



City of
LA HABRA

City Council Agenda Report

Proclamations/Presentations
Item No. 1.

MEETING DATE: 10/03/2022

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: JIM SADRO, CITY MANAGER
By: Rhonda J. Barone, CMC, Assistant City Clerk

**SUBJECT: PRESENTATION OF LA HABRA BOULEVARD SPECIFIC PLAN BY DEPUTY
DIRECTOR OF COMMUNITY AND ECONOMIC DEVELOPMENT ROY RAMSLAND**

RECOMMENDATION:

Attachments

Presentation

La Habra Boulevard Revitalization

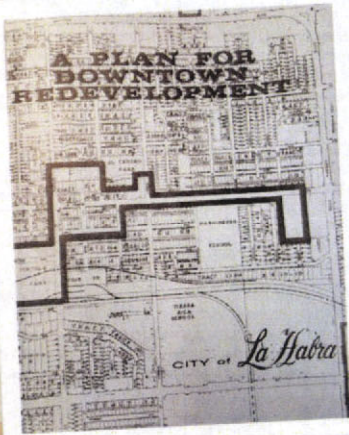


A Brief History.



Planning Efforts: 1975 to Present

- Downtown Redevelopment Plan: December 1975
- Revitalization Study for La Habra Boulevard Corridor: April 1985
- Boulevard of the Bells: 1988
- La Habra Boulevard Specific Plan: March 1988
- La Habra Boulevard Specific Plan (revised) and Implementation Plan: December 6, 1999
- La Habra General Plan Update: January 2014
- Civic Center Master Plan: 2015-2017
- La Habra Boulevard Specific Plan Amendment: 2016
- Complete Streets Master Plan: December 2018



Downtown Redevelopment Plan

- Commercial office building (current City Hall)
- Library expansion
- Retail strip center -200 & 330 block (Chamber of Commerce)
- Casa El Centro Senior Apartments (100 N. Cypress)
- Bank of America
- La Habra Foreign Car (current Cars and Coffee)
- Commercial shopping center rehab (SWC of La Habra Blvd. and Harbor Blvd.)
- Burch Ford Rehab
- Bonds - Storm Drains

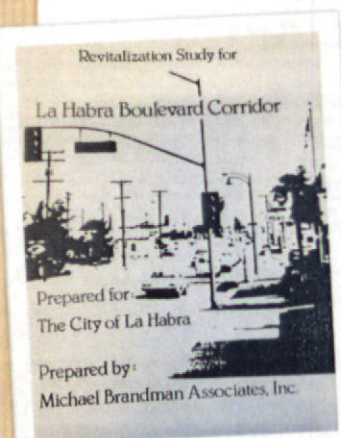
Plan Area also included Portola Park (Children's Museum, Depot Theatre, Tennis Courts)



Revitalization Study for La Habra Boulevard Corridor: 1985

The study was prepared to examine existing and historical economic patterns, existing physical characteristics, and market and design potentials to derive a revitalization program.

It provided three design alternatives that were the basis for the La Habra Boulevard Specific Plan that was adopted in 1988.

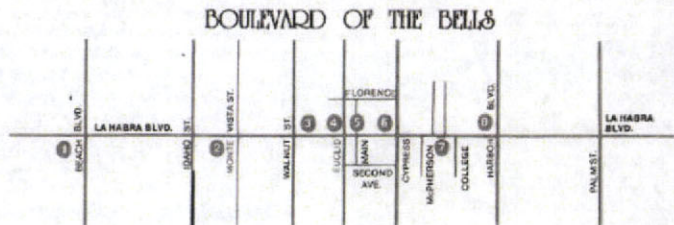
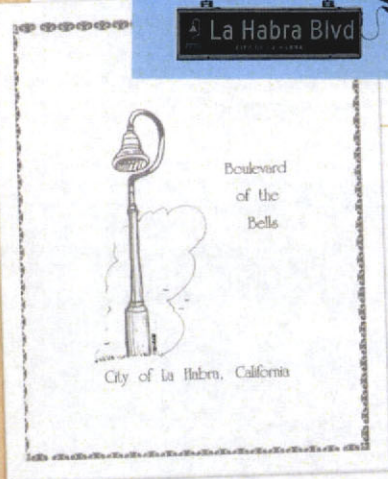




