90
- Multiple bus routes from Orange County Transit Authority, Foothill Transit and Norwalk Transit System
- Union Pacific Railroad corridor
- Sewer System: Sewer collection system (gravity flow sewers, pump stations, pipes, and force mains) maintained by the City Water and Sewer Division and Orange County Sanitation District
- Streets and storm drains: Maintained by the City Street Maintenance Division
- Water infrastructure (maintained by the City)
    - City operates three groundwater wells: La Bonita Park Well, Portola Park Well, and the Idaho Street Well that pump from the La Habra Groundwater Basin
    - The city maintains 140 miles of water pipelines, six booster pump stations, and 56 pressure-regulating stations.

Buildings

Buildings data was collected from a number of sources including satellite mapping, the City of La Habra land use mapping, a review of City reports, and the City's website. These assets include:

- Children's Museum
- City Hall
- Community centers and child-care facilities
- Fire Stations: Los Angeles County Fire Department (LACFD) Fire Station 191; Fire Station 192, Fire Station 193[4]
- Medical Offices and Federally Qualified Health Centers
- La Habra Depot Theater
- La Habra History Museum
- Library: Orange County Public Library, La Habra Library
- Orange County Youth Center
- City Parks, including sport parks and community parks
- Police Station: La Habra Police Station
- Post offices
- Schools
- Veteran's Memorial Hall

Important Economic Assets

Important economic assets were determined based on a review of the City's Chamber of Commerce website (lahabrachamber.com), the City's Comprehensive Annual Financial Report (2019), and the City's website:

- Children's Museum
- La Habra Depot Theatre
- La Habra Historical Museum
- La Habra Library
- Principal Employers:
    - CVS Pharmacy, Wal-Mart, City of La Habra, La Habra City Elementary, Costco Wholesale, Technical Safety Services, Sam's West, Northgate Market, Home Depot, Target Stores, Kroeger/La Habra Bakery, and VIP Rubber
-

Ecosystems and Natural Resources

Ecosystems and natural resources were identified based on a review of U.S. Fish and Wildlife Service resources and the City's General Plan.

- Sensitive biological resources are associated with mitigation areas (within Westridge Golf Course and La Habra Hills Specific Plan area)[xxi]
    - Westridge Golf Course

[4] Fire Station 194 is located in the City of Mirada and is therefore not identified as a "Building" in the City of La Habra.

        - Coastal California gnatcatcher
        - Coastal sage scrub habitat
    - La Habra Hills Specific Plan
        - Mulefat scrub
        - Southern willow scrub
        - Freshwater marsh
        - Coastal sage scrub
        - Coastal oak woodland
- Critical Habitat for Coastal California gnatcatcher (southern side of the city)[xxii]
- La Habra Groundwater Basin and Coyote Creek Watershed[xxiii]
- Scenic resources (viewsheds) identified by the City's General Plan
    - La Habra Basin
    - West Coyote Hills
    - Puente Hills
    - San Gabriel Mountains
    - Mirada Creek
    - Coyote Creek
    - Imperial Channel
- Wetland and riparian habitats[xxiv]
- Water channels/streams

Key Community Services

These assets are based on typical services provided in cities throughout California, the infrastructure and buildings listed above, and the City's website (including the City of La Habra Community Resource Guide[xxv]). These assets include:

- Bus service: Orange County Transportation Authority; Norwalk Transit System; Foothill Transit
- Communication service providers: AT&T, Spectrum and Verizon
- Emergency medical response and fire protection: Los Angeles County Fire Department, City of La Habra Care Ambulance
- Energy delivery: Southern California Edison Company, Southern California Gas Company
- Government administration and community services, including, but not limited to, child development program, orange county youth center programs, and social and senior services.
- Medical offices and federally qualified health centers
- Non-Profit/Non-Governmental Organization Service Providers (including Boys and Girls Club of La Habra, La Habra Community Collaborative, La Habra Chamber of Commerce, Fair Housing Foundation, VCC The Gary Center, Community Resource Care Center, Friends of Family Health Center, and Cleta Harder Developmental School and HBIC)
- Public safety response: La Habra Police
- Educational Services
- Solid waste removal: CR&R Refuse & Recycling
- Wastewater Service: Orange County Sanitation District
- Water Service: City of Habra Public Works

Appendix A Endnotes

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[iii] ACS, 2019. B25070: Gross Rent as a Percentage of Household Income in the Past 12 Months, 2015-2019.
[iv] ACS, 2019. B25091: Mortgage Status by Selected Monthly Owner Costs as a Percentage of Household Income in the Past 12 Months, 2015-2019.
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[xiv] ACS, 2019. S1602: Limited English Speaking Households, 2015-2019.
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[xxii] United States Fish & Wildlife Service. 2020, December 7 (accessed). ECOS: Environmental Conservation Online System: Critical Habitat for Threatened & Endangered Species. https://ecos.fws.gov/ecp/report/table/critical-habitat.html
[xxiii] La Habra [City of]. 2014. General Plan.
[xxiv] United States Fish & Wildlife Service. 2020, December 7 (accessed). National Wetlands Inventory. https://www.fws.gov/wetlands/data/mapper.html
[xxv] La Habra [City of]. n.d. City of La Habra Community Resource Guide. https://www.lahabracity.com/DocumentCenter/View/5325/Community-Resource-Guide-3-14-2018?bidId=

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APPENDIX B: VULNERABILITY ASSESSMENT RESULTS

La Habra prepared a Climate Change Vulnerability Assessment consistent with California Government Code Section 65302(g)(4). This analysis assesses the extent to which the diverse populations and assets in La Habra are vulnerable to different emergencies and hazardous conditions that may be created or made worse by climate change. The primary categories of populations and assets assessed include populations, buildings and infrastructure, important economic assets, natural systems, and key community services. The assessment follows the recommended process in the updated *California Adaptation Planning Guide*, which is the state's guidance for how local communities should conduct climate adaptation planning efforts, including Vulnerability Assessments. As defined by the *California Adaptation Planning Guide*, climate change vulnerability is considered the degree to which natural, built, and human systems are susceptible to harm from exposure or stresses associated with climate change and from the absence of adaptive capacity to adapt.

The table below shows the results of the Vulnerability Assessment prepared for La Habra, in accordance with California Government Code Section 65302(g)(4)(A), as codified by Senate Bill 379. For each population or asset that may be vulnerable to each climate-related hazard, the population or asset is scored on a scale of one to five:

- V1: Minimal vulnerability
- V2: Low vulnerability
- V3: Moderate vulnerability
- V4: High vulnerability
- V5: Severe vulnerability

The vulnerability scores reflect the severity of climate-related impacts on the populations and assets in La Habra, as well as the ability of La Habra's populations and assets to resist and recover from these effects.

HAZARD									
			Air Quality	Drought	Extreme Heat and Warm Nights	Extreme Storms	Flooding	Human Health Hazards	Landslides and Mudflow	Wildfire
Populations and Assets	Populations	Children (under 10)	V4	--	V5	V3	V3	V3	V3	V4
		Communities with high pollution burden	V5	V3	V4	--	--	V4	V3	--
		Cost-burdened households	V3	V3	V3	V2	V3	V2	V3	V3
		Households in poverty	V4	V4	V5	V5	V4	V5	V5	--
		Low-income households	V3	V3	V4	V3	V3	V3	V4	--
		Low-resourced people of color	V3	V3	V4	V3	V4	V3	V3	V3
		Outdoor workers	V5	V4	V5	V5	V4	V5	V3	V4
		Persons experiencing homelessness	V5	V5	V5	V5	V5	V5	V5	V5
		Persons with chronic medical conditions	V4	--	V5	V4	V4	V4	V3	V4
		Persons with disabilities and/or cognitive function	V3	--	V3	V3	V4	V3	V4	V4
		Persons with limited English proficiency	V3	V3	V3	V3	V3	V3	V3	V3
		Renters	V3	V3	V3	V2	V2	V2	V3	V3
		Residents that live on single-access roads	V3	--	V3	V3	V4	V2	V5	V4
		Residents that live in areas susceptible to landslides	V3	--	V3	V3	--	V2	V5	V4
		Residents that live within Very High Fire Hazard Severity Zone	V3	V3	V3	V3	--	V2	V5	V5
		Seniors (65+)	V4	--	V4	V3	V4	V4	V4	V5
		Undocumented persons	V5	V5	V5	V5	V5	V5	V4	V4

			HAZARD							
			Air Quality	Drought	Extreme Heat and Warm Nights	Extreme Storms	Flooding	Human Health Hazards	Landslides and Mudflow	Wildfire
Populations and Assets	Infrastructure	Bicycle and pedestrian paths	--	--	--	V2	V3	--	V3	V2
		Communication facilities (e.g., cell phone towers)	--	--	V3	V4	--	--	--	--
		Electrical transmission and distribution lines	--	--	V4	V4	--	--	V4	V3
		Gas transmission and hazardous liquid pipelines	--	--	--	--	V2	--	V4	V3
		Major drainage ways	--	--	--	V3	V3	--	V3	V3
		Major roadways and highways	--	--	V3	V3	V3	--	V3	V3
		Multiple bus routes	--	--	--	V4	V3	--	V3	--
		Union Pacific Railroad corridor	--	--	V4	V3	V3	--	V3	--
		Sewer system	--	V2	V2	V3	V3	--	V4	V2
		Streets and storm drains	--	--	V2	V3	V4	--	V4	V3
		Water infrastructure	--	V2	V2	V3	V3	--	V4	V3
	Buildings	Children's museum	--	--	V2	V1	--	--	--	--
		City Hall	--	--	V2	V1	--	--	--	--
		City parks	--	V3	V2	V2	V3	--	V3	V3
		Community centers and child-care facilities	--	--	V3	V3	--	--	--	--
		Fire stations	--	--	V2	V1	--	--	V3	V4
		La Habra Depot Theater	--	--	V2	V2	--	--	--	--
		La Habra Historical Museum	--	--	V2	V1	--	--	--	--
		Library	--	--	V2	V1	--	--	--	--
		Medical offices and federally qualified health centers	--	--	V3	V2	--	--	--	--
		Orange County Youth Center	--	--	V2	V1	--	--	--	--
		Police station	--	--	V2	V1	--	--	--	--
		Post offices	--	--	V2	V1	--	--	--	--
		Schools	--	--	V3	V3	--	--	V3	--

HAZARD									
		Air Quality	Drought	Extreme Heat and Warm Nights	Extreme Storms	Flooding	Human Health Hazards	Landslides and Mudflow	Wildfire
	Veteran's Memorial Hall	--	--	V2	V1	--	--	--	--
Important Economic Assets	Children's Museum	V1	--	--	V2	V2	V2	V1	V1
	La Habra Depot Theatre	V2	--	--	V3	V2	V2	V1	V1
	La Habra Historical Museum	V2	--	--	V2	V2	V2	V1	V1
	Principal employers	V3	--	V3	V3	V3	V4	V3	V3
	Westridge Golf Club	V3	V3	V3	V3	--	V3	V3	V4
Ecosystems and Natural Resources	La Habra Groundwater Basin and Coyote Creek Watershed	--	V5	V5	V3	V3	--	V3	--
	Scenic resources (viewsheds) identified by the City's General Plan	--	V3	V1	V1	V3	--	V3	V3
	Sensitive biological resources	V3	V4	V3	V2	V2	--	V3	V4
	Water channels/streams	--	V4	V4	V3	V3	--	V4	V2
	Wetland and riparian habitats	--	V4	V4	V3	V3	--	V4	V2

			HAZARD							
			Air Quality	Drought	Extreme Heat and Warm Nights	Extreme Storms	Flooding	Human Health Hazards	Landslides and Mudflow	Wildfire
Populations and Assets	Key Community Services	Bus service	V3	--	V4	V4	V4	V2	V3	V3
		Communication service providers	V3	--	V3	V3	V2	--	V3	V2
		Educational services	V4	--	V2	V3	--	V3	V3	V3
		Emergency medical response and fire protection	V3	--	V2	V2	V2	V4	V2	V3
		Energy delivery	V1	V1	V5	V5	V3	--	V4	V3
		Government administration and community services	V2	--	V1	V2	V1	V1	V2	V2
		Medical offices and federally qualified health centers	V3	--	V3	V2	V2	V3	V3	V3
		Non-profit/non-governmental organization service providers	V2	--	V2	V3	V2	V3	V3	V3
		Public safety response	V2	--	V2	V3	V3	V3	V3	V3
		Solid waste removal	V3	--	V2	V3	V3	V2	V3	V3
		Wastewater service	V1	V3	--	V2	V4	V2	V4	V3
		Water service	V1	V4	--	V2	V3	V2	V4	V3

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CITY OF LA HABRA HEALTH AND ENVIRONMENTAL EQUITY ASSESSMENT

Technical report in support of the

Health and Environmental Equity Element Update

Prepared for:

City of La Habra
110 East La Habra Boulevard
La Habra, CA 90631

Submitted
August 21, 2023
Revised
September 28, 2023

Prepared by:

PlaceWorks
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1. INTRODUCTION

PlaceWorks was retained to prepare this Health and Environmental Equity Assessment to provide background information for complying with SB 1000, known as the Planning for Healthy Communities Act. The goal of this report is to assess the health of residents, assess the condition of the city's environment, and identify opportunities to improve residents' health and environmental equity in the city. This report discusses the background regulatory framework for this report, analyzes features of the community, and assesses the general plan for supporting a culture of health and environmental equity in La Habra.

Community Profile

The City of La Habra is 14 miles inland from the Pacific Ocean coastline, in the far northwestern portion of Orange County, and bordered by Los Angeles County to the west and north. La Habra is bordered by the cities of Whittier and La Mirada and the unincorporated community of East Whittier to the west, La Habra Heights and unincorporated Los Angeles County to the north, Brea to the east, and Fullerton to the south. Incorporated nearly a century ago in 1925, the City of La Habra is a well-established community. The city's population stands at 63,097 residents as of the 2020 Census, and the community is relatively compact, spanning an area of approximately 7.4 square miles.

La Habra is a "full-service city" that offers a full range of programs and services to its business and residential communities. Among others, these municipal services include police protection; fire services (through a contract with Los Angeles County); water and sanitation; street and tree maintenance; senior, social, cultural, sports, parks, and recreation services; child development and workforce training; community and economic development; and many other supporting services. The City continues to focus on public safety, capital improvements, economic development, and beautification. The City is also served by three public school districts, private schools, and specialty schools.



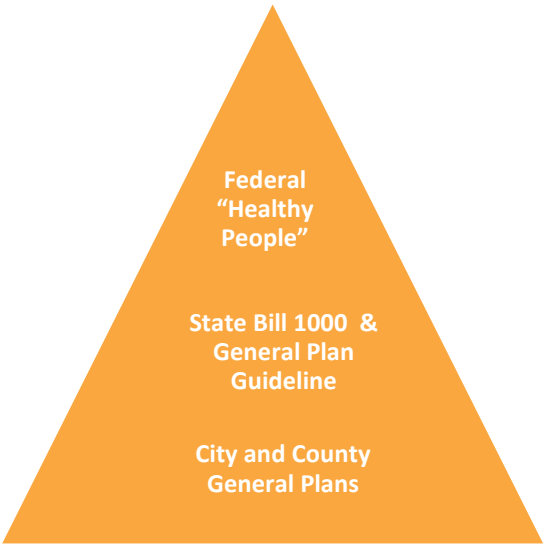
Love La Habra, 2023

La Habra's motto is a "Caring Community," and this spirit is exemplified by its approach to public service and becoming a healthier community. La Habra is known for its strong commitment to the welfare of its children, youth, and families. Few cities in Orange County, let alone the state of California, can boast such a well-rounded commitment to community services programming, consisting of child development and education services, workforce and employment training, public safety, and services for seniors. La Habra is also known for the many stakeholders and organizations that are committed to participating in community life. This spirit of volunteerism is evident in programs like "Love La Habra" and other programs administered by the City and local organizations.

So while this report is intended to fulfill the technical and procedural requirements of general plan law, it is also intended to fulfill La Habra's longstanding mission as a "Caring Community."

Regulatory Framework

A brief background on "healthy communities" is helpful for setting the stage for this report. The regulatory framework for health and environmental equity in general plans has been developing for decades. As early as 1990, the federal Healthy People (HP) Initiative recognized the role that social determinants play in influencing health. HP1990 recognized that individual health is profoundly influenced by the environment where people live and work. The environment includes, not only the physical design of communities, but environmental pollution, socioeconomic status, education, living wage jobs, and other factors. Therefore, to improve health requires focusing on more than medical services—that is, focusing on the underlying factors in a city that affect one's health.



A follow-up plan, called the National Prevention Strategy and Action, set actions to improve the health of all Americans consistent within the framework of the Healthy People Initiative.

Following the HP1990 initiative, the topic of health and equity gradually expanded into other professions. However, not until 2018 were health and environmental justice required in land planning in California. In 2018, the California Legislature enacted the "Planning for Healthy Communities Act" (aka SB 1000). Cities with disadvantaged communities must incorporate health and environmental justice into their general plans, either in a separate element or by integrating goals, policies, and objectives in other elements. The content must address topics such as improving public facilities, reducing pollution burden, improving air quality, expanding access to food and active living, and promoting safe and sanitary housing. Most cities recognize these issues and include such topics as a matter of good planning practice.

Following the passage of SB 1000, the Governor's Office of Planning and Research (OPR) released the 2020 General Plan guidelines and subsequent updates addressing health and environmental justice in consultation with the California Department of Justice and other stakeholders. Governmental organizations such as the Attorney General's office monitor the progress made by jurisdictions in meeting the requirements of SB 1000. The field continues to grow quickly and expand into other areas of planning and municipal administration. As knowledge of planning, environmental, and public health science increases, so will the requirements placed on general plans.

While the focus of this report is to provide guidance for the General Plan, it is important to note that La Habra already implements healthy community policies. The City participates in the "Move More, Eat Healthy Campaign," which is focused on improving the health of residents through physical activity, improved nutrition, and support for healthy lifestyle policies in low-income neighborhoods. Providence–St. Jude Medical Center also provides support for this initiative as part of its Community Benefit program. The City has participated in this program and implements a range of programs to support healthy eating and active living—in addition to other community health initiatives.

Authorizing Legislation

Senate Bill 1000, the Planning for Healthy Communities Act, was signed into law in September 2016. SB 1000 mandates that, after January 1, 2018, cities and counties adopt an environmental justice (EJ) element in their general plans or integrate EJ policies, objectives, and goals into other elements.

The environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, must identify all of the following: a) objectives and policies to reduce the unique or compounded health risks in disadvantaged communities; b) objectives and policies to promote civil engagement in the public decision-making process; and c) objectives and policies that prioritize improvements and programs that address disadvantaged communities.

The EJ element or integrated goals, policies, and implementation programs are intended to reduce the unique or compounded health risks in EJ communities by addressing, at a minimum, the following topics.

- **Pollution Exposure**. Policies to mitigate and prevent exposure to hazardous materials and air pollutant emissions, remove and restrict toxic pollutants, and protect sensitive populations within and around EJ communities.
- **Public Facilities**. Policies to promote facilities such as infrastructure, parks, community facilities, active transportation, roads and trails, and healthcare facilities and ensure that EJ communities have equitable access to such facilities.
- **Food Access.** Policies to promote healthy food access in EJ communities through programs and projects, such as grocery supermarkets, local agriculture, and mobile vending that fit the local context and needs of communities.
- **Safe and Sanitary Homes**. Policies to ensure healthy and safe housing, such as addressing presence of lead-based materials and asbestos, issues of housing rehabilitation, significant code enforcement or neighborhood quality issues, etc.
- **Physical Activity**. Policies to promote spaces for physical activity and ensure access, connectivity, and equitable distribution of physical activity opportunities, such as pedestrian-friendly and bicycle-friendly streetscape environments.
- **"Civil" or Community Engagement.** Policies to promote equitable and inclusive community engagement that increases participation, inclusion, and accessibility for non–English speaking communities and to incorporate community input into planning and policy outcomes.

These topics are the minimum required topics that must be addressed to be compliant within the intent of the legislation. However, it is recognized that the legislative does not limit the number and breadth of topics that could be considered. The City of La Habra, like other communities, has unique local conditions that are reflected in its general plan and implementing regulations, plans, and programs.

This report is intended to document health, environmental justice, and equity issues in La Habra in conjunction with the guidance issued by the California Office of Planning and Research.

Terms and Definitions

Throughout this report, certain terms are used to describe a healthy community or environmental justice. These terms are related but not interchangeable. Key terms have been defined in this section to provide clarity on their meanings in the context of this report.

Environmental Justice

CalEPA defines environmental justice as the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies (see Gov't Code § 65040.12(e)). Fair treatment means that no individual or group is required to bear a disproportionate share of the negative environmental and health consequences of environmental actions.

Disadvantaged Community

Disadvantaged communities refer to the areas throughout California that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes, and a high incidence of asthma and heart disease. According to CalEPA, a disadvantaged community is a census tract that scores in the worst 25th percent of tracts statewide with respect to population, socioeconomic, and environmental factors. However, governmental entities may define "disadvantaged" differently based on their own mandate.

Determinants of Health

Determinants of health include two components—social and environmental. According to the federal Healthy People 2030 framework, physical determinants of health are the conditions in the environment where people are born, live, learn, work, play, worship, and age that affect health, functioning, and quality-of-life outcomes and risks. Social determinants include economic stability, educational access and quality, health care access and quality, neighborhood and built environment, and social and community context. Environmental determinants include the healthfulness of air, water, land, etc.

Social Equity

The National Academy of Public Administration defines social equity as "the fair, just and equitable distribution of public services and implementation of public policy; and the commitment to promote fairness, justice, and equity in the formation of public policy." According to the APA, social equity refers to the expansion of opportunities for betterment for communities most in need, creating more choices for those who have few. Planning for social equity means recognizing planning practices that have had a disparate impact on certain communities and actively working to create better communities for all.

Healthy Community

For this report, a concise definition of a "healthy community" is used. According to the American Planning Association, healthy communities are "places where all individuals have access to healthy built, social, economic, and natural environments that give them the opportunity to live their fullest potential regardless of their race, ethnicity, gender, income, age, abilities, or other socially defined circumstance." The APA's Healthy Communities Policy Guide provides a framework for addressing related issues.

2. HEALTH PROFILE OF LA HABRA

This section identifies and analyzes key health indicators for La Habra residents compared to Orange County or the State of California. Key indicators include health outcomes, health behaviors, clinical care use, and other factors that are known to influence the health and quality of life of residents. Sources used for this assessment include the CDC's Health Places dataset, California Health Interview Survey, the federal Health Resources and Services Administration, and other sources .

Health Status of Adults

Individual health is often measured by life expectancy, which is the average length of life in years. La Habra residents reported a median life expectancy for adults of 82 years, ranging from 78 to 83 years per tract (**Table 1**). This is generally equal to the life expectancy of Orange County adults as a whole and a favorable ranking among nearby cities.

While the City ranks high for life expectancy, La Habra residents rank low for health-related quality of life (HRQOL) indicators. The CDC estimates the prevalence of adults with poor general, physical, or mental health. According to the CDC, 85 to 90 percent of residents report good health, and 10 to 15 percent of residents report poor health. In comparison to the County, La Habra ranks low among the 34 cities for prevalence of poorer health.

Table 1 Health Status, La Habra Adults

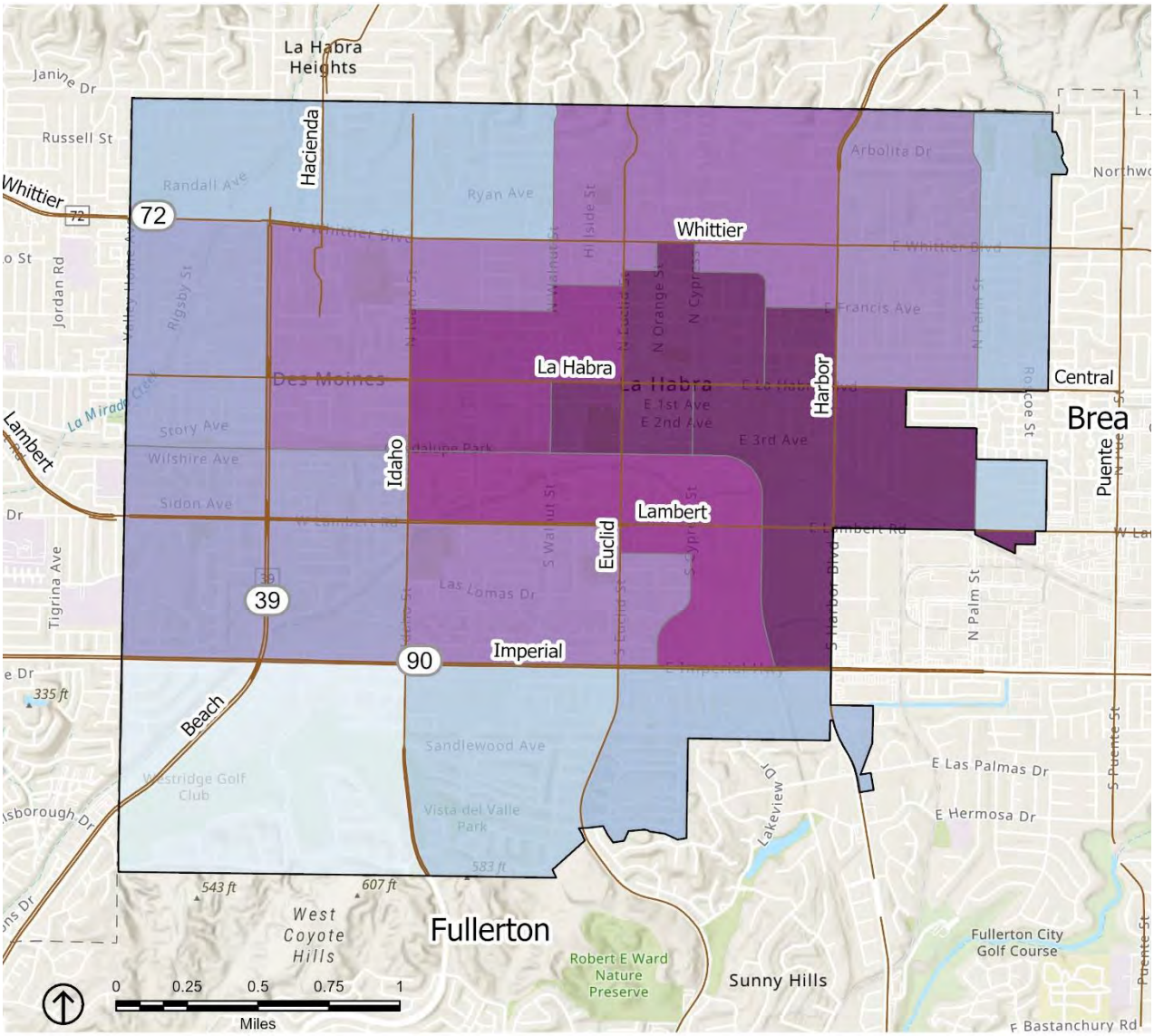
Health Indicators	Prevalence	
	City	County
Life Expectancy (2015)	78–83 yrs	82 yrs
- Rank in Orange County	Not available	
Poor General Health (percent)	15.0%	12.5%
- Rank in Orange County	28th of 34 cities	
Poor Physical Health (percent)	9.8%	8.9%
- Rank in Orange County	27th of 34 cities	
Poor Mental Health (percent)	13.8%	12.6%
- Rank in Orange County	29th of 34 cities	

Source: CDC Places, 2020 (data only available in percentages).
Notes: Poor health refers to poor health reported for 14 of the prior 30 days of the survey. La Habra's ranking is its relative rank among all Orange County cities, from best (1) to worse (34).

