ORDINANCE 1326

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA HABRA ADOPTING THE LA HABRA BOULEVARD SPECIFIC PLAN AS PER FINAL EXHIBIT "B" AND SUBJECT TO MITIGATION MEASURES IDENTIFIED IN E.I.R. 88-01.

WHEREAS, the preparation of the Specific Plan for the La Habra Boulevard Corridor as described in the final Exhibit "B", has been deemed in the interest of economic and aesthetic revitalization and necessary to encourage, guide and provide a definite plan for the future growth and development of La Habra Boulevard which is the City's namesake and, is important to the preservation of health, safety and general welfare of the community; and

WHEREAS, after extensive research, public notices, conferences, study sessions and public hearings said Specific Plan has been completed in accordance with Sections 65450 - 65457 of the Government Code; and

WHEREAS, after completion, the Specific Plan has been on display in the offices of the City of La Habra, the Orange County La Habra Branch Library, and the City of La Habra Chamber of Commerce; and

WHEREAS, a noticed public hearing was held by the Planning Commission on February 8, 1988 in the Council Chambers, at which time the Specific Plan was displayed and explained, and comments were invited from the persons in attendance and after all was considered, the Planning Commission unanimously recommended certification of the Environmental Impact Report and adoption of the Specific Plan to the City Council; and

WHEREAS, a noticed public hearing was held by the City Council on March 1, 1988 in the Council Chambers, at which time the Specific Plan was displayed and explained, and comments were invited from the persons in attendance and after consideration, the City Council amended portions of the proposal; and

WHEREAS, the City Council has considered and certified an Environmental Impact Report 88-01 which describes and assesses potential impacts of the implementation of the Specific Plan and have adopted all mitigation measures identified therein pursuant to the implementation; and

WHEREAS, the City Council again considered and amended the proposed Specific Plan at a regularly scheduled public meeting of March 15, 1988; and

WHEREAS, the City Council has given careful consideration to all the facts and opinions presented at the aforesaid hearings.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF LA HABRA DOES ORDAIN AS FOLLOWS:

SECTION 1: The City Council hereby adopts the La Habra Boulevard Specific Plan as per Exhibit "B" amended and attached hereto and made apart hereof and which includes the following sections:

I. INTRODUCTION: explaining the background and purpose of the Specific Plan.

II. EXISTING CONDITIONS: explaining the regional context, existing land use and zoning designations, current circulation and urban design conditions.

III. PLAN GOALS AND OBJECTIVES: consisting of the City of La Habra's long term strategy for improvement of the Specific Plan area and overall goals for economic and aesthetic revitalization.

IV. DEVELOPMENT STANDARDS: establishing land use regulations, urban design and thematic landscaping and an interim and ultimate circulation and parking design for the Specific Plan area.

V. DESIGN GUIDELINES: establishing the thematic architectural theme for building facade, signage, landscaping, and site and public right of way improvements.

VI. SITE PERFORMANCE STANDARDS: consisting of new economic development techniques and economic feasiblity provided by project examples.

SECTION 2: As the Specific Plan per Exhibit "B", provides a more area-specific set of development regulations than is possible with community wide zoning ordinances, the local zoning classifications and regulations for the properties within the La Habra Boulevard Specific Plan area is rescinded and all development shall be subject to the uses and standards contained in the La Habra Boulevard Specific Plan. Excepting that the Architectural Design overlay zone shall still be appended to the properties as per Ordinance 1316. Where a topic or use is not addressed by the Specific Plan, other city regulations shall apply.

SECTION 3: The Specific Plan may be amended as often as deemed necessary by the City Council. Amendments shall be prepared in the same manner as a General Plan. The Development Standards of the Specific Plan are regulatory in nature. Any variation from the Development Standards shall be by a variance prepared in the manner of a zone variance in accordance with state law.

SECTION 4: The City Clerk shall certify the passage of this ordinance and shall cause the same, or a copy thereof, to be published or posted in a manner precribed by law.

PASSED AND ADOPTED, by the City Council of the City of La Habra at a regular meeting on the 5th day of April, 1988.

APPROVED: James H. Flora
James H. Flora, Mayor

ATTEST: Betty L. Wallis
Betty L. Wallis, City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE)
CITY OF LA HABRA)

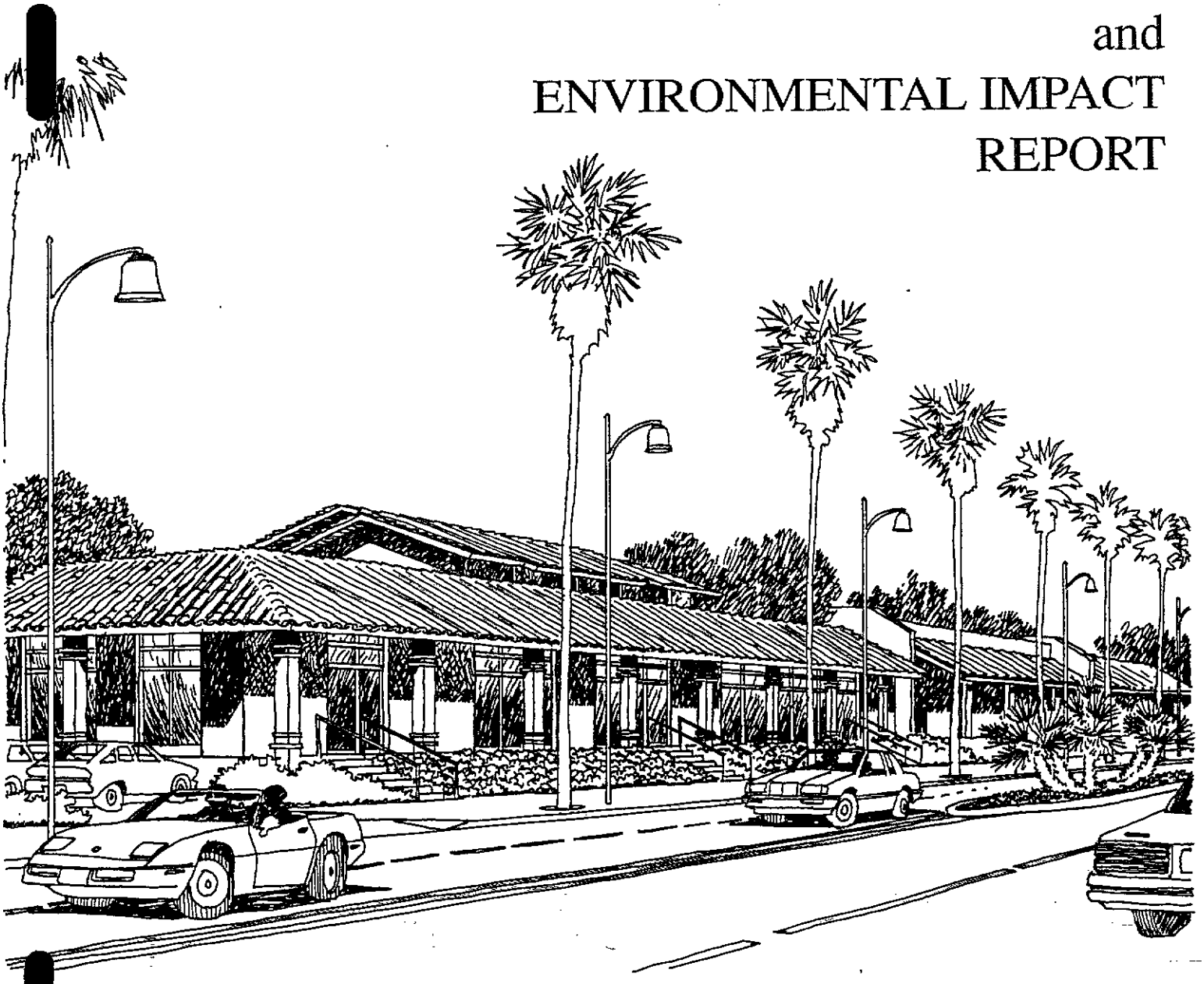
I, Betty L. Wallis, City Clerk of the City of La Habra, do hereby certify that Ordinance No.1326 was introduced at a regular meeting of the City Council of the City of La Habra on the 1st day of March, 1988, and reintroduced at a regular meeting of the City Council on the 15th day of March, 1988 and was passed and adopted at a regular meeting of the City Council of the City of La Habra on the 5th day of April, 1988, by the following votes:

AYES:	COUNCILMEMBERS:	BYSTRY, MAHONEY, HOLMBERG, WEDEL, FLORA
NOES:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	NONE
ABSTAIN:	COUNCILMEMBERS:	NONE

Dated: April 5, 1988

Betty L. Wallis
Betty L. Wallis, City Clerk

FINAL
LA HABRA BOULEVARD SPECIFIC PLAN
and
ENVIRONMENTAL IMPACT REPORT



PREPARED BY

GRUEN ASSOCIATES
and ECONOMICS RESEARCH ASSOCIATES

MARCH 1988

THIS REPORT FILED (EXHIBIT "A" - RESOLUTION NO. 3773
WITH ORIGINAL (
ORD. IN CITY VAULT(EXHIBIT "B" - ORDINANCE NO. 1326
PERMANENT FILE COPY

FINAL

LA HABRA BOULEVARD SPECIFIC PLAN GENERAL PLAN AMENDMENT AND ENVIRONMENTAL IMPACT REPORT

Prepared for

The City of La Habra

Prepared By

Gruen Associates
Economic Research Associates

MARCH 1988

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

ERRATA

Based on the Planning Commission and City Council public hearings held on February 8, 1988 and March 1, 1988 respectively, the following changes in the boundaries of the Specific Plan area were made:

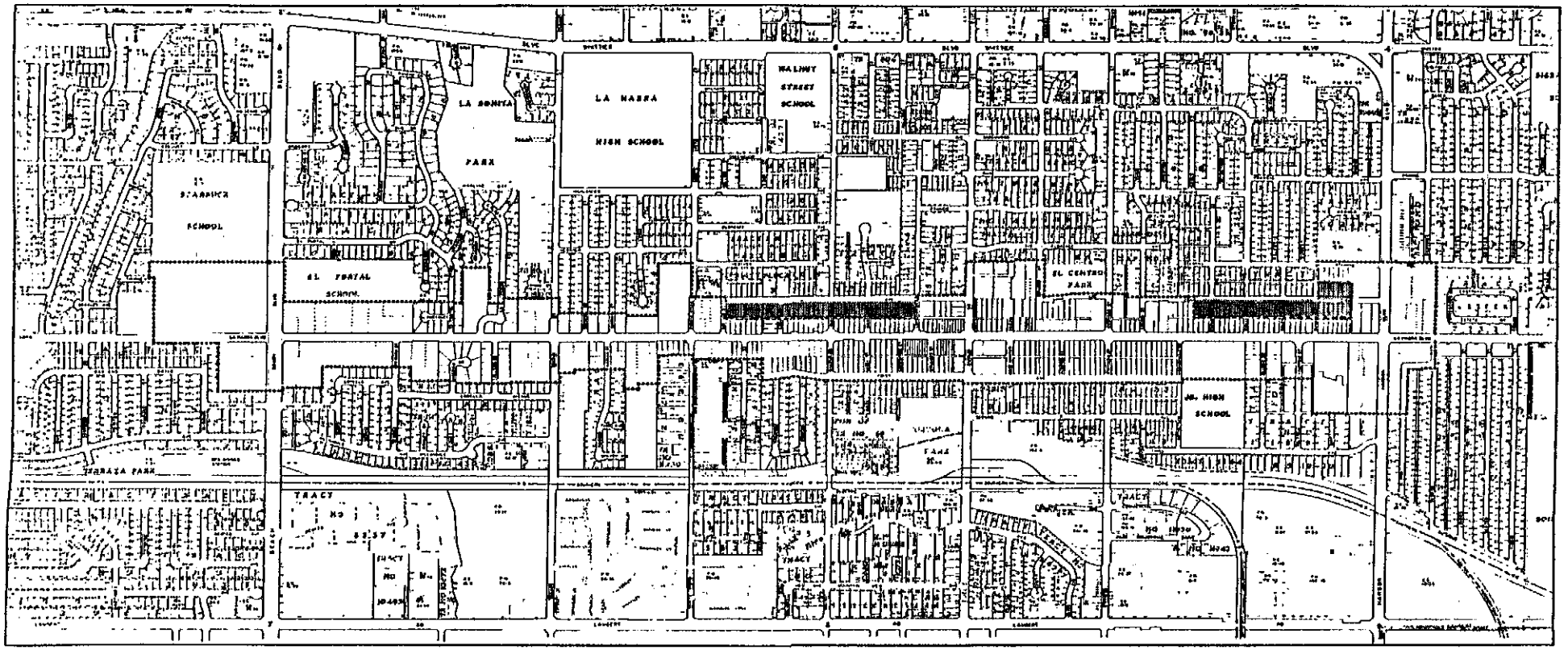
1. The existing residential area on the south side of Erna Street between Willow Street and Lois Street has been deleted from the plan. This area is entirely developed and has no impact on the Specific Plan.

2. The existing residential area on the south side of Erna Street, beginning with the first three parcels on the west side of McPherson Street and proceeding east to Sunset Street. This area is entirely developed and has no impact on the Specific Plan.

3. The existing residential area on the south and north sides of Erna Street, between Sunset Street and the line established by the alley West of Harbor boulevard.

These changes are reflected in Errata Figure 1 and should be noted throughout the Specific Plan and Environmental Impact Report. Only Figures 2 and 7 in the Specific Plan and Figures 2 and 6 in the Final EIR have been changed to correctly show the approved Specific Plan boundaries. All other figures will show a plan area actually larger than the Specific Plan area approved by the City.

Impacts identified in the Final EIR will be slightly less because of the minor deletions in the plan area. These impacts specifically are related to traffic and circulation. All other impact areas are not expected to change as a result of the reductions in the plan area.



Errata Figure 1

LA HABRA BOULEVARD SPECIFIC PLAN

Area deleted from the Specific Plan

I. INTRODUCTION

A. BACKGROUND

Since 1975 the City of La Habra has actively been planning and studying downtown La Habra. The scope of these studies have focused on the measures necessary to bring about economic redevelopment and revitalization of businesses in the historic downtown/Civic Center area of La Habra. In order to initiate tangible improvements in the downtown area, the City established two redevelopment projects along La Habra Boulevard and Harbor Boulevard in 1975 and 1983. This long-term effort to improve downtown La Habra continued in 1985 with professional consultants preparing an economic revitalization study of La Habra Boulevard (between Harbor and Beach Boulevards). The La Habra City Council, in response to the recommendations set forth in this 1985 study, approved a conceptual land use plan developed for La Habra Boulevard and then requested a Specific Plan be prepared to achieve the desired goals for revitalization. This Specific Plan has therefore been prepared with the authorization, consultation and coordination of the City of La Habra.

B. PURPOSE OF THE SPECIFIC PLAN

The primary function of the Specific Plan is to define development standards and coordinate new developments and revitalization efforts which create the tangible improvements desired by the City of La Habra for the La Habra Boulevard Corridor. In so doing, the Specific Plan concentrates on the land use mix and density, circulation and parking, urban design and landscaping, and public improvements.

According to state law Specific Plans must be consistent with adopted General Plans of local jurisdictions. Wherever a difference between a Specific Plan and General Plan exists, a General Plan amendment is required. State law also provides for the replacement of local zoning regulations with the standards contained in adopted Specific Plans. The City of La Habra therefore intends on rescinding local zoning classifications and regulations for the La Habra Boulevard Specific Plan Area and requiring all new development to be consistent with the uses and standards contained within this Specific Plan document. Where a topic is not addressed by the Specific Plan, other city regulations apply.