Boulevard of the Bells

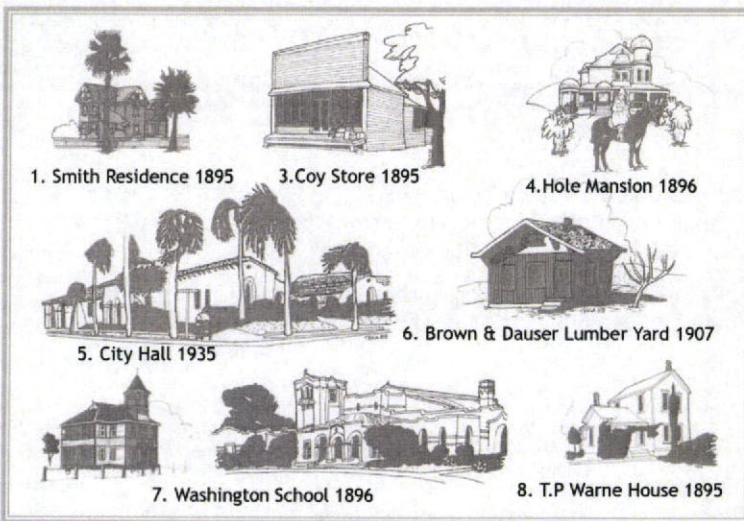


To commemorate the anniversary of the bicentennial of the US Constitution, the original route of the El Comino Real, La Habra Boulevard, was designated Boulevard of the Bells.



ACKNOWLEDGMENTS

La Habra Committee on the Bicentennial of the United States Constitution
 La Habra Old Settlers' Historical Society
 Esther Cramer - History for the Booklet
 Theresa Goodland - Graphic Art



1. Smith Residence 1895

3. Coy Store 1895

4. Hole Mansion 1896

5. City Hall 1935

6. Brown & Dauser Lumber Yard 1907

7. Washington School 1896

8. T.P Warne House 1895

Location

1. Smith Corner
2. Fire Dept. (Not Pictured)
3. Euclid Street
4. Walnut Street
5. Main Street
6. Euclid Street
7. First La Habra School
8. Bell Corner



La Habra Boulevard Specific Plan March 1988

- Community Center & Police Station Expansion



La Habra Boulevard Specific Plan & Implementation Plan December 1999

In reassessing the 1988 Plan, it was determined that existing unique circumstances required specialized tools to encourage development.

- Small substandard lots - Modified development standards
- Parking standards - Reduce parking requirements
- Project processing - Streamline architectural review

Adoption of the Early California Architecture

Implementation plan - medians, widened sidewalks, landscaping, street furniture, traffic calming (narrow lanes)

La Habra Boulevard Specific Plan: December 1999

LA HABRA BOULEVARD SPECIFIC PLAN



West La Habra Blvd

- Costco
- Plaza Del Sol rehab
- Canning's (Ace Hardware) façade improvements
- Casa Nicolina
- Façade improvement 300 Block of West La Habra Boulevard
- Mason Lodge façade improvements
- Portola Walk
- Skylark

East La Habra Blvd.

- Taqueria de Anda
- Façade improvements 900 Block of East La Habra Boulevard
- Habitat for Humanity
- 515 E. La Habra Town Homes
- Burch Ford
- NEC of La Habra Boulevard/Harbor Boulevard (Harbor Freight)



West La Habra Blvd.



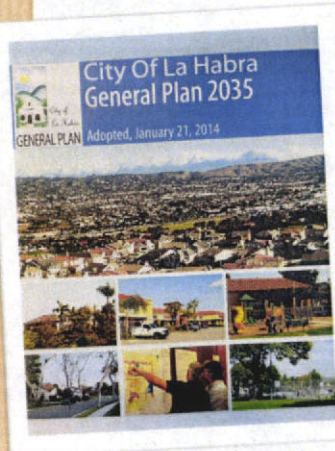


East La Habra Blvd.





La Habra General Plan Update January 2014



- As part of the General Plan Update nine new Land Use categories were created to provide for Mixed-Use development in the City Of La Habra.
- Many were applied to properties within the LHBSF.
- This was followed up with Zoning code amendment which created a Mixed Use Overlay Zone.