The health ranking of La Habra residents varies between neighborhoods. Generally, La Habra's health rankings are highest in neighborhoods on the periphery and gradually decline as one moves closer to the center of La Habra. Households residing in the central core have the highest prevalence of poor general, physical, and mental health[1]. These tracts are home to approximately one-third of the city's residents. The reasons for the poorer health findings are many, but generally the Central Core has the oldest housing stock, the lowest household incomes, lowest educational attainment, poorest environmental conditions, and other socioeconomic conditions that are known to be correlated with poorer health status.

Figures 1, 2, and 3 illustrate the differences in health status by census tract (or neighborhood) in La Habra. This is followed by a discussion of some of the reasons for differences in the health status of residents.

[1] The central core of La Habra generally refers to the areas within the City's original incorporated boundaries on the eastern half of La Habra, generally encompassing all or portions of census tracts 14.01, 14.04, 12.01 and 13.04.



Source: ESRI, CDC Places: 2022 Release, PlaceWorks

General Health (Crude Prevalence)

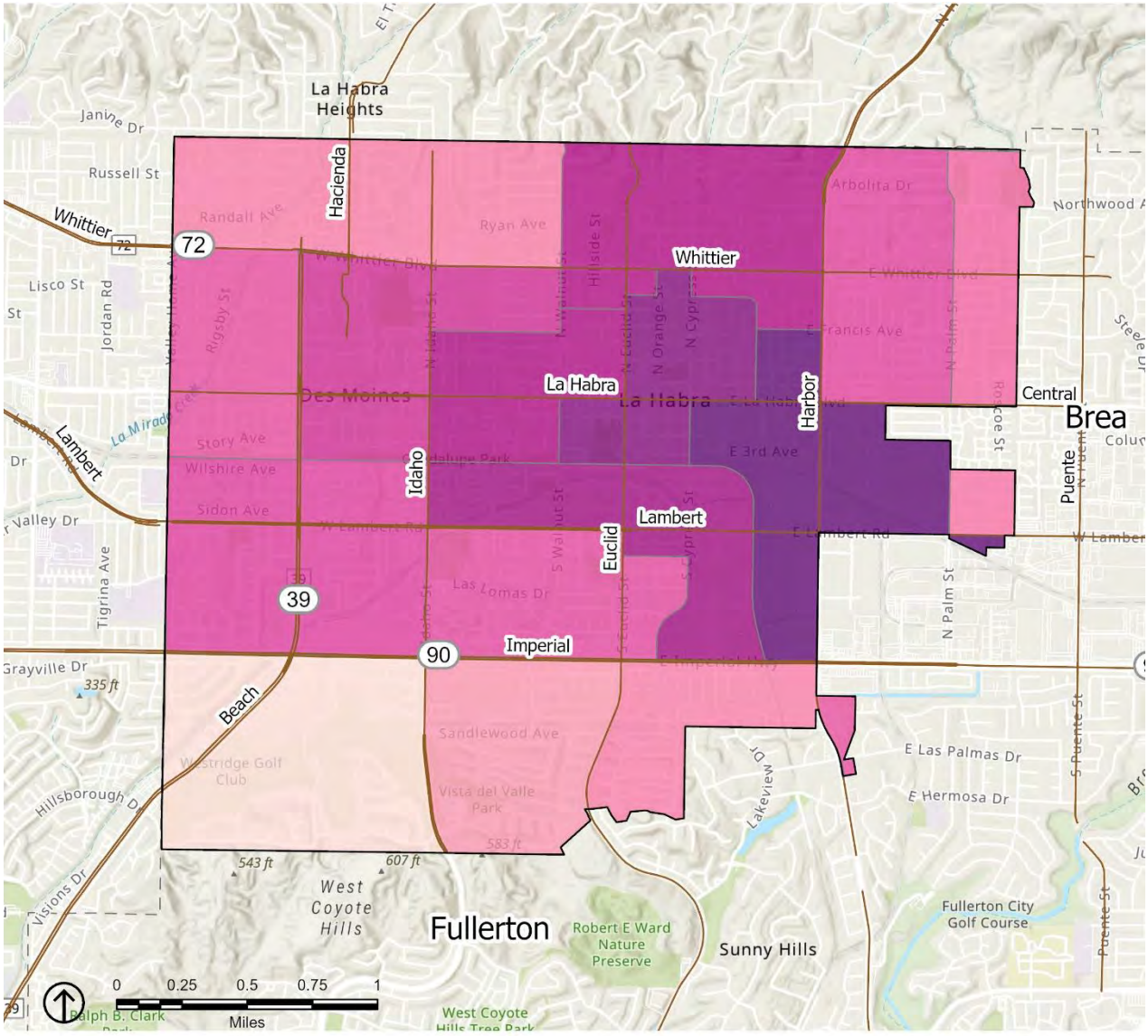
percentage of fair or poor self-rated status among adults aged ≥18 years

lowest (< 8.5%) highest (> 26.0%)

▲13.8 (La Habra)
▲12.5 (Orange County)
▲14.6 (State of California)

City Boundary

Figure 1 Prevalence of Residents with Poor General Health



Source: ESRI, CDC Places: 2022 Release, PlaceWorks

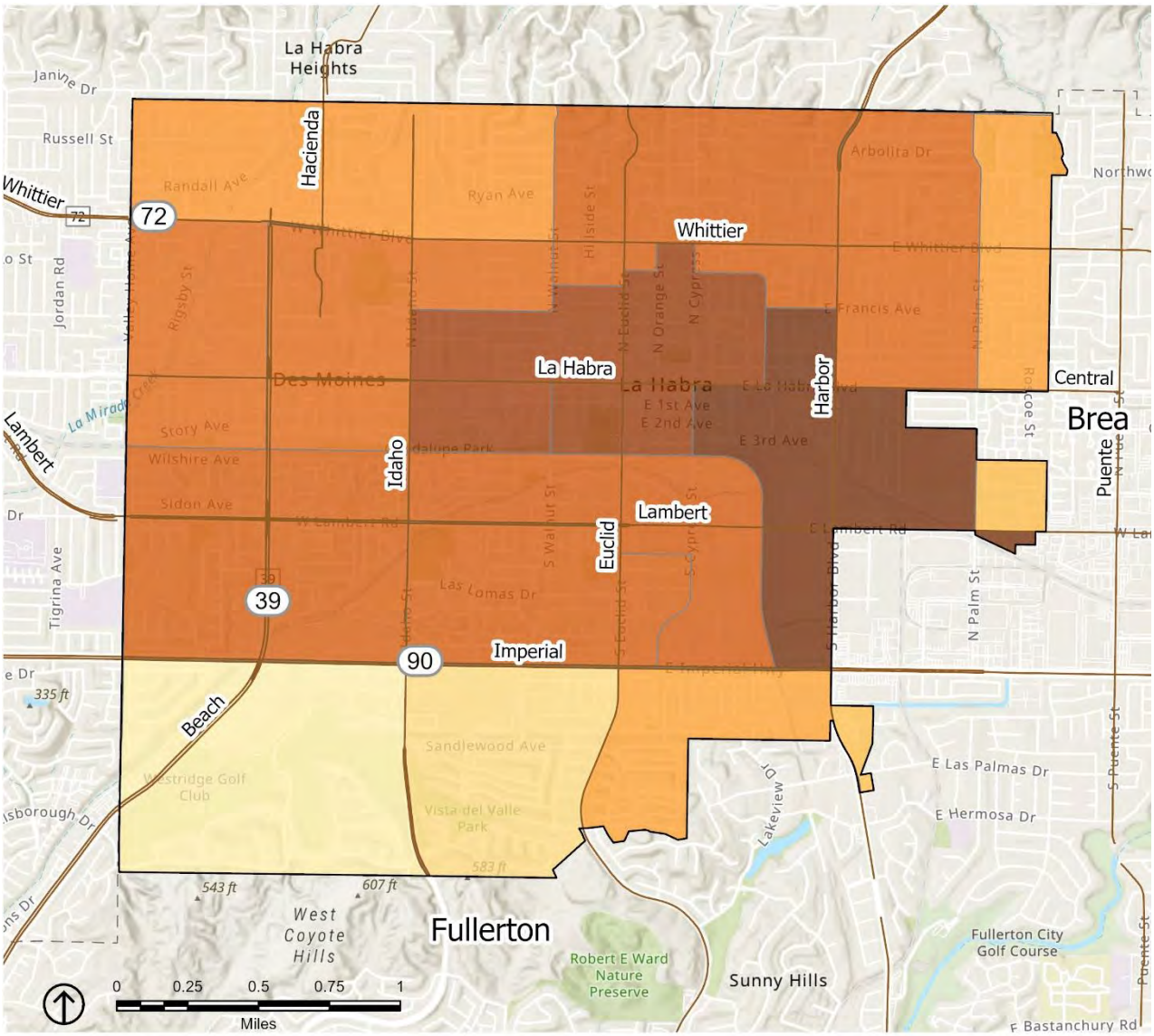
Physical Health (Crude Prevalence)

percentage of physical health not good ≥14 days among adults aged ≥18 years

lowest (< 5.9%) highest (> 15.0%)

▲9.8 (La Habra)
▲9.4 (Orange County)
▲11.4 (State of California)
City Boundary

Figure 2 Prevalence of Residents with Poor Physical Health



Source: ESRI, CDC Places: 2022 Release, PlaceWorks

Mental Health (Crude Prevalence)

percentage of mental health not good ≥14 days among adults aged ≥18 years

lowest (< 6.6%) highest (> 16.0%)

▲13.8 (La Habra)
▲12.5 (Orange County)
▲14.6 (State of California)

City Boundary

Figure 3 Prevalence of Residents with Poor Mental Health

Health Conditions and Risk Factors

As noted earlier, La Habra reported among the lowest health status of 34 cities in Orange County. These health-related quality-of-life indicators are not random, but influenced by health conditions experienced by residents as well as various lifestyle risk factors, both of which are described below.[2]

Table 2 shows the prevalence of 10 key health conditions among La Habra adults. Since many of these conditions are related to age, the table uses age-adjusted prevalence rates. With the exception of cancer and depression, the city ranks in the lower (worse) half of cities in Orange County in the prevalence of chronic diseases. As the city seeks to become a healthier place to live, it will be important to address the underlying contributors to these and other chronic health conditions.

Health behaviors include known risk behaviors (e.g., smoking, drinking, sedentary lifestyle) and health-promoting behaviors such as getting regular physical activity, maintaining body weight, and obtaining sufficient daily sleep. These risk factors are related to one's individual choice or behaviors. When residents reduce these risk factors, poor health conditions are reduced and health status improved.

Table 3 compares risk factors among La Habra adults versus the County. The prevalence of smoking, binge drinking, obesity, and the lack of leisure physical activity and sleep in La Habra rank well above the average in the county. The City's high obesity rate is due, in part, to the low leisure activity among residents and high food insecurity among low income households (which ranks the 29th poorest of 34 cities). As the City seeks to improve local health, it will be important to reduce the prevalence of lifestyle risk factors, particularly obesity. This will require a combination of changes to the built environment, education, and access of residents to appropriate medical services.

Table 2 Health Conditions, La Habra Adults

Health Conditions Among Adults	Age-Adjust Prevalence	
	City	OC Rank
Arthritis	19.0%	28th
High Blood Pressure	25.9%	28th
Depression	16.1%	16th
Cancer	5.0%	10th
Diabetes	9.8%	28th
Asthma	9.2%	23rd
COPD	5.1%	26th
Coronary Heart Disease	5.0%	28th
Kidney disease	2.7%	31st
Stroke	2.4%	27th

Source: CDC Places, 2020 (data only available in percentages)
Note: Cities are ranked from best (1) to worse (34).

Table 3 Health Risks, La Habra Adults

Lifestyle Risk Factors	Prevalence	
	City	OC Rank
Current Smoking	11.1%	10.1%
- Rank in Orange County	26th of 34 cities	
Binge Drinking	16.9%	16.1%
- Rank in Orange County	21st of 34 cities	
No Leisure Exercise	22.4%	19.1%
- Rank in Orange County	27th of 34 cities	
Obesity	26.1%	22.9%
- Rank in Orange County	32nd of 34 cities	
Lack of Sleep (< 7 hrs)	31.4%	30.1%
- Rank in Orange County	27th of 34 cities	

Source: CDC Places, 2020 (data only available in percentages).
Note: Cities are ranked from best (1) to worse (34).

[2] Information on health-related quality of life indicators can be found online at: https://www.cdc.gov/hrqol/concept.htm.

Health Status of Children

Obtaining the health status of children is significantly more challenging. Most surveys document the health of adults, which is well documented. However, these conditions are not prevalent in children. Reliable health surveys of children are taken nationally and statewide, but not at the city level. Therefore, surveys of children and youth are derived primarily from the state of California, school districts, and local health department and focus on a different set of outcomes, summarized here.

- **Physical Health**. Generally, 3.4 percent of La Habra youth report having poor health. This is only slightly above the statewide average. Though the underlying conditions that make for poor health are not known for La Habra or other cities, the city's asthma rate is higher than the county and state and is the 33rd highest of Orange County cities even though La Habra is not near a freeway and does not have heavy industry.

- **Physical Fitness/Overweight/Obesity**. Physical fitness and a healthy weight are often correlated among youth.[3] The prevalence of childhood overweight/obesity in the city is 30 percent—significantly higher than the county average and one of the county's highest (29th). Overweight and obesity at a young age sets a predisposition for health conditions in early adulthood. The physical fitness of 5th and 7th graders is generally low compared to the county and state.

- **Mental Health**. Mental health has become a growing concern for communities, especially during COVID-19. In 2017 to 2019, La Habra youth in the 7th, 9th, and 11th grades all experienced a higher prevalence of depression compared to the county and state of California.

Table 4 shows the prevalence of health conditions of children and youth in La Habra compared to children and youth in the County of Orange and State of California.

Table 4 Physical and Emotional Health, La Habra Children and Youth

	Prevalence		
Health Conditions	**La Habra**	**County**	**State**
Poor Physical Health (ages 1–17 yrs)	3.4%	N/A	3.2%
Diagnosed with Asthma (ages 1–17 yrs)	16.6%	14.6%	12.3%
Overweight/Obesity (ages 12–17 yrs)	30%	24%	31%
Dental Health	N/A	N/A	N/A
Physically Fit (Grades 5 and 7)	23% | 17%	29% | 35%	23% | 28%
Depression (Grades 7, 9, and 11)	33% | 36% | 40%	25% | 30% | 35%	30% | 33% | 37%

Sources:
1_ California Health Interview Survey, 2020
2_ School District Physical Fitness Tests, 2018–2020
3_ School Healthy Kids Survey, 2018–2020

[3] Rauner, A., Mess, F. & Woll, A. The relationship between physical activity, physical fitness and overweight in adolescents: a systematic review of studies published in or after 2000. BMC Pediatr 13, 19 (2013). https://doi.org/10.1186/1471-2431-13-19

Health Conditions and Risk Factors

As is the case for adults, healthy outcomes for children and youth result from lifestyle behaviors. For youth, these typically include the level of exercise, prevalence of alcohol/tobacco/drug use, diet and nutrition, and violence (see **Table 5**). These behaviors are often further determined by adverse childhood experiences (ACE) that put them at risk for health, behavioral, and learning problems. ACEs are traumatic childhood experiences—e.g., abuse, neglect, violence, mental illness, divorce, substance abuse, or criminal activity in the home—that leave people more vulnerable to environments and behaviors that can lead to poor health. The more ACEs an individual has experienced, the higher their risk.

While the data on ACEs are gradually improving, school surveys are still the best available data to identify and monitor risk factors. Key health behaviors are summarized following:

- **Physical Activity and Nutrition**. Schools do not track regular physical activity, and the last statewide survey was in 2016 and therefore, statistics on physical activity are likely not representative of today. However, with respect to eating breakfast, La Habra students (7th to 12th grades) fare worse than students in the county but better than students statewide. Younger students likely have access to breakfast at elementary schools.

- **Alcohol, Tobacco, and Drug Use (ATOD)**. ATOD is a risk factor measured by the prevalence of alcohol, drug, and smoking in the past month. La Habra youth (7th to 12th grade) fare well, showing a lower prevalence than the county and state. This is a strong finding despite the fact that 60 percent of tracts in the City exceed the average prevalence of alcohol licenses countywide and 70 percent exceed the average prevalence of tobacco licenses than in the county.

- **School Safety**. School safety continues to be a concern. Though gun violence is rare, school safety and social distress are also measured by bullying, harassment, and student perceptions. With respect to harassment and bullying, La Habra students (7th to 12th grade) fare similar to the county and state. With respect to perceptions of school safety, La Habra fares worse than the county but better than California as a whole.

Table 5 Health Risk Factors, La Habra Children and Youth

	Prevalence		
Risk Factors	La Habra	County	State
Lack of Regular Physical Exercise	N/A	N/A	N/A
Eating Breakfast Daily (Grades 7, 9, 11)	57% | 63% | 60%	72% | 65% | 61%	66% | 60% | 58%
Current Alcohol/Drug Use (Grades 7, 9, 11)	7% | 9% | 16%	5% | 11% | 20%	7% | 15% | 23%
Current E-cigarette Use (Grades 7, 9, 11)	4% | 6% | 10%	4% | 9% | 13%	4% | 9% | 11%
Harassed/Bullied (Grades 7, 9, and 11)	36% | 28% | 25%	32% | 28% | 25%	36% | 30% | 27%
School Perceived Safe (Grades 7, 9, and 11)	60% | 60% | 59%	67% | 64% | 63%	61% | 55% | 54%

Sources:
1_California Health Interview Survey, 2020
2_School Healthy Kids Survey, 2017-2019

Health Care Utilization

Access to quality health care services is important to a healthy community because residents can conveniently obtain the services they need locally without having to commute to other communities. Convenient access to culturally appropriate and competent care can lead to more positive health outcomes among residents. In addition to the availability of facilities, residents must also have adequate health insurance in order to afford services and use health care services that are known to control or prevent the onset of disease and illness.



Kaiser Permanente Facility, La Habra



Friends of Family, La Habra

Health Facilities

La Habra offers many healthcare facilities and services, many of them long established centers. Available facilities are three primary care facilities (Kaiser, St. Jude Providence, and Friends of Family), four community health clinics (including low-cost, federally qualified health centers), two skilled nursing facilities, home health agencies, urgent care, hospices, and individual and group practices (see **Table 6**). The city also has 9 residential care facilities for adults (including developmentally disabled) and 17 residential care facilities for the elderly. La Habra is near larger hospitals in Whittier, La Mirada, and Fullerton. There are currently no designated shortages of primary care, dental, or mental health professionals. However, La Habra has no state-licensed alcohol/drug abuse recovery facilities.

Table 6 Health Facilities, La Habra

Type of Facility/Care	Facilities
Primary Care	3
Health Care Center	4
Skilled Nursing Facility	2
Home Health Agency	4
Urgent Care	2
Hospice	1
Recovery/Treatment Facility	0
Residential Care Facilities - Adult	10
Residential Care Facilities - Elderly	17

Sources:
1_HRSA Facility Listing, 2023
2_Substance Abuse and Mental health Data Archive, 2023
3_California Department of Social Services, 2023.

Health Insurance

The availability of medical insurance is generally not an impediment to accessing healthcare. In La Habra, approximately 90 percent of residents have health insurance, slightly below the county average of 92 percent. However, as shown by the 2015-2019 ACS, insurance coverage varies by citizenship and age. Health insurance coverage was highest among children (96 percent) due to the Affordable Care Act and for seniors (96 percent) due to Medicare. However, only 86 percent of working adults had medical insurance. Regardless of age, health insurance coverage was the lowest (84 percent) for noncitizens residing in La Habra and for individuals and families not fluent in the English language.

Several local clinics provide care for individuals without health insurance. The facilities include Friends of Family Health Center and the Gary Center. Both of these health care facilities offer low-cost services provided by multilingual staff—including Spanish, Chinese, Korean, Farsi, and other languages. The La Habra City School District has also instituted programs to address the increased need for mental health services in La Habra by adding full-time counselors at every school, licensed marital and family therapists, and other services to help La Habra families with or without health insurance. La Habra Family Resource Center provides a family-centered support system, working with community resources that can address the health, emotional, social, and academic needs of children and their families

Health Services Use

Regular use of health care services is required not only to prevent chronic health conditions but to maximize the opportunity for good health. **Table 7** compares the utilization of health care services by La Habra residents and the county as a whole. The utilization rate for health care services among La Habra residents ranks in the lower quartile of health service utilization compared to residents in Orange County. The reason for the difference is unclear. However, across the state of California, the use of health care was lower during the COVID pandemic years, particularly among low and moderate income households who were more financially impacted by the loss of employment. The low utilization rate is likely not due to household income or lack of insurance, given the many low cost providers in the city. In contrast, the use of health care services among La Habra youth was very good. As La Habra seeks to improve the overall health of residents, increasing the use of health services is needed.

Table 7 Health Service Use, La Habra

Services Used in Prior Year	Percentage and Rank		
	City	County	OC Rank
Adult visited doctor for a routine checkup during the prior year	64%	66%	26th
Senior women up to date on a core clinical preventive services	29%	32%	29th
Senior men up to date on a core clinical preventive services	38%	41%	28th
Adults who visited a dentist during the prior year	64%	67%	28th
Cholesterol screening for adults during the prior year	85%	87%	27th
Youth delayed medical services during the prior year	9.1%	9.3%	N/A

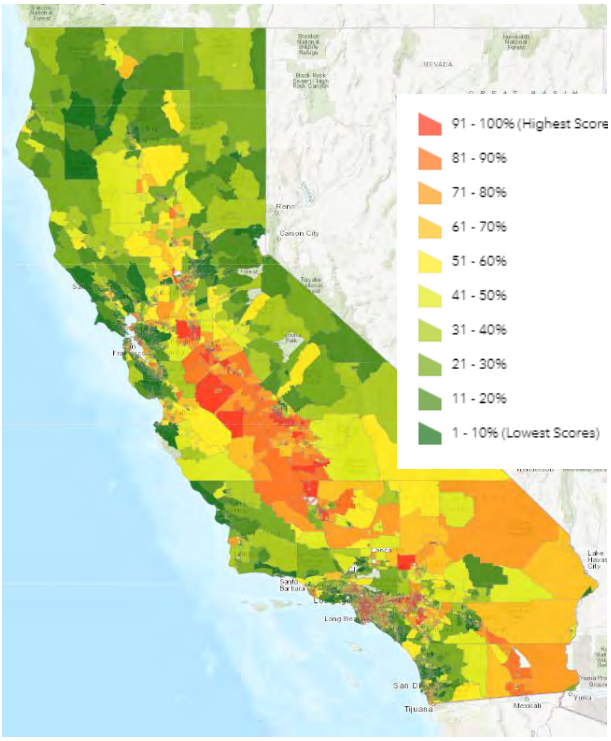
Source:
1_CDC Places; 2020 (data available only in percentages; data rounded to whole number).
2_AskCHIS Neighborhood Edition, 2020 (data available only in percentages).

3. DISADVANTAGED COMMUNITY ASSESSMENT

This chapter describes the methodology for identifying disadvantaged communities, determines the disadvantaged community status of areas within La Habra, and includes a description of the primary pollution, socioeconomic, and health issues within each of the areas.

Introduction

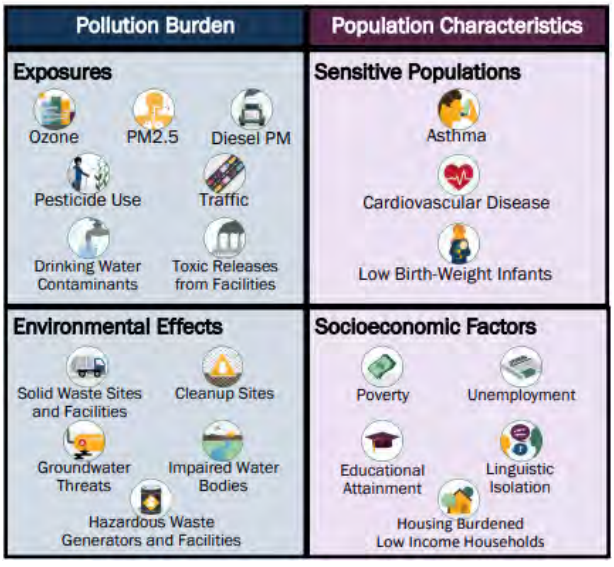
To help cities address their disadvantaged communities and comply with SB 1000, CalEPA has developed the CalEnviroScreen (CES) tool. The CES is designed to identify places that are disproportionately burdened by pollution or that have more vulnerable populations. In accordance with SB 1000, cities must use this tool, at minimum, to identify areas with environmental justice concerns and where policies and programs may be warranted. Shown to the right, CES's online mapping tool displays the CES score of each census tract based on its percentile ranking in California.