State law authorizes local governments with certified General Plans to prepare and adopt Specific Plans (Government Code 65450 et seq.). A Specific Plan can clarify the intent of local government regarding development in a particular area. If it establishes development standards and clear criteria for evaluating proposed development projects, it can reduce the time and effort of both local government and the developer during the development review process. At a minimum, a Specific Plan must include "all detailed regulations, conditions, programs and proposed legislation which shall be necessary for the systematic implementation of each element of the general plan" (Government Code Section 65451). It must also show existing and proposed land uses by parcel. In addition, it must include "regulations, conditions, programs and proposed legislation" regarding:

- The location of and standards for land uses, buildings, and facilities;

- The location of and standards for streets, roads and other transportation facilities;
- Standards for population density and building intensity and provisions for supporting services;
- Standards for the conservation, development, and use of natural resources;
- Provisions for implementing the open space element;
- Other appropriate measures.

The Specific Plan consists of standards and guidelines. The development standards in Chapter IV, which are, for the most part, performance standards rather than precise, quantitative requirements, must be followed by all development in the Specific Plan area. The design guidelines in Chapter V clarify the intent of the standards and serve as the criteria for evaluating compliance of proposed development with the Specific Plan.

The Specific Plan, once it is approved, constitutes several steps in the development approval process. It establishes standards for development and defines precisely the amount of development permitted. It establishes the City's standards for building, parking and open space. The Environmental Impact Report (EIR), prepared in conjunction with the Specific Plan, fulfills the environmental impact assessment requirements for the City of La Habra and is fully consistent with the California Environmental Quality Act (CEQA).

C. THE RELATIONSHIP OF THE SPECIFIC PLAN TO THE GENERAL PLAN

The Specific Plan is designed to implement the objectives of the City's General Plan. Key General Plan objectives that are applicable to the La Habra Boulevard Specific Plan include the following:

1. Residential

- A variety of dwelling types, with various densities appropriately located based on topographic conditions, relationship to needed facilities, and circulation routes.
- Sound, healthful and attractive residential areas based on space standards which are suburban in character.
- Development of school, park, and other necessary facilities well related to residential areas.
- Conservation and/or rehabilitation of stable residential areas; no more intrusion of non-residential uses; raise standards of maintenance in older areas.

2. Commercial Land Use

- To revitalize the downtown area, to seek for it a new role, a new spirit, and a new look.
- To serve the shopping service needs of residents efficiently and conveniently in neighborhood shopping facilities.
- To encourage planned commercial development which will look well, function well, and not create traffic conflicts.
- To provide for groups of commercial uses related to or dependent upon highway traffic.
- To guide office and professional center development.

3. Circulation

- A comprehensive transportation system for the movement of persons and goods with maximum efficiency and convenience and with minimum danger and delay.

In addition to these applicable objectives, the City's General Plan calls for precise plans/studies to effectuate the General Plan for the Downtown and Civic Center area.

D. LA HABRA BOULEVARD SPECIFIC PLAN PROCESS AND PUBLIC PARTICIPATION

The La Habra Boulevard Specific Plan has been prepared under the guidance of the City of La Habra. In the process of preparing the Specific Plan, meetings have been conducted with City Council, Planning Commission, city staff, area residents and merchants of La Habra Boulevard. Prior to and in the course of the development of this Draft Specific Plan, the City of La Habra has conducted or caused to be conducted various studies, surveys and public meetings with the general public to solicit their input regarding the planning/revitalization of La Habra Boulevard. All totalled, approximately 15 city publicized and noticed meetings were held inviting public input. In addition, six meetings were held and sponsored by the Chamber of Commerce since 1975 which have led to the gradual development of a plan for La Habra Boulevard.

The current Specific Plan process conducted by the City of La Habra has involved the following additional steps:

- Two presentations at the La Habra Chamber of Commerce monthly meetings (November, 1986 and February 17, 1987).
- One all-day workshop held at the Chamber of Commerce offices on La Habra Boulevard in the Specific Plan Area (November 25, 1986).
- Inventory of baseline data and description of existing conditions along La Habra Boulevard (Background Report, December 11, 1986).

- Discussion of preliminary circulation, design and landscaping treatments for La Habra Boulevard at the first joint Planning Commission/City Council study session on January 27, 1987.

- Identification of major issues, constraints and opportunities for the Specific Plan at the second Planning Commission/City Council study session on February 10, 1987.

- Presentation of three land use alternatives, implementation strategies and Goals & Objectives for the Specific Plan at the third Planning Commission/City Council study session on February 24, 1987.

- Preferred land use alternative selected by City. Draft Circulation/ Striping plan for La Habra Boulevard submitted for city staff review at fourth Planning Commission/City Council study session March 9, 1987.

- Input from the Chamber of Commerce La Habra Boulevard Specific Plan Sub Committee.

- Preparation of a Draft Specific Plan and Draft Environmental Impact Report in August 1987.

E. GRAPHIC ILLUSTRATIONS IN THE SPECIFIC PLAN

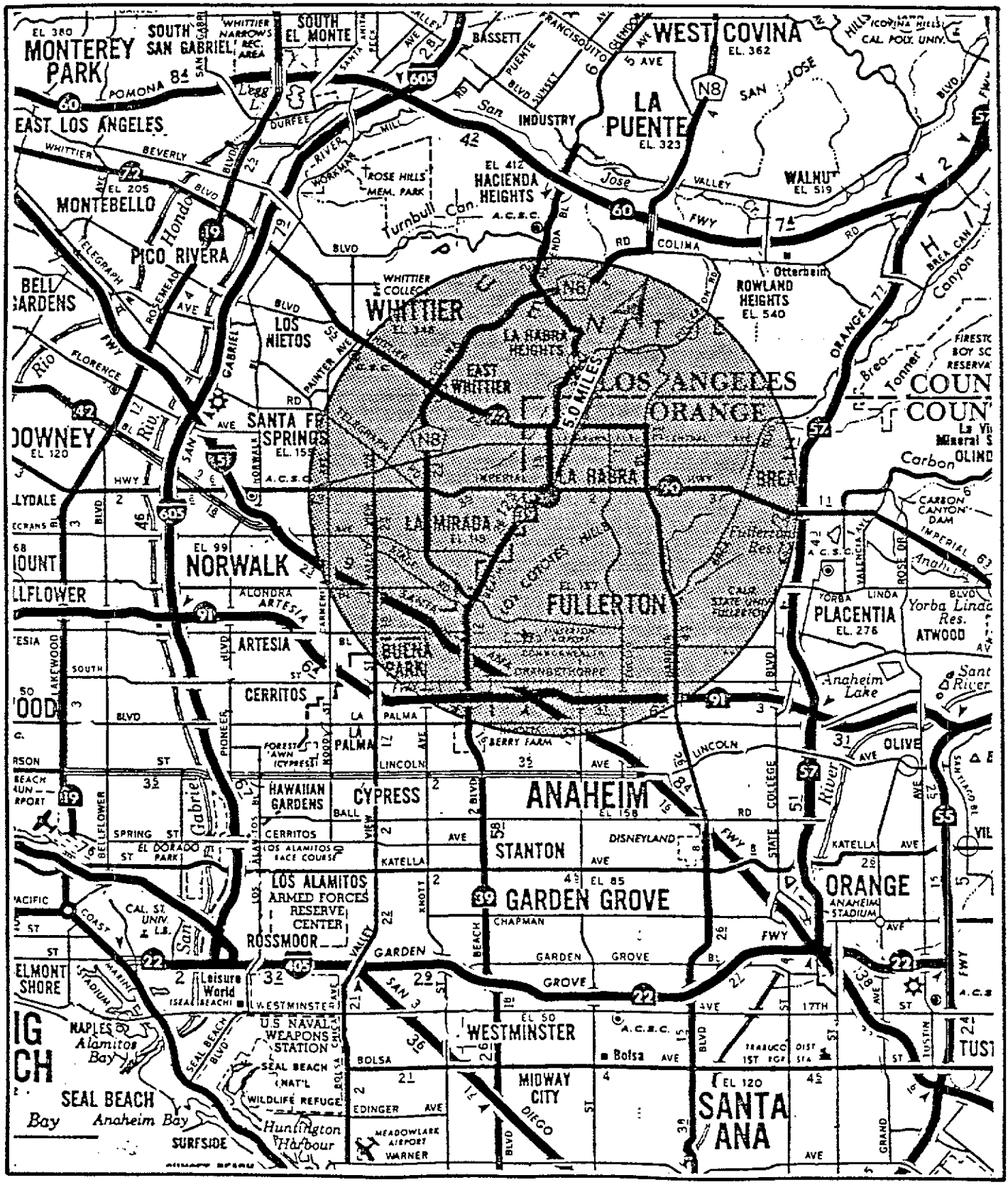
The Specific Plan contains conceptual diagrams, maps, cross sections, and a circulation plan/stripping plan to enhance and clarify the text and to depict the type of development that is intended to occur in the La Habra Boulevard Specific Plan area. Except as otherwise noted in the text, the conceptual diagrams, maps, and cross sections are part of the development standards and design guidelines they illustrate.

II. EXISTING CONDITIONS

The following presents an overview of the conditions and significant issues associated with the La Habra Boulevard Specific Plan project area. A more detailed description of these is contained in the Background Report (December 11, 1986).

A. REGIONAL CONTEXT

The City of La Habra is situated in northern Orange County approximately 20 miles southeast of the City of Los Angeles. Access to the city is provided by Interstate 5 and State Highway 39 (Beach Boulevard) to the southwest, State Highway 57 to the east and State Highway 91 (Riverside Freeway) to the south. The regional setting of the City of La Habra is shown in Figure 1. The City of La Habra lies south of the City of La Habra Heights and north of the City of Fullerton. The Specific Plan area extends 1.95 miles and includes that portion of La Habra Boulevard between Beach Boulevard and Harbor Boulevard. This area, is shown in Figure 2 and is characterized by commercial and residential uses and has historically been considered the "downtown" area of the city. The Specific Plan area totals approximately .34 square miles or 218 acres.



SOURCE: ECONOMICS RESEARCH ASSOCIATES

North

Figure 1
Regional Setting

Gruen Associates

LA HABRA BOULEVARD SPECIFIC PLAN

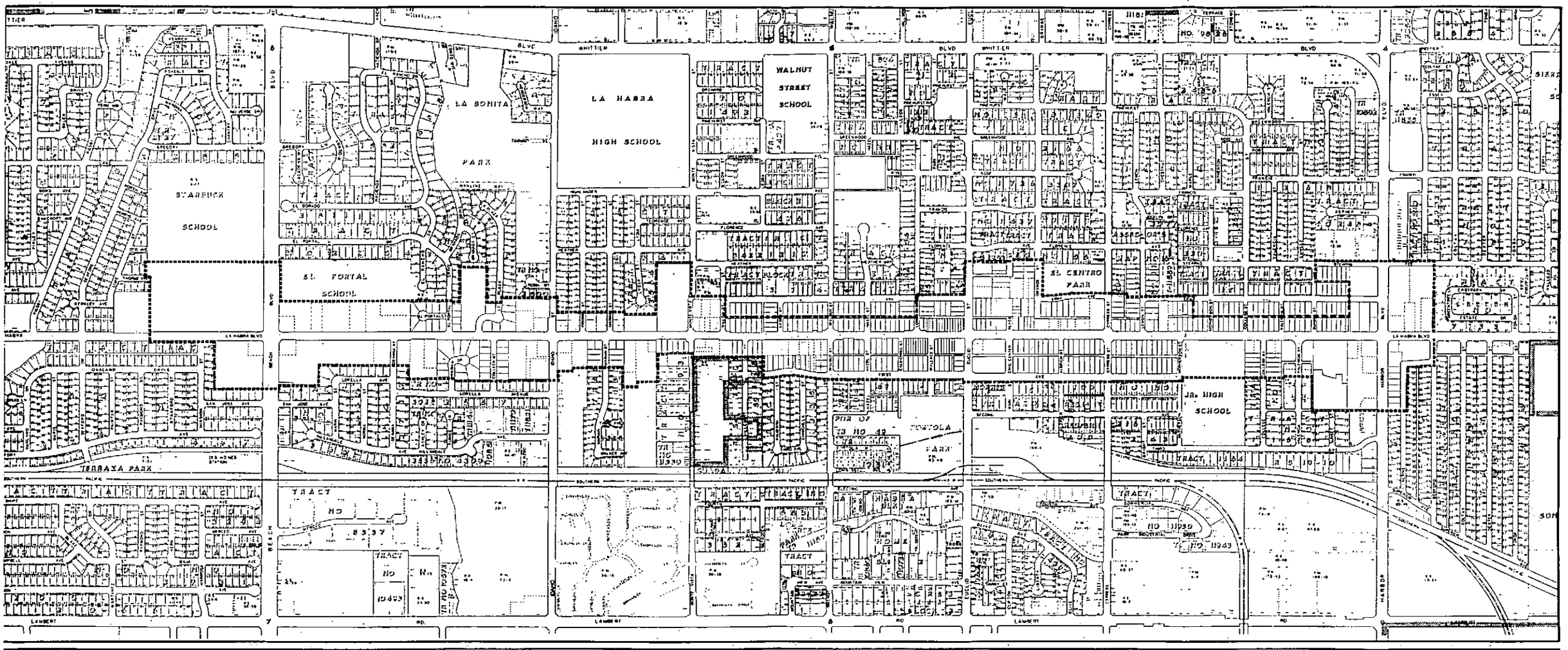


Figure 2

LA HABRA BOULEVARD SPECIFIC PLAN

B. LAND USE AND ZONING

1. General Plan

The General Plan for the City of La Habra specifying the orderly, comprehensive and long-term development of the City was adopted in 1974. A new General Plan Program has recently been initiated to update the existing General Plan.

The General Plan designates eleven different land uses for the Specific Plan area. These land uses are shown in Figure 3. Several commercial categories, professional-office uses, residential uses and institutional or public use designations are shown for the Specific Plan area.

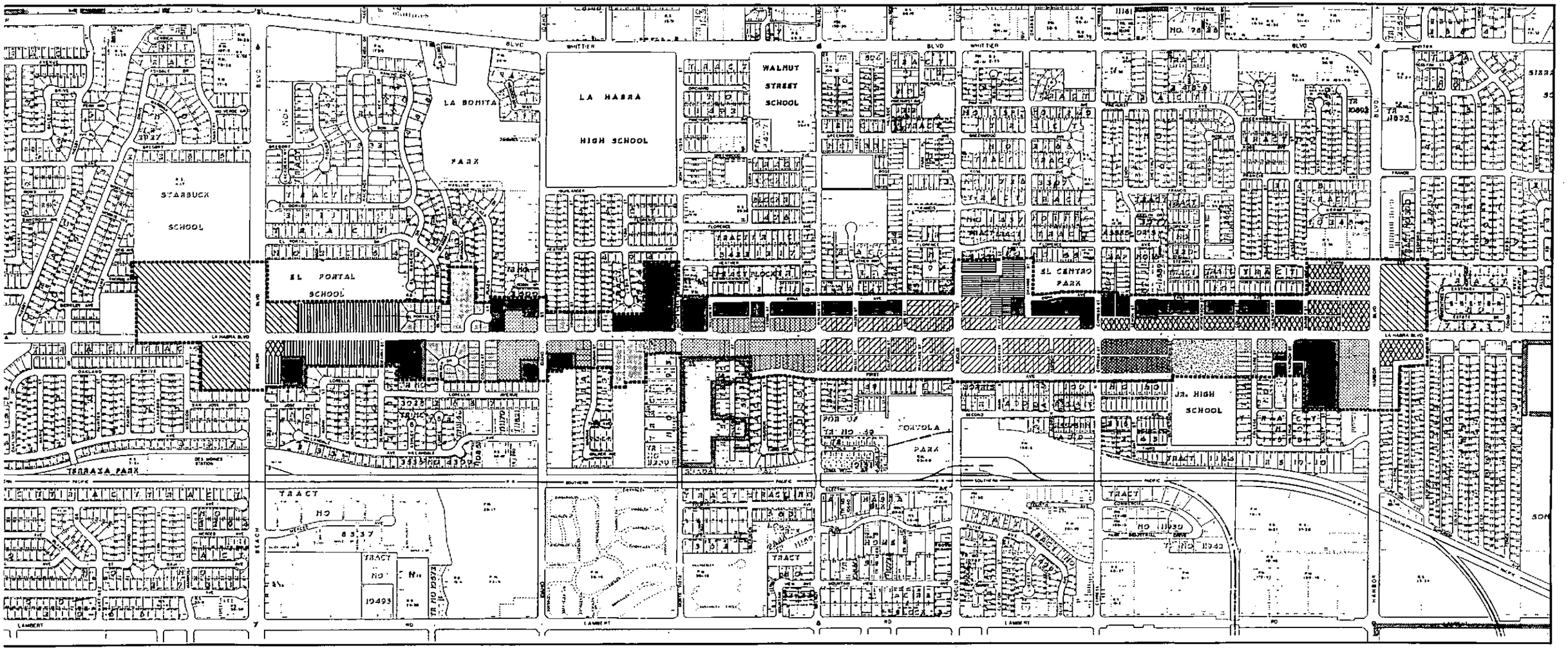
2. Zoning

The Zoning Ordinance of the City of La Habra, specifying permitted uses and standards for development by zoning category, is contained in Title 18 of the La Habra Municipal Code. Within the La Habra Boulevard Specific Plan there are eight basic zoning designations plus three "overlays" which create additional zoning categories with special emphasis or standards. Zoning for the study area is shown in Figure 4.