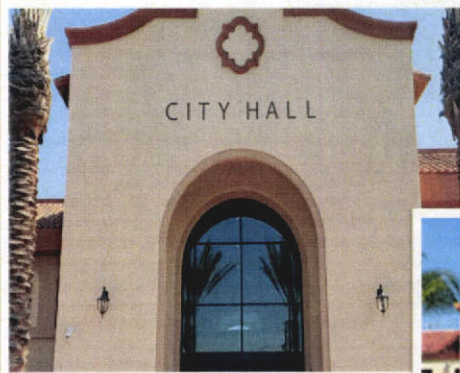
MIXED-USE

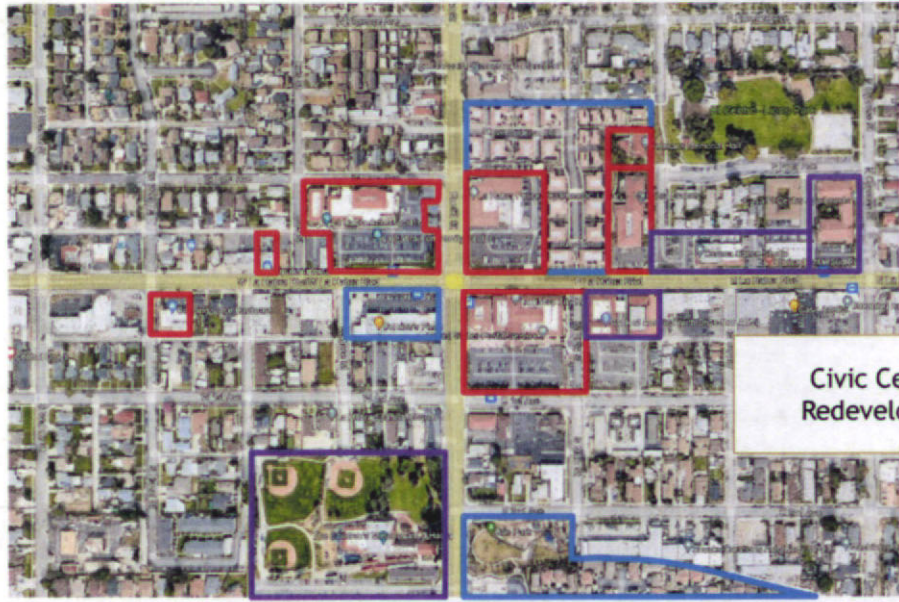
- Mixed-Use Center 1 (MU-1.5 FAR; Commercial 0.5 FAR; MF-1 15-24 units/ac)
- Mixed-Use Center 2 (MU-1.5 FAR; Commercial 0.5 FAR; MF-3 31-36 units/ac)
- Mixed-Use Center 3 (MU-1.5 FAR; Commercial 0.8 FAR; MF-H 37-50 units/ac)
- Central District Mixed-Use 1 *
- Central District Mixed-Use 2 **
- Corridor 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)

Civic Center Master Plan 2015-2017

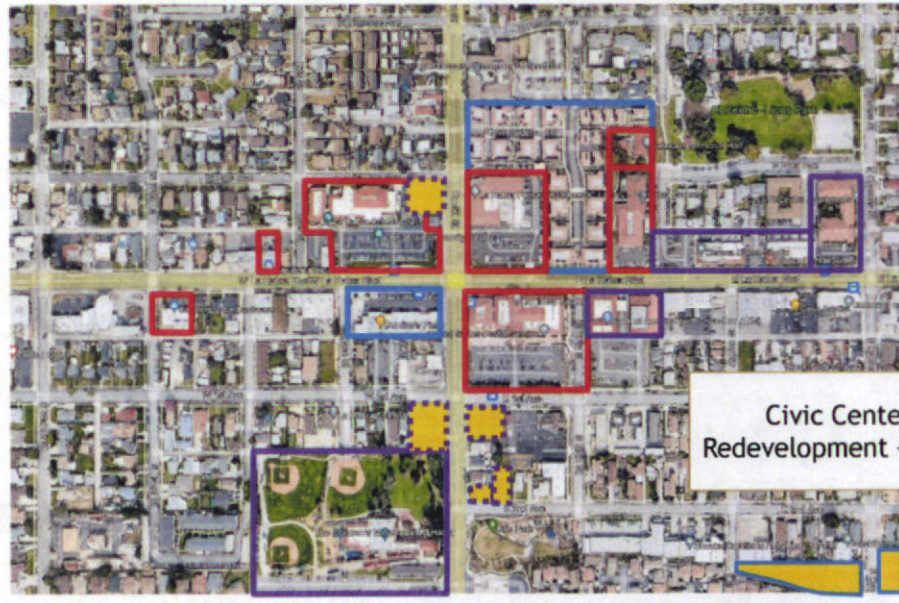


- New City Hall
- Rehabilitation of the Community Center
- Addition to the Community Center
- Improvements to the Police Station
- Rehabilitation of the Historical Museum
- Rehabilitation to the Veterans Hall
- City Ventures Housing Development