CalEnviroScreen Statewide Map

CES includes environmental, health, and socioeconomic data across 20 different indicators to calculate a health score. The indicators are based on factors that have been identified as impacting health or influencing one's vulnerability to poorer health. Once individual scores for each variable are obtained, a calculation is used to arrive at a composite score for two primary metrics—Pollution Burden and Population Characteristics.

The CES score for a census tract is calculated by multiplying the score for pollution burden by the score for population characteristics in a tract. All census tracts in California are then ordered from lowest to highest and assigned a percentile rank relative to the rest of the state's census tracts. Generally, any census tract that scores in the worse 25 percent statewide (referred to as the 75th percentile) is considered "disadvantaged." The graphic to the right lists the indicators used to determine a city's score from CalEnviroScreen.



Disadvantaged Communities

Pursuant to SB 1000, local governments must identify in their General Plan the disadvantaged communities within their planning areas to the extent that such areas exist within their community (Gov. Code, § 65302 (h)(1)). If a jurisdiction has a disadvantaged community, the SB 1000 requirements apply. In doing so, local governments should also describe the disadvantaged communities with particularity, including describing the unique pollution burdens and health risks that the communities face.

To guide local governments in identifying whether they have a disadvantaged community, the California Attorney General has clarified the definition of the statute for purposes of environmental justice planning. Under SB 1000, a disadvantaged community is defined as 1) an area that has been identified by the CalEPA in accordance with Health and Safety Code 39711 as being disadvantaged based on geographic, socioeconomic, public health, and environmental hazard criteria or 2) a low income area that is disproportionately affected by environmental pollution and other hazards (Gov't Code 65302(h)(4)(A).

METHODOLOGY FOR IDENTIFICATION OF DISADVANTAGED AREAS

CalEPA considers areas falling under any of the following to be disadvantaged:

1. Census tracts with overall CES 4.0 scores in the 75th percentile or higher
2. Census tracts with cumulative pollution burden in the 95th percentile or higher
3. Low-income area disproportionately affected by environ. pollution and other hazards
4. Census tracts identified in the 2017 designation as disadvantaged
5. Lands under control of federally recognized Tribes (conditions apply)

Source: California Department of Justice, Best Practices for Implementing SB 1000, Sept. 2023

The Attorney General noted that CES cannot capture all the burdens and risks that a specific area may face, such as climate change, and therefore, cities should consider other criteria (e.g., climate change). The City of La Habra has prepared a Vulnerability Assessment (VA) to support revisions to the Community Safety Element and to comply with statutory guidance for addressing climate change and resiliency. Given built out nature of the city and limited variation in topography, there are no floodplains, fire hazard zones, or areas with manmade hazards that are unique or severe to one or more areas of the City.

With respect to the other two methodologies, there are no additional census tracts identified by CalEPA as disadvantaged according to CalEPA's 2017 designation. All such tracts that were noted are already considered in the 2021 CalEnviroScreen methodology. With respect to tribal lands, there are no lands under control of federally recognized Tribes. Furthermore, there are no known reasons to designate any other census tracts as having a unique disadvantage based on criteria as lack of resources, as identified by resource opportunity mapping program provided by the California Tax Credit Allocation Committee.

CalEnviroScreen Base Scores

Table 8 displays the information provided by CalEnviroScreen with respect to the median income of the tract, composite score, pollution burden, and population characteristics. Additional information is provided by CalEnviroScreen regarding the types of issues within each census tract. Taken individually, six tracts exceed the 75th percentile for composite scores, eleven tracts exceed the 75th percentile for pollution burden, and only two tracts exceed the 75th percentile for population characteristics.

Table 8 CalEnviroScreen Summary, La Habra

		CalEnviroScreen Percentile Score		
Census Tract	Median Income	Composite Score	Pollution Burden	Population Characteristic
1101	Non-Low	51	70	37
1102	Low	58	73	44
1103	Low	78	89	61
1201	Low	82	73	80
1202	Low	77	79	68
1301	Low	67	83	50
1303	Low	73	93	50
1304	Low	92	96	75
1401	Low	75	69	72
1402	Low	65	73	53
1403	Non-Low	33	78	16
1404	Low	92	95	77
1501*	Non-Low	46	94	20
1601*	Non-Low	50	90	26
1705*	Non-Low	49	89	25
1707*	Non-Low	47	88	24
1708*	Low	52	67	39

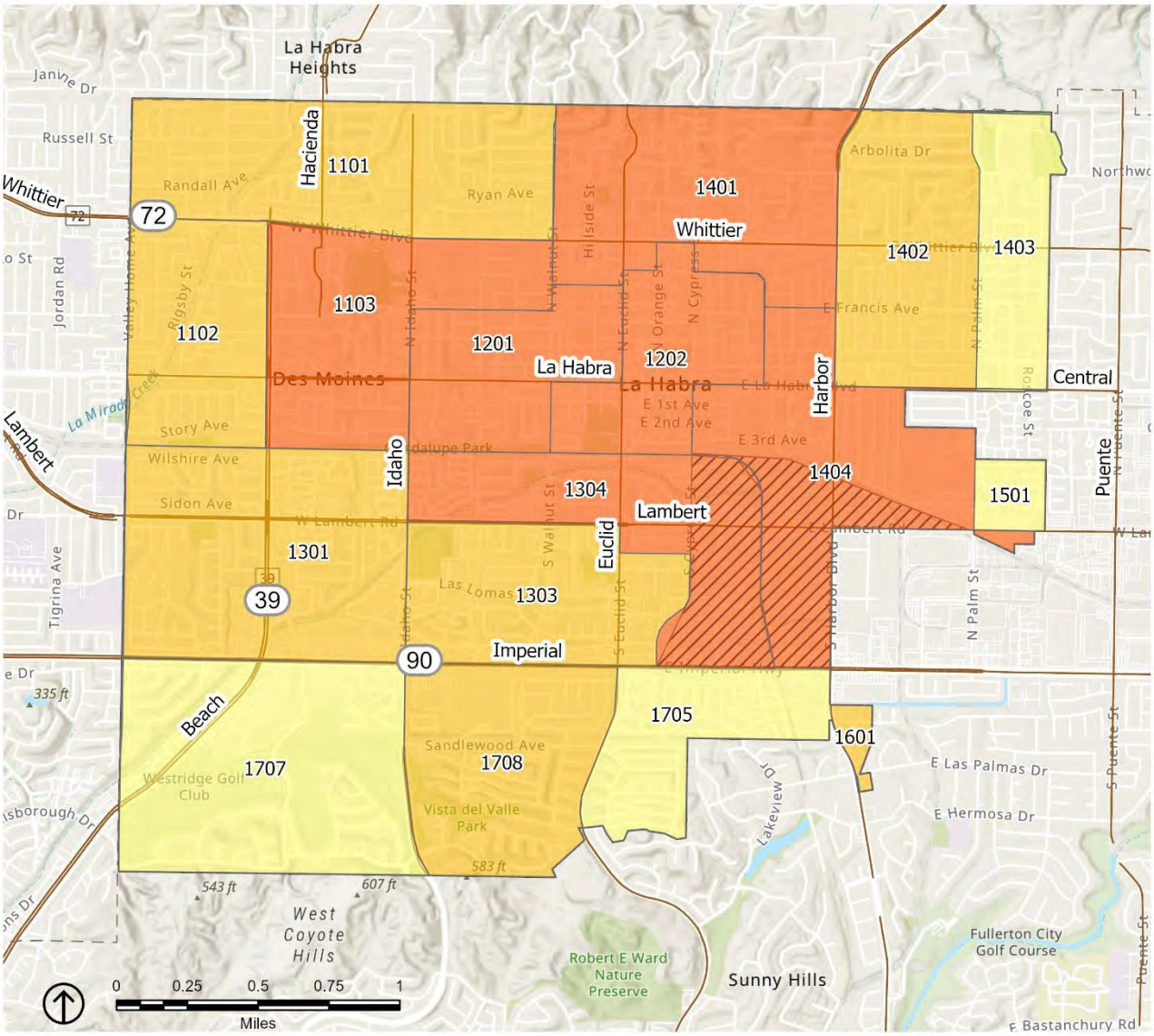
Sources: CalEnviroScreen, 2023

Tracts that have an asterisk represent split tracts, where a larger tract covers multiple cities, but a portion of the tract is also located within the City of La Habra.

Notes: Color-Coded Scale: CES Scores by Quartile. All figures rounded

Best	Medium	Moderate	Worst

On the following pages, **Figures 4, 5, and 6** illustrate the composite, pollution burden, and population characteristics score from CalEnviroScreen, version 4.



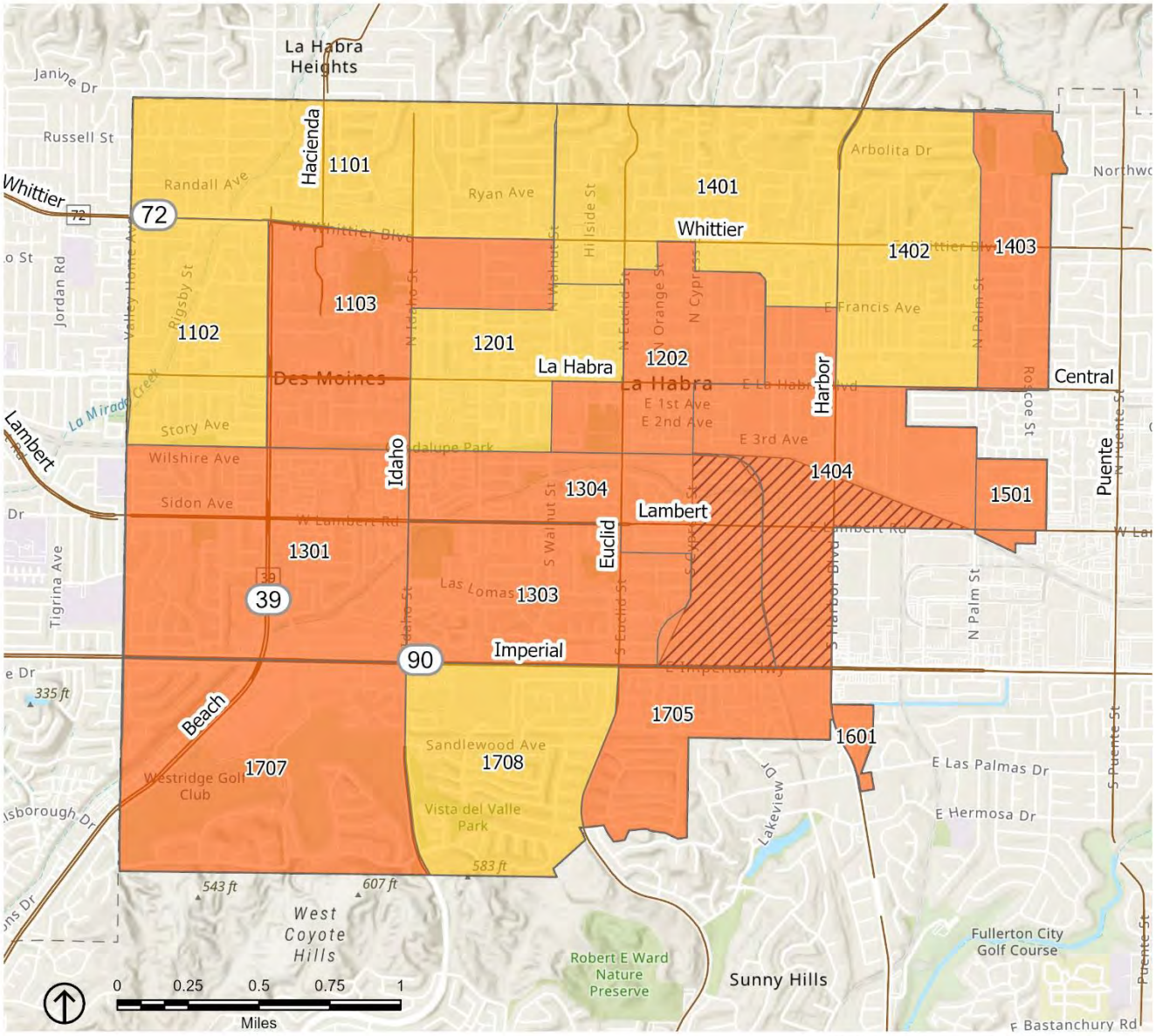
Source: ESRI, OEHHA CalEnviroScreen 4.0, PlaceWorks

Note: Census tract numbers are preceded by 605900

CalEnviroScreen Composite Percentile

- <25%
- 25-50%
- 50-75%
- 75-100%
- Non Residential Land Use
- City Boundary

Figure 4 CalEnviroScreen Composite Scores, La Habra



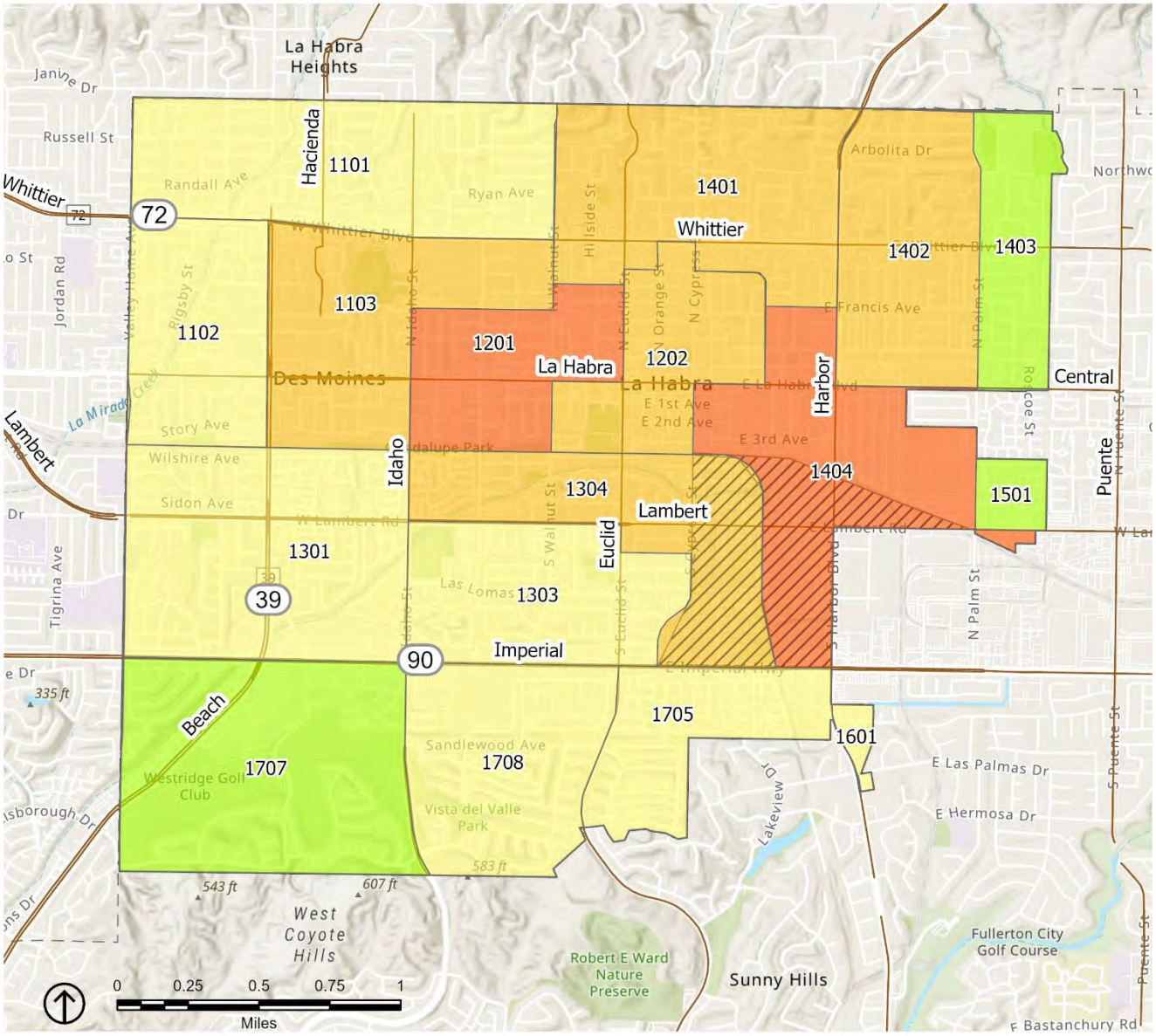
Source: ESRI, OEHHA CalEnviroScreen 4.0, PlaceWorks

CalEnviroScreen Pollution Burden Percentile

- <25%
- 25-50%
- 50-75%
- 75-100%
- Non Residential Land Use
- City Boundary

Note: Census tract numbers are preceded by 605900

Figure 5 CalEnviroScreen Pollution Scores, La Habra



Source: ESRI, OEHHA CalEnviroScreen 4.0, PlaceWorks
Note: Census tract numbers are preceded by 605900

CalEnviroScreen Population Characteristics Percentile

- <25%
- 25-50%
- 50-75%
- 75-100%
- Non Residential Land Use
- City Boundary

Figure 6 CalEnviroScreen Population Scores, La Habra

Disadvantaged Communities

The California Attorney General has reiterated and expanded upon the methods used to determine whether a community or neighborhood is disadvantaged. Three primary methods are outlined below, shown in **Table 9,** and illustrated in **Figure 7**. Taken together, 10 census tracts are designated as disadvantaged based on CalEnviroScreeen. The methodology for each method is described below[4].

- Method 1: Based solely on a census tract exceeding the 75th percentile for CalEnviroScreen. This includes a total 6 census tracts.
- Method 1a: Based on tracts which exceed the 95th percentile for pollution burden. All of the tracts shown are consistent with those identified in Method 1.
- Method 2: Low income tracts that exceed the 75th percentile for pollution burden. This method yields two additional tracts, although a portion of one tract is excluded as it is not low income.
- Method 3. Legacy "low-income" census tract considered disadvantaged by CalEnviroScreen3. This includes six tracts, but only 1 tract is unique and not covered by Method 1.

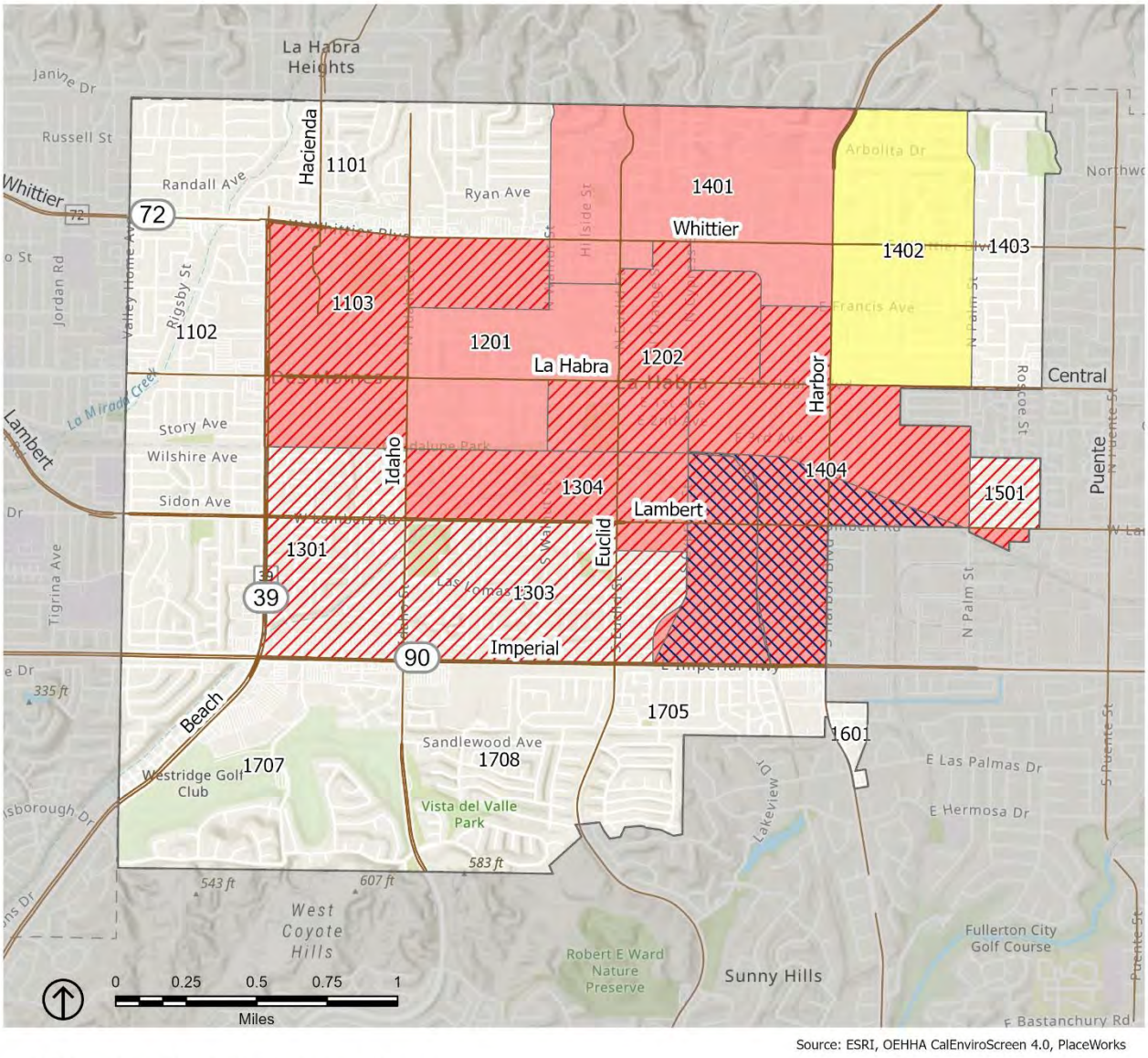
Table 9 Disadvantaged Community Summary, La Habra

Census Tract	Methodology for Determining Disadvantaged Tracts				
	Method 1: 75th Percentile Composite	Method 1a: 95th Percentile Poll. Burden	Method 2 Low Income + Poll. Burdened	Method 3: 75th Percentile CES Version 3	Cumulative: All Three Methods
1103					
1201					
1202					
1301			Note 1		
1303					
1304					
1401					
1402				Note 1	
1404					
1501					
#DACs	6	2	2	6	10

Sources: CalEnviroScreen, 2023

Note:
1. Portions of this tract is not lower income and therefore is excluded from the disadvantaged status.

[4] California Department of Justice, Best Practices for Implementing SB 1000. (September 2023).



Source: ESRI, OEHHA CalEnviroScreen 4.0, PlaceWorks

Disadvantaged Communities

- Non Residential Land Use
- CES4 Composite Score exceeds 75th Percentile
- CES4 Low-income tracts that exceed 75th percentile in pollution burden
- CES3 Composite results that differ from CES4 composite
- City Boundary

Figure 7 Disadvantaged Communities, La Habra

Summary of Needs

The City of La Habra has various population characteristics and pollution burden that are associated with less healthy outcomes and that also contribute to several census tracts being considered disadvantaged. The following summarizes these primary concerns. Table 9 summarizes these results for the disadvantaged tracts mentioned in the earlier section. Included are individual health outcomes as well.

Population Characteristics

- **Educational Attainment**. Education and employment are fundamental building blocks for economic mobility. Without education, one is unlikely to have the types of job opportunities that offer long-term security and a living wage. Low academic achievement results in fewer job opportunities, higher levels of unemployment, and poverty. Central La Habra tracts (census tracts 12.01, 12.02, 13.03, 13.04, 14.01, and 14.04) have a significant portion of adults that do not have a high diploma or its equivalency (27 to 31 percent) –much higher than the citywide average.

- **Linguistic Isolation**. While linguistic isolation is not especially high overall in the City, there are still several census tracts that rank in the highest (poorest) quartile for linguistic isolation. Census tracts 11.03, 12.01, and 13.04 all have linguistic isolation percentiles in the highest quartile. The City also has one higher income tract near Westridge that also has a high percentage of residents who are linguistically isolated, though the area is one of the wealthiest in La Habra. Linguistic isolation is often, but not always, correlated with educational attainment.

- **Unemployment and Poverty**. La Habra's unemployment rate tracks with the county as a whole. However, certain areas of the community have very high unemployment rates. Within the disadvantaged census tracts, the unemployment rate is typically double or triple the citywide average. The highest level of unemployment and/poverty is found in tracts with the lowest educational attainment (census tracts 12.01, 12.02, 13.01, 13.04, 14.01, and 14.04). The poverty rates in these tracts are also double and triple the citywide average. This confirms the relationship between education, unemployment, and poverty.

- **Housing Burden.** The consequences of lower educational attainment, poverty, and unemployment are evident in other areas—such as housing. Households with lower incomes may spend a larger proportion of their income on housing. CES tracks the level of severe overpayment (paying more than 50 percent of income toward housing) among lower income households. Only two of the disadvantaged tracts (14.01 and 11.03) have unusually high housing burdens. The prevalence of overpayment is lower than expected in other tracts because these tracts have the highest rate of overcrowding—families doubling up to afford housing.

- **Health Outcomes**. CalEnviroScreen tracks only a limited number of health conditions and outcomes, such as asthma, heart disease, and low birth rate. However, these outcomes do not necessarily reflect the most prevalent conditions in La Habra. According to the CDC Places, the City's general, physical, and mental health ranks in the poorest quartile countywide and conditions are most acute in the disadvantaged areas. Moreover, these areas also have the highest prevalence in the City of poor lifestyle risk factors, including current smoking, lack of sleep, lack of physical exercise, and obesity–and are particularly high compared to Orange County.

Pollution Burden

La Habra has a high pollution burden–11 census tracts exceed the 75th percentile. However, the presence of a pollution source does not necessarily mean that residents are exposed to pollutants, but rather that these pollutants are potential concerns. The reason is that some pollutants may be underground (and not near residents) or the pollution may be based on regional models which may or may not accurately reflect the amount of pollution that residents are exposed to. Nonetheless, key pollution concerns are below.