The combined zoning classifications and respective overlay zones create a wide variety of zoning categories within a relatively small area. Contrary to one of the general purposes of zoning which is to create areas of similar development, the existing zoning ordinance and pattern is permissive and ambiguous. The net result is a static method of land use controls in a dynamic marketplace environment.

Inconsistencies between existing zoning and existing land uses occur principally due to single-family or low-density (up to 3-4 family units/acre) residential uses located in commercial (C-2) zones. This occurs throughout the Specific Plan area from Idaho Street to Harbor Boulevard. The General Plan for the City of La Habra specifically states that no residential uses should be permitted in any commercial zones, except in the commercial high-density zone located near the Civic Center.

The inconsistencies between existing uses and zoning occurs primarily for the same reason inconsistencies exist between the General Plan and existing uses. Namely, existing uses (especially residential) pre-date the creation of the General Plan and Zoning Ordinance. The inconsistency in commercial-residential has been further complicated by optimistic projections of necessary commercial uses and the dramatic affect of larger shopping malls/centers on the La Habra central business district (CBD).

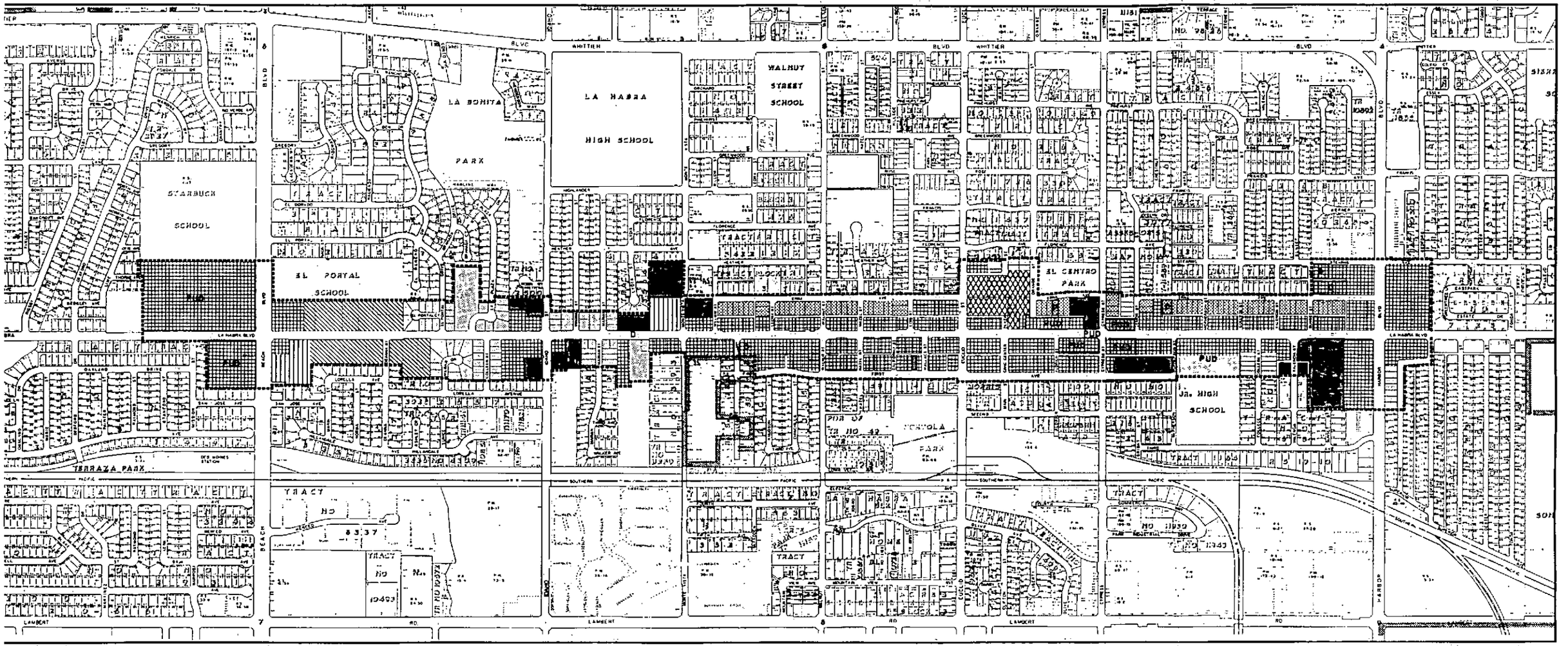


GENERAL PLAN DESIGNATIONS

LA HABRA BOULEVARD SPECIFIC PLAN

- CENTRAL BUSINESS DISTRICT
- COMMERCIAL SHOPPING CENTER
- ADMINISTRATIVE-PROFESSIONAL
- HIGHWAY RELATED
- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY
- JUNIOR HIGH SCHOOL
- NEIGHBORHOOD CENTER
- CIVIC CENTER
- FIRE
- RESIDENTIAL COMMERCIAL

Figure 3



ZONING DESIGNATIONS
LA HABRA BOULEVARD SPECIFIC PLAN

- C-P COMMERCIAL & PROFESSIONAL OFFICE
- C-2 COMMERCIAL
- C-R COMMERCIAL & HIGH-DENSITY RESIDENTIAL
- C-U CIVIL UTILITY
- R-1C ONE-FAMILY DWELLING
- R-2 MULTIPLE DWELLING
- R-3 MULTIPLE DWELLING
- R-4 MULTIPLE DWELLING
- PUD PLANNED UNIT DEVELOPMENT OVERLAY
- D ARCHITECTURAL DESIGN ZONE
- P AUTOMOBILE PARKING ZONE

Figure 4

3. Existing Land Use

The Specific Plan area shown in Figure 5, is characterized by older retail and general commercial stores and shops interspersed with single and multi-family residential dwellings. Office uses and highway oriented commercial land uses are also found along La Habra Boulevard in the plan area. Two commercial centers at either end of the Specific Plan area, at Beach and Harbor Boulevards, provide the significant "anchors" of the La Habra Boulevard Corridor. Table 1 describes the existing land uses in detail for the entire Specific Plan area.

4. Land Use Issues

The following land use issues have been identified by evaluating existing land uses, current zoning and the City's General Plan.

- Incompatible land uses prevent a feeling of cohesiveness about a community. The most prevalent example of incompatible land uses is the number of older single-family residences situated in predominately commercial areas along La Habra Boulevard. These structures may be incompatible, both in use and physical appearance, with adjacent commercial uses.

- The General Plan will require amendment in the Specific Plan area to reflect both existing uses and new uses anticipated in the La Habra Boulevard Specific Plan.

- Based on the existing General Plan, greater potential exists for multi-family residential along La Habra Boulevard.

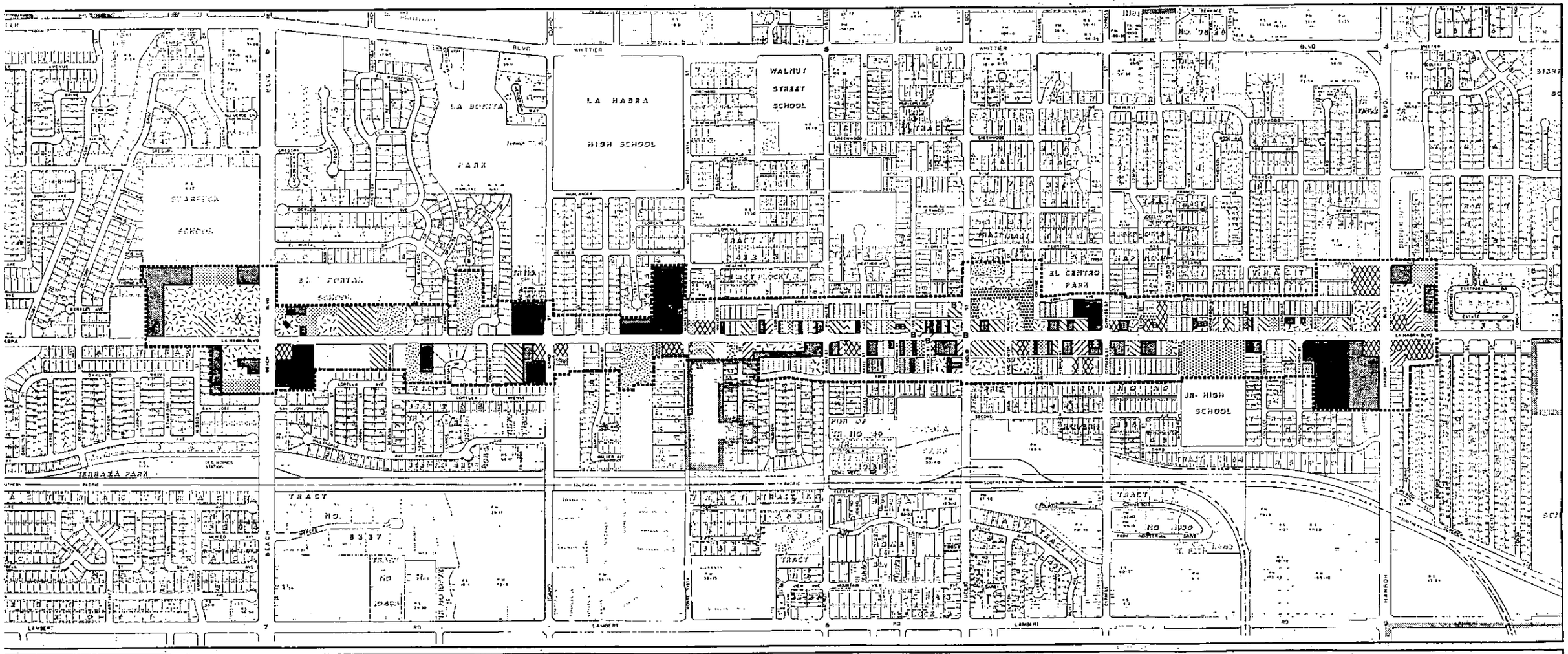
- The Specific Plan area contains a wide range of land uses. However, there appears to be a lack of entertainment opportunities, such as theatres, restaurants and outdoor activities centers.

- The availability of vacant land is extremely limited and therefore recycling or rehabilitation of existing structures and uses is anticipated.

- Clarification and specification of the General Plan and Zoning Ordinance in the Specific Plan Area would eliminate duplicity of permitted uses in several areas.

- There is a large amount of repetitive commercial uses along La Habra Boulevard, all drawing from the same market. If a wider variety of uses were encouraged, then the commercial vitality of the Specific Plan Area might be increased.

- The commercial uses located in older structures have been constrained because of adjacent one-stop shopping malls outside of the Specific Plan Area. Small commercial lot sizes are also a constraint to development, because substantial land uses require larger lot sizes.



EXISTING LAND USES

LA HABRA BOULEVARD SPECIFIC PLAN

- RETAIL COMMERCIAL
- GENERAL COMMERCIAL
- RESTAURANT
- AUTO RELATED
- OFFICE
- PARKING
- SINGLE-FAMILY
- 2 FAMILY & 3-4 FAMILY
- MOBILE HOMES
- MULTI-FAMILY
- PUBLIC SCHOOL/DAYCARE CENTERS
- PUBLIC BUILDING
- RELIGIOUS CENTER
- VACANT SITE
- B VACANT BUILDING

Figure 5

TABLE 1

EXISTING LAND USE LA HABRA BOULEVARD
SPECIFIC PLAN AREA

LAND USE	ACRES	PERCENTAGE
Retail Commercial	17.9	8.2
General Commercial	6.7	3.1
Restaurant	3.2	1.5
Automobile Service	9.2	4.2
Single Family	34.1	15.6
Two-Family	2.2	1.0
Three-Four Family	2.8	1.3
Multi-Family	15.2	7.0
Mobile Home	0.4	0.2
Office	9.8	4.5
Parking	20.1	9.2
School	5.4	2.5
Public Building	2.2	1.0
Church	12.1	5.6
Vacant Site	4.9	2.2
Vacant Building	0.9	0.4
Streets	70.0	32.1
	218. AC	*100%

*Rounded to 100 percent. Source: Gruen Associates, 1986

C. CIRCULATION AND PARKING

La Habra Boulevard is the linear focus of the Specific Plan. The boulevard has an 80-foot right-of-way which provides two lanes in each direction and two parking lanes (parking is generally permitted only east of Monte Vista Street.) Left-turn lanes along La Habra Boulevard exist principally only west of Monte Vista Street. Where left turns on La Habra Boulevard are possible, on-street parking is prohibited because of the necessary utilization of the parking lanes for creation of left-turn bays.

Peak hour traffic volumes and levels of service on La Habra Boulevard are shown in Table 2.

1. Circulation and Parking Issues

- The lack of left turn lanes east of Monte Vista Street creates dangerous safety problems at major intersections. In order to create further left turn lanes however, it would require elimination of on-street parking spaces.

- Pavement on La Habra Boulevard between Monta Vista Street and Euclid Street is narrower in certain sections where complete right-of-way has not been obtained.

- La Habra Boulevard encourages high speed travel permitting through traffic on the inside lanes and parking/shopping related traffic on the outer lane.

- Parking conditions at several commercial centers in the plan area are in need of physical improvements and upgrading.

- Alleys serving off-street parking behind existing commercial structures are in need of re-surfacing and paving.

D. URBAN DESIGN

The nature of La Habra Boulevard is that of a high traffic volume secondary highway which lacks continuity between streetscape elements, landscaping and architecture. Architecture varies from attractive early California/Spanish stucco and tiled roofs to older commercial and residential wood frame structures lacking consistent theme or style.

On each end of the Corridor is the Specific Plan Area are typical highway commercial shopping centers. The centers are a mix of old and new contemporary architectures. La Habra Center is an example of the new Spanish style seen around the Civic Center. Harbor Central Plaza, La Habra Circle and La Habra Plaza are examples of older shopping centers with no distinct architectural style. These shopping centers characteristically lack uniform signage, demonstrate inconsistent building exteriors and depict varying building facades, quality and maintenance. Parking is provided on-site for the larger commercial centers or in the rear of smaller retail and office uses along La Habra Boulevard. Limited on-street parking is also available generally between Monte Vista Street and Valencia Street.

TABLE 2

EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE (peak hour)

INTERSECTION	EXISTING PK.HR. TRAFFIC*	LEVEL OF SERVICE**
La Habra at Beach	1,068	B
La Habra at Idaho	1,283	D
La Habra at Monte Vista	1,400	D
La Habra at Walnut	1,564	E
La Habra at Euclid	1,548	E
La Habra at Cypress	1,593	E
La Habra at Harbor	1,304	D

* Sum of critical volumes.