Civic Center +
Redevelopment



Civic Center +
Redevelopment + Future

La Habra Boulevard Specific Plan Amendment 2016

RESIDENTIAL	MIXED-USE
Low Density (0-8 units/ac)	Mixed-Use Center 1 (MU-1.5 FAR, Commercial 0.5 FAR; MF-1 15-24 units/ac)
Medium Density (9-14 units/ac)	Mixed-Use Center 2 (MU-1.5 FAR, Commercial 0.5 FAR; MF-3 31-36 units/ac)
Residential Multi-Family 1 (15-24 units/ac)	Mixed-Use Center 3 (MU-1.5 FAR, Commercial 0.8 FAR; MF-H 37-50 units/ac)
Residential Multi-Family 2 (25-30 units/ac)	Central District Mixed-Use 1*
Residential Multi-Family 3 (31-36 units/ac)	Central District Mixed-Use 2**
Residential Multi-Family High (37-50 units/ac)	Corridor Mixed-Use 1 (Commercial 0.5 FAR-max 20% of block; MF-1 15-24 units/ac)
Mobile Home Park (8-13 units/ac)	Corridor Mixed-Use 2 (Commercial 0.5 FAR-max 20% of block; MF-3 31-36 units/ac)
COMMERCIAL	Corridor Mixed-Use 3 (Commercial 0.8 FAR; MF-3 31-36 units/ac)
Neighborhood Commercial (0.3 FAR)	Transitional (0.40 FAR/up to 23 Families per acre)
Community Shopping Center 1 (0.5 FAR)	OPEN SPACE
Community Shopping Center 2 (0.8 FAR)	Parks, Flood Channels
Commercial Highway (0.3 FAR)	Specific Plan Boundary
Commercial Professional/Office Priority (1.5 FAR)	PUBLIC FACILITY
Professional Office (0.7 FAR)	Public Facility
INDUSTRIAL	Parcels That Have Been Amended
Commercial Industrial (0.8 FAR)	
Light Industrial (0.8 FAR)	
Railroad ROW	

La Habra Boulevard Specific Plan- Land Use Beach Boulevard to Idaho Street (Exhibit A - Pg. 1 of 5)

Current Specific Plan

Amended Specific Plan



La Habra Boulevard Specific Plan - Land Use
Idaho Street to Walnut Street (Exhibit A - Pg. 2 of 5)



La Habra Boulevard Specific Plan - Land Use
Walnut Street to Cypress Street (Exhibit A - Pg. 3 of 5)



Complete Streets Master Plan December 2018



Purpose

A comprehensive Complete Streets project for downtown La Habra can help transform a wide, daunting thoroughfare such as La Habra Blvd. into a corridor where all users benefit. Including:

- the addition of a central median
- bicycle lanes
- bulb-outs
- planting and street furniture

Well-designed pedestrian crossings will promote higher pedestrian and bicycling volumes and activity. This in turn will benefit local businesses and City attractions.

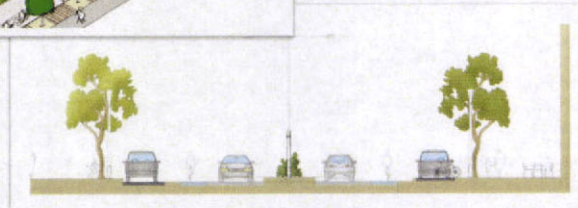
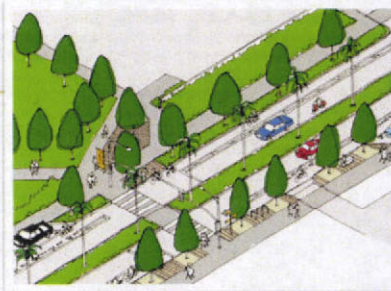
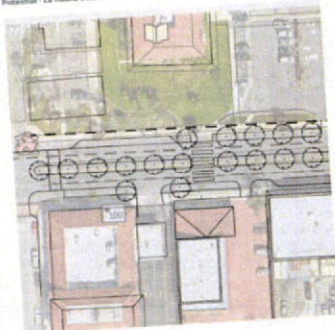
Objectives

With the creation of a Complete Streets Master Plan the following objectives may also be realized:

- Enabling equitable streets
- Increasing safety
- Improving the environment
- Creating livable communities
- Easing congestion
- Revitalizing the economy
- Helping older residents
- Improving health

Mid Block Crossing

Potential - La Habra Boulevard





	Features	Considerations
Option 1 Auto Priority	On street parking retained Two lanes of traffic each direction no median no bike lane	no bicycle protection
Option 2 Pedestrian & Auto Priority	On street parking removed Two lanes of lanes each direction Median no bike lane	Parking off street Refuge for pedestrians, trees No bicycle protection
Option 3 Bicycle & Auto Priority	On street parking removed Two lanes of lanes each direction no median Bike lane	Parking off street Protected bike facility
Option 4 Road Diet - Balanced Priority	On street parking retained One lane of traffic each direction Median Bike lane	Reduced traffic capacity at peak times Refuge for pedestrians, trees No bicycle protection

Issues / Opportunities:

- Large scale street with limited traffic volumes outside peak hours.
- Limited number of crosswalks.
- Lack of downtown character.
- Create walkable and bicycleable downtown

Improvements:

- Comprehensive Complete Streets scheme to:
- Provide crosswalks and regular intervals.
- Slow traffic speeds
- Enhance the quality of the streetscape environment
- Reallocate road space according to the needs of the community

Sensitivities:

- Potential loss of on-street parking
- Access to residential and commercial properties
- Emergency and service access
- Loss of street capacity due to lane loss