- **Air Quality.** A key source of pollution is air emissions, in particular particulate matter and ozone. These pollutants are also caused by trucks and the high volume of vehicles in the region which traverse the many freeways. To avoid freeway congestion, commuters often use Imperial Highway, a Super Street, to avoid the SR-91 or SR-60 during commute hours. The City has significant levels of pollutants in the third and fourth highest quartiles, particularly in the eight disadvantaged census tracts–however, it is generally less than cities situated near freeways.

- **Toxic Releases from Industry.** Commercial and industrial activities are also known to have the potential to release toxic pollutants to the air, water, and soil. La Habra has several industrial and commercial facilities, but most report minimal releases of pollution. The highest-polluting industries are permitted by the SCAQMD and are located in Brea, Fullerton, Industry, Anaheim–outside the City's control. All of the City's census tracts, including disadvantaged tracts, show toxic releases from industry scoring in the highest quartile.

- **Lead Exposure in Housing.** Lead is a toxic heavy metal and occurs naturally in the environment. Historically, lead was used as an additive in gasoline and as a primary ingredient in house paint. While the phasing out of lead gasoline has improved public health, La Habra has many older homes which may have used lead-based paint before it was phased out in 1978. CalEnviroScreen shows that the older areas in the City, particularly within the disadvantaged tracts, have older housing and score in the highest quartile for potential lead exposure.

- **Water Quality.** Most drinking water in California meets health and safety standards, but water can become contaminated with chemicals or bacteria. Municipalities are required to meet stringent drinking water standards defined by maximum concentration limits (MCLs) enforced by the State Public Health Department. In La Habra, the drinking water threats are due to arsenic, hexavalent chromium, perchlorate, and TCEs. Most census tracts in the City score in the 95th and above percentile for drinking water threats. According to the SWRCB, the City's drinking water passes all water quality standards, and there have been no MCL violations in the past decade.

- **Hazardous Wastes and Cleanups.** The City's hazardous waste score vary significantly by area; census tracts above La Habra Boulevard score fairly well, except for areas around the intersection of Whittier Boulevard and Beach Boulevard. The vast number of hazardous waste sites are within the upper quartile within three disadvantaged tracts (13.03, 13.04, 14.04). Four other non-disadvantaged census tracts also show high levels of hazardous wastes or cleanup sites due to past landfills, oil operations, and past industrial activities.

Disadvantaged Tracts Only

To provide greater clarity on the needs of disadvantaged census tracts within La Habra, **Table 10** combines information from CalEnviroScreen with respect to pollution burden and population characteristics and health scores based on information from the federal government. Most of the disadvantaged communities have similar issues–air quality, toxic releases, drinking water, and lead among others. Population characteristics are somewhat more varied, and include unemployment linguistic isolation, poverty, education, housing burden, and low birth weight.

Regarding health scores, the findings are mixed. Health status is poorer for four census tracts. These census tracts also have the highest prevalence of lifestyle risk factors compared to census tracts statewide. However, it is of note that many of the poor health scores may be due to prevention behavior. Most of the disadvantaged tracts have some of the lowest insurance rates and regular doctor's visits. The lack of prevention behaviors may also result in poorer general health, though it may also be due in part to the fluid nature of Medi-Cal, private health insurance, and the recent COVID pandemic.

Table 10 Summary of Needs of Disadvantaged Tracts, La Habra

Census Tract	CalEnviroScreen		Health Scores		
	Pollution Burden	Population Characteristic	Health Status	Lifestyle Risk	Prevention Behaviors
1103	AQ, TRI, DW, Pb	UE, LI, HB			INS
1201	AQ, TRI, DW, Pb	ED, LI, LBW	PGH	DRK, SLP, LPA	INS, CHK
1301	AQ, TRI, DW	UE			
1303	AQ, TRI, DW				INS, CHK
1304	AQ, TRI, DW, Pb, HW	ED, POV, UE, LI	PGH	LPA	INS, CHK
1404	AQ, TRI, DW, Pb, HW	ED, POV, UE, LBW	PGH, PPH, PMH	LPA, SM, OB, SLP	INS, CHK
1401	AQ, TRI, DW, Pb	UE, HB			INS
1402	AQ, TRI, DW			DRK	
1202	AQ, TRI, DW, Pb	ED, UE	PGH, PPH, PMH	LPA, OB, SLP	INS, CHK
1501	AQ, TRI, DW, HAZ				

Sources: CalEnviroScreen, 2020; CDC Places, 2020
Notes:
Disadvantaged Census Tracts are defined as having either:
+ Scores exceeding 75th percentile for CES' composite rank or a low income tract that exceeds the 75th percentile for pollution
+ Scores exceeding 66th percentile for health status and lifestyle risk factors

Indicators

Pollution	Population	Health Status	Risk Factors	Prevention
AQ: Ozone, DPM, or PM2.5	UE: Unemployment	PGH: Poor Gen Hlth	DRK: Drinking	CHK: No doctor visit in last year
DW: Drinking Water	LI: Linguistic Isolation	PPH: Poor Physical Hlth	SLP: Lack of Sleep	
TRI: Toxic Releases	HB: Housing Burden	PMH: Poor Mental Hlth	LPA: Lack Exercise	INS: No Health Insurance.
Pb: Lead-Based Paint in Housing	POV: Poverty		OB: Obesity	
HW: Hazardous Wastes	LBW: Low Birth Weight		SM: Smoking	

4. HEALTHY COMMUNITY FEATURES

Through both history and current policy, La Habra aspires to be a healthier community where its residents have full access to community amenities that allow them to thrive. As discussed earlier, healthy communities are defined as "places where all individuals have access to healthy built, social, economic, and natural environments that give them the opportunity to live their fullest potential regardless of their race, ethnicity, gender, income, age, abilities, or other defined circumstance."[5]

The graphic to the right serves as a visualization of a healthy community and what it contains.[6]

- **Natural Environment**—where the air, water, and land and soil in a community are clean and free of conditions that are hazardous to resident health.
- **Community Design**—where the type, location, and quality of land uses, transit, parks, and housing support health.
- **Social Environment**—where the conditions of homes, workplaces, neighborhoods, and schools support health and wellness.
- **Health Care**—where health services and facilities are affordable, accessible, available, and culturally appropriate for all.



Healthy Community Framework

This framework is underpinned by the key themes of social equity—whereby all residents, regardless of status, are able to access the full range of health, social, natural, and physical features of a healthy community that allow people to live a healthy life. Many of these features relate to environmental justice. Senate Bill 1000 requires comprehensive general plans to include, at minimum, a series of policies and objectives that encompass eight broad topics. These include improvements in air quality, access to public facilities, healthy food, safe and sanitary housing, physical activity, civic engagement, and prioritization of goals, policies, and programs to meet the needs of disadvantaged communities.

This chapter is intended to outline the various features of a healthy community by providing a background of the issue, current city efforts, and any deficits that need to be addressed. This chapter will provide the foundation for evaluating and developing goals, policies, and programs for addressing environmental justice. The remainder of this chapter assesses key elements in La Habra essential for a healthy city.

[5] APA, Healthy Communities Policy Guide, 2017, https://planning-org-uploadedmedia.s3.amazonaws.com/document/Healthy-Communities-Policy-Guide.pdf.

[6] PlaceWorks, "A Practical Guide to Planning Healthy Communities," 2014, https://placeworks.com/product/a-practical-guide-to-planning-healthy-communities-2014.

Food, Alcohol, and Tobacco Environment

What we consume is known to affect our health. While we typically think of food in isolation, food choices are directly affected by alcohol and tobacco as well. These three factors, individually and collectively, have a direct relationship to chronic disease and quality of life. This section briefly summarizes key indicators of the food environment—food, alcohol, and tobacco.

Food Environment

Food insecurity typically refers to a situation whereby residents have insufficient food available to them. It is formally defined as adults ages 18 and over who are low income and lack consistent access to enough food to live an active, healthy life. According to statewide surveys (CHIS, 2020), about 5 percent of La Habra adults are food insecure, which is slightly higher than the food insecurity rate in the county. As shown in Table 8, 80 percent of youth in city elementary schools are food insecure and eligible for free or reduced-price meals compared to only 53 percent countywide. **Table 11** summarizes the food environment in La Habra.

Table 11 Food Environment, La Habra

Indicators	No.
Food Security Measures	
+ # Low Income Households	10,530 (57%)
+ # Households Receiving CalFresh	1,539 (8%)
+ # Students Receiving Low Cost Meals	4,352 (80%)
Retail Food Stores	
+ Supermarkets (WIC and NonWIC)	13
+ WIC-Authorized Supermarkets	7
+ Number of Food Banks	11
+ WIC Store	1

Sources:
1_Comprehensive Housing Affordability Strategy, 2015-2019
2_American Community Survey, 2015-2019
3_California Department of Education, 2023
4_California Department of Public Health

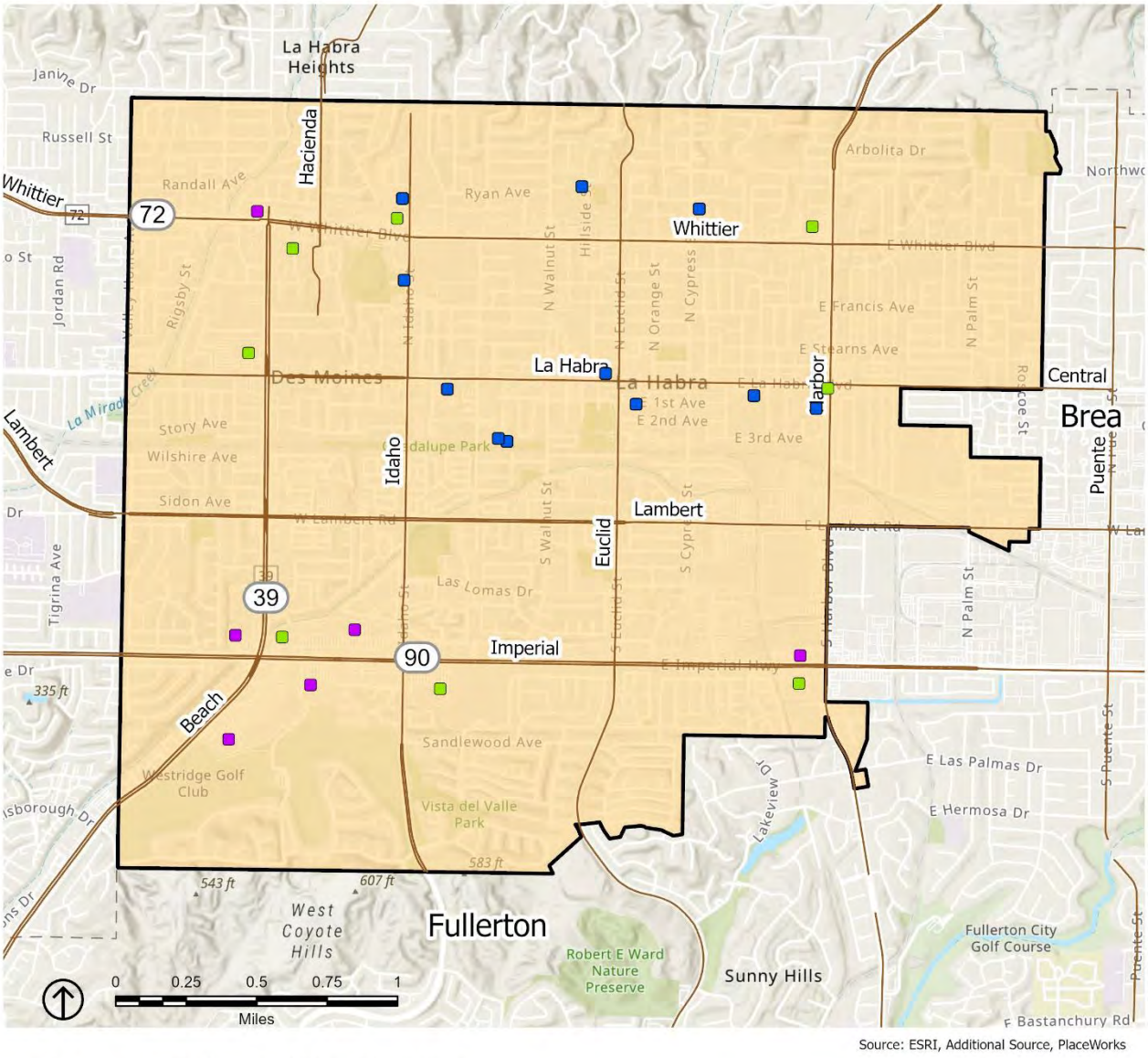
Food Availability

La Habra is served by approximately a dozen large-chain grocery stores (e.g., Stater Brothers, , Northgate, Walmart, Costco, Albertsons', Grocery Outlet, Amazon Fresh, and Trader Joe's). Additional smaller markets cater predominantly to Hispanic residents. Given the small size of La Habra and concentration of grocery stores, the city does not have a food desert (USDA, 2022). In addition, the city has several dozen fast-food outlets and dozens of smaller markets (e.g., 7-Eleven, gas station convenience stores, liquor stores, and others). Most of the stores are along Beach Boulevard and Harbor Boulevard, near the intersection of state routes. Central La Habra is served primarily by small Hispanic-oriented markets.

Food Affordability

Food affordability, defined as whether residents can afford groceries, is also important. Food affordability has become acute in recent years with inflation. To address the affordability of food, the State of California offers the Women, Infants, Children (WIC) program and CalFresh, which are available for households that earn incomes below twice the poverty level. In La Habra, approximately 11 percent of all households receive CalFresh. There is one WIC store in La Habra, and 7 of the 13 supermarkets accept WIC. The City School District also offers free and reduced-price meals for all income-qualified students. La Habra has a dozen food banks (e.g., schools, churches) that distribute free food daily to residents.

Figure 8 shows the WIC store, supermarkets and food banks serving La Habra. Most of the supermarkets are on Beach Boulevard and Harbor Boulevard. Food banks and smaller markets are closer to the center of La Habra. However, regardless of location, most residents are within a mile of a grocery store.



Source: ESRI, Additional Source, PlaceWorks

Supermarkets and Food Banks

- Supermarket
- Supermarket Accepting WIC
- Food Bank
- City Boundary

Figure 8 Locations of Supermarkets and Food Banks

Alcohol Environment

Alcohol and tobacco use are known to lead to undesirable health outcomes. Alcohol misuse is also linked to other poorer health conditions, including high blood pressure, heart disease, stroke, liver disease, cancer, and digestive problems, among many others.

According to the California Alcohol Beverage Control Board, La Habra has 140 permitted retail licenses to sell wine, beer, and spirits (see **Table 12**). Half of those licenses are for off-sale permits (e.g., grocery or convenience stores), and the remainder are for on-site (on-sale) consumption. Typically, off-sale stores (with the exception of supermarkets), where alcohol beverages are consumed off-site, are the most challenging to enforce laws prohibiting the sale of alcohol to minors due to the store hours. The number of licenses issued to sell alcohol beverages, 140, translates into 23 permitted licenses for every 10,000 residents. Approximately 60 percent of the city's census tracts have a higher percentage of retail alcohol licenses than the average for Orange County as a whole (**Figure 9**).

Table 12 Alcohol Profile, La Habra

Indicators	No.
Retail Alcohol Availability	
+ # of Retailer Licenses to Sell Alcohol	140
+ Licenses per 10,000 residents	23
+ % of Tracts with a Concentration	60%
+ % of Adults Who Binge Drink	16.9%
+ % of 11th Graders who currenrly drink	6%

Sources:
1_California Alcohol Beverage Control Board
2_CDC Places, 2020 (data only in percentages)

Definitions:
+ Binge Drinking. Adults ≥18 years who had 5 or more drinks (men) or 4 or more (women) on an occasion in the past 30 days.
+ Currently drink: Refers to the percentage of youth that have had an alcohol drink in the past 30 days
+ Concentration. Tracts where the number of licenses issued on a per capita basis is higher than the county average

The City, schools, and community organizations implement various programs to address alcohol use, including but not limited to:

- **Social Host Ordinance**. The La Habra Municipal Code (LHMC), Chapter 9.38, Social Host Accountability Ordinance, authorizes administrative and criminal liability on social hosts and/or landowners who allow parties that serve alcohol to underage persons or create public nuisances.
- **No Drinking in Public Places**. LHMC Chapter 9.08, Intoxicating Liquor, prohibits drinking alcoholic beverages in all public places (sidewalks, streets, parks, alleys, or public thoroughfares, etc.) in La Habra.
- **Shoulder Tap Program**. The police department will periodically conduct "shoulder tap" audits at random stores that sell alcoholic beverages to determine whether store owners or clerks sell to underage persons.
- **DUI Checkpoints**. The City police department will periodically conduct DUI checkpoints based on collision statistics and frequency of DUI arrests. These checkpoints include prescription drugs that impair the driver and are Funded by the California Office of Traffic Safety.
- **License to Sell**. The City requires a conditional use permit to sell alcohol. In addition, ABC will notify the City when an undue concentration of alcohol permits exists. The City may either deny permit issuance or allow the permit with a finding of public convenience and necessity.

Tobacco Environment

Smoking, vaping, and tobacco use are linked to heart disease, lung cancer, chronic obstructive pulmonary disease, emphysema, asthma, and other chronic diseases. In La Habra, 46 licenses were issued for retail tobacco sales by the State of California (see **Table 13**). That equals more than 7 licenses per 10,000 residents, the sixth highest rate in the county. The city's density of licensed retail tobacco outlets is likely higher because license data is unavailable for sole proprietors of many smaller markets. State law does not regulate the concentration of tobacco permits. However, 70 percent of the census tracts in the city have an undue concentration of tobacco licenses on a per capita basis.

Table 13 Tobacco Profile, La Habra

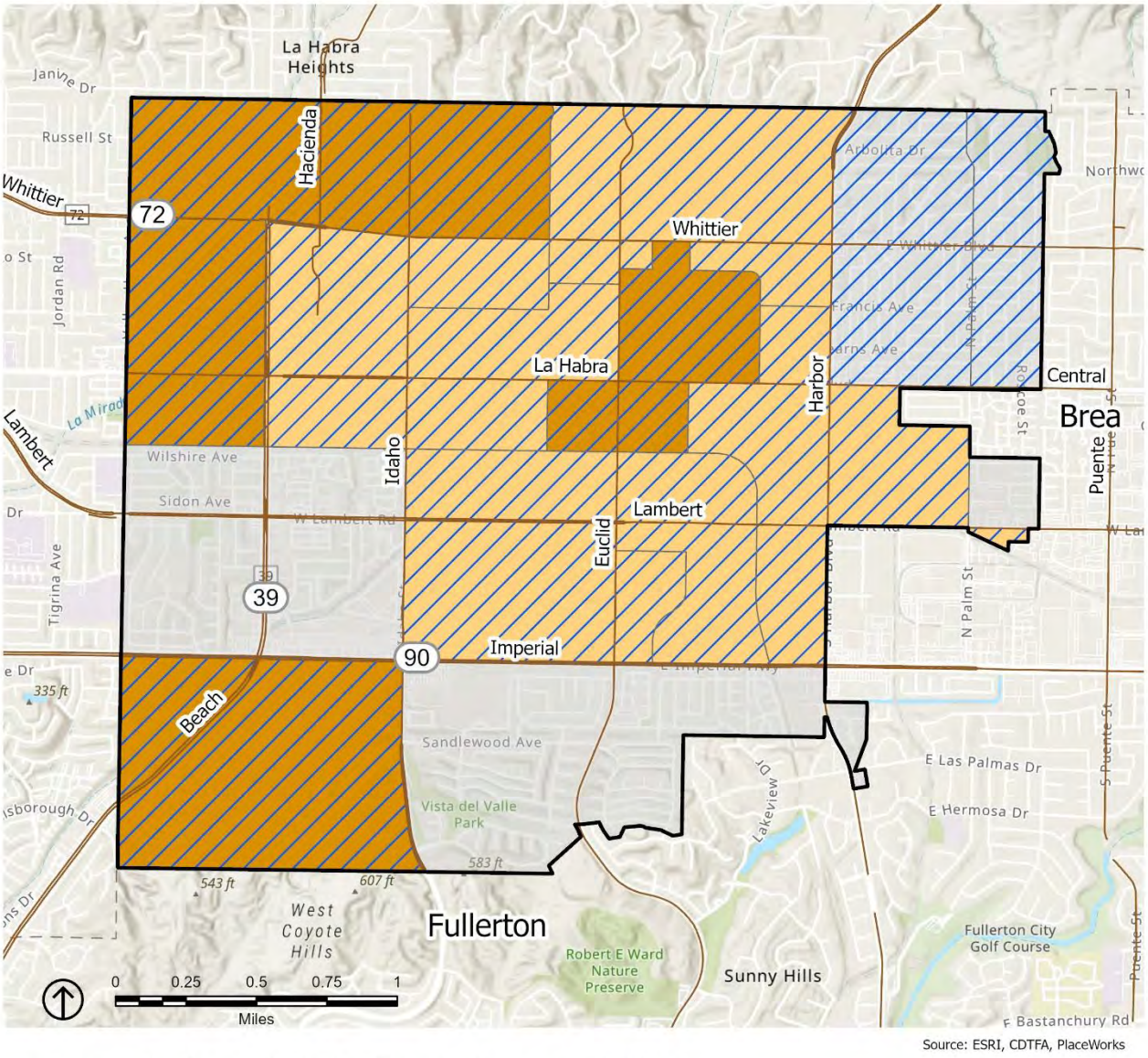
Indicators	No.
Retail Tobacco Availability	
+ # of Retailer Licenses	46
+ Licenses per 10,000 residents	7.5
+ % of Tracts with a Concentration	70%
+ % of Adults Who Smoke	11.1%
+ % of La Habra Students Who Smoke/Vape	3-5%

Sources:
1_California Department of Tax and Fee Administration, 2023
2_CDC Places, 2020 (data available only in percentages)
3_Healthy Kids Survey, LHCUSD and FJUHS, 2019–2022
Notes:
Concentration. Tracts where the number of licenses issued on a per capita basis is higher than the county average

The overconcentration of alcoholic beverage or tobacco licenses has been noted by public health agencies as a contributing factor to a higher prevalence of smoking and alcohol consumption. These findings are particularly applicable to young people, who are more influenced by marketing campaigns. Overconcentration has been correlated, in some cases, with additional law enforcement concerns, such as delinquency and violence. These studies and local experience have led some jurisdictions to develop regulations limiting the overconcentration of tobacco and alcohol sales within neighborhoods. **Figure 9** shows census tracts where the number of alcohol and/or tobacco licenses issued per capita exceeds the countywide average.

The City, local school districts, and community organizations implement various programs to discourage tobacco use and vaping. Among other programs, these include:

- **Smoking in Public**. The LHMC § 12.28.14 prohibits smoking, vaping, or use of electronic devices in city parks, city park parking lots, within 25 feet of any city park, within 20 feet of a city parking lot, or within 25 feet of any playground or tot-lot sandbox area.
- **Retailer Regulations**. LHMC Chapter 9.02 regulates the sale of tobacco products, prohibiting sales to underage minors, regulating marketing and signage, requiring photo identification, and implementing other measures. The City also regulates smoking lounges.
- **Community Programs**. The Vape Free La Habra Adult Coalition works with schools, the County, and other groups to educate adults and youth about the dangers of smoking and vaping to prevent adverse health effects.
- **Educational Programs**. Local schools periodically hold workshops, air videos, and provide other educational materials to parents, youth, and children to educate them about the dangers of smoking, tobacco use, and vaping to one's health.



Source: ESRI, CDTFA, PlaceWorks

Concentration of Alcohol and Tobacco Retailers

- Off Sale Alcohol Concentration
- On Sale and Off Sale Alcohol Concentration
- Tobacco Concentration
- City Boundary

Note: An alcohol or tobacco concentration denotes a census tract where the number of licenses issued on a per capita basis exceeds the average number of licenses issued on a per capita basis countywide

Figure 9 Density of Alcohol and Tobacco Retail

Parks and Recreation

Parks and recreational facilities are valued amenities for La Habra residents, and the City expends resources to maintain their value. They offer opportunities for residents to experience nature, gather with friends and family, improve fitness and related skills, and relax and recharge. The availability of appropriate and safe parks and programs can also increase physical activity and improve the health and well-being of residents. It is no surprise that access to park, recreation, and active living resources are an essential feature of a healthy community and a high priority for La Habra. The following analyzes the availability of park and recreational facilities in La Habra.



La Habra has 24 parks totaling about 138.5 acres. The parks are classified by their function and size: 7 are mini parks, 4 are community parks, and 13 are neighborhood parks. Mini parks are typically about an acre or smaller and serve a small defined area. Neighborhood parks are up to 5 acres and typically serve an area of 1 mile. Community parks have larger-scale amenities and serve an area of one to two miles. The City supplements its inventory of parks with joint use facilities with local school districts. The City uses 10 school fields for sports activities (e.g. soccer, football, etc.) after school hours (see **Table 14**).

In addition to parks, the City has many other recreational facilities that offer opportunities for residents to stay active. These facilities include, but are not limited to:

- La Habra Senior Center, which serves as the hub of services for La Habra seniors.
- La Habra Tennis Center, a nationally recognized USTA facility serving the city.
- Boys and Girls Club, which offers an array of activities for youth ages 7 to 18 years old.
- Hillcrest Center, which provides a wide range of recreation and social service programs.
- Children's Museum, which provides youth programs that are engaging and educational.
- Regional park and recreation amenities (Ralph B. Clark Park, Robert E. Ward Nature Preserve, Westridge Golf Course, etc.).

Table 14 Park Profile, La Habra

Park Types	No.	Acres
City Parks		
+ Mini Parks	8	3.6
+ Neighborhood Parks	11	43.9
+ Community Parks	6	91.0
Other Facilities		
+ Joint Use Schools/Parks	10	N/A
+ Public Facilities	1	N/A
+ Boys and Girls Club	1	N/A

Sources: City of La Habra website, 2023.

The City's park system can be evaluated in terms of several features, namely: 1) amount of parkland, 2) access to parks for residents, and 3) the overall quality and condition of park and recreational facilities.