**The concept of measuring roadway capacities against traffic volumes is commonly used to evaluate the efficiency of existing roads. This measurement is referred to as "Level of Service" and assumes that while there is an absolute limit to the amount of traffic that can travel past a given point (capacity), conditions can deteriorate as traffic reaches that level. As traffic approaches this capacity, congestion occurs causing different levels of safety, speed and delay.

Levels of Service (LOS) are usually defined as A through F. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of a given street to accommodate it. A description of the meaning of the six Levels of Service is provided below:

Level of Service A. indicates no physical restriction on operating speeds.

Level of Service B. indicates stable flow with few restrictions on operating speed.

Level of Service C. indicates stable flow, higher volume, and more restrictions on speed and lane changing.

Level of Service D. indicates approaching unstable flow, little freedom to maneuver, and condition tolerable for short periods.

Level of Service E. indicates unstable flow, lower operating speeds than LOS D, some momentary stoppages.

Level of Service F. indicates forced flow operation at low speeds where the highway acts as a storage area and there are many stoppages.

Source: Gruen Associates 1987

The overall character is shaped by the physical nature of La Habra Boulevard which is nearly 2 miles long, straight, wide in some areas and narrow in others, has a constant 80 foot right-of-way and is developed largely with commercial and residential uses. The lack of significant landscaping also creates a "high exposure" environment on La Habra Boulevard for pedestrian and automobile traffic. Few opportunities for visual "softening" or accent of the one-story commercial structures lining La Habra Boulevard exist. This is particularly apparent where buildings are not set back very far from the street such as between Monte Vista Street and Euclid Street. The net result is an open "corridor" lacking definition and uniqueness. Likewise pedestrians are confronted by unsheltered walking areas, poorly landscaped sidewalks and absence of variety.

Significant urban design issues include the following:

- La Habra Boulevard lacks thematic and shading landscaping which can contribute towards the "Early Spanish" architecture and community character.
- Landscaping treatment varies throughout the plan area. Newer uses whether commercial or residential generally have more attractive landscaping. Older areas need greater landscaping.
- The older CBD area has the greatest need of additional landscaping.
- The narrowness of La Habra Boulevard in some areas is accentuated by minimum building setbacks. These narrow areas are in need of "opening up".
- Selective improvements at "entry or gateways" such as sidewalk treatments, signage, median treatments, landscaping and lighting can create an attractive community character.
- The disjointed architectural character of La Habra Boulevard prevents cohesiveness and the creation of a pedestrian environment conducive to shoppers.
- Several older shopping centers exist which can be easily upgraded and improved to conform with the Spanish style architecture.
- The greatest need of building and site maintenance exists along the eastern half of La Habra Boulevard. Improvements in structural conditions is particularly necessary in the older CBD area between Monte Vista Street and Euclid Street.
- Available funding, community interest and business support of necessary architectural changes related to the Specific Plan is critical.

E. INFRASTRUCTURE

The project area is served by Orange County Sanitation District No. 3 which provides treatment facilities. Local provision and maintenance of the sewer system is the responsibility of the City of La Habra. Detailed studies on the City's sewer system have identified no sewer deficiencies.

Water service to the city is provided largely by the Metropolitan Water District and the California Domestic Water Company. The present water system is considered adequate to serve the level of development planned in the City's General Plan.

Other necessary utilities include natural gas (Southern California Gas Company) and electricity (Southern California Edison Company). No major infrastructure issues have been identified other than overhead electrical wires which impact the visual environment.

III. OVERALL PLAN GOALS AND OBJECTIVES

This section presents overall goals of the Specific Plan and consolidates the important planning issues, community concerns, previous revitalization studies of La Habra Boulevard and city plans to create immediate image improvements into a series of goals and objectives for the Specific Plan area. These goals and objectives clarify the City's intent concerning development in the Specific Plan area and provide a clear basis for the application of development standards and design guidelines. The overall goals are presented first which express the City's long term strategy for improvement of the Specific Plan area. Specific plan objectives are then introduced for the following subject areas: Land Use, Transportation and Circulation, Urban Design, Open Space and Recreation, and Implementation.

A. OVERALL GOALS

The goals of the La Habra Boulevard Specific Plan shall be the following:

1. To make La Habra Boulevard the "theme" street of the City of La Habra. Recognizing that La Habra Boulevard is an arterial designated street, some areas of the boulevard could be encouraged for pedestrian orientation, by providing safe and convenient street crossing, unique landscaping, lighting, pavement treatment, signage and quality land use developments.

2. To revitalize the La Habra Boulevard Specific Plan area by enhancing its economic activity through improvements in the public right-of-way and creating land use opportunities for private sector investment and development.

3. To create a new image for the La Habra Boulevard Specific Plan area by encouraging new development and rehabilitation of existing structures that is attractive and inviting and appropriately designed.

4. To promote the dynamic and multiple use character of the La Habra Boulevard Specific Plan area by providing an appropriate distribution of commercial, office and residential uses without adversely effecting existing viable areas.

5. Utilize Conceptual Plan D as the general basis for the Specific Plan land use recommendations (see six-sub area description).

B. OBJECTIVES

1. Land Use

- Opportunities for additional multiple-family residential development in compatible areas on La Habra Boulevard should be utilized and developed.

- The City shall encourage recycling of older commercial and office buildings for new development consistent with the Specific Plan.

- The City should acquire strategic sites on La Habra Boulevard which have the potential of creating desireable new attractive development.

- Minimize land use impacts on adjacent neighborhoods and developed properties on La Habra Boulevard.

- Older residential sites interspersed in commericial areas on La Habra Boulevard should be gradually phased out and recycled to new commercial or multi-family uses where appropriate.

2. Transportation and Circulation

- The City will create left turn pockets along La Habra Boulevard at Monte Vista, Walnut, and Cypress Streets when new off-street parking is provided. (Establishing these turning pockets shall require elimination of some on-street parking).

- Additional off-street parking opportunities should be provided where necessary in conjunction with the elimination of any off-street parking.

- Alleyways behind commercial structures should be gradually repaved and improved for greater access to existing or future off-street parking.

- The City should coordinate with SCRTD and OCTD for the long-term provision of bus shelters, new benches and bus signs.

- The City may consider the prohibition of left turns at unsignalized intersections or on-street parking during peak hours wherever necessary.

- Maintain the traffic carrying capacity of La Habra Boulevard. If the on-street parking is reduced to achieve other objectives, then traffic and parking impacts and needed improvements should be clearly described.

- The City may consider parking bays as an appropriate measure which allows for selective sidewalk widenings to create space in the right-of-way for pedestrian improvements while maintaining some on-street parking.

3. Urban Design

- The City shall, as soon as possible, implement a landscaping program along La Habra Boulevard providing mature thematic trees (tall) or smaller shade trees (deciduous, light and airy) between Monte Vista and Cypress Streets.

- Strong entryway landscaping and signage should be provided on La Habra Boulevard at Beach and Harbor Boulevards and Euclid Street. Entryway improvements should be made either within landscaped medians, the public right-of-way or on City acquired corner parcels.

- The City should consider major renovation of the Civic Center, removal of older civic offices fronting on La Habra Boulevard, and creation of a "Town Plaza" incorporating landscaped parking, open space, thematic trees, historical monuments and Mission bell streetlights.

- If it is desired to make pedestrian improvements in the future (widen sidewalks, provide shade and thematic trees, construct bus shelters), some on-street parking will have to be eliminated.

- The City should adopt design guidelines and standards which help establish the desired "Early California-Spanish" architectural style, landscaping, land-use character and overall tone of new development in the Specific Plan Area.

- The City may consider stamped concrete or brick for widened sidewalks at pedestrian crossings and at major intersections along La Habra Boulevard.

- Develope a system of raised landscaped medians along La Habra Boulevard.

4. Open Space and Recreation

- The City should integrate open spaces or "mini parks" within the Specific Plan area to provide relief from the effects of a high traffic volume corridor environment.

- Develop a positive program of enhancing open spaces by use of highway median landscaping.

5. Implementation

- Adopt the La Habra Boulevard Specific Plan Ordinance for the entire corridor.

- Adopt a new Redevelopment Project Plan Ordinance for both sides of La Habra Boulevard to be selected between Euclid and Walnut.

- Create a Parking Authority for purposes of development of new off-street parking lots.

- Establish a Parking and Business Improvement District (PBID), per 1965 State Law, for support of parking and streetscape maintenance and for promotion of business on the boulevard.

- The City of La Habra has established an Architectural Design Overlay over the Specific Plan Area requiring architectural site plan review by the Planning Commission of all new development, remodels or changes in use. All residential properties within the Specifc Plan Area which do not directly face onto La Habra Boulevard are excluded from the proposed Design Overly Site Plan Review.

The intent of the Site Plan Review process set forth in this section is to assure the development of the La Habra Corridor Specific Plan in accordance with the Design Guidelines and Development Standards contained in this Specific Plan (Chapters IV and V) and other applicable City of La Habra development and performance standards conformance of development is assured through a two step review process involving (a) La Habra Planning Department and (b) the La Habra Planning Commission.

(a) Prior to the issuance of any minor building permit (interior building changes) the Director of Planning or his/her designee shall first review the permit to determine if the intent and use of the goals and objectives of the Specific Plan are consistent with the design guidelines contained in this Specific Plan.

(b) Prior to the issuance of any building permit for new construction and major remodeling, a Site Plan Building Design Review shall be approved by the Planning Commission. An application for a Site and Building Design Permit shall be filed along with such materials as may be required for a site plan approval permit. Subsequent to the receipt of a complete application, the Planning Commission shall approve, conditionally approve, or deny any application for a Site Plan and Building Design Review Permit within the time period prescribed by law. The Planning Commission may grant a variance from the prescribed development standards/guidelines in unique cases of particular hardship. In addition, amendments to the Specific Plan standards can be authorized by City Council. Decisions of the Planning Commission may be appealed to the City Council. The decision of the City Council is final.

IV. DEVELOPMENT STANDARDS

The proposed development standards should be used in combination with the design guidelines set forth in Chapter V. The design guidelines are intended to convey the physical character of the overall development and specifically to demonstrate how the development standards should be implemented. The design guidelines will be used as the criteria for evaluating the compatibility of proposed development with Specific Plan and General Plan objectives during the development review process.

The following standards are intended to implement the overall plan goals and objectives identified in Chapter III. They are regulatory in nature and will govern all development within the Specific Plan area.

- Whenever the regulations in this Specific Plan differ from the regulations of the City of La Habra Zoning Ordinance (Title 18 La Habra Municipal Code) and other City regulations, the regulations contained herein supersede those of the Zoning Ordinance and other City regulations. Where an issue is not addressed by the regulations in this Specific Plan, the Zoning Ordinance and other City regulations shall prevail.

- All building construction within the Specific Plan area shall comply with applicable building codes.

- The Development Standards and Design Guidelines contained in the Specific Plan shall apply as an overlay ordinance to all six sub-areas of La Habra Boulevard.

A. LAND USE

1. Previous Revitalization Study

The general framework for the Specific Plan shall be the "Revitalization Study for the La Habra Boulevard Corridor" (Alternative Plan "D") prepared for the City in 1985 by Community Systems Associates, Inc. (See Figure 6). Under the scenario of Alternative D, La Habra Boulevard was divided into six distinct sub-areas (shown in Figure 6), each varying in land use emphasis, access, design and overall character. This previous study recommended the implementation of a Specific Plan to direct the development and economic revitalization of the La Habra Boulevard Corridor. The La Habra City Council in response to the recommendations set forth in the previous study, approved a conceptual land use plan developed by the consultants for the Corridor. A description of the six sub-areas in Alternate Plan "D" has been included below for background purposes:

Sub-Area 1 - This sub-area is to retain that area's orientation for convenience of auto access. The existing signals and left-turn lanes with large parking areas adjacent to shops are appropriate to this sub-area. Public furnishings should have a consistent style and materials, and landscaping should follow a comprehensive plan to help establish the shopping areas as "centers", rather than collections of shops; this will help establish this sub-area as a destination point for shoppers.

Sub-Area 2 - This sub-area's planned residential units should maximize the variety of topography (i.e. grade changes) which contribute to the "character" of the area in this portion of the corridor. Parking areas should be located or landscaped in manner that minimizes their view as seen from La Habra Boulevard. Substantial setbacks, shrubbery and berming can all be effective in reducing the visual impacts of parking. Colors of building exteriors should be selected to harmonize with adjacent units or complexes where possible. Signs should be low relief (e.g. monuments) integrated with landscaping to be visually unimposing througout this sub-area.

Parking lot lighting should utilize down-cast shields to minimize night-time glare and should be architecturally integrated with the building designs. Trees planted in this sub-area should be evergreen to provide miximum privacy and noise buffer throughout the year.

Sub-Area 3 - This sub-area is directly south of Sub-area 2, and therefore, should be harmonious with the residential development on the north side of La Habra Boulevard. Color themes used in the residential areas should be duplicated or complemented in the commercial area. Parking should be encouraged behind shops, where possible, and landscaping should be adjacent to La Habra Boulevard and of similar planting materials as the residential areas. Trees used in this area, as in the residential sub-area should be evergreens. Commercial uses should be small-scale and utilizing side setbacks for plazas, outdoor sales, or seating where possible.

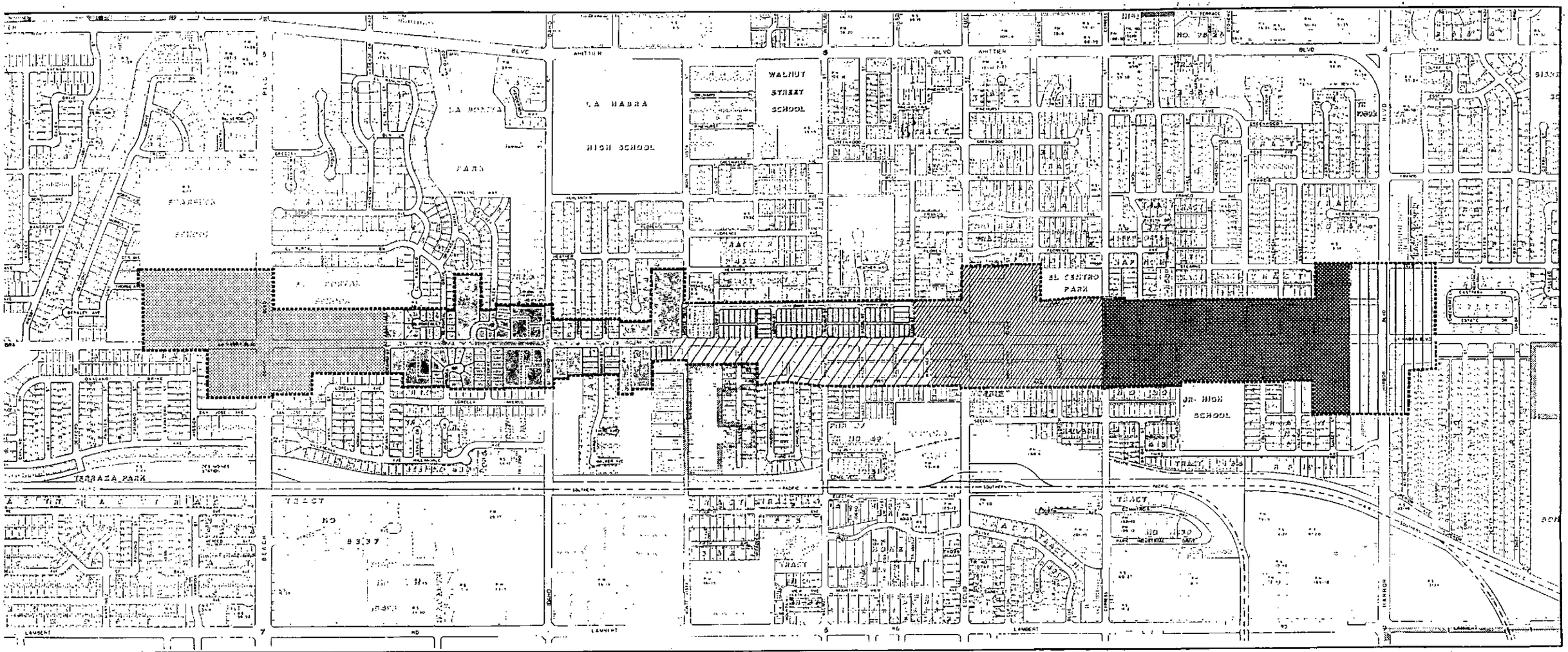


Figure 6

SUBAREAS

LA HABRA BOULEVARD SPECIFIC PLAN

SUBAREA 1 SUBAREA 2 SUBAREA 3 SUBAREA 4 SUBAREA 5 SUBAREA 6

N

Sub-Area 4 - This sub-area includes the Civic Center and similar uses, and should continue the "California-Spanish" architectural theme which is already established in this portion of the corridor. Building structures should be of low, wide proportions with large roof overhangs, as encouraged at this time by the City. Landscaping here can include deciduous trees.