Park Acreage

The General Plan goal for park acreage is 2.5 acres of parkland for every 1,000 residents. Parks are spread throughout the city, except for the eastern, southeastern (served primarily by mini parks only), and northwest corners of the city. Based on a population of 63,097, the City has 2.20 park acres per 1,000 people. In addition, the City supplements its publicly owned parkland with 10 facilities owned by school districts. These joint use facilities accommodate athletic field use for organizations such as AYSO (soccer), Pop Warner (football), and other sports organizations. The City has also secured funding to develop the now undeveloped Vista Grande Park with a new amphitheater, dog park, open play fields, futsal/basketball court, volleyball court, gazebo, universally accessible playground, trails, demonstration garden, picnic areas, art wall, parking, and other amenities. The City is also converting the former Women's Club into the new 0.7-acre Greenwood Park.

Park Access

Park access refers to the proximity and accessibility of parks to residents. The Trust for Public Land and National Park and Recreation Association advocate that all residences should be within a 10-minute walk (1/2 mile) of a quality park. Typically, smaller parks like mini parks serve a smaller service area of ¼ to ½ mile radius. **Figure 10** identifies La Habra City parks and the "walkshed" associated with each park. There appears to be shortages of park acreage in northwest, southwest and east central La Habra due to either a lack of a park or limited access to existing parks due to barriers. Osornio Park has limited access from the west due to a wooded greenway. Esteli Park is only accessible by one road, Brookdale Avenue. While park access deficiencies are addressed by the joint use agreements with local school districts (La Habra City School District and Fullerton Joint Union High School District, park access could be improved by opening block walls, creating drainage crossings, and purchasing easements. A joint use agreement could also be established with the Lowell Joint School District.

Park Quality

Deferred maintenance and safety are a continued concern because parks and recreational facilities require maintenance and periodic rehabilitation. Many of the City's parks are older and are being refurbished, improving recreation opportunities for residents. For instance, the City has secured $3 million in grants to develop Vista Grande Park. The City is also installing a new vapor intrusion device at the park to address issues dating back to when the site was a landfill. The City has worked with KaBoom! to develop a new creative play space at El Centro-Lions Park. La Habra has also worked with KaBoom!, Foresters, and Disney to install new playground equipment at three other parks– Montwood, Descanso, and Miguel parks. Finally, the City is repairing playgrounds at its mobile home parks and four child development centers.



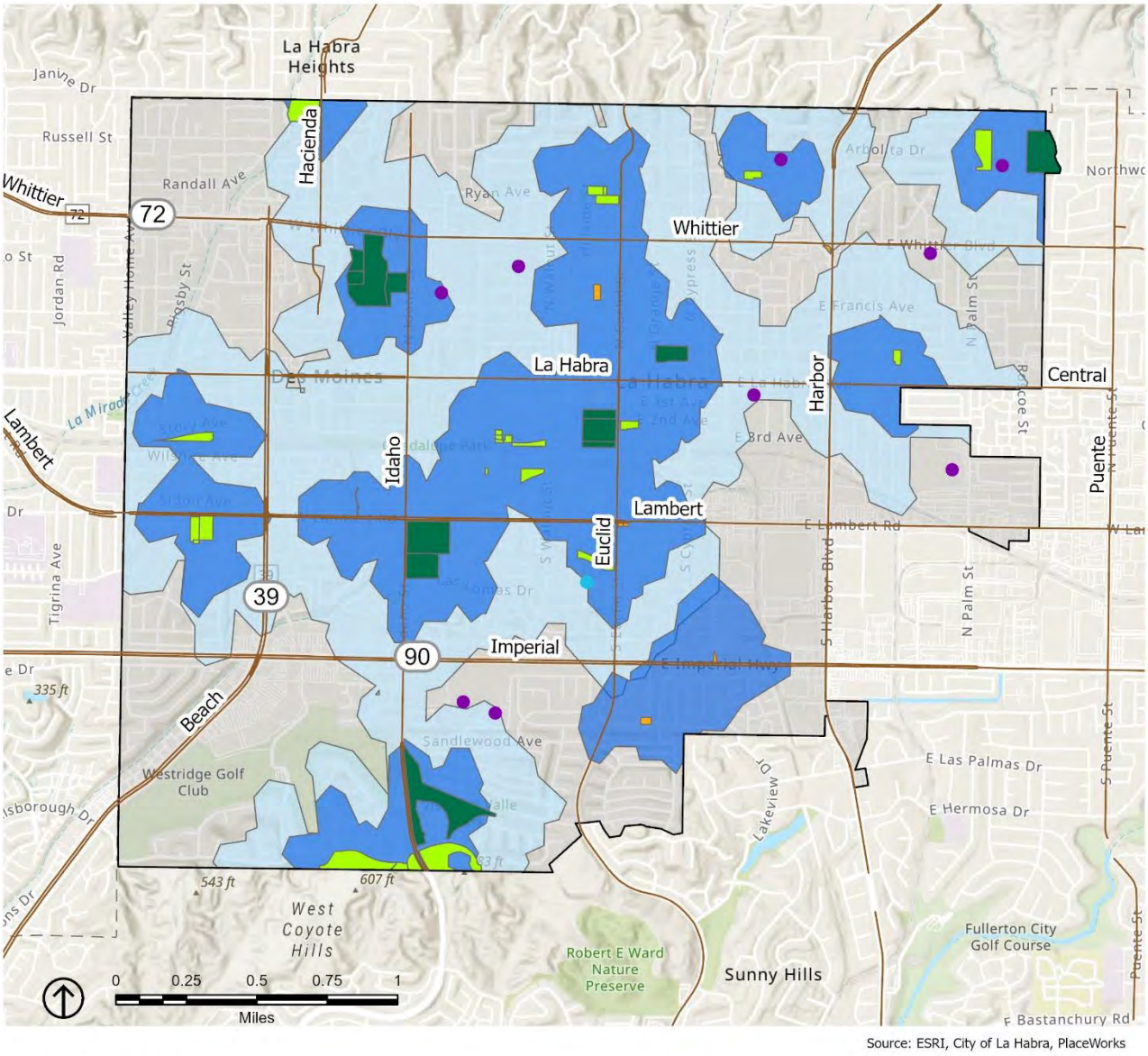


Figure 10 Park and Recreational Facility Access

Urban Forestry/Greening

Urban forestry programs have become increasingly important as communities desire to reduce the heat island effect of their impermeable (concrete) environment. La Habra has long supported a robust parkway tree program. For more than 70 years, La Habra was known as the city just south of La Habra Heights, where the 'Hass' avocado, was planted in the 1920s. The fruit from this tree has since become one of the most popular avocado cultivars worldwide.



Trees on private proeprty are a key part of the City's urban forest and canopy coverage

Although avocado cultivation is no longer an industry in the city, La Habra has an active urban forestry program recognized by the Arbor Day Foundation. La Habra has been a Tree City USA for 25 years and manages an urban forest that exceeds 10,000 trees. Residents highly value this program. According to the Health and Environmental Equity Survey, when asked what the City's priorities should be for making La Habra a healthier community, one-third (34 percent) of residents supported enhanced planting of trees.

Table 15 summarizes details of the City's urban forest (tree), including most prominent trees, and three tiers of tree canopy coverage by census tract and area.

- **Higher**: Streets and properties along the four edges of the City have the densest urban forest, with an average canopy coverage of 25–41 percent. These areas tend to be low density single-family homes.
- **Medium**: Streets and properties south of La Habra Boulevard and north of Imperial Highway, have a coverage of 15-24 percent. Census tracts –1301, 1303, 1304, 1103, and 1202 cover the oldest area of the city.
- **Lower**: Streets and properties in eastern La Habra (tract 1404) in the core industrial area have a low tree canopy coverage of 0 to 14 percent, which is generally expected due to the industrial nature of the land uses.

Table 15 La Habra Urban Forestry

	No.	Percent
Tree Facts		
+ Trees	10,844	100%
+ Crape Myrtle	1,682	15.5%
+ Chinese Elm	544	5.0%
Tree Facts	**Acres**	**Percent**
+ Lower (0-14 % canopy)	390	8%
+ Med. (15-24% canopy)	1,607	33%
+ High (25-41% canopy)	4,843	59%

Sources: USDA, 2021; City of La Habra

Notes:
Tree canopy estimates are based on aerial assessments and may differ from actual on-the-ground conditions.

Figure 11 on the following page illustrates the location of tracts within the community and their associated urban forestry coverage.

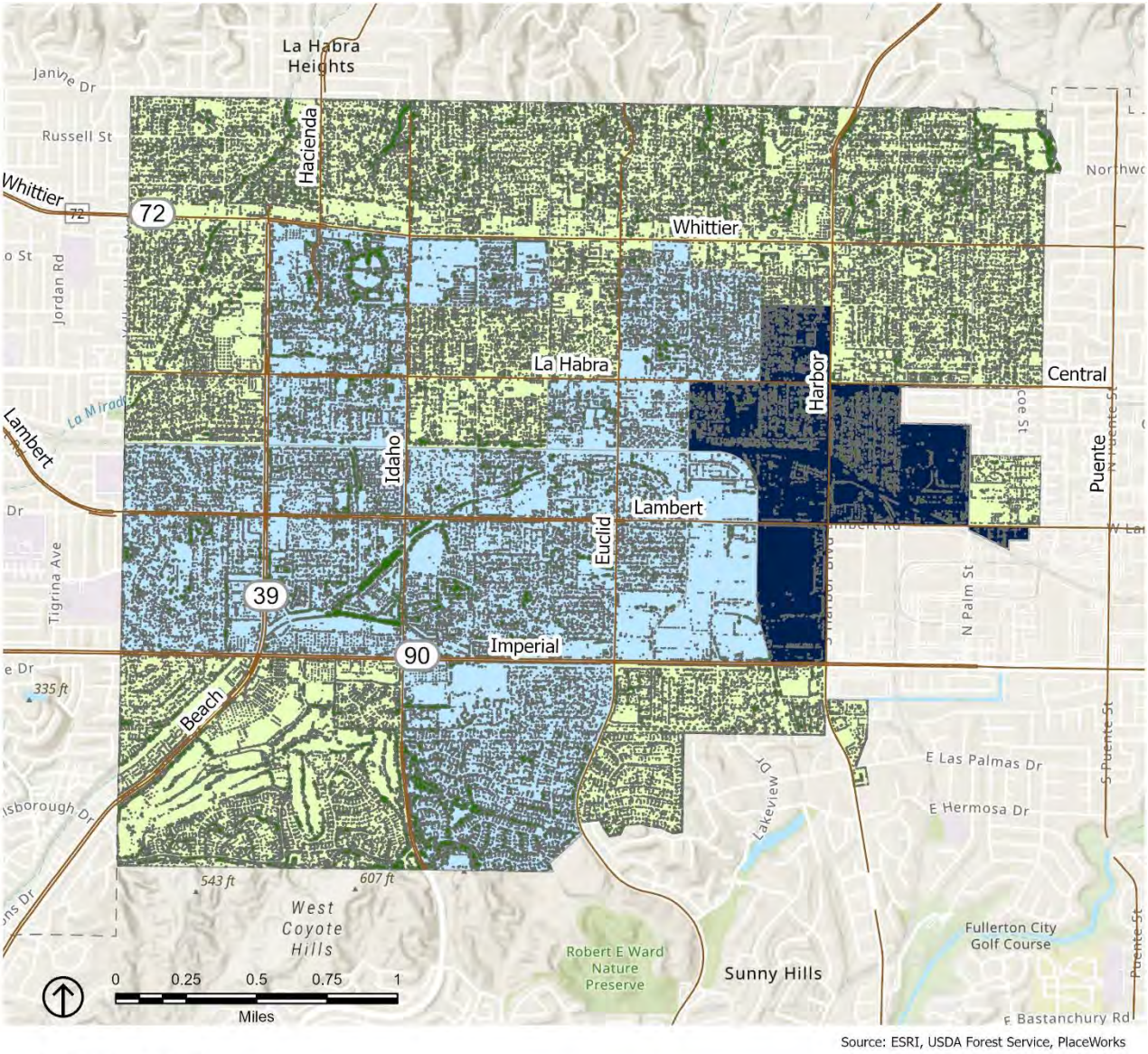


Figure 11 Tree Canopy Coverage in La Habra, 2021

Housing Opportunity

Traditionally, the topic of safe and sanitary housing has been framed in terms of the physical quality of housing and its relationship to the health of residents. However, in recent years, the industry has progressed to encompass expanded notions of how "housing security" is an essential feature of a healthy city. Key concerns include: 1) the diversity of housing types and prices, 2) physical conditions and/or hazards associated with a home, and 3) specific housing problems such as overcrowding or overpayment. In short, the connection between housing and a healthy community is one whereby a wide variety of types and prices of housing should be available to accommodate the diverse needs of residents.



City Ventures, Luna Project

Housing Diversity

Maintaining a balance of housing types is an important part of being a healthy community and is a key objective of the City's adopted Housing Element. The intent is to ensure that the housing stock matches the needs of all age and income groups in the community. Clearly, affordable housing is in short supply regionally and locally, so an assessment is not provided. However, a broad assessment of housing types in La Habra suggests where gaps in the types of housing still exist.

- **Single-family homes**. Within La Habra, the predominant type of housing has been single-family housing, comprising 60 percent of all housing units. As the city's land has diminished and single-family homes become more expensive, developers have increasingly built a variety of townhome and condominium projects instead of detached single-family housing. This trend has helped provide affordable homeownership options for residents. However, since condos and townhomes are built on higher density sites, it leaves less sites available for more affordable apartments.

- **Apartments**. Apartments continue to be in high demand. In analyzing the city's apartment stock, studios made up only 2 percent of all units, and three-bedroom units made up only 2 percent—meaning that single individuals and families with children have fewer options to live in La Habra. Single persons would have to pay more for a larger unit than what they might otherwise need, while larger families with children might have to live in overcrowded 2 bedroom apartments. La Habra's one Class A property has a 99.1% occupancy rate (average rent exceeds $3,000/month), suggesting that there may be a high enough demand for other Class A apartments in the city.

- **Special Needs Housing**. La Habra is home to 13 residential care facilities for the elderly (ages 60 and above) that house 704 residents, and 10 adult residential care (ARC) facilities that house 40 residents (ages 18-59). This translates into 55 RCFE beds for every 1,000 residents and 1.1 needs for every 1,000 eligible residents. Orange County has an average of 51 RCFE beds for every 1,000 adults and 1.9 ARC beds for 1,000 adults. Assuming that the City and County should have equivalent facilities per capita, La Habra may have a shortfall of ARC facilities and surplus of RCFEs, although a facility demand assessment would be needed to arrive at definitive estimates.

Housing Problems

"Housing problems" is a term used by the federal government that refers to overpayment, overcrowding, and substandard housing. Housing problems are a concern for most communities, including La Habra. They often occur when a household cannot afford suitably sized and priced housing. In other cases, life changes (retirement, children moving back home, loss of job, etc.) can cause housing overpayment and/or overcrowding. Poor housing conditions due to housing age, unpermitted add-ons, or building practices when the residential unit was first built can also be considered a housing problem.

Table 16 and the discussion below indicate the health concerns regarding housing problems.

- **Overcrowding**. Overcrowding refers to the number of people living in a home. Overcrowding can be moderate or severe; moderate is 1 to 1.5 persons per room, and severe refers to more than 1.5 persons per room. About 6 percent of homeowners and 21 percent of renters in La Habra live in overcrowded situations. Overcrowding is more prevalent among lower income households.

- **Overpayment**. Overpayment refers to how much of total income a household pays for housing. Moderate overpayment refers to paying 30 to 49 percent of income for housing, and severe overpayment is paying more than 50 percent of income for housing. Housing overpayment is widespread in La Habra—34 percent of owners and 49 percent of renters overpay for housing.

- **Substandard Housing**. Substandard housing is defined as unsafe or unhealthy to occupy, not whether a kitchen or telephone is absent. The City does not have a housing conditions survey that would provide estimates of substandard housing. City staff estimates up to 5 percent of units require rehabilitation (roofing, electrical, plumbing), and 1 percent may require replacement.

Table 16 Substandard Housing Indicators, La Habra

Hazards	Sources of Health Hazards	Potential Occurrence in La Habra
Radon, Asbestos, Volatile Organic Compounds, Lead	Underground gas, flooring, chemically treated surfaces; lead-based paint	15% of 40 homes tested exceeded safe radon levels; Data on VOC and asbestos levels are unavailable; Lead-based paint exposure estimated at 2% or less.
Secondhand Smoke Exposure at Home	Cigarettes, poorly designed fireplaces or furnaces.	11% of La Habra adults smoke; no data on children exposed to secondhand smoke.
Household Overcrowding	Too many individuals living per habitable room in a home	Owner-occupied homes: 660 units (6%) Renter-occupied homes: 1,760 du (23%)
Household Overpayment	Paying more than 30 percent of income toward housing	Renter households: 3,824 (49%) of households Owner households: 3,581 (34%) of households
Substandard Housing	Incomplete kitchens, heat, or plumbing; pests, mold, mildew; lack of electric, heat, fire, plumbing, and other systems	Lack heating/cooling: 1,016 units (5.5%) Incomplete kitchen: 47 units (0.3%) Incomplete plumbing: 241 units (1.3%)

Sources:
1_American Community Survey, 2015-2019
2_California Geological Survey, Special Report 247: California Indoor Radon Potential, 2022

Figures 12 and **13** illustrate the prevalence of substandard housing indicators for overcrowding and renter housing overpayment because these data sources are large enough to provide a robust estimate. As shown, the highest prevalence of renter overpayment and overcrowding appears to be in central La Habra where household incomes are the lowest, although neighborhoods outside the core that have more expensive housing and higher incomes also have significant housing problems.

Addressing housing security is challenging because it involves the household size and household income, housing prices, tenure of the home (rental or ownership), and the condition of the home itself. Programs to address housing security are listed below:

- **Substandard Housing Conditions.** The City implements programs to encourage maintenance and rehabilitation of housing. City code compliance and building officials conduct periodic inspections of structures and property. The City offers a home improvement program for owner-occupied units to make improvements, including accessibility, energy efficiency, and code compliance. By mid-2025, the City will also explore the feasibility of apartment rental inspections to allow more proactive identification and remediation of housing needs.



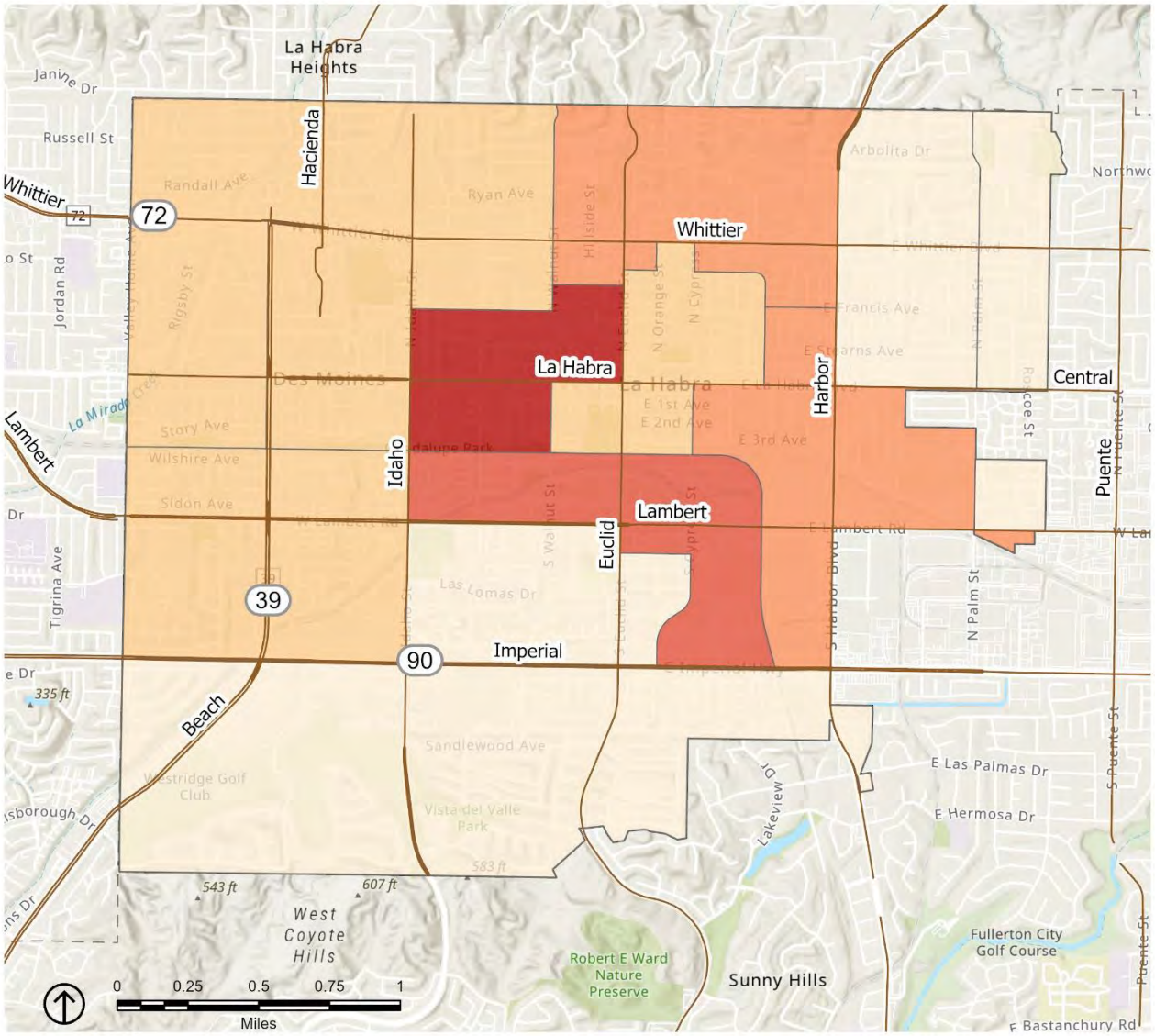


Before and after photos of code enforcement success

- **Affordability/Overcrowding.** While no city can produce enough housing to significantly change market dynamics and the rate of housing overpayment or overcrowding, the City does encourage the development of accessory dwellings and room additions to alleviate overcrowding. In addition, the City's inclusionary ordinance requires that all new residential projects with 10 or more units either provide or pay a fee that will support up to 15 percent of the units as affordable to lower and moderate income households.

- **Mobile Home Assistance**. The City has an aggressive program to assist in the improvement, preservation, and retention of the affordability of mobile homes for seniors, families, special needs groups, and households with low and moderate incomes. Of the five parks in La Habra, two are owned by the City. For City-owned parks, funds are regularly earmarked to improve roadways, recreational equipment, and other infrastructure. These two parks provide 20 percent of the units as deed restricted units that are affordable to low and moderate income households.

- **Rental Assistance**. During the COVID-19 pandemic, the City allocated substantial funding to provide rental assistance so that La Habra renters could continue to afford their homes. With the abeyance of that public health emergency, the primary tool for renter assistance remains the County Housing Authority. Approximately 200 households receive assistance each year. The Housing Element commits the City to support and participate, where feasible, in the provision of rental assistance to allow residents to afford, secure, and retain rental housing.



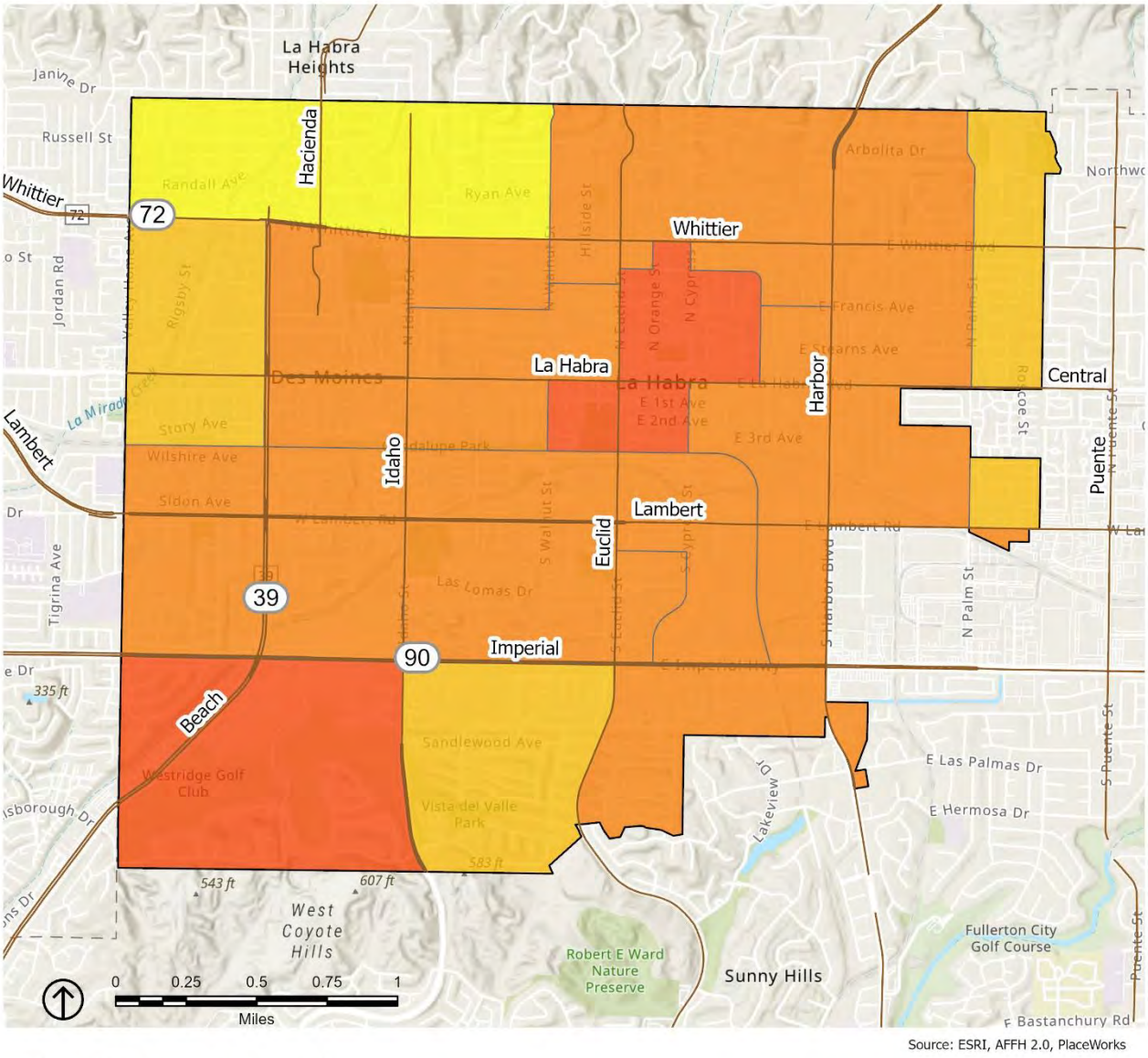
Source: ESRI, Additional Source, PlaceWorks

Overcrowding
Percent of Overcrowded Units

- Less than 5%
- 5% - 10%
- 10% - 15%
- 15% - 20%
- More than 20%
- City Boundary

Note: Overcrowding is defined as a housing unit with more occupants than habitable rooms in a home. The legend refers to the percent of housing units in a census tract that are overcrowded.

Figure 12 Prevalence of Overcrowding in Housing



Source: ESRI, AFFH 2.0, PlaceWorks

Renter Overpayment

Percent of Renter Households Overpaying for Housing

- < 20%
- 20% - 40%
- 40% - 60%
- 60% - 80%
- > 80%
- City Boundary

Note: Overpayment is defined as a household that pays more than 30% of gross income towards housing. The legend refers to the percent of households in a census tract that are overpaying for housing.

Figure 13 Prevalence of Renter Housing Overpayment

Transit and Active Transit

Geographically, La Habra is one of the smaller communities in southern California, spanning only 7.4 square miles. To access schools, housing, community facilities, and other services, however, the City offers transportation options for its residents, seniors, students, and people with disabilities. **Table 17** and **Figure 14** illustrate the transit system in La Habra.

City Transit

The Orange County Transportation Authority (OCTA) provides two community routes (Routes 143 and 129) that connect La Habra to Huntington Beach and Fountain Valley. Foothill Transit operates Route 285, which runs along Beach and Whittier Boulevards through Hacienda Heights to Puente Hills Mall. Norwalk Line 4 runs along Imperial to La Habra. Transit routes run along major arterials that are at least one-half mile apart, with bus stops one-quarter mile apart. Two local routes (Routes 29 and 37) make loops on the west and east sides of the city. Altogether, according to All Transit Performance measurements, transit is accessible to 97 percent of residents. With a transit score of 5 out of a maximum score of 10, La Habra is ranked the 9th best in Orange County cities for coverage.

Table 17 Transit Profile, La Habra

Transit Indicators	No.	Rank
Transit Routes	4	N/A
Transit Trips per Week	503	12th
Transit Connectivity Score	2.7	15th
Commuters Who Use Transit	2.3%	10th
Jobs w/in ½ mile of transit	94%	N/A
Hhlds w/in ½ mile of transit	97%	N/A
Special Needs Transit	Yes	Yes
All Transit Performance Score	5.0	9th

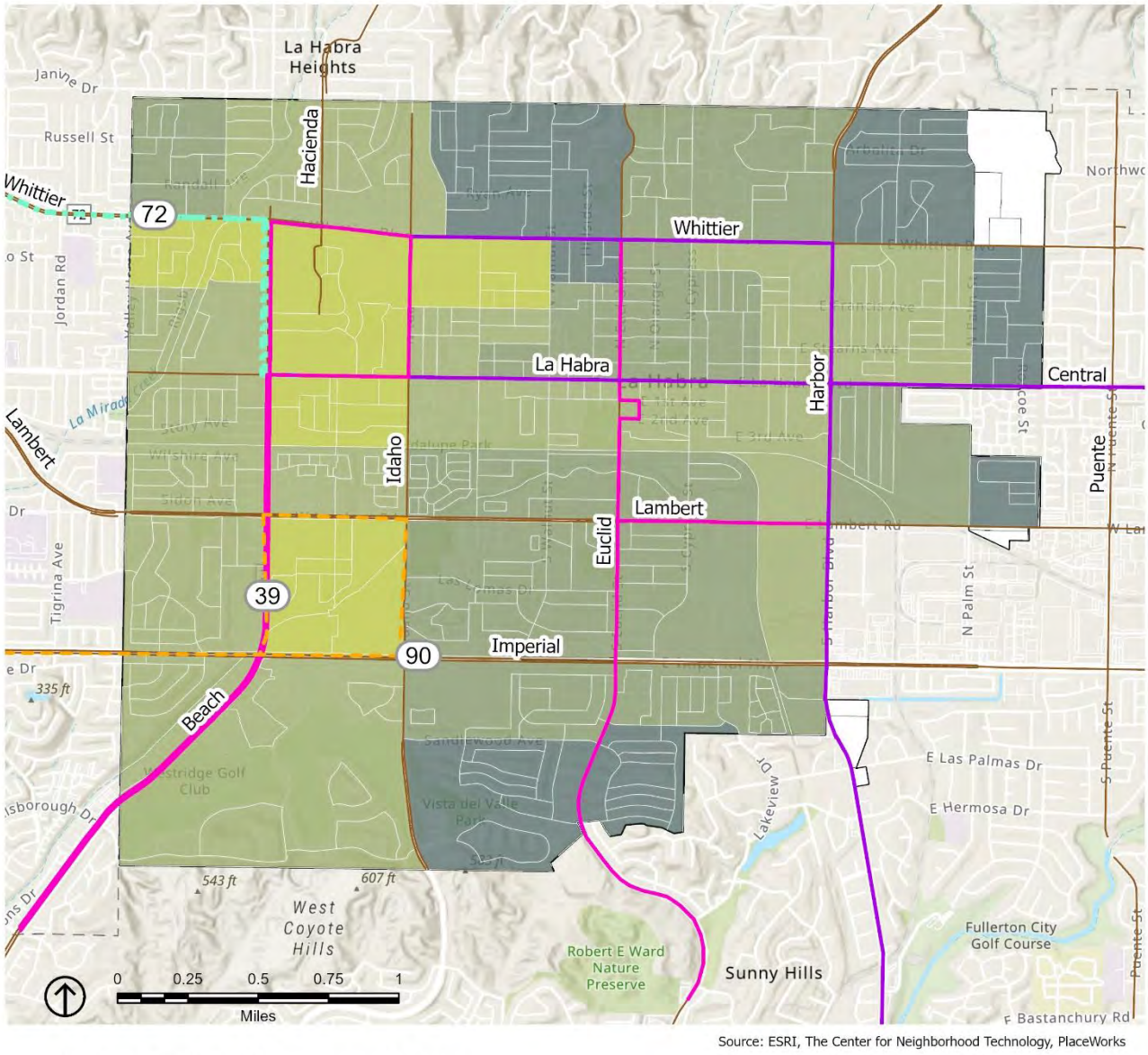
Sources: AllTransit, 2023.
Note: Accessibility features and measurements are based on routes tallied by AllTransit

Special Needs Transit

Transit options are available for seniors and people with disabilities who have difficulty driving or choose not to drive a vehicle. The La Habra Car Service provides transit service in wheelchair-accessible vehicles to medical appointments anywhere in Orange County, to Presbyterian Intercommunity Hospital, to grocery stores, and to City programs and City special events. OC ACCESS offers a share-ride service for riders with a disability. OC ACCESS is available up to three-quarters of a mile from local fixed routes and operates during the same time frame as standard bus service. It also provides service throughout Orange County and into parts of LA County, including the VA Medical Center in Long Beach for Veterans. OCTA also offers subsidized and lower-cost fares to ensure seniors and disabled people can use transit.

School Transit

While many parents choose to drive their children or let their children walk to school, school transit can be an important service for parents. In La Habra, the vast majority of elementary students reside no more than 1/2 mile from their school. However, travel distances will be farther to middle schools and high schools as these schools have larger attendance boundaries than elementary schools. Each school district is responsible for providing its own transit. The La Habra City Elementary School District offers transportation services for eligible school-age students that live further than three-quarters of a mile from their nearest school. Lowell Joint Union High School District provides more limited transit services. Regular and special education transit are provided to students at Fullerton Joint Union High School District.



Source: ESRI, The Center for Neighborhood Technology, PlaceWorks

AllTransit™ Performance Score

Overall transit score that looks at connectivity, access to jobs, and frequency of service

Transit Score
- 2-4
- 4-5
- 5-6
- 6-7
- 7-9
- No data

Transit Routes
- Community Route
- Local Route
- Norwalk Transit
- Foothill Transit
- City Boundary

Figure 14 Transit Performance Score

Bicycle Trails

In 2017, La Habra approved a Bicycle Master Plan to guide the future development of its network. The bicycle network has a hierarchy of routes, classified by their function and design. Class I bikeways (called bike paths) are facilities with exclusive right-of-way, with crossflows by vehicles minimized. Examples include Coyote Creek and the future path along the UPPR railroad right-of-way. Class II bikeways (bike lanes) provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street. Class III bikeways (bike routes) provide continuity to the bikeway system along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes).

Funded by a grant from St. Jude's Hospital, the City drafted a Bicycle Master Plan to improve opportunities for active living. The plan created a system of bikeways to connect major destinations (e.g., schools, recreational facilities, shopping, etc.), regional routes, or intercity routes from La Mirada, Brea, Whittier, and Fullerton. The plan furthers a balanced, multimodal transportation network that meets the needs of pedestrians and bicyclists. As summarized in **Table 18** and in **Figure 15**, the Bikeway Plan will more than double in length to 48.0 miles at buildout. The City will also be working to develop safe routes to school plans that further improve the walking and bicycling environment.

Table 18 Bikeway Plan, La Habra

Bikeways	Bikeway Lane Miles	
	Existing	Buildout
Class 1 Bike Path	1.7	9.5
Class 2 Bike Lane	4.8	10.0
Class 3 Bike Route	15.8	23.0
Long-Term Bikeway	-0-	5.5
Total Network	22.3	48.0

Source: City of La Habra Bikeway Master Plan, 2017.
Note: Includes Coyote Creek and OC Loop.

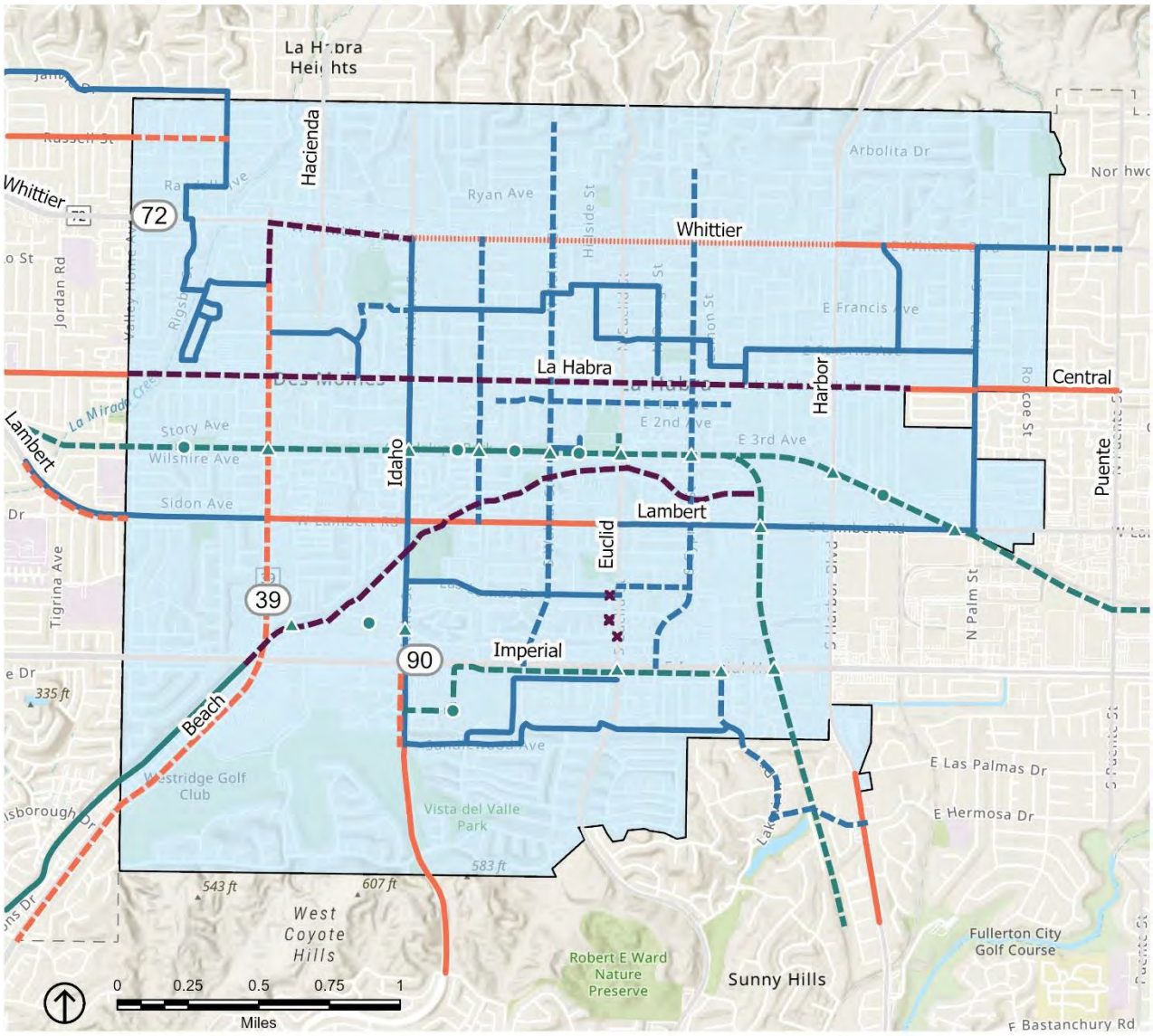
The following improvements are slated by 2030.

- Add Class II lanes on La Habra Blvd in 2024.
- Add Class IV lanes on Beach Blvd in 2025.
- Add Class II lanes on Whittier Blvd in 202.7
- Upgrade the Guadalupe Park Bike Trail pending receipt of grants by 2030.
- Add safe routes to school (see "Public Safety") for all schools in La Habra.

In addition, the City continues to pursue acquisition of the UPRR rights-of-way, which are part of the proposed rights-of-way for the OC Loop project. La Habra holds a segment for the north county connection. In 2023/2024, the City will finalize acquisition of the UPRR rights-of-ways. From 2024 to 2025, the City of La Habra will seek funding for the UPPR and, if awarded, could complete by 2030.



OC Loop Regional Bikeway



Source: ESRI, La Habra Bikeway Master Plan, PlaceWorks

Bikeways

City Boundary

Proposed Crossing Treatments
- Access
- Trail Crossings

Proposed Bikeways
- Class I
- Class II
- Class II - Some Parking Removal
- Class III
- Potential Long-Term Bikeway

Existing Bikeways
- Class I
- Class II
- Class III
- Remove Route

Figure 15 Bicycle Route Master Plan

Public Safety

Public safety is a key component of a healthy community. Public safety concerns abound along our roadways, our schools, neighborhoods, and at home. The impact of unsafe environments impact children, adults, and seniors in different and lasting ways. In 2021 survey of residents, public safety was noted as one of the most important priorities to pursue in La Habra.

Roadway Safety

Roadway safety is a relevant indicator for a healthy community and has a direct relationship to active living. Residents will generally be more apt to walk and bicycle on roadways that are safe for them. Roadway safety is typically measured by the number of accidents, injuries, and fatalities. Over the past five years (2018 to 2022), the City of La Habra has experienced 1,042 vehicle crashes. Of these, 7 percent involved pedestrians, 6 percent involved bicycles, and 6 percent involved motorcycles. During that period were 11 fatalities and 1,445 people injured (29 severely injured). **Figure 14** shows the general locations of these vehicular, bicycle, and pedestrian collisions.

Each year, the California Office of Traffic Safety (OTS) ranks traffic safety for communities of similar-sized populations. The OTS provides casualty statistics based on rates of victims per "1,000 daily-vehicle-miles-of-travel" and per "1,000 average population." La Habra is grouped in a 106-city group (Group C) with populations between 50,001 and 100,000. Except for an outlier pandemic year (2020), the City had one of the lower safety ratings, from 13th to 20th poorest, of 105 cities in its class (**Table 19**). Ranking for 2021 and 2022 is forthcoming, though it appears the city's ranking will be only slightly better than 2018.

Most collisions occur on well-traveled arterials. Almost one in every five collisions occurred within 250 feet of seven major intersections:

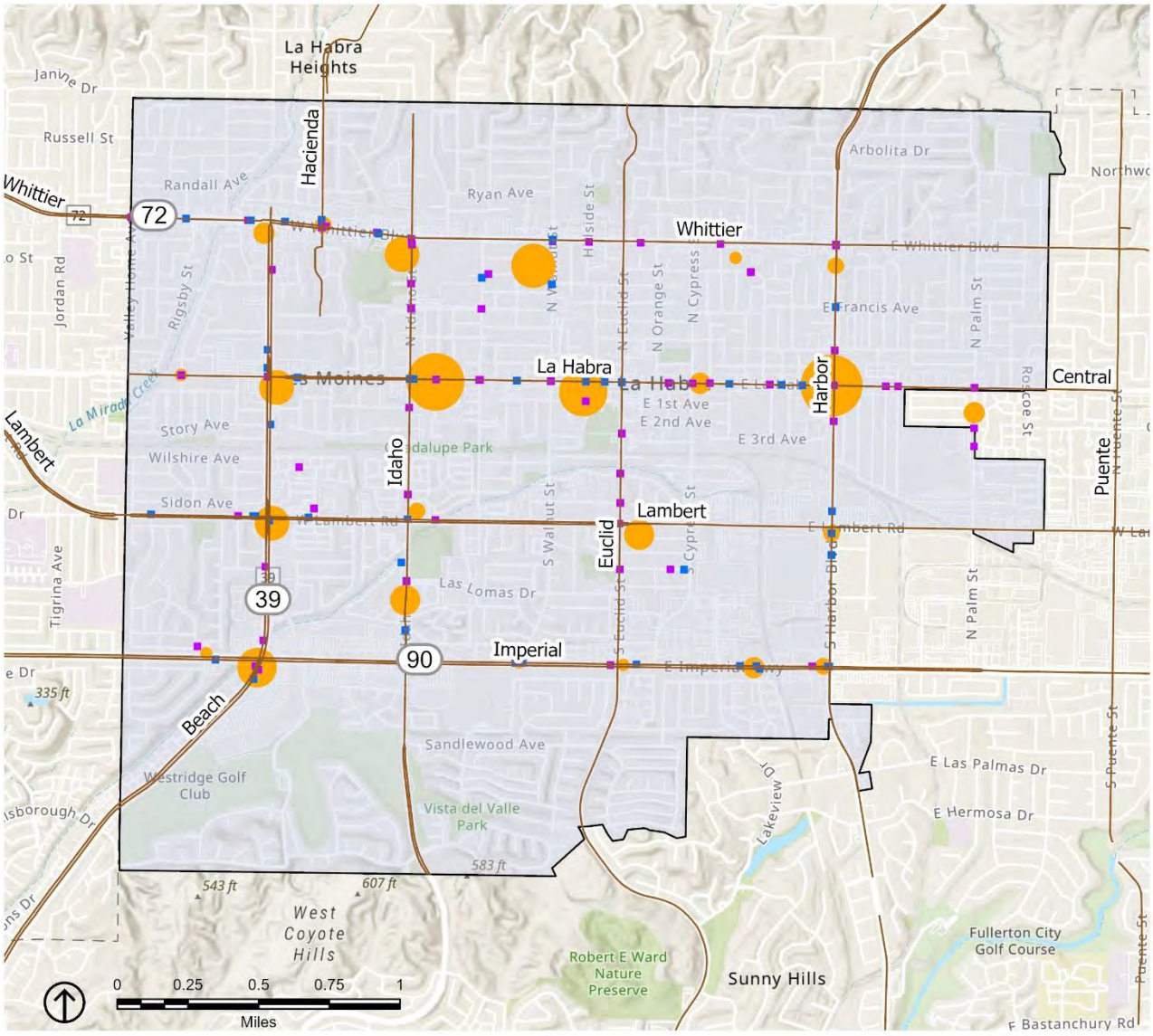
- Euclid St & Lambert Rd (29)
- Harbor Bl & La Habra Bl (28)
- Beach Bl & Imperial Hwy (28)
- Walnut St & Whittier Bl (23)
- Harbor Bl & Stearns Ave (22)
- Idaho St & La Habra Bl (22)
- La Habra Bl & Monte Vista (20)

Table 19 Road Safety Rating, La Habra

Indicators	Traffic Statistics				
	2018	'19	'20	'21	'22
Composite Ranking	20	13	63	Pending	
Total Collisions	255	227	125	199	236
+ Bike/Ped Collision	35	31	15	29	26
+ Percent Bike/Ped	14%	14%	12%	15%	11%
Fatalities + Injuries	347	322	172	292	323
+ Speed Related	58	66	64	49	88
+ Alcohol Related	29	28	12	47	35
+ Bike/Pedestrian	37	32	17	30	24

Source: OTS Traffic Safety Rankings, https://tims.berkeley.edu/tools/gismap.

Pedestrian and bicycle collisions are of the greatest concern because they more often cause physical injuries or fatalities and will discourage walking and bicycling. Collisions with pedestrians and bicyclists account for 11 to 14 percent of all collisions each year and 7 to 11 percent of all injuries and fatalities. **Figure 16** provides a map of pedestrian and bicycle collisions in the city. The primary intersections where such collisions occurred were Harbor and Central (6), Idaho and La Habra (6), Beach and Imperial (5), and La Habra Blvd and Monte Vista (4).



Source: ESRI, TIMS, PlaceWorks

Bicyclist and Pedestrian Collisions

Density of Collisions

Low

High

Collisions

Pedestrian Collision

Bicyclist Collision

City Boundary

*Bicyclist and pedestrian collisions represent data reported for calendar years 2018-2022 and are consistent with the Statewide Integrated Traffic Record System.

Figure 16 Location of Bicyclist and Pedestrian Collisions

Improving and maintaining the safety of streets in La Habra requires a multi-faceted approach that addresses both engineering, education, and enforcement. Of the many programs implemented citywide, the following are key to improving the ability and safety of pedestrians and bicyclists to use the roads.

Neighborhood Traffic Management

The City implements its Neighborhood Traffic Management Plan (NTMP) to improve quality of life in neighborhoods by addressing such issues as cut-through traffic and speeding. The City already has 14 designated NTMP areas, primarily east of Beach Blvd. and west of Harbor Blvd. By the end of 2023, the City will finalize improvements to seven neighborhoods (five in low income areas). The improvements include speed lumps, stripping, speed feedback signs, and traffic signs to restrict turning movements. In summer 2023, staff will present a new priority list to the City Council and an updated NTMP policy.





Speed lumps on Dexford Drive north of Berkley and traffic circle at the intersection of Dexford Drive and Oakland Drive

Safe Routes to School

The City's Safe Routes to School (SR2S) program is designed to achieve the same objective as the NTMP by providing designated routes to schools that encourage children and youth to bike or walk. In 2023, La Habra received a grant for a citywide SR2S plan. Following the plan, the City will program improvements to walking and bicycling paths to elementary, middle, and high schools citywide. The following projects are anticipated:

- 2023-2024: Develop a SR2S Plan (citywide)
- 2024-2026: Construct SR2S for Elementary Schools
- 2026-2027: Construct SR2S for Middle Schools
- 2027-2028: Construct SR2S for High Schools

Traffic Monitoring and Enforcement

The mission of the La Habra Police Department's Traffic Bureau is to reduce collisions and, in doing so, reduce the number of injuries/deaths that result from traffic collisions. This goal is achieved through the application of such techniques as geographic/temporal assignment of personnel and equipment and the establishment of preventive patrols to deal with specific categories of unlawful driving behavior. Traffic enforcement techniques are based on collision data, enforcement activity records, traffic volume, and traffic conditions. The City's Traffic Bureau provides enforcement efforts related to violations, not only in proportion to the frequency of their occurrence in collision situations, but also in terms of traffic-related needs. The Traffic Bureau works collaboratively with the California Office of Traffic Safety (OTS) to ensure that the streets of La Habra are safe from intoxicated and unsafe drivers. The Traffic Bureau regularly performs checkpoints throughout the city as well as directed traffic safety enforcement.

Pedestrian Environment



The La Habra Complete Streets Master Plan (2019) sets out a vision for active and safe streets over time, to make La Habra streets better for people. The plan was created to implement General Plan Policy RN 1.11 for complete streets improvements. The intent was to highlight improvements that would balance the needs of residents of all ages and abilities and provide a comfortable network of paths that connect people from their homes to community destinations like schools, workplaces, parks, grocery stores, restaurants, entertainment, and other local destinations.

The Complete Streets Master Plan identified key issues that arose from community outreach and the assessment of the City's street network and need to be addressed to improve the useability of the streets for La Habra residents. These include:

Key Issues	**Improvements**
High volume streets and intersections	Street crosswalk improvements
Need for more open walkable downtown	Complete streets in Downtown
Neighborhoods needing better connections	Traffic calming
Concerns for pedestrian safety	Safe routes to school
Union Pacific Railroad trail safety	Improvements into a regional trail



The Complete Streets Plan (2019), adopted just before the COVID pandemic, included more than 100 recommendations for improving the walkability and bicycling experience on City's streets and trails. However, as of January 2023, the recommendations have not been programmed to date. Some of the strategies listed are being pursued through independent planning efforts (such as the SR2S Plan, OC Loop, and La Habra Boulevard Specific Plan, etc.). To move these recommendations forward, City staff indicated that a committee should be formed to prioritize improvements based on their cost and benefits. The study also recommended forming a coalition of community members to assist in coordinating implementation.

Community Safety

Annual City satisfaction surveys continue to emphasize that residents highly value and prioritize public safety services, including police and fire. **Table 20, Figure 17**, and the following text describe the current safety levels in La Habra regarding crime, fire/emergency medical service, and school safety.

Crime Safety

La Habra is a safe community; over the past decade, the crime rate declined 36 percent. As of 2021, La Habra's crime rate is 20 percent below that of Orange County. Compared to the 34 Orange County cities, with 1 being the safest and 34 the least safe, La Habra ranks 23rd in the violent crime rate and 12th in the property crime rate. Police response times are 5:26 minutes for priority one calls and 9:27 minutes for priority two calls. Shown on Figure 12, the crime rate is low for most of the city, with a few hot spots in north La Habra due to a combination of gang activity and property crime.