Sub-Area 5 - This sub-area is a "transition" commercial area, and is intended for small auto repair shops, muffler shops, home repair, and other uses appropriate to the area, which may relocated from other areas along La Habra Boulevard. These uses should be restricted to operations which produce noise or odors during the daytime hours to reduce nuisances to adjacent residential uses. Sub-area 5 can be oriented for the automobile by providing convenient access and parking which is visible from La Habra Boulevard.

Sub-Area 6 - This sub-area is high-intensity commercial and should continue with Pic 'N Save (or similar) shopping center uses and auto sales, appropriate to high volume traffic present at the intersection of Harbor and La Habra Boulevards. Temporary signs (sales), pennants and flags should be restricted so as not to distract passing traffic.

2. Specific Plan Development Concept

The Specific Plan development concept is based on the general premise of the Revitalization Study, Alternate Plan "D", the existing General Plan and the desire to protect and expand those areas on La Habra Boulevard of "sound" condition and quality. The Land Use Concept Plan therefore, is designed to maintain wherever advisable the current General Plan land use designations while providing selective changes which improve the Specific Plan Area and create public right-of-way improvements and private development opportunities.

The net affect of the Specific Plan is to preserve the character of La Habra Boulevard west of Monte Vista Street. Commercial "anchors" at Beach Boulevard would remain. Between Monte Vista Street and the Civic Center, The Land Use Concept Plan provides for greater commercial opportunities through lot consolidation and recommends phasing out single family residential uses. The Civic Center area between Euclid Street and Cypress Street contains the largest area on La Habra Boulevard where the design theme of "early California" is most apparent. The Specific Plan attempts to build on and expand this attractive "heart" of La Habra Boulevard in both the easterly and westerly directions. The plan recommends creation of a new Redevelopment Survey Area west of Euclid Street that would provide new commercial shops, restaurants and offices while renovating older uses and larger existing projects such as La Habra Plaza. An example project between Lois Street and Euclid Street is presented (in Figure 8) to demonstrate the potential for revitalizing existing older uses while providing new development opportunities in the context of thematic urban design elements.

The area between Aldrich Street and Valencia Street is another area in the Specific Plan where residential uses on La Habra Boulevard would be phased out and replaced with new commercial uses on larger consolidated lots. Greater commercial opportunities would be created by providing a more attractive shopping environment and more convenient variety and access to the surrounding community. The existing

commercial shopping center use at Harbor Boulevard would be retained in the Specific Plan.

Single family residential uses on the south side of Erna Avenue, between Willow Street and Lois Street and between the area just west of McPherson Street and Sunset Street are designated in the existing City General Plan as Medium Density (8-14 dwelling units per net acre). The present General Plan category would permit future development inconsistent with the existing low density single-family neighborhood and therefore the Specific Plan recommends revising the General Plan designation to "Low Density".

Existing opportunities have been retained from the current General Plan or created in for medium/high density residential uses. High density uses shown in the General Plan, for example, and recommended in the Specific Plan are located near Deanna Street and Monte Vista Street. Other areas, where low density residential is recommended for phase out, might also be appropriate for multiple family development if minimum lot size requirements are met.

Because of the improvements provided in the public right-of-way (left turn lanes, medians, etc.) some on-street parking will be eliminated by the plan. However, during the interim period, replacement parking is not recommended because off-street parking is available. Provision of new off-street parking before the ultimate circulation plan is fully developed is recommended in the vicinity of Willow and Lemon Streets. These parking areas should be developed simultaneously with improvements which will eliminate on-street parking.

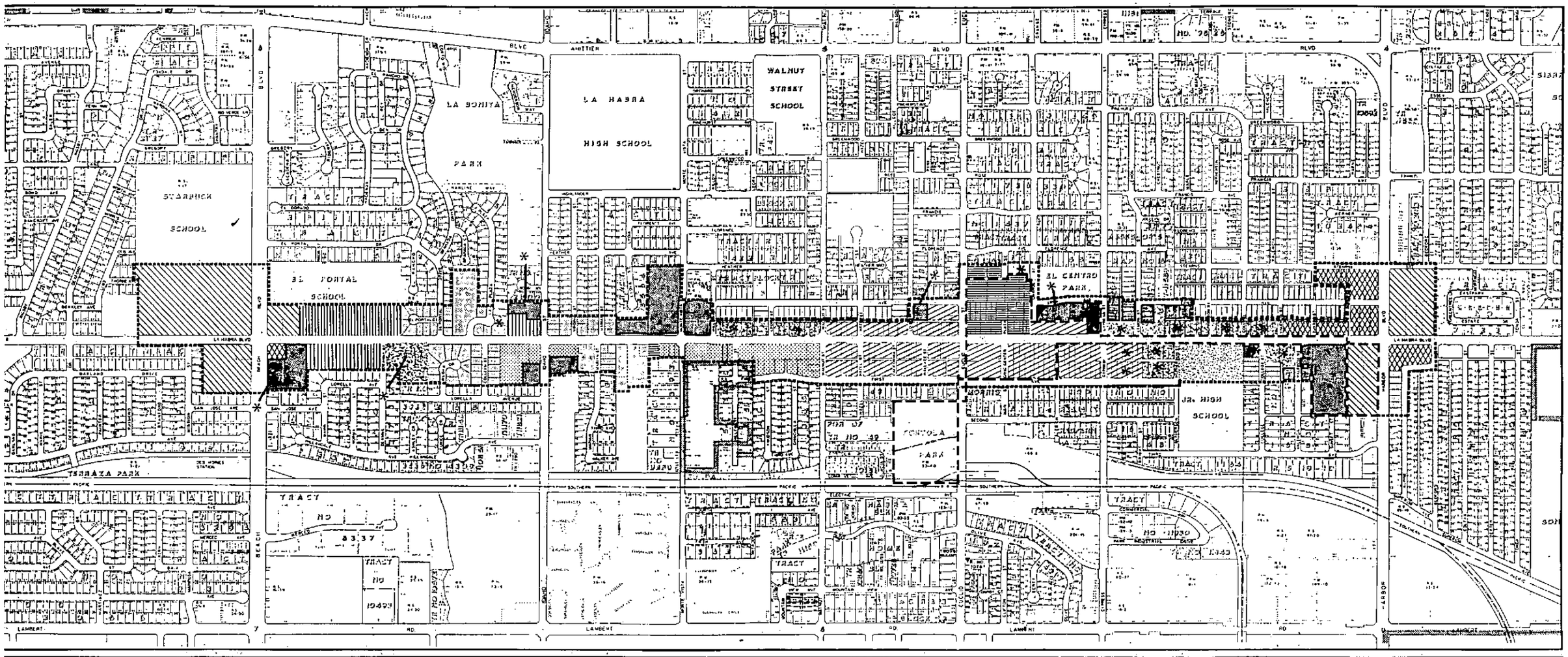
The following Specific Plan categories have been developed to implement the desired land uses within the plan area.

3. Specific Land Use Plan Categories

Figure 7 illustrates the recommended land use concept for the Specific Plan Area and specifically identifies the amendments to the existing General Plan. These land use designations have been formulated based on the current General Plan categories, of the previous revitalization study, economics and market conditions and an analysis of the relationship of potential land uses to each other and to land uses in the surrounding area. A general description of the uses permitted in each land use category is provided below. The list of common uses permitted within each category is not meant to be definitive or exhaustive. Instead, these uses are examples of appropriate land uses consistent with the broad intent of the larger category.

Commercial Shopping Center - This category provides for commercial uses serving the larger citywide area as well as the immediate community. Included in this designation are supermarkets, variety stores, junior department stores, home improvement stores, and a wide range of food, convenience goods and specialty retail/merchandise commercial uses.

Neighborhood Commercial - These uses are designed to serve the daily or frequent commercial needs of the immediate vicinity. Common uses include convenience goods, grocery stores, drugstore, laundromat, liquor store, beauty shops, appliance repair, etc.



LAND USE CONCEPT

LA HABRA BOULEVARD SPECIFIC PLAN

- CIVIC CENTER
- CENTRAL BUSINESS DISTRICT
- COMMERCIAL SHOPPING CENTER
- ADMINISTRATIVE-PROFESSIONAL
- HIGHWAY RELATED
- TRANSITIONAL RESIDENTIAL/COMMERCIAL
- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY
- JUNIOR HIGH SCHOOL
- NEIGHBORHOOD CENTER
- PREVIOUS REDEVELOPMENT AREA

Figure 7

N

* General Plan Amendment required

Highway Commercial - Applies to commercial uses directly related to and dependent on the highway for patronage. Such uses include auto sales, auto services, motels, restaurants, gas stations, equipment rentals, nurseries and recreational equipment/vehicle sales.

Professional Office - This designation applies to professional business office uses such as private offices, realty offices, law offices, doctors and related medical offices. This category would also permit retirement/convalescent homes.

Low Density Residential - This category would permit residential densities between 1 and 7 dwelling units per net acre. Housing types permitted include single family detached, duplexes (attached and detached) and low density garden apartments.

Medium Density Residential - This category includes medium density residential with densities between 8-14 dwelling units per acre. Common residential uses permitted include apartments, townhouses, and condominiums. Parking lots would also be permitted.

High Density Residential - This category includes high density residential ranging from 15 to 24 dwelling units per net acre. Common residential uses permitted include apartments, townhouses, condominiums. Parking lots would also be permitted.

Central Business District - This category shall include a broad range of commercial uses that provide service to the immediate downtown area. Compatible uses would include new specialty commercial retail stores, commercial uses directly related to the civic center, parking lots, professional offices, banks, restaurants, mixed-use projects, hotel/motels and facilities for cultural arts and community events. No residential uses would be permitted.

Civic Center - This category applies to city provided services/uses located in the Civic Center. Subject uses also the fire station (just west of Monte Vista Street) include police station, city library, city hall and related offices.

Transitional Residential/Commercial - The transitional residential/commercial category applies where older residential uses are located in areas which have developed as Neighborhood or Highway Commercial. The long-term goal in these areas is to remove existing low-density residential uses in order to develop opportunities for large lot commercial development. New low-density residential uses are prohibited in these areas. With City approval, however, it may be appropriate for medium-high density residential development.

The following land use policies and actions are also recommended:

- Establish a Redevelopment Survey Area for the area west of Euclid Street. This potential redevelopment project should extend west of Walnut Street to include La Habra Plaza. Creation of a new redevelopment project area would permit new commercial revitalization projects.

- The City should consider long-term example projects in the Redevelopment Survey Area which have significant potential for image improvement economic innovation and civic pride. Example projects are illustrated in Figure 8 and described below:

- The entire block west of the Civic Center could be acquired and planned for a new commercial "promenade" center having its own architectural theme consistent with the existing masonry structures. Such a theme could be compatible with the Spanish or early California theme developed on La Habra Boulevard. This would involve widening and improving the existing alleyway, rehabing older commercial structures, new construction, creating an open pedestrian oriented walkway through commercial shops, restaurants, offices and specialty retail stores. Off-street parking would be created to serve shoppers and a "window" to the Boulevard would be developed to enable convenient pedestrian access to this new center. Such a project could become the show-place of La Habra and develop a substantial noon hour clientele from nearby businessmen and Civic Center employees.

- Relocate Civic Center offices and other uses located on La Habra Boulevard in front of City Hall to Euclid Street opposite the Police Station and library. Create a "Town Plaza" in front of the existing City Hall linking El Centro park and the "promenade center". The town plaza would include use of thematic landscaping, street furniture, redesign of the parking serving City hall, open space, new signage, use of architectural/design elements characteristic of the Spanish architectural theme, and new street lighting. The town plaza would also become the location of outdoor civic center and community service activities.

- Isolated residential areas on the north side of La Habra Boulevard between Monte Vista Street and Walnut Street/Lois Street and on both sides of La Habra Boulevard between Cypress Street and Harbor Boulevard shall be designated as "transitional residential". Parcels in the Specific Plan Area with this designation would require a General Plan Amendment and new General Plan land use category. Appropriate uses include:

  - Maintenance as residential at prevailing density.

  - Phase out of existing residential and develop as commercial consistent with new development standards.

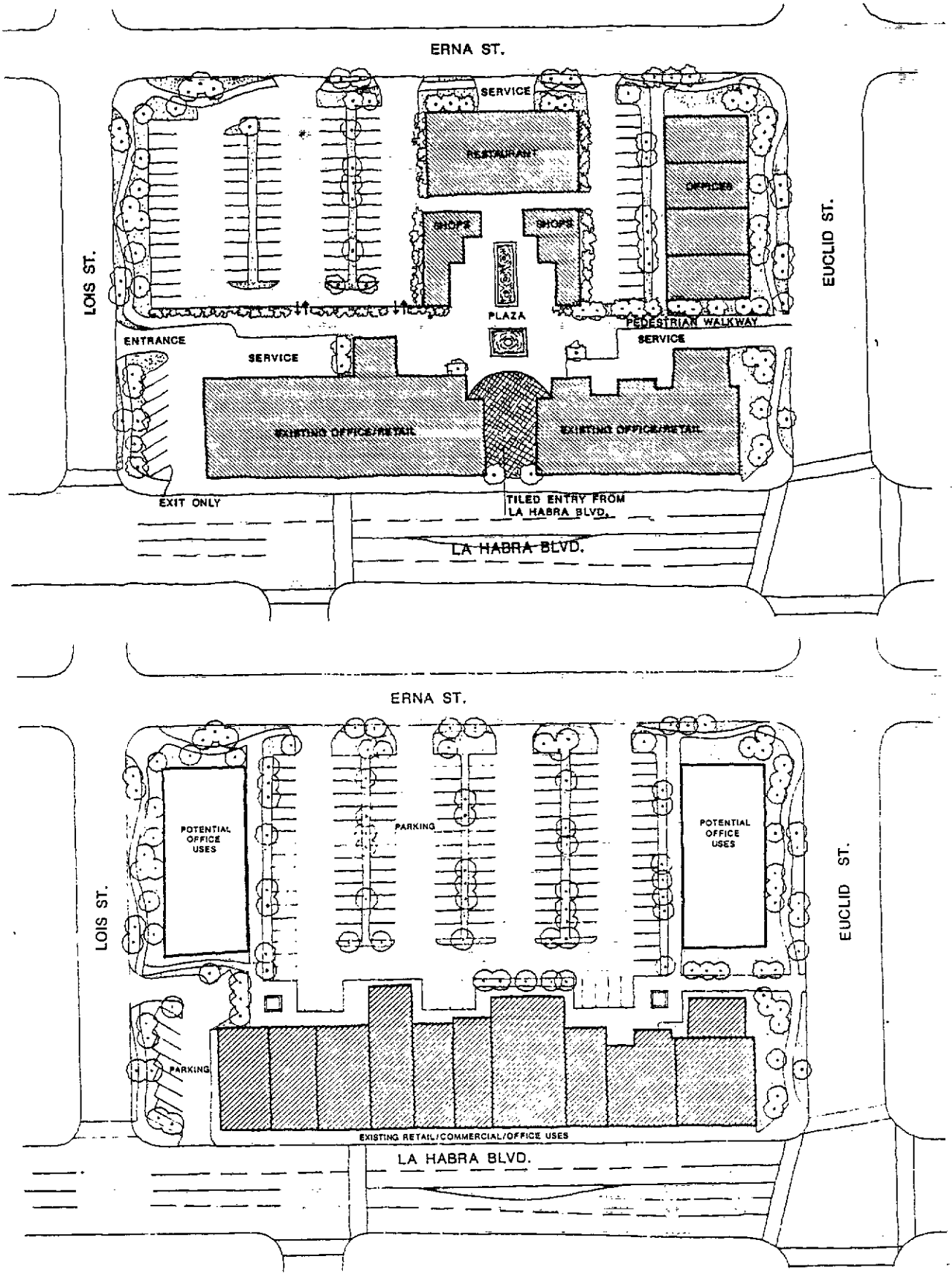
  - Development of new multiple-family residential and subject to new development standards contained within the Specific Plan.

- A minimum lot size for new commercial development shall be 12,000 SF. Minimum lot frontage shall be 100 feet. Maximum height shall be 4 stories or 50 feet. Existing commercial uses being refurbished or rehabilitated would not be subject to the minimum lot size and frontage requirements.

- A minimum parcel size of 24,000 SF shall be required for new multiple-family residential developments. There shall be a minimum of 1,000 SF gross per dwelling unit.[1] Minimum lot frontage shall be 60 feet while the maximum height shall be 2-1/2 stories or 35 feet.

---

[1]Excludes senior citizen projects.



North

Gruen Associates

Figure 8

Example Redevelopment Projects

LA HABRA BOULEVARD SPECIFIC PLAN

- Whenever an interior side lot line of a commercial or multiple-family residential use abuts any portion of a single-family residential use, there shall be provided on the former lot, along that portion of the lot line, a landscaped setback of five feet plus either a minimum five foot common landscaped yard area or an access driveway serving the subject property.

- The City shall maintain its long-term goal of phasing out single-family residential uses in commercially planned areas on the boulevard, however, no immediate acquisition of residential parcels by the City is foreseen.

- A "mini park" shall be developed in conjunction with new multiple-family residential on the northeast corner of Monte Vista Street and La Habra Boulevard.

- The recommended land use development standards are presented in Table 3.

B. CIRCULATION AND PARKING

The Specific Plan recommends implementation of circulation and parking improvements over a two phase period. Phase I includes interim measures while Phase II provides ultimate or long term improvements. Figure 9 illustrates the recommended ultimate (long term) circulation improvements for the Specific Plan area. Figure 10 depicts the interim improvements for La Habra Boulevard. These circulation improvements have been designed to increase traffic capacity, safety and access on La Habra Boulevard while at the same time providing opportunities for additional landscaping. The major provisions of the circulation improvements are listed below and summarized by segment in Tables 4 and 5.

- New left-turn lanes are created at the following major streets: Monte Vista Street, Walnut Street, Euclid Street and Cypress Street. Additional left-turn lanes are provided at N. College Street and La Habra Village. The "ultimate" circulation plan will also include a left turn lane at Civic Center Plaza. Selected cross sections of La Habra Boulevard showing recommended dimensions, median width, travel lanes, etc. are shown in Figure 11.

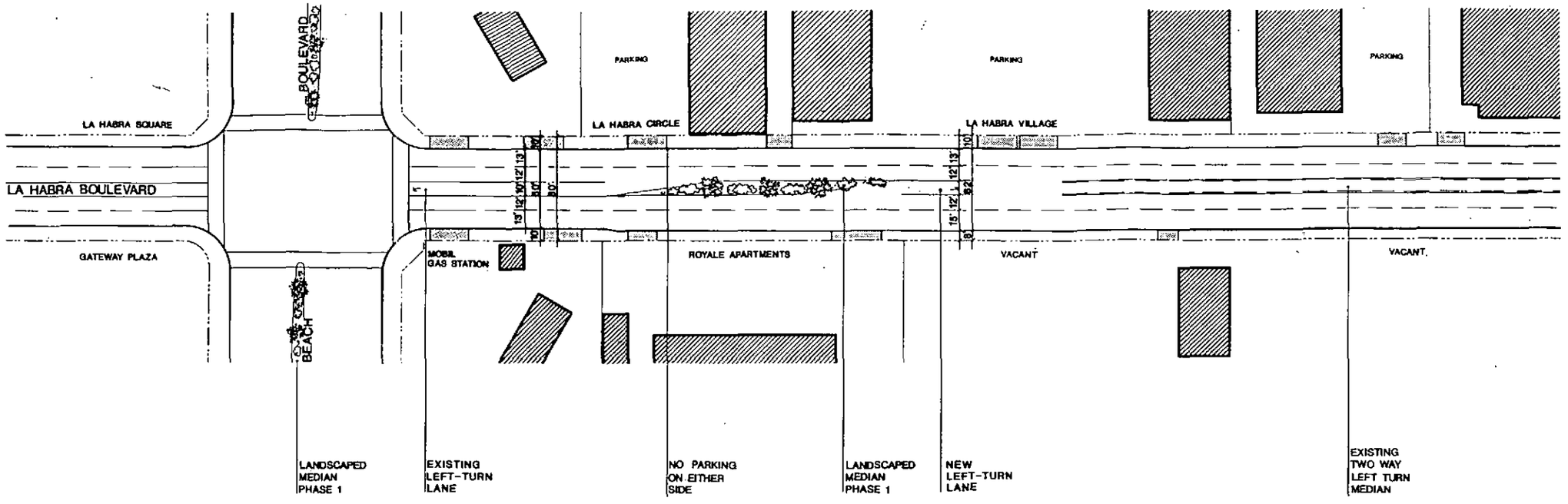
- The creation of left-turn lanes requires elimination of on-street parking in some areas. Approximately 78 spaces (40% of the total on La Habra Boulevard) would be lost during the "interim" period along La Habra Boulevard leaving about 116 parking spaces. The "ultimate" plan for circulation improvements on La Habra Boulevard would eliminate another 47 spaces leaving approximately 69 spaces to serve the various retail stores and shops lacking off-street parking. Tables 4 and 5 describe in detail the "ultimate" and "interim" characteristics of circulation improvements on La Habra Boulevard.

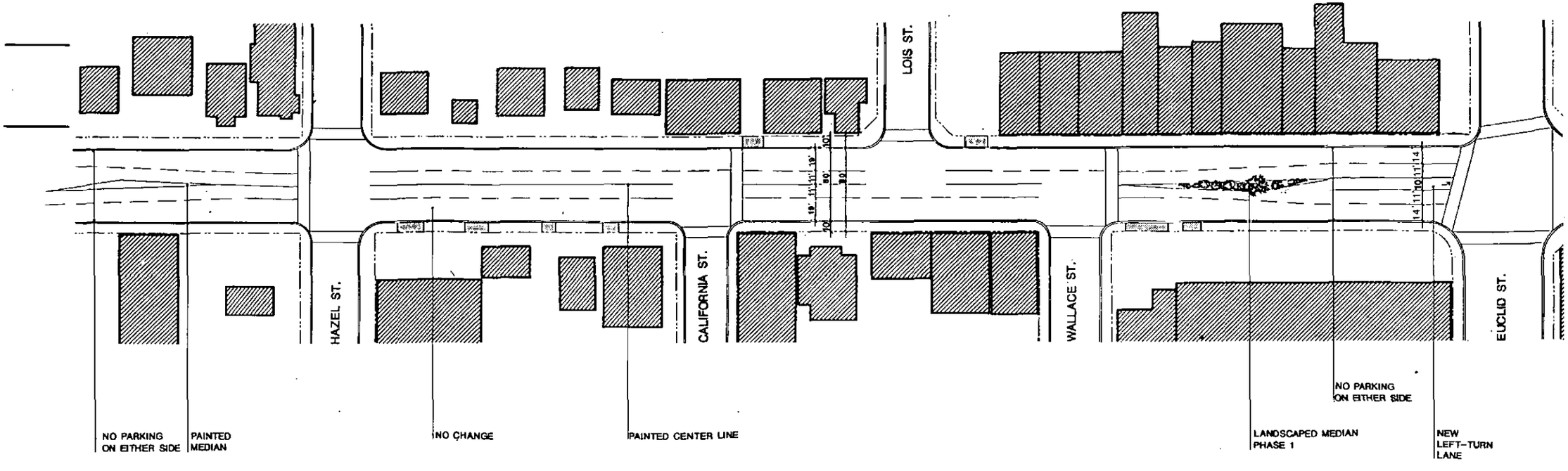
- Approximately 1,920 feet of landscaped median is proposed over the interim period (short-term) for La Habra, Beach and Harbor Boulevards. Another 1,335 feet of landscaped median is identified for creation during the ultimate phase (long-term). Median areas designated for landscaping in the long-term future could be developed temporarily as painted medians until such time as necessary revenue is available. Approximately, 565 feet of La Habra Boulevard would have a painted median, designed for long-term maintenance and traffic safety purposes.

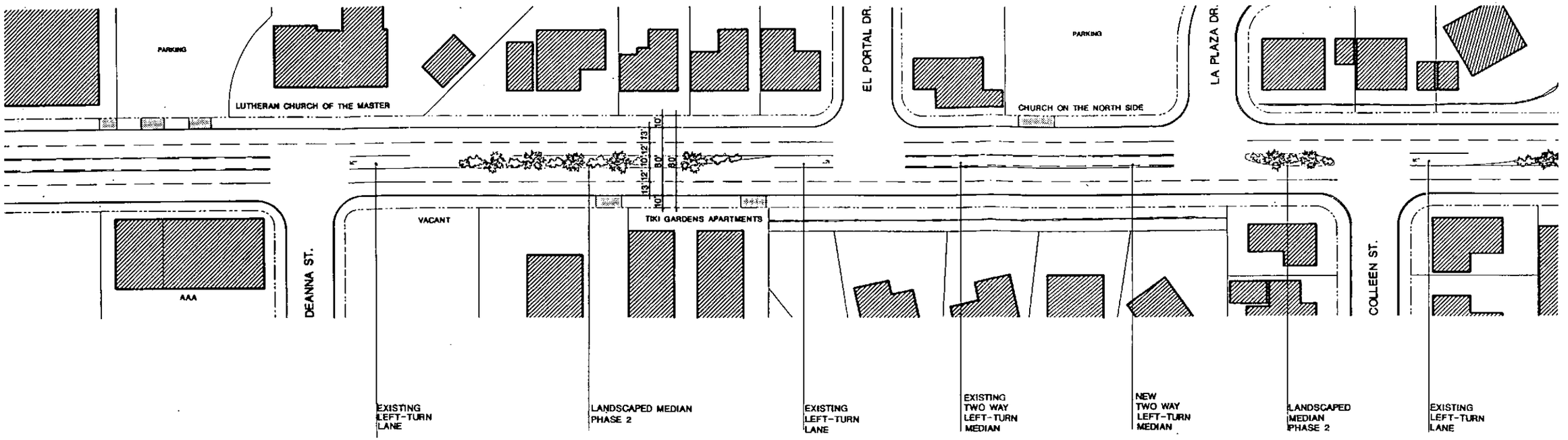
TABLE 3. DEVELOPMENT STANDARDS

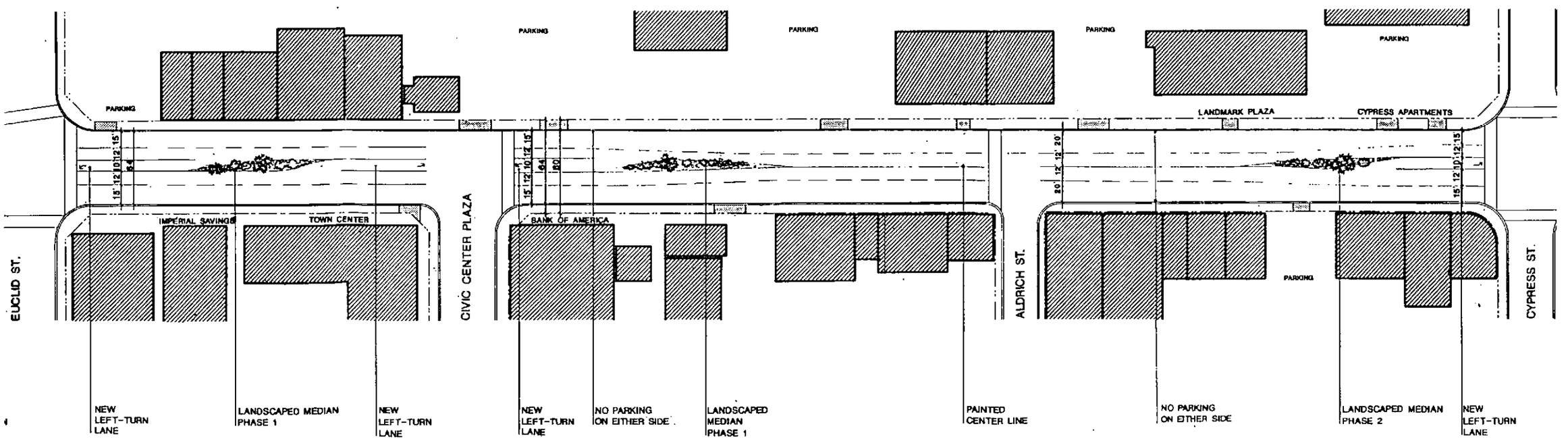
Land Use	Area Required (sq. ft.)	Minimum Frontage (feet)	Height	Required Setbacks Front (ft.)	Side	Rear (ft.)	Residential Permitted (sq. ft.)		Parking*	Landscaping
Commercial Shopping Center	≥12,000	100	2-1/2 stories or 35'	10	Minimum of 5' Next to Residential Plus Additional 5' Landscape Area or Access Driveway, 10' Along Side of Corner Lots	20			4 Sp/1,000 sf gross (supermarkets only). 3 Sp/1,000 sf gross (all other commercial uses. 1 Sp/300 of Office. 1 Sp/4 Seats in Dining Area. 1 Sp/ Seats in Assembly Area.	10% of parking area
Central Business District	≥12,000	100	"	"	"	"	"	None	"	"
Neighborhood Commercial	"	"	"	"	"	"	"	"	"	
Highway Commercial	"	"	"	"	"	"	"	"	"	"
Professional Office	"	"	"	"	"	"	"	"	"	"
Low Density Residential	≥5,000	60	"	20	"	25	1 DU/5,000		2 Sp/DU	--
Medium Density Residential	12,000	60	"	15	"	5-10 First Floor	1 DU/2,500		2 Sp/DU 1 1/2 Bachelor + 1 2 S/2Bdrm.	10% of parking area
High Density Residential	24,000	60	"	15	"	5-10 First Floor	1 DU/1,000		2 Sp/DU 1 1/2 Bachelor + 1 2 Sp/2 Bdrm.	"
Public Facilities	--	--	"	Subject to Applicable Standards Standards of Adjacent Zones			None		1 Sp/300 Sf Office 1 Sp/2 Guest Rms.	"