Table 20 Community Safety, La Habra

Crime Safety	La Habra	County Average
Violent Crime/100K people	207	256
Property Crime/100K people	1,454	1,885
Total Crime/100K people	1,661	2,141
Police Response Priority 1	5:26	N/A
Police Response Priority 2	9:27	N/A
Fire Safety		
Fire Calls (Annual)	77	N/A
Emergency Medical Calls (Annual)	4,150	N/A
Other Calls (Annual)	600	N/A
Total Calls (Annual)	4,831	N/A
Average Response (minutes)	5:05	N/A
School Safety		
Students Report Schools are Safe	68%	55%
Students Report Being Harassed	26%	28%
Students Report Being in Fight	6%	8%
Students Report Fear of Fight	21%	18%

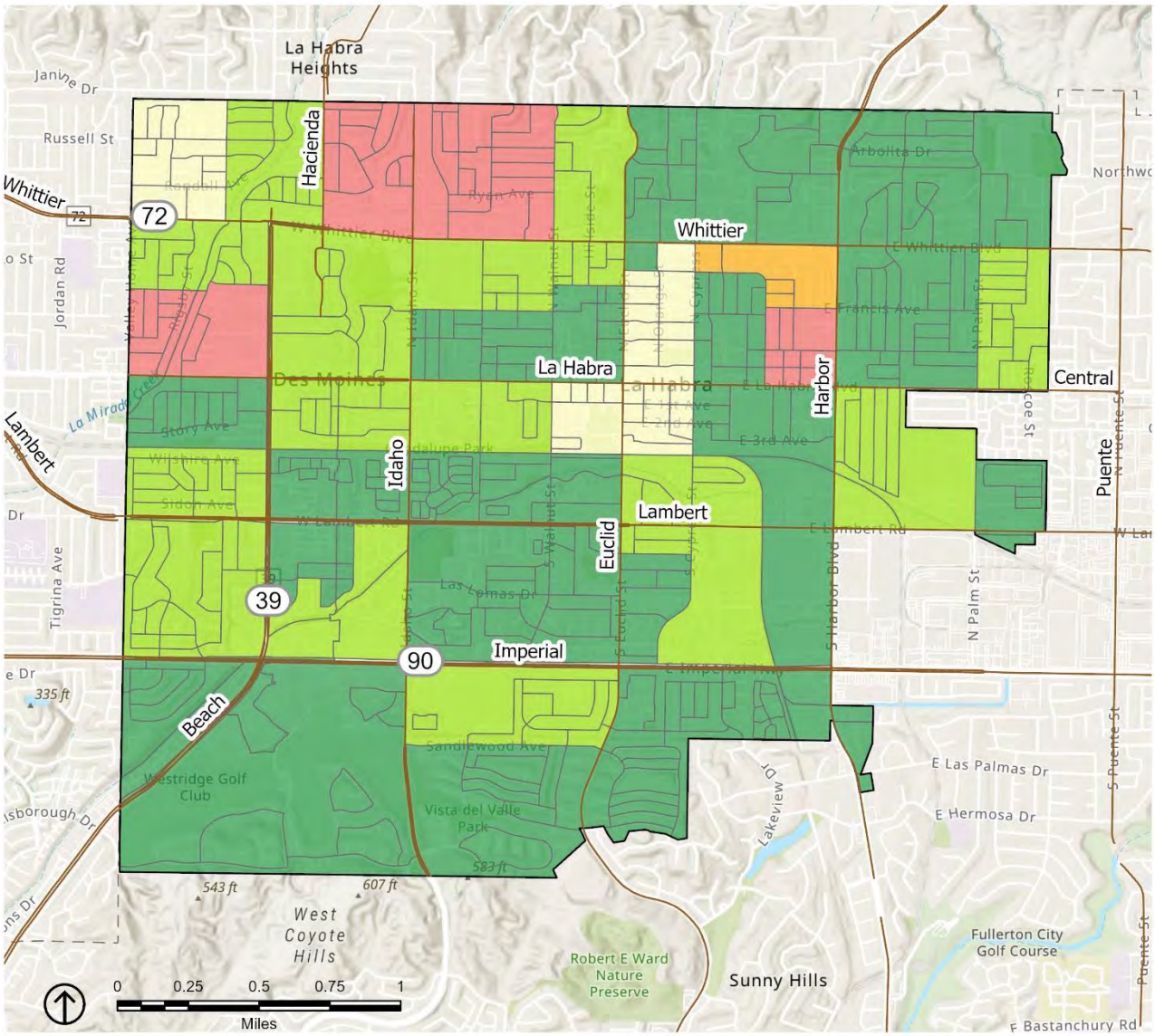
Sources:
1_State of California, Attorney General Office, 2021
2_Los Angeles County Fire Department, 2020-2022
3_California Healthy Kids Survey, 2017-2019.

Fire Safety

Over the past three years (2020 to 2022), the Los Angeles County Fire Department (LACFD) responded to 4,830 calls annually in La Habra. The majority of calls are emergency medical. The average response time is 5 minutes and 5 seconds, slightly above the standard of 5 minutes. Mapping of calls is not available. LACFD maintains an ISO rating of 2 out of 5 for La Habra, one of the highest ratings of cities served by LACFD. The city has four fire stations that serve La Habra, providing excellent coverage for fire emergencies.

School Safety

School safety has been a growing issue in most communities, with bullying, harassment, and crime as top concerns for parents. Still, La Habra students are relatively safer than their peers elsewhere. Approximately 68 percent of La Habra 9th grade students report their school as being safe/very safe, better than Orange County as a whole. In addition, the percentages of students that report being harassed or in a physical fight during the past year are slightly better than their counterparts in Orange County. Information on safety at specific schools is unavailable. The City dedicates three school resource officers to address issues and keep schools as safe as possible for La Habra students.



Source: ESRI, CrimeGrade.org, PlaceWorks

Crime Grade*

- Lowest Crime Rate
- Medium Crime Rate
- Highest Crime Rate
- City Boundary

*The City's composite crime rate grade includes three components-property crimes, violent crimes, and other crimes per 1,000 residents compared to the state of California

Figure 17 Crime Rating by Census Block Group

Education and Employment

Education and employment are two of the more important social determinants of a healthy city. Greater educational attainment leads to greater job stability and earnings, improves housing stability, and cultivates greater awareness about health and well-being—resulting in individuals being more capable in managing their health and well-being. Conversely, a lack of education and related absence of knowledge skills is often an underlying dilemma inhibiting greater household incomes and health. The third component is the location of well-paying job opportunities close to La Habra.

The City of La Habra is known for its quality school system and exceptional high school graduation rate. More than 95 percent of students earn a high school diploma, far higher than the statewide average. In addition, the city's residency has become more educated. Citywide, the percentage of adults ages 25 and older that have not earned a high school diploma) declined from 27 to only 17 percent over 20 years (2000 to 2020), and the county followed the same trend. Despite this improvement, the city still ranks the seventh lowest in educational attainment in the county. **Table 21** summarizes various educational and employment statistics pertaining to La Habra residents.

Table 21 Education and Employment, City of La Habra

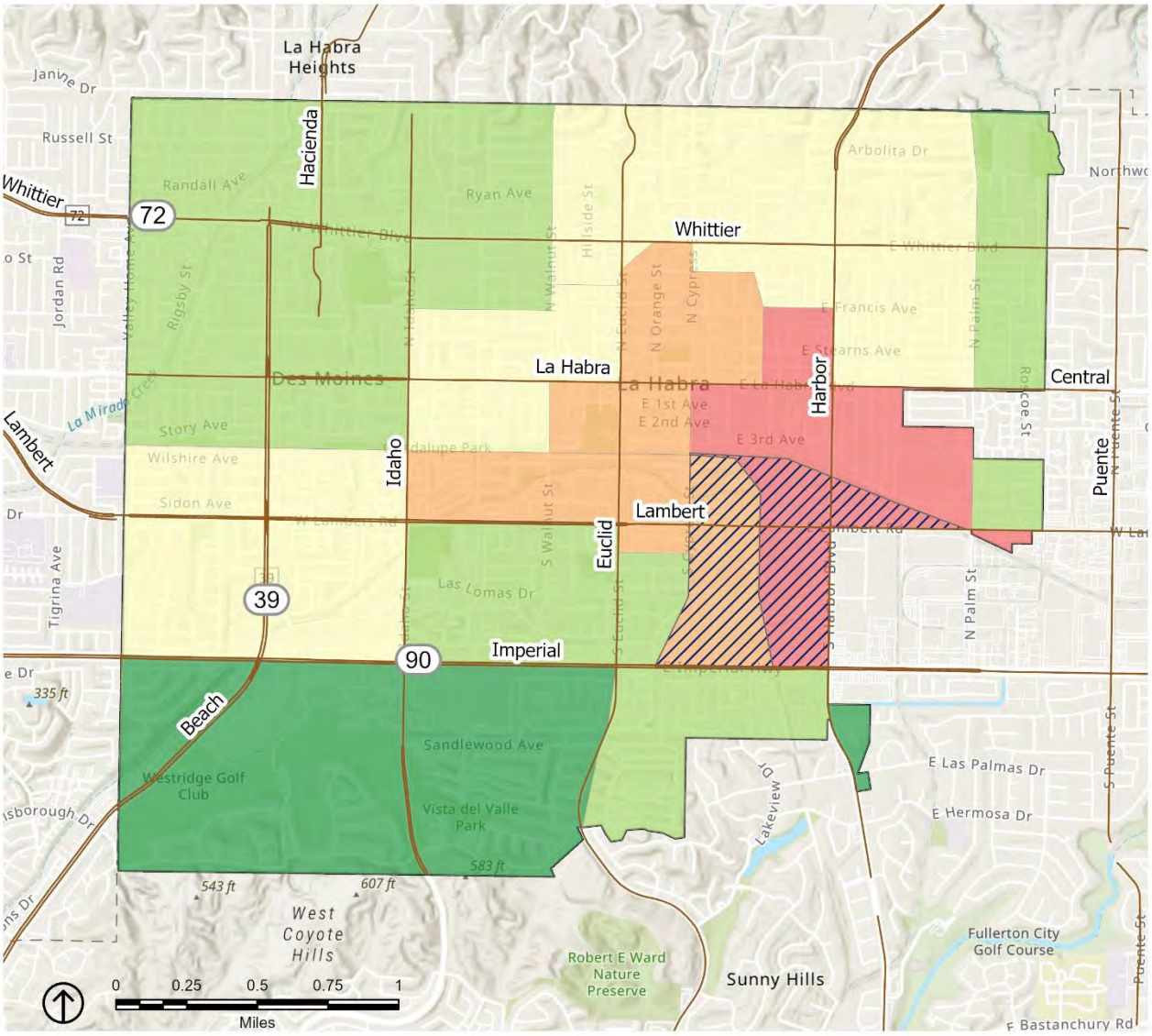
Indicators	City	County
High School Graduation Rate	95%	92%
- Rank in Orange County	Data unavailable	
Adults ages 25+ w/o diploma	17%	15%
- Rank in Orange County	27th of 34 cities	
Unemployment Rate (2023)	3.4%	3.4%
Median Household Income	$79,325	$90,235
- Rank in Orange County	24th of 34 cities	

Sources:
1_American Community Survey, 2015-2019
2_California Department of Employment, 2023.

Since the pandemic ended, the unemployment rate has significantly declined, but that does not mean households have high incomes. According to the 2015-2019 ACS, the median household earnings of La Habra residents was about $22,000 for individuals without a high school diploma, $31,500 for individuals with a high school diploma, $41,000 for those with some college or an associate degree, $54,000 for a bachelor's degree, and $78,500 for those with a graduate or professional degree. Residents without a high school diploma typically have fewer employment opportunities that provide sufficient income for housing, health care, and other living expenses.

As is the case with most communities, La Habra has areas with disparities compared to the county and the city averages; typically these areas are older parts of the community. Central La Habra tracts (census tracts 12.01, 12.02, 13.04, and 14.04) have a significant portion of adults that do not have a high diploma or its equivalency (27 to 31 percent). Central La Habra also has the highest percentage of Hispanic residents, the lowest household incomes, and the highest prevalence of poverty in the city. However, if this area saw improvements, La Habra's relative ranking in Orange County would greatly improve.

Figure 18 shows a map of economic opportunity in La Habra compared to Orange County. The ranking is based on La Habra's educational attainment, median income, job proximity, and poverty rates compared to the county as a whole. As shown, large parts of La Habra rank high in economic opportunity, including southern La Habra south of Imperial, northwest La Habra, and portions of northeast La Habra.



Source: ESRI, HCD, PlaceWorks

TCAC/HCD Opportunity Map - Economic Score*

Economic Domain Score

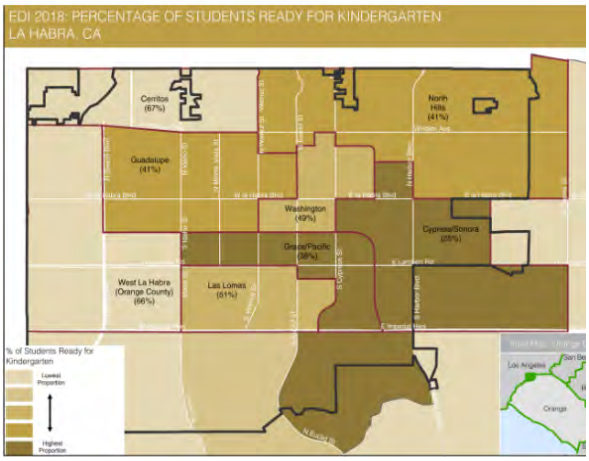
- Less Positive Economic Outcomes
- Moderate Economic Outcomes
- More Positive Economic Outcomes
- Non Residential Land Use
- City Boundary

*The TCAC economic opportunity index considers the level of poverty, educational attainment of adults, unemployment rate, and job proximity to develop relative scores compared to Orange County.

Figure 18 Economic Opportunity, La Habra

Youth Development

La Habra is committed to the health and welfare of its children and youth. Starting from the earliest years and moving through adolescence, the City funds educational, social, and health programs for its youth. In 2018, the City found that children in Central La Habra had the highest rate of lack of school readiness. To address this, the City established a Child Development Task Force to reorganize the division, establish curriculum guidelines/standards, and establish strategies for teachers. The City participated in the School Readiness Program Committee and established a relationship with the CalTech Early Learning Program to provide STEM training for teachers.



EDI Kindergarten Readiness, La Habra

Childcare and Development

La Habra offers one of the largest child development programs countywide. Funded with $6 million annually in grants, the Child Development Program provides quality childcare and/or development services to children while their parents are working, in training, or meeting other needs for services. The City's Child Development Program includes five related efforts—Early Head Start, State Preschool School-Age, General Child Care, and Family Child Care Home. The City provides services to 600 children up to 12 years old and serves more than 1,500 youth in the FCC Home food program. The City also continues to support La Habra Boys and Girls Club, serving 3,000 La Habra residents each year.


Child Development Office

Workforce Development

La Habra offers programs to assist residents with obtaining work. La Habra's Community Employment Center provides job seekers with a career center where a coach helps them to develop a job plan. The City operates the Orange County Youth Center, which serves at-risk youth. In 2012, John Muir Charter School was added as a partner, providing an accredited diploma program. Young adults ages 18 to 24, who have completed their coursework and require post-secondary education, may receive up to $6,500 for training through a community college or accredited vocational center. In 2020, the City Council approved a $4.6 million contract to expand work readiness training, resumé development, interview and job search skills, skills training, job placement, and paid work experience through the Ready Set OC program. Information program successes can be found at: https://www.lhcm.org/639/SPOTLIGHT-Success Stories.

Access to Public Facilities

Both state law and SB 1000 stress the importance of an adequate and equitable distribution of public facilities to "enhance community quality of life and allow a community to reach its full potential." Government Code § 65302(a) requires land use elements to plan for the use of land for "public buildings and grounds," such as community centers, libraries, and clinics. All convey important community benefits. Historically, many underserved areas have lacked access to public facilities and services; and therefore, it is an important part of environmental justice legislation.

As part of this assessment, 75 community facilities were identified in La Habra, including facilities related to parks, public education, safety, health care, child development, and others (see **Table 22**). This list, although extensive, does not include the many other community amenities and services (grocery stores, food banks, faith-based groups, nonprofits, etc.) that serve the public. The 75 facilities are mapped in **Figure 19**. The majority of the sites are in the center of the city, typically between one and three miles from any site in the city. Also shown are transit routes operated by the Orange County Transit Authority. Most of the facilities, except for local neighborhood schools, are easily reachable by local transit lines.

Table 22 Community Facilities, La Habra

Sample of Facilities	Number
City Parks	25
City Schools	15
Joint Use facilities	10
Civic, Police, and Fire Stations	6
Health Care Clinics/Medical	9
Child Development Centers	4
Community Centers	3
Libraries/Museums/History	3
Total	75

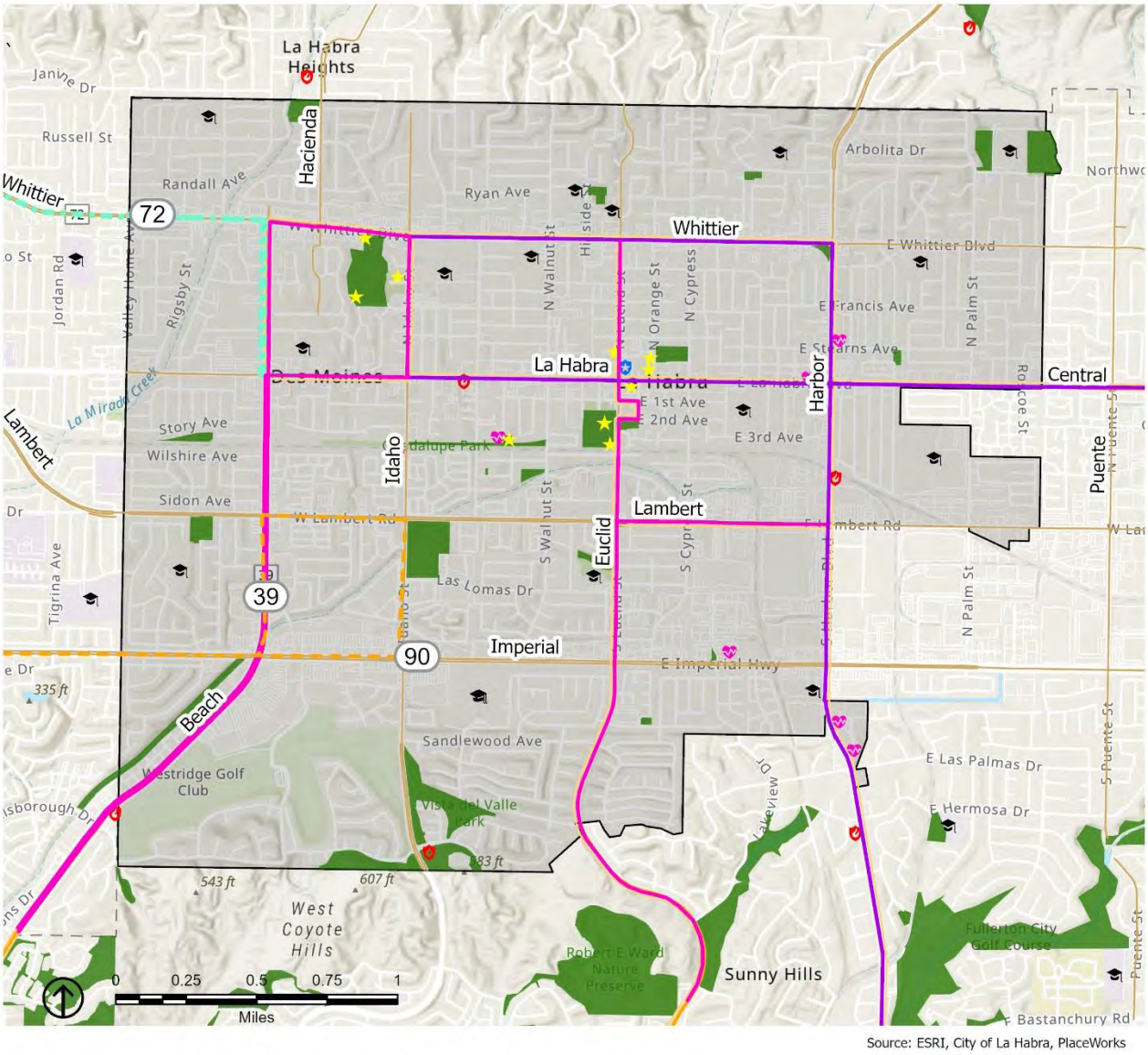
Sources: City of La Habra, 2023.



Children's Museum



La Habra Community Center



Source: ESRI, City of La Habra, PlaceWorks

Health and Environmental Justice Facilities

- School
- Law Enforcement Office
- Fire Station
- Community Facilities
- Medical Offices and Health Centers
- Parks and Open Space
- Community Route
- Local Route
- Norwalk Transit
- Foothill Transit
- City Boundary

Figure 19 Community Facilities and Services, La Habra

5. GENERAL PLAN ASSESSMENT

As noted earlier, SB 1000 requires that all general plan updates address, at minimum: 1) objectives and policies to reduce the unique and compound health risks in disadvantaged communities; 2) objectives and policies to promote civic engagement in the public decision making process; and 3) objectives and policies that prioritize improvements and services to address the needs of disadvantaged communities. This section summarizes the findings of this assessment and focuses on implications for the general plan.

Summary of Issues

This assessment has been structured to address the key items required for compliance with SB 1000, advisory guidance provided by the Office of Planning and Research, and priorities of local importance. Following is a list of key topics and brief discussion of issues and opportunities.

General Plan Structure

The La Habra General Plan 2035 does not contain a separate environmental justice element; rather, the topic is woven across chapters of the general plan. This type of organization is permitted by SB 1000. To assist the reader with understanding the theme of healthy communities or environmental justice, Appendix B of the General Plan lists healthy communities and environmental justice "objectives," supporting strategies, and goals and policies from each element that support the objectives.

Healthy community objectives are.

1. Access to healthy food and nutrition choices.
2. Increased physical activity.
3. Affordable, safe, integrated, and location-efficient housing.
4. A transportation system that supports safe, healthy, and active lifestyles.
5. Living wage, safe, and healthy job opportunities.
6. High quality, affordable education from preschool through college, including vocational options.
7. A variety of community services, events, and celebrations.
8. A safe, sustainable environment.
9. Robust social and civic engagement.

Though Appendix B was drafted prior to SB 1000, the topics generally mirror those now required by SB 1000 and recommended by the California Office of Planning and Research for general plans. The primary exception is that environmental pollution may not be explicitly called out in the objectives. The remainder of this chapter evaluates generally how the general plan discusses each topic in light of SB 1000 requirements, highlights the topic's strengths and limitations in the general plan, and provides potential opportunities to consider in revising the general plan to comply with SB 1000.

Appendix B: Healthy Food

Access to healthy food is associated with a healthy community due to the fundamental effect that nutrition has on one's health and well-being. Socioeconomic conditions (e.g., income), neighborhood conditions (proximity to food sources), and inadequate transportation may affect physical access to food. Healthy food access remains a key concern noted by 19 percent of respondents to the City's health and equity survey and is also a mandated topic for general plans in accordance with SB 1000.

Community Issue

Overall, La Habra has excellent access to healthy food. The City is served by approximately a dozen large-chain grocery stores (e.g., Stater Brothers, Northgate, Walmart, Costco, Albertsons', Grocery Outlet, Amazon Fresh, and Trader Joe's). Additional smaller markets cater predominantly to Hispanic residents. Given the small size of La Habra and concentration of grocery stores, the city does not have a food desert (USDA, 2022). In addition, the city has several dozen fast-food outlets and dozens of smaller markets (e.g., 7-Eleven, gas station convenience stores, liquor stores, and others). Most of the stores are along Beach Boulevard and Harbor Boulevard, near the intersection of state routes. Central La Habra is served primarily by small Hispanic-oriented markets.

General Plan Guidance

Objectives: Access to healthy food and nutrition choices.

Strategies: Provide opportunities for the community to grow, purchase, and eat locally grown food.

Educate residents about the benefits from and methods for eating healthy food.

Goals/Policies: No goals; three policies on nutrition, education, and land uses.

The La Habra General Plan 2035 has a limited focus on access to healthy food and nutrition choices because only three policies—nutrition, education, and farmers markets—support the above objective. The City's primary strategic plan, Move More, Eat Healthy La Habra, is not cited in the General Plan, which needs updating. Moreover, the General Plan does not address alcohol, tobacco, and drugs, which are local issues. Among adults, 17 percent binge drink and 11 percent smoke—about average in Orange County. The youth smoking rate is half that of adults, but the current drinking rate among 11th-grade high schoolers is about 6 percent. Though the City's municipal code places some regulations on alcohol and tobacco use, there is still an undue concentration of retail tobacco and alcohol licenses in most tracts.

Opportunities for General Plan Modifications

1) Place greater emphasis on developing more specific food-security goals and policies focusing on community gardens, urban agriculture, education, and other local programs.

2) Alternatively, the City could include a program for updating its Move More, Eat Healthy La Habra Strategic Plan, then reference the document as a General Plan implementation program.

3) Develop more responsive goals, policies, or programs that address retail licenses for tobacco and alcohol, regulate product marketing, educate residents, and enforce local laws and regulations.

Appendix B: Active Living/Physical Activity

Active living is a cornerstone of a healthy community and is noted as the primary way for people to live longer and healthier lives. According to the CDC, regular physical activity can help reduce the risk of at least 20 chronic diseases and conditions and provide effective treatment for many of them. Therefore, having adequate opportunities for physical activity is a prerequisite for being a healthier community. Access to physical activity is a mandated topic under SB 1000.

Community Issue

La Habra showed indications of limited physical activity among residents. Approximately one in four adults does not participate in physical activity during leisure activities. Approximately 30 percent of children/youth are overweight or obese, and less than one in four are physically fit on average. Adults also fare poorly—26 percent are obese, the 32nd highest rank of 34 cities in Orange County. While the city has a well-developed park system, a recurrent theme in the resident health and environmental equity survey was the importance of and need for more safe opportunities for physical activity.