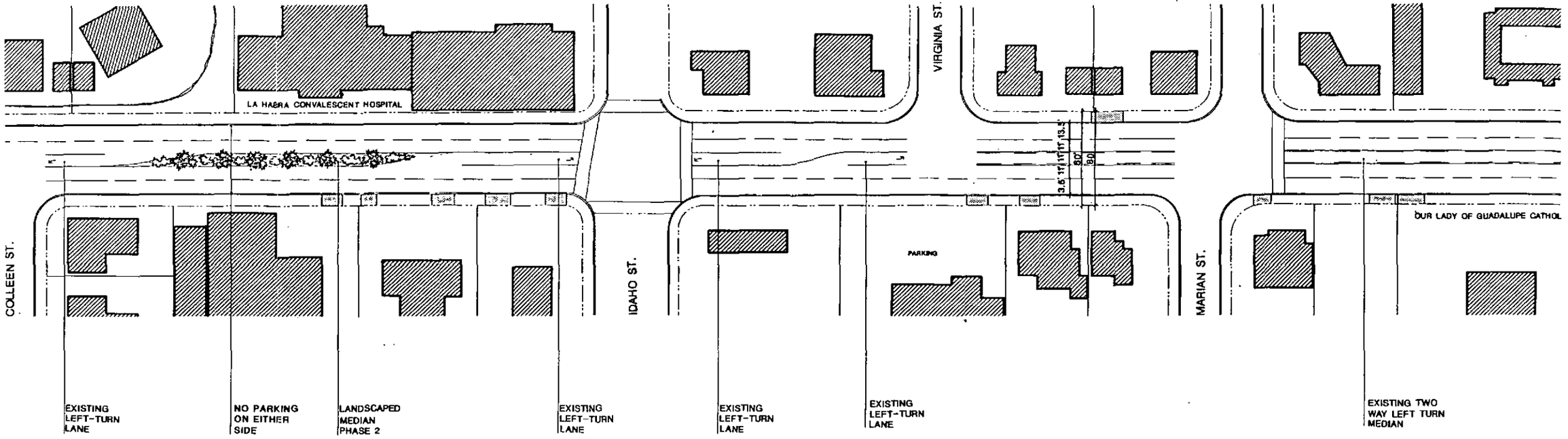
* Excludes normal parking provisions which should be included in all parking requirements

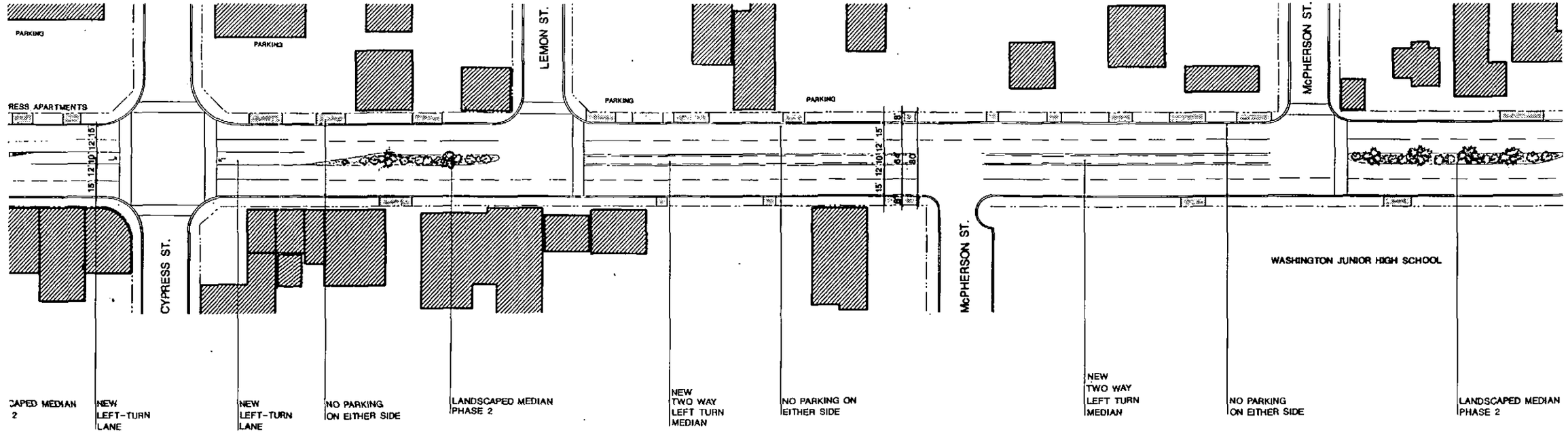

BOULEVARD
PARKING
PARKING
PARKING
LA HABRA SQUARE
LA HABRA CIRCLE
LA HABRA VILLAGE
LA HABRA BOULEVARD
GATEWAY PLAZA
MOBIL GAS STATION
ROYALE APARTMENTS
VACANT
VACANT
LANDSCAPED MEDIAN PHASE 1
EXISTING LEFT-TURN LANE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 1
NEW LEFT-TURN LANE
EXISTING TWO WAY LEFT TURN MEDIAN

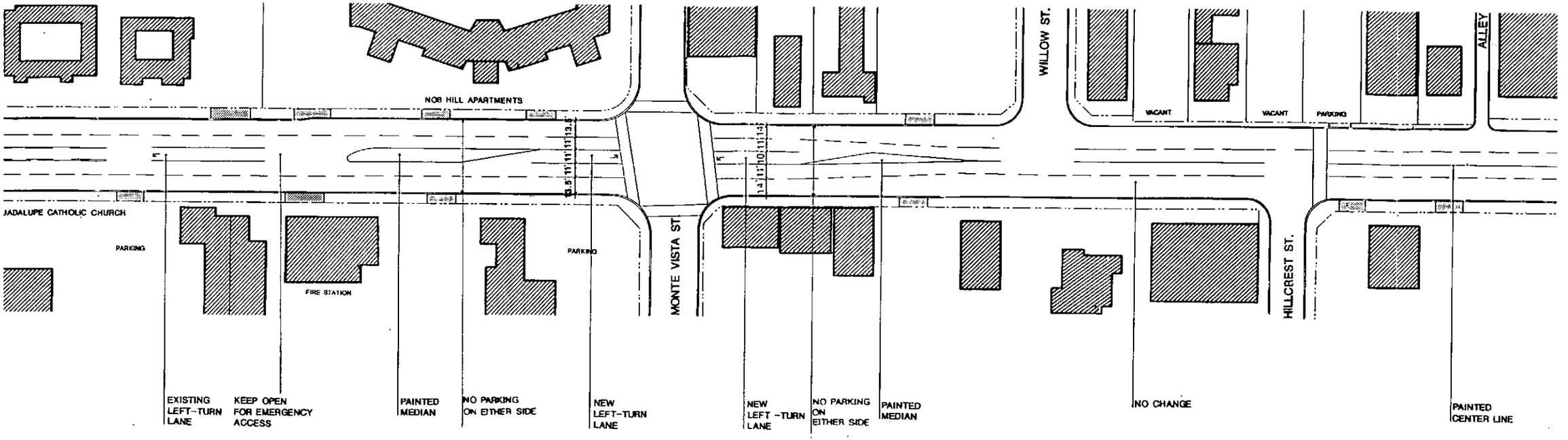

LOIS ST.
HAZEL ST.
CALIFORNIA ST.
WALLACE ST.
EUCLID ST.
NO PARKING ON EITHER SIDE
PAINTED MEDIAN
NO CHANGE
PAINTED CENTER LINE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 1
NEW LEFT-TURN LANE

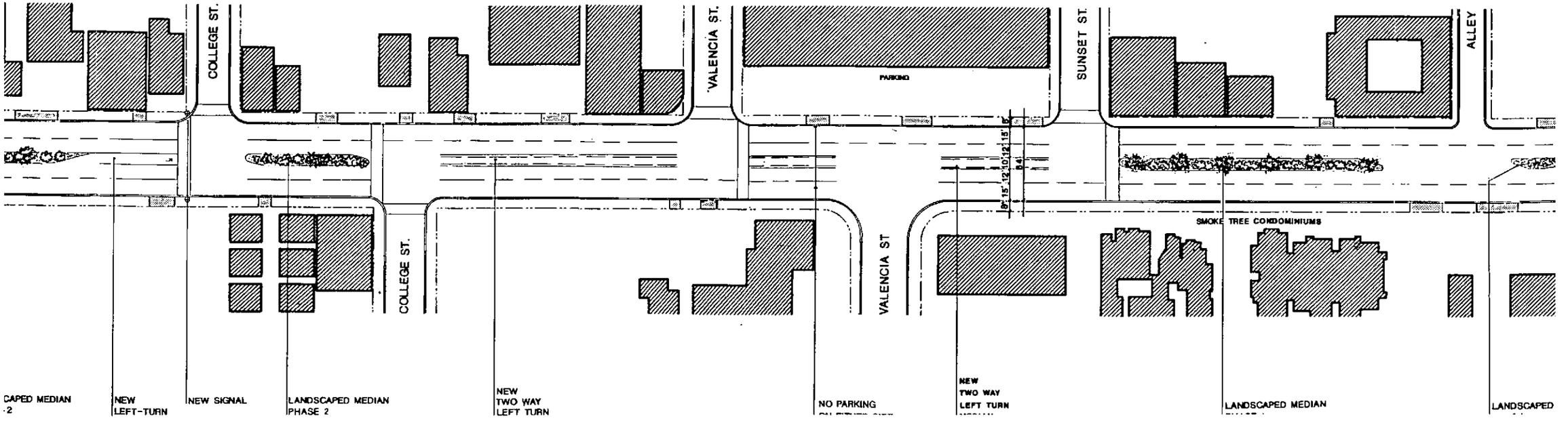

PARKING
LUTHERAN CHURCH OF THE MASTER
EL PORTAL DR.
PARKING
CHURCH ON THE NORTH SIDE
LA PLAZA DR.
VACANT
TIKI GARDENS APARTMENTS
AAA
DEANNA ST.
COLLEEN ST.
EXISTING LEFT-TURN LANE
LANDSCAPED MEDIAN PHASE 2
EXISTING LEFT-TURN LANE
EXISTING TWO WAY LEFT-TURN MEDIAN
NEW TWO WAY LEFT-TURN MEDIAN
LANDSCAPED MEDIAN PHASE 2
EXISTING LEFT-TURN LANE

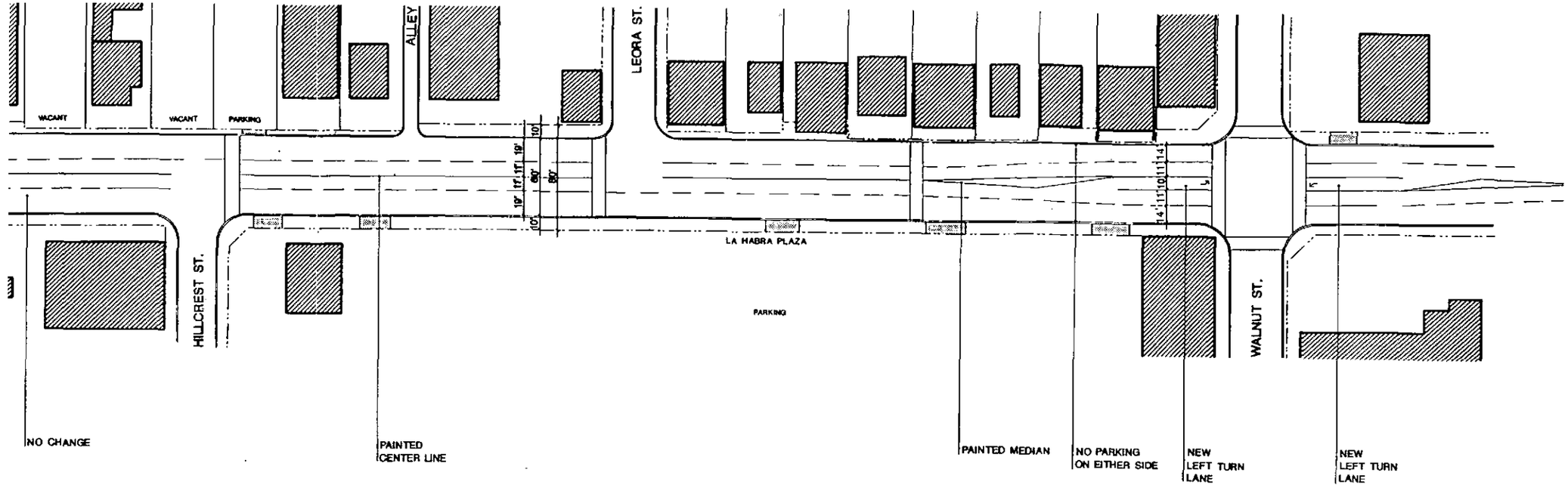

PARKING
PARKING
PARKING
PARKING
PARKING
LANDMARK PLAZA
CYPRESS APARTMENTS
IMPERIAL SAVINGS
TOWN CENTER
BANK OF AMERICA
EUCLID ST.
CIVIC CENTER PLAZA
ALDRICH ST.
CYPRESS ST.
NEW LEFT-TURN LANE
LANDSCAPED MEDIAN PHASE 1
NEW LEFT-TURN LANE
NEW LEFT-TURN LANE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 1
PAINTED CENTER LINE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 2
NEW LEFT-TURN LANE


LA HABRA CONVALESCENT HOSPITAL
VIRGINIA ST.
COLLEEN ST.
IDAHO ST.
MARIAN ST.
OUR LADY OF GUADALUPE CATHOL
PARKING
EXISTING LEFT-TURN LANE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 2
EXISTING LEFT-TURN LANE
EXISTING LEFT-TURN LANE
EXISTING LEFT-TURN LANE
EXISTING TWO WAY LEFT TURN MEDIAN


PARKING
RESS APARTMENTS
LEMON ST.
CYPRESS ST.
McPHERSON ST.
McPHERSON ST.
WASHINGTON JUNIOR HIGH SCHOOL
CAPED MEDIAN 2
NEW LEFT-TURN LANE
NEW LEFT-TURN LANE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 2
NEW TWO WAY LEFT TURN MEDIAN
NO PARKING ON EITHER SIDE
NEW TWO WAY LEFT TURN MEDIAN
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 2


NOB HILL APARTMENTS
WILLOW ST.
ALLEY
VACANT
VACANT
PARKING
JADALUPE CATHOLIC CHURCH
PARKING
FIRE STATION
PARKING
MONTE VISTA ST
HILLCREST ST.
EXISTING LEFT-TURN LANE
KEEP OPEN FOR EMERGENCY ACCESS
PAINTED MEDIAN
NO PARKING ON EITHER SIDE
NEW LEFT-TURN LANE
NEW LEFT -TURN LANE
NO PARKING ON EITHER SIDE
PAINTED MEDIAN
NO CHANGE
PAINTED CENTER LINE


COLLEGE ST.
VALENCIA ST.
SUNSET ST.
ALLEY
PARKING
COLLEGE ST.
VALENCIA ST
SMOKE TREE CONDOMINIUMS
CAPED MEDIAN
2
NEW LEFT-TURN
NEW SIGNAL
LANDSCAPED MEDIAN PHASE 2
NEW TWO WAY LEFT TURN
NO PARKING
NEW TWO WAY LEFT TURN
LANDSCAPED MEDIAN
LANDSCAPED