General Plan Guidance

Objectives: Increased physical activity as a means to improve health.

Strategies: Provide for the development of parks, trails, and community facilities distributed throughout La Habra supporting active, healthy recreation and activities.

Provide for the development of a land use mix and densities that facilitate walking and bicycling in lieu of automobile use.

Goals/Policies: Parks (OS-2), recreation (OS-3), and trails (OS-4)

The General Plan 2035 offers strong guidance with respect to parks, recreation, and bicycle trails. The City's 25 parks and 10 joint-use facilities provide opportunities for physical exercise. The City has adopted a Bikeway Plan (Program D7) and Complete Streets Plan (Program D2), both of which will create more bicycle and pedestrian routes for residents to be more physically active. The City is currently rehabilitating the Vista Grande Park and building the new Greenwood Park, adding useable park acreage. Given the strong focus in the General Plan, there are no recommendations for adding goals and policies at this time. However, there are recommendations for implementation measures.

Opportunities for General Plan Modifications

1) Prepare a parks and recreation (or community services) master plan (Program D12) and neighborhood parks study (Program F5) to continue to identify park opportunities.
2) Include the City's Move More, Eating Healthy Campaign Initiative Strategic Plan by reference in the General Plan
3) Program recommended improvements from the Complete Streets Plan or Bikeway Master Plan into the capital improvement plan, and monitor to ensure completion.

Appendix B: Housing Opportunity

A diversity of safe, secure, and affordable housing types is a prerequisite for a healthy community and a priority for La Habra. Based on the 2021 community survey, approximately half of residents indicated that there is too little affordable housing, and six in ten voters supported investment in affordable housing. Housing opportunity is a required topic under SB 1000, although the City has chosen to expand the topic to address issues beyond "safe and sanitary" housing cited under SB 1000.

Community Issue

La Habra has a high level of housing diversity—including "single-family" homes, townhomes, apartments, senior housing, mobile homes, accessory dwellings, and soon-to-be-developed mixed-use developments. However, the city also has its share of housing problems. More than 20 percent of renter households live in overcrowded housing. Overpayment is prevalent among homeowners (34 percent) and renters (49 percent). Given the age of housing in the city, substandard housing conditions are anticipated to exist in older single-family homes and apartments, but there is no survey documentation of the prevalence.

General Plan Guidance

Objectives: Affordable, safe, integrated, and location-efficient housing

Strategies: Provide for the development of a variety of housing choices for residents that contribute to quality, safe, and healthy neighborhoods for living and participating in the community.

Goals/Policies: Housing diversity (HE-2), condition (HE-1), and affordability (HE-3)

The General Plan 2035 offers strong guidance with respect to housing in La Habra. For instance, Goal HE-1 addresses substandard housing conditions, which is implemented through code enforcement (Program A3), housing rehabilitation and rental inspection program (A4), and Love La Habra (A1). Housing diversity (Goal HE-2) is implemented through accessory dwellings (B4), mixed use (B5), and housing special needs groups (D1, D2, D3). Affordable housing (Goal HE-3) is addressed through inclusionary housing (C2), preservation of mobile homes and assisted housing (C3-C4), and rental assistance (C5), among others. In addition, the 2021-2029 Housing Element makes significant fair housing commitments.

Opportunities for General Plan Modifications

While this report does not propose significant amendments to the housing element due to its certification by the State of California as compliant with state law, two recommendations are proposed:

1) Continue to monitor the effectiveness of goals, policies and programs of the 2021-2029 Housing Element annually concurrent with the submission of the Annual Progress Report.

2) Given the age of the City's housing stock and the link between housing and health, priority should be given to improving housing conditions in accordance with research on healthy homes.[7]

[7] The Surgeon General's Call to Action on Healthy Homes, https://nchh.org/resource-library/phscc_the-surgeon-general%E2%80%99s-call-to-action-to-promote-healthy-homes.pdf.

Appendix B: Active Transportation

Active transportation has become an increasingly important topic in the field of healthy communities because individual health is directly impacted by physical activity. To the extent that residents can stay active by walking, bicycling, or using transit, they will benefit from better health. This objective is directly related to providing opportunities for physical activity, a requirement of SB 1000.

Community Issue

La Habra's transit performance score is 5 out of 10, making the city the 9th best of Orange County cities for transit. Special transit is also available for seniors, disabled residents, and students. Bicycle and pedestrian routes have become a more desired amenity; almost 4 of 10 residents surveyed indicated the need for these types of improvements. Significant gaps exist within the present bicycle and pedestrian network. Given that many residents do not have regular physical activity, active transportation programs should be a high priority in La Habra.

General Plan Guidance

Objectives: A transportation system that supports safe, healthy, and active lifestyles

Strategies: Develop multimodal connectivity between neighborhoods, business districts, employment centers, the downtown, parks, and schools.

Develop bicycle paths and facilities that connect homes with places to shop, work, and recreate; are safe; and provide a healthy alternative to the automobile.

Develop a high-quality pedestrian network to make walking a pleasant, safe, and preferred alternative to the automobile.

Design a network and facilities for children to have safe access to schools and parks.

Goals/Policies: Transit (AT-1), bikeways (AT-2), and pedestrian routes (AT-3)

The General Plan 2035 contains strong policy guidance for active transportation. The General Plan contains a goal and menu of policies for transit, though implementation is largely through OCTA and outside direct City control. Bikeways also have separate goals and policies that are implemented by the City's new bikeway master plan. By 2030, the City is proposing significant improvements for La Habra Boulevard, Beach Boulevard, Whittier Boulevard, Guadalupe Park Trail, and the UPRR right-of-way. Pedestrian routes are addressed by Goal AT3 and implemented through the City's complete streets plan, which was adopted in 2019 just prior to the COVID pandemic.

Opportunities for General Plan Modifications

This report does not propose active transportation amendments to the General Plan at this time. While the planning tools are in place, the primary constraint is prioritizing and funding infrastructure projects. The City's Complete Streets Plan (2019) includes dozens of recommendations for improving the bicycling and walking infrastructure in La Habra. City staff have recommended forming a committee to prioritize the streets for pedestrian improvements, but the process has not been started to date.

Appendix B: Education and Employment

Education and employment are the two most important social determinants of a healthy community. Greater educational attainment leads to greater job stability and earnings, which improves housing stability, and cultivates greater awareness about health and well-being. The result is that individuals are more capable of managing their health and well-being. Conversely, a lack of education or knowledge skills are often underlying dilemmas that inhibit higher household incomes and health. SB 1000 does not require discussion of this topic, though the General Plan includes this as a high priority.

Community Issue

La Habra has a strong graduation rate (more than 90 percent), nearly equal to that of the county. However, for adults over the age of 25, 17 percent are without a diploma—ranking La Habra 27th in the county. Though the unemployment rate is very low, the City's median household income is the 24th lowest in the county (20 percent lower than the county median), suggesting that many of the jobs held by residents La Habra has areas with disparities to the county and city average. typically older areas of a community. For instance, Central La Habra has a much higher proportion of adults without a high school diploma (27 to 31 percent), with corresponding low incomes and a high rate of poverty.

General Plan Guidance

Objectives: Living wage, safe, and healthy job opportunities to support individuals and families

Strategies: Provide for the development of a broad variety of businesses offering diverse job opportunities for La Habra's residents, supported by programs for improved job skills.

Goals/Policies: Business Attraction, Retention, and Expansion (ED-2), Workforce Development and Training (ED-3), and Local Job Growth (ED-4)

The City's General Plan offers significant policy guidance on creating a diverse employment base of commercial, industrial, and mixed uses that offer multiple job options for residents. Adequate sites are available for commercial and industrial land uses. Economic development goals and policies are designed to create and maintain a sustainable business environment, increase local job growth, and develop the workforce of adults, and disadvantaged residents. Implementation programs include an economic development strategy (B9) and economic development program (G2). Workforce development (addressed in a later objective) also assists in the achievement of the above objective. Although not explicitly mentioned, the City is pursuing updating La Habra Boulevard Specific Plan, which will further economic development and job creation goals. Educational programs that help achieve economic development and living wage goals are described in a separate healthy community objective and strategy.

Opportunities for General Plan Modifications

This report does not propose amendments related to this healthy community objective. Sufficient policy and program guidance appears to be provided. The primary issue is implementation as the City may accelerate the timing for the drafting of a comprehensive economic development strategy that articulates the City's priorities, programs, and implementation measures and also implements the General Plan.

Appendix B: Public Facilities

SB 1000 requires that the General Plan promote and ensure the availability and equitable distribution of public facilities throughout a community. This typically relates to libraries, schools, parks, medical facilities, community centers, public safety offices, infrastructure, and other community amenities. The intent is not only to ensure that public facilities and services are provided, but to ensure they are equitably provided and available to residents of all neighborhoods, income levels, and age groups. This topic is currently included in the General Plan as a healthy community strategy.

Community Issue

Although the City of La Habra is only 7.4 square miles, it is commonly referred to as a full-service city, with many of the services normally expected of cities that are much larger in size and population. Local services include numerous schools, an expanding medical sector, child development centers, multiple fire and police stations, arts and museum facilities, and a growing park system. With the exceptions of schools, which are dispersed throughout the community, facilities are generally concentrated in the center part of the city—making all of them within 1 or 2 miles drive or bus trip from all neighborhoods. As a result, La Habra lacks areas that receive disproportionately less services or less investment than others.

General Plan Guidance

Objectives: A variety of community services, events, and celebrations that support and nurture the quality of life for residents of all ages

Strategies: Maintain existing and provide new community services and events to meet the needs and enrich the lives of La Habra's residents.

Goals/Policies: Police/Fire (PS-1, FS-1), Libraries (L-1), Parks (P-1), Community Activities (CI-1 and ED-7)

The General Plan 2035 contains guidance for community services in the Community Services Element. Police and fire services, libraries, parks, and other community services are included. In addition, some of the policies are tucked into the Community Development Element Section E, "Community Identity." Infrastructure plans, which usually fall under the SB 1000 topic of public facilities, are not addressed under this objective, but under another healthy community objective. The General Plan lists a sparse number of implementation plans, deferring all of the above community services (e.g., library, parks, recreation, human services) to either a City-led community services master plan or working with relevant Orange County entities through county strategic plans (Programs D11, D12, D13, and D14). Other programs related to infrastructure (e.g., water, sewer, drainage) are included under Program D10.

Opportunities for General Plan Modifications

While the organizations of the policies and programs in the General Plan and healthy community objective do not necessarily fall within the public facilities component of SB 1000, they nonetheless satisfy the legislative intent and modifications are needed for community services.

Appendix B: Pollution Burden

SB 1000 requires that general plans address the reduction of pollution exposure, especially in disadvantaged communities, and the improvement of air quality for all residents. This typically means to mitigate and prevent exposure to hazardous materials and air pollutant emissions, remove and restrict toxic pollutants, and protect sensitive populations from exposure. Therefore, Appendix B contains an objective for a safe and sustainable environment.

Community Issue

CalEnviroScreen shows that 7 of the 15 census tracts in La Habra are "disadvantaged" based on their overall score. On a population basis, 41 percent of the city's population live in a "disadvantaged" area based on the composite score, and 63 percent of residents live in a "disadvantaged area" for pollution. La Habra's disadvantaged tracts have common pollutants—poor air quality, drinking water contaminants, toxic releases from industry, hazardous wastes, and the potential for lead hazards in homes. While many pollution sources are regional in nature, other sources are locally based. Regardless of the source, the City is obligated to address all potential sources of pollution to the extent feasible.

General Plan Guidance

Objectives: A safe, sustainable environment.

Strategies: Establish development patterns, building standards, and infrastructure improvements contributing to healthy air quality, with reduced pollution and impacts on asthma, emphysema, and other respiratory and lung diseases.

Establish development regulations and improvements contributing to the maintenance of sustained and healthy water quality available to meet resident needs.

Goals/Policies: Air Quality (AQ1-5), Water Quality (WS-1), and Groundwater (WQ-1).

The General Plan 2035 contains guidance to address environmental pollution, specifically air quality, water quality, and groundwater threats. The General Plan also addresses other topics that are missing from the Healthy Community Appendix B. These include hazardous materials, waste generation, and housing conditions. The current focus of the Pollution Section is heavily weighted to the improvement of air quality—an environmental condition that the City has the least ability to influence. As discussed earlier under housing, there is limited policy or program commitments to address or mitigate health hazards due to substandard housing conditions because this topic is an emerging field of research.

Opportunities for General Plan Modifications

The objectives and strategies for pollution burden (safe and sustainable environment) partially address SB 1000 requirements. To comply with SB 1000, the following are recommended:

1) Revise the objective in Appendix B to more closely match the terminology used in SB 1000.

2) Revise/add strategies in Appendix B to target pollution sources noted in CalEnviroScreen.

Appendix B: High-Quality, Affordable Education, Including Vocational Opportunities

As a caring community, the City is committed to the welfare of its children and youth and preparing them to be successful and gainfully employed by encouraging opportunities for educational attainment. SB 1000 does not require discussion of this topic, though the General Plan includes this as an optional topic because it is a highly valued priority for the community.

Community Issue

La Habra is committed to the health and welfare of its children and youth. Starting from the earliest years and moving through adolescence, the City funds educational, social, and health programs for its youth. In 2018, the City found that children in Central La Habra had the highest rate of lack of school readiness and therefore developed programs to improve educational outcomes. Similarly, the City has youth ages 16 to 24 who need assistance in obtaining a diploma and education. Though La Habra students have a high rate of high school graduation, addressing the needs of students and parents helps increase their success.

General Plan Guidance

Objectives: Access to high quality, affordable education from preschool through college and including vocational opportunities.

Strategies: Provide public and private educational facilities and programs for all age groups.

Goals/Policies: Schools (S-1 and S-2); Workforce Training (ED-3)

The General Plan 2035 contains general policy guidance to support and fund programs that help children and youth succeed in education. Three public school districts offer educational services in La Habra—La Habra City School District (LHCSD), Lowell Joint School District (LJSD), and Fullerton Joint Union High School District (FJUHSD). La Habra is also home to privately operated schools, developmental centers, and day care facilities. Supporting programs include library services (G11), intergovernmental coordination with school districts (H1), and outreach to post-secondary schools (H2).

Opportunities for General Plan Modifications

The educational topic focuses primarily on enhancing formal education and vocational job training. However, multiple additional policies and programs also support educational attainment but are currently not included in this objective. Though this topic is elective in that it is not required by SB 1000, the category overlaps, to varying degrees, other objectives already mentioned. Therefore, the following recommendations are offered:

1) Combine this objective and strategy under the public facilities category; or
2) Combine this objective and strategy with the education and employment category; or
3) Augment this objective with more policies and programs from the General Plan, such as childcare and development, youth enrichment, and other related policies.

Appendix B: Land Use Policy

Urban form can be an important determinant of active living. As the prevalence of chronic diseases continues to climb and fewer people get enough physical activity every day, city planners and public health officials are collaborating to design healthier communities. This includes the creation of complete neighborhoods, well designed linkages within and between neighborhoods that encourage physical activity, and a matrix of complementary land uses that can support optimal health. As the general plan is the primary vehicle for designating land uses, it is seen as a key to creating a healthier community.

Community Issue

Since incorporation in 1925, the City of La Habra has developed into a classic suburban form, with residential uses largely separated from nonresidential uses. However, as the City has continued to face pressures to build more housing, it has increasingly had to consider new forms of residential development, such as mixed use. The City has sought to provide different types of neighborhood experiences for a new and growing demographic market by rezoning underutilized areas of the community for mixed use projects that will generate economic activity and support local business as well. Project design will be key to this effort and the City has embarked on revisions to their design standards.

General Plan Guidance

Objectives: Increased physical activity as a means to reduce the rates of obesity, heart disease, diabetes, and other health related issues

Strategies: Provide for the development of a land use mix and densities that facilitates walking and bicycling in lieu of automobile use

Goals/Policies: Land Use (LU-3), Neighborhood Design (LU-7),Corridors (LU-12), Land Use Mix (LU-13),

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The General Plan 2035 offers strong guidance for future land use form. The City has goals to promote distinct, compact, and walkable mixed use centers and corridors, surrounded by complete neighborhoods, and connected to greenways and open spaces. The General Plan focuses future housing development into specific corridors (e.g., Harbor Boulevard, Whittier Boulevard, La Habra Boulevard, and other areas) where mixed uses are allowed. The City is also commencing development of a La Habra Boulevard Specific Plan. All of these plans are affected by the City's policies in the Active Transportation and Bicycle Master Plans. Given the strong focus in the General Plan, there are no recommendations for adding goals and policies at this time. However, there are recommendations for implementation measures.

Opportunities for General Plan Modifications

1) Complete preparation of design standards to incentivize mixed use development
2) Complete specific plans for La Habra Boulevard and corridor plans for other streets
3) Integrate active transportation plan improvements and urban tree projects

Options for Element Structure

SB 1000 requires general plans to address environmental justice, but does not prescribe the best format for doing so. Based on the above assessment and OPR guidance, the following three options are:

Option #1: Leave As Is

The first option is to leave the General Plan as is. While certain objectives or listing of policies would need to be updated or augmented in Appendix B, the General Plan update would not include many updates, except for perhaps augmenting certain implementation programs. A variation of this option would be to provide some general guidance in the Safety Element—such as a single goal for health and environmental equity, with the addition of some supporting policies to guide decision-making. The advantage of this approach is that it would leave virtually the entire general plan intact and not require renumbering, reorganization of elements, or opening up of multiple General Plan elements. However, the disadvantage is that this approach could been seen as "minimal" and may not reflect current community sentiment on the importance of health, wellness, and equity in the community. It may also be more difficult to defend if a letter was received by an outside agency, advocate, or stakeholder.

Option #2: Create Stand-Alone Element

The second option is to create a separate Environmental Equity Element in the General Plan. Such an approach would likely involve creating substantial narrative, most likely from this assessment, and folding the existing Appendix B into the element. This would be the most comprehensive and costly approach. As a variation, it could involve taking other items out of other chapters (e.g., the Fair and Equitable City) of the Community Development Element or other sections and placing them in a new home, the Health and Environmental Equity Element. The downside is that if other elements and program menus are reopened to create a comprehensive stand-alone Environmental Equity Element, this task automatically becomes a multielement update, which could trigger other substantive legislative requirements or expectations, including environmental review and public outreach. The present scope of work and budget limitations would not be sufficient to undertake this approach.

Option #3: Expand the Safety Element

The third option, which is the recommended option, is to broaden the Safety Element to incorporate health and environmental equity. Such an approach would likely involve creating some narrative and folding the existing Appendix B into the element. In other words, the current objectives would become goals and the strategies would become policies, with additional policies written to address omissions or needed direction. Additional programs could be created under the Healthy Community programs to provide further clarification and direction. Under this scenario, Appendix B could be deleted from the General Plan. Such an approach could be completed within the remaining budget of the project. Also, a healthy community vision could be drafted for the general plan, but that approach is not recommended because it could prematurely reopen the General Plan update.

6. COMMUNITY OUTREACH

The City developed a resident survey to assess key issues facing residents that facilitated or detracted from becoming a healthier community. The survey was distributed at two festivals: the Tamale Festival on Saturday, December 3, 2022; and the Spring Family Eggstravaganza, on Saturday, April 8, 2023. Surveys were completed by approximately 75 participants at those two events. A high percentage of respondents had children, seniors, or persons with chronic health concerns living at home. More than half the respondents were Hispanic, followed by White, and Asian. Three-quarters had some college.

Survey Responses

The survey asked several questions related to healthy communities:

Question #1: Which issues impact your community that negatively affect your health and living conditions?

As described in **Table 23**, responses fell into three tiers. First tier responses included bicycle lanes and safety, fumes/noise, chemicals from business or roads, and sidewalk/crosswalk safety. Second tier responses included lack of alternative transportation, access to healthy food, and lack of opportunities for activities and sports at City park facilities. Third tier responses included legacy business pollution, access to parks and community centers, affordability and accessibility of air conditioning, and food or nutrition assistance.

Table 23 Issues Affect Health and Living

Key Issues	Percent of Responses
Lack of Bicycle Lanes and Safety	39%
Business/Transp Fumes, Noise, Chemicals	36%
Need for Sidewalk/Crosswalk Safety	36%
Lack of alternative modes of transportation	25%
Lack of Access to Healthy Food	19%
Lack of Activities and Sports at Parks	19%
Legacy Pollution at past business	16%
Access to parks and the community center	15%
Affordability/Access to air conditioning	15%
Food or Nutrition Assistance	13%

Source: Environmental Equity Questionnaire, 2022

Question #2: Which of the following are most important for the City to ensure all neighborhoods have access to healthy living conditions and environments?

As summarized in **Table 24**, First tier response was the need for infrastructure and facilities for physical activity. Second tier responses included the need to plant trees, air pollution, safe and secure housing, and resident engagement. Third tier responses included limited access to healthy food options, and the lack of alternative transportation options.

Table 24 Key Priorities for Healthy Living

Important Priorities	Percent of Responses
Infrastructure & facilities for physical activity	57%
Plant more trees throughout the city	34%
Air pollution from vehicles or businesses	32%
Concerns about safe and healthy housing	32%
Resident engagement about decisions	32%
Limited access to healthy food options	24%
Accessibility/use of altern. transportation	15%

Source: Environmental Equity Questionnaire, 2022

- Question #**3: Do you utilize city parks for physical activity? If not, where do you work out? What type of physical activities do you do?**

  In terms of physical activity, 48 percent of residents use local parks, although a few frequent parks in neighboring cities, such as Brea, Fullerton, or La Habra Heights. The most frequent activity is walking, with 17 percent of residents responding. A mix of other activities followed. The second most frequented place of exercise is either at local gyms (10 percent) or at home (8 percent).

- **Question #4: Where do you buy groceries?**

  While most residents shop at multiple stores, Northgate is the most popular grocery store, with 31 percent of respondents visiting. The second group (Costco, Walmart, Stater Brothers) are each frequented by 16 or 17 percent of residents. Albertsons and Sprouts are frequented by 11 or 12 percent of residents, and Trader Joe's and Sam's Club each are visited by 9 percent of residents.

- **Question #5: How would you rate your house in relation to unsafe or unhealthy conditions such as mold, poor ventilation, needed repairs to ceiling or other parts of structure, or kitchen or bathroom that does not meet my needs or needs repairs?**

  Most residents rated their home as safe, with 76 percent rating their home as safe or very safe. Fourteen (14%) percent were unsure about the condition of their home and 10 percent rated their home as either safe or very unsafe. Data was not available as to whether the poorer rated housing was owned or rented or whether the units were apartments or homes.

- **Question #6: Which of the following do you see as challenges in repairing and older home – construction costs/financing, unfamiliarity with building codes, building code requirements, or permitting process.**

  The greatest challenge to repairing an older home was the cost/difficulty of obtaining financing, with 55 percent of respondents citing. The second greatest constraint was unfamiliarity with building code standards and the permitting process, which each garnered 32 percent of respondents' vote. Building code requirements were cited by 14 percent of residents.

- **Question #7: Which of the following would help you become more involved in community meetings and events?**

  Residents listed the following four ideas–virtual viewing and participation of City meetings (47%), accessibility of information about decisions that the City is considering and/or opportunities for residents to share their thoughts on City proposals (41%), flexible dates and times for community events (41%), and the availability of multilingual materials and interpretation of city proposals, decisions, and events (15%).

The survey distributed to residents and the number of responses for individual questions follows.

Survey Distributed

Environmental Equity Questionnaire

Your answers will further help to make La Habra a healthy, safe, and inclusive city!

Name: _____

Address: _____

Contact: _____

1. Are any of the following issues impacting your community that negatively affect health and living conditions? Select as many options as you wish. Responses are in **bold**:

   27 Fumes, noise, and/or chemicals from current businesses or transportation.

   12 Pollution at the location of past businesses.

   14 Access to grocery stores, neighborhood markets and farmers markets, and other affordable healthy food options.

   10 Access to additional food purchase or nutrition assistance.

   27 Sidewalks, crosswalks, and safety for people who walk and use mobility devices such as wheelchairs.

   29 Bicycle lanes and safety for people who use bicycles to get around.

   11 Access to parks and the community center

   19 Lack of alternative modes of transportation.

   14 Opportunities for activities and sports at neighborhood parks.

   11 Affordability of or access to air conditioning.

2. Which of the following three issues do you think are most important for the City to address to ensure all neighborhoods have access to healthy living conditions and environments? Please select no more than three.

   25 Air pollution from vehicles on streets or businesses.

   19 Limited access to healthy food options

   25 Concerns about safe and healthy housing.

   25 Concerns about how the City engages with residents and makes decisions that affect community health and environmental issues.

   43 Problems with or lack of city infrastructure and facilities that support physical activity, including sidewalks, bicycle lanes, and parks.

12 Increase accessibility and promote utilization of other alternative modes of transportations.

26 Plant more trees throughout the city.

Other: _____

3. Do you utilize city parks for physical activity? If no, where do you work out? What type of physical activities do you do?

_____

_____

4. Where do you buy your groceries? Please provide the store name and location.

Store: _____

Location: _____

5. How would you rate your house in relation to unsafe or unhealthy conditions such as mold, poor ventilation, needed repairs to ceiling or other parts of structure, or kitchen or bathroom that doesn't meet my needs or needs repair. Select one

3 Very Unsafe 4 Unsafe 10 Unsure 31 Safe 25 Very Safe

6. Which of the following do you see as challenges in repairing an older home? Select all applicable.

42 Construction costs/Obtaining financing
14 Building Code requirements
24 Unfamiliarity with Building Code standards
24 Permit process

7. Which of the following would help you become more involved in community meetings and events? Select all applicable.

35 Virtual viewing and participation of City meetings.

31 Accessibility of information about decisions that the City is considering and/or opportunities for residents to share their thoughts on City proposals

31 Flexible dates and times for community events.

11 City Hall should ensure the availability of multilingual materials and interpretation of City proposals, decisions, and events.

Other: _____

8. Is there anything else you would like to share or comment about Environmental Equity?

_____

_____

_____