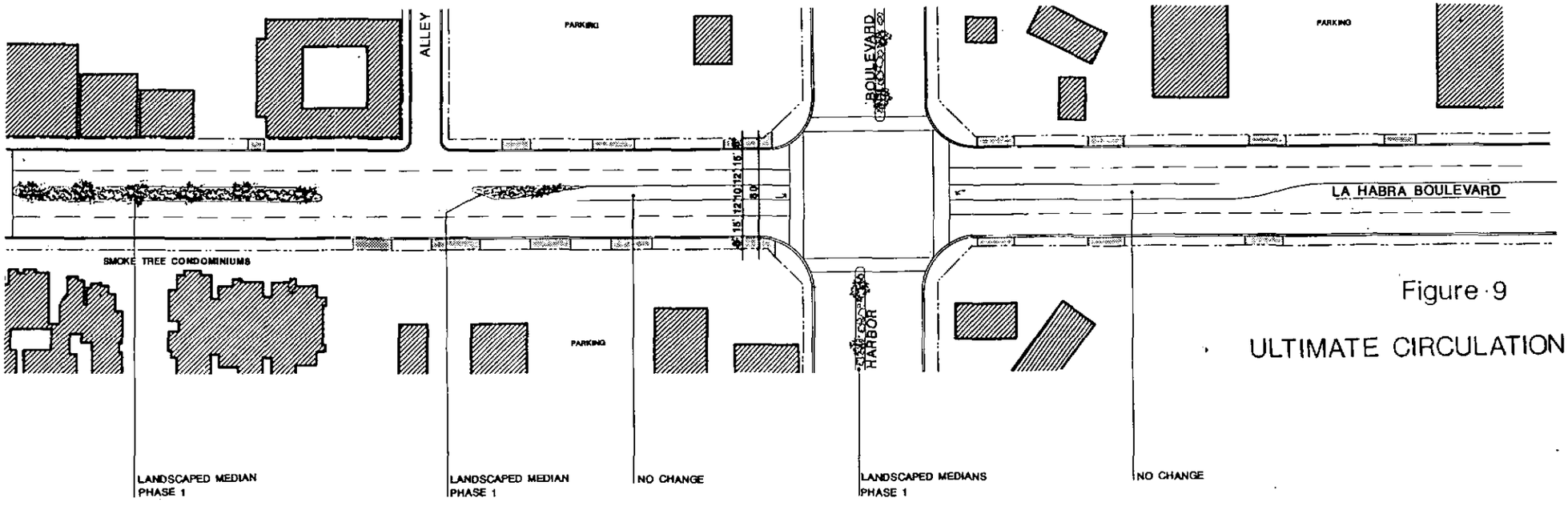
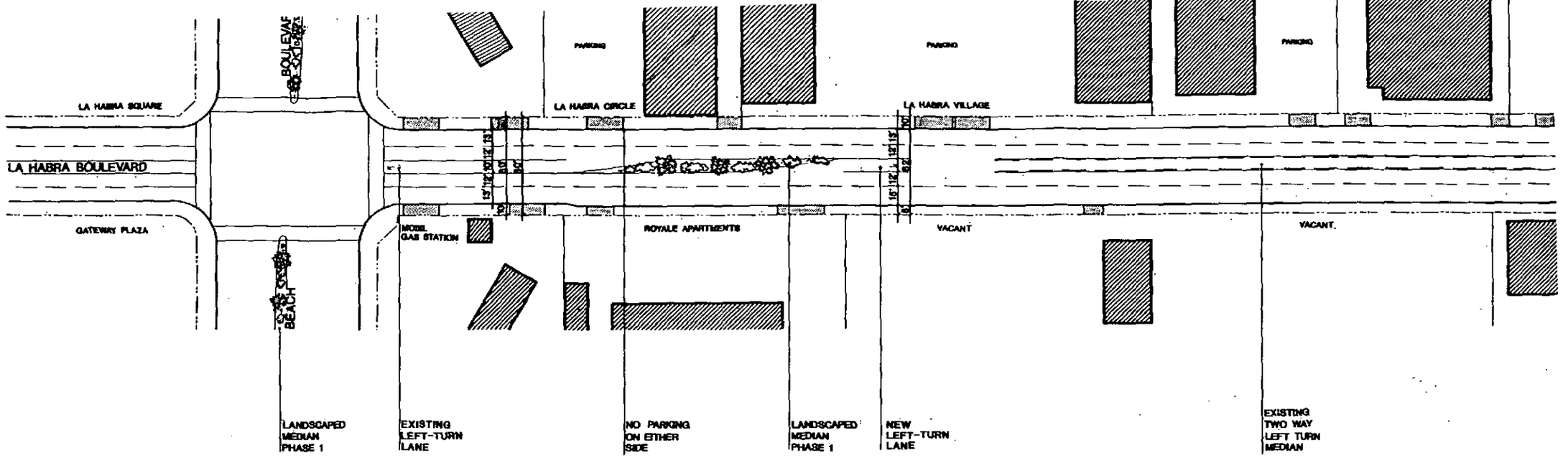
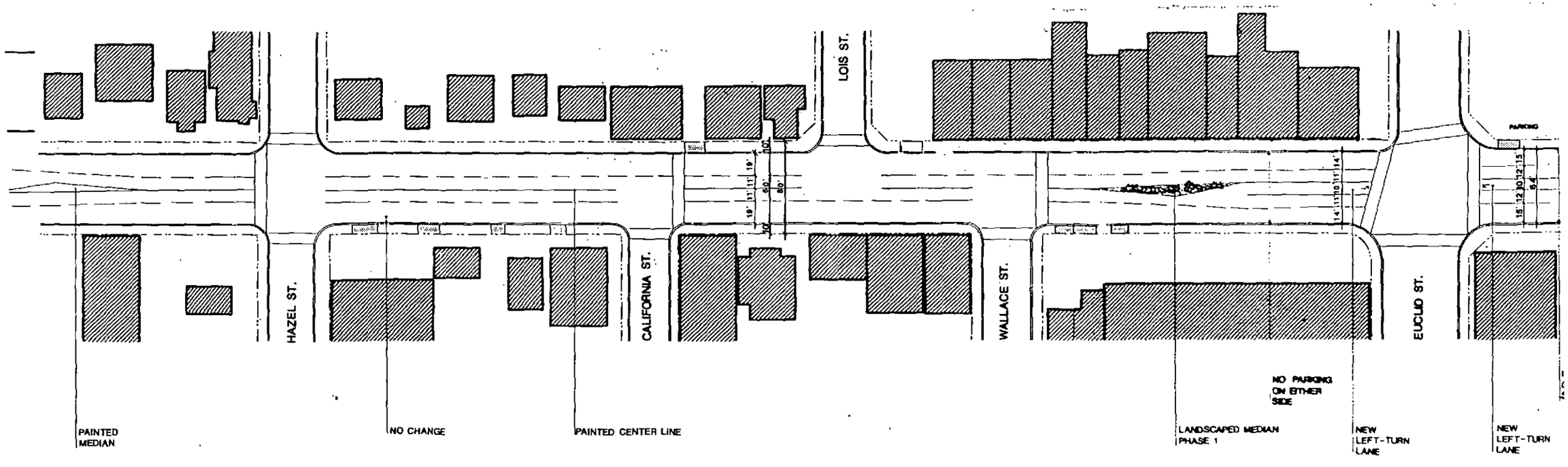
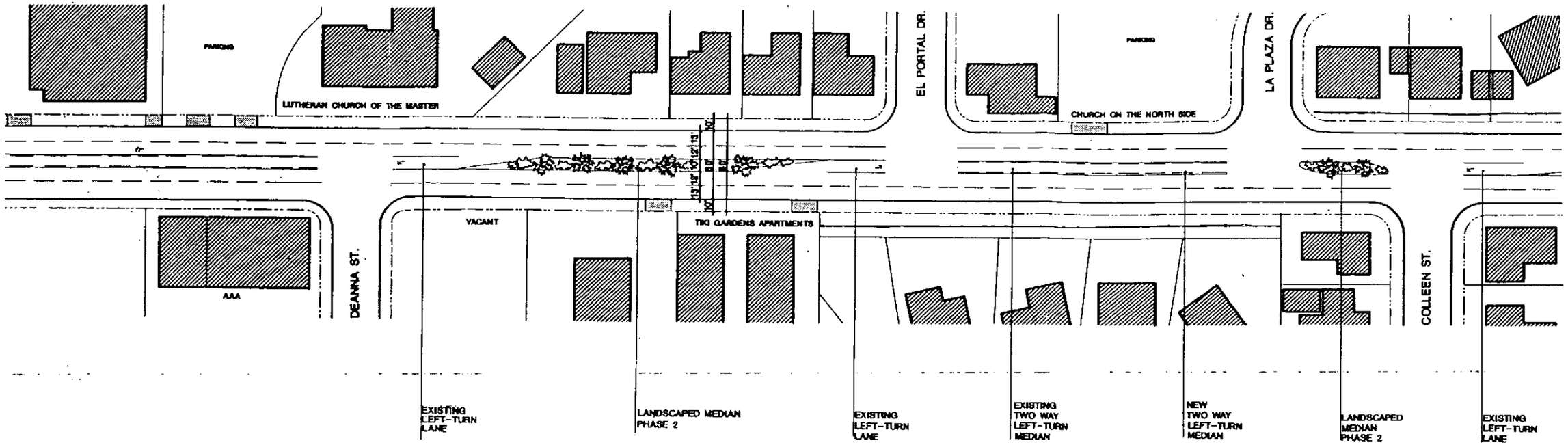


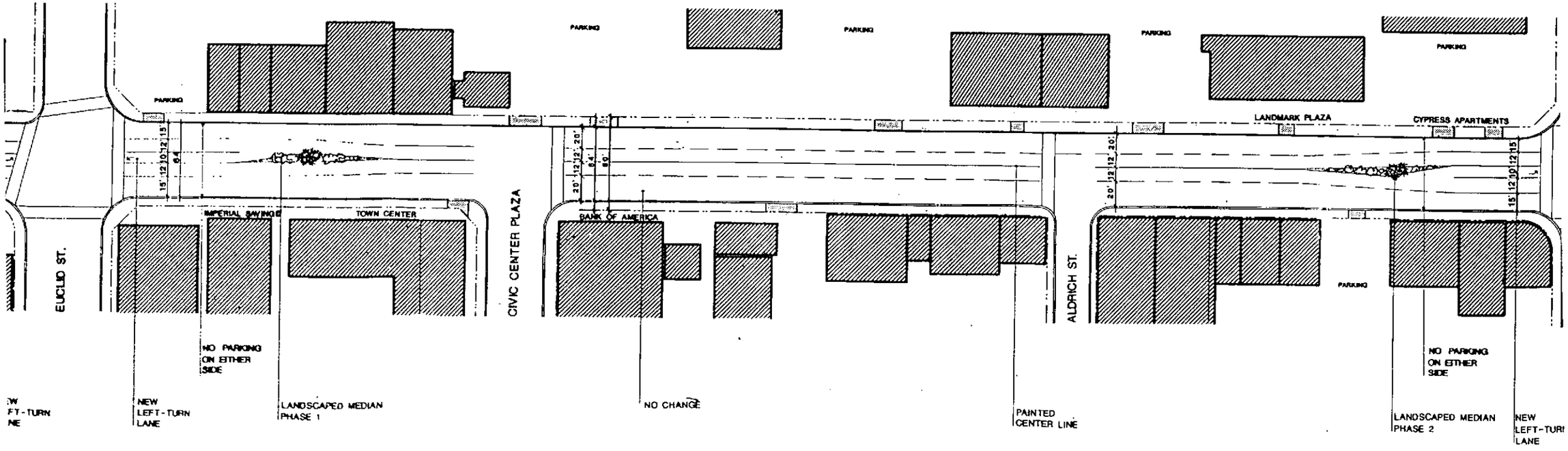
Figure 9

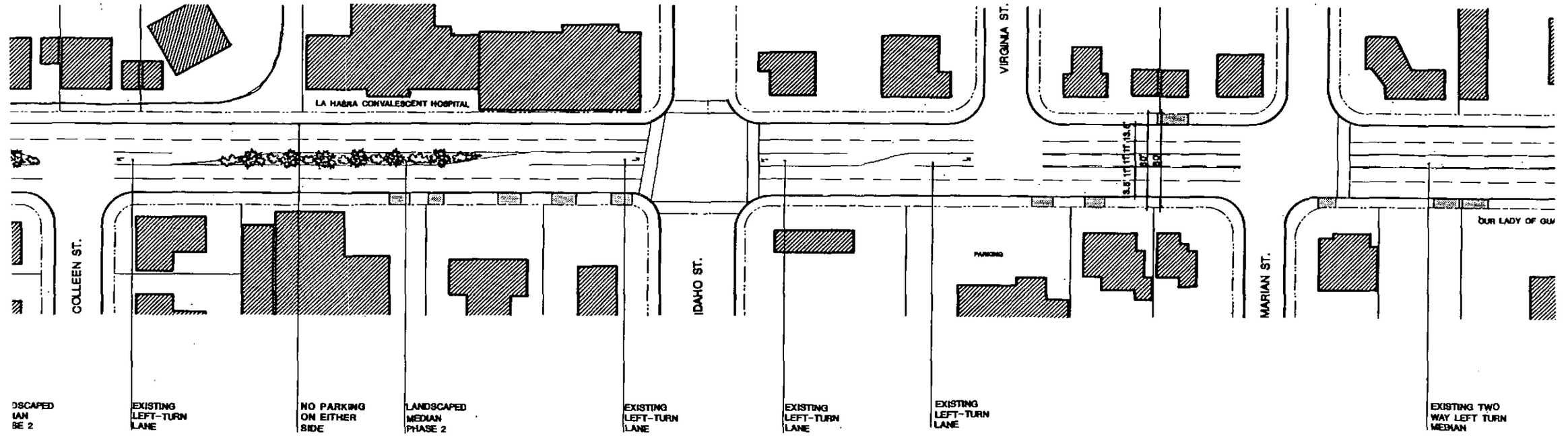
ULTIMATE CIRCULATION IMPROVEMENTS

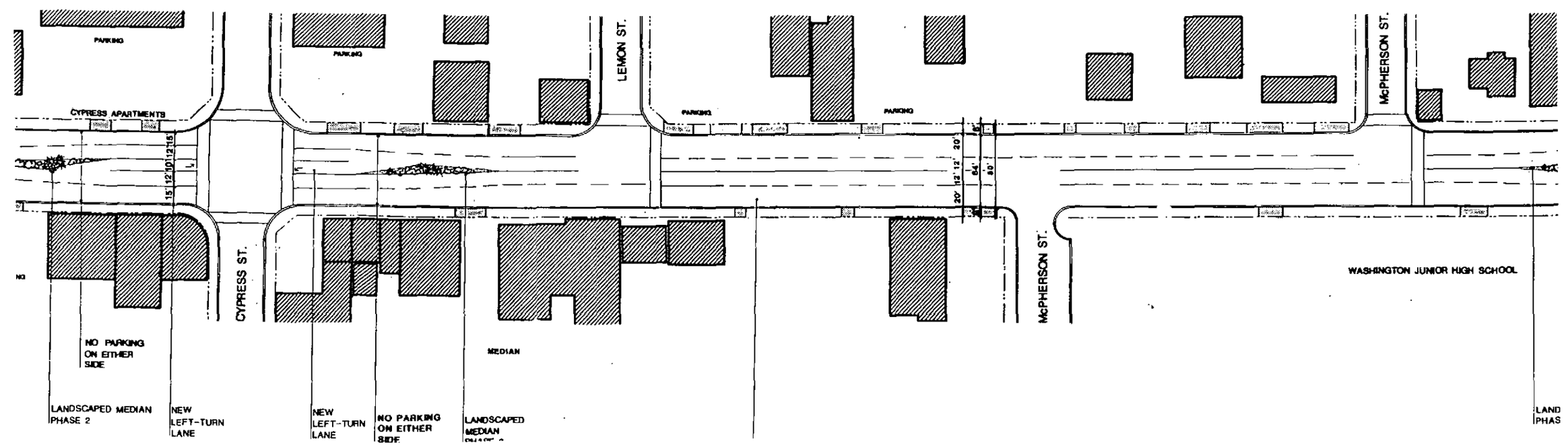

LA HABRA SQUARE
BOULEVARD
LA HABRA CIRCLE
LA HABRA VILLAGE
LA HABRA BOULEVARD
GATEWAY PLAZA
MOBIL GAS STATION
ROYALE APARTMENTS
VACANT
VACANT
PARKING
PARKING
PARKING
LANDSCAPED MEDIAN PHASE 1
EXISTING LEFT-TURN LANE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 1
NEW LEFT-TURN LANE
EXISTING TWO WAY LEFT TURN MEDIAN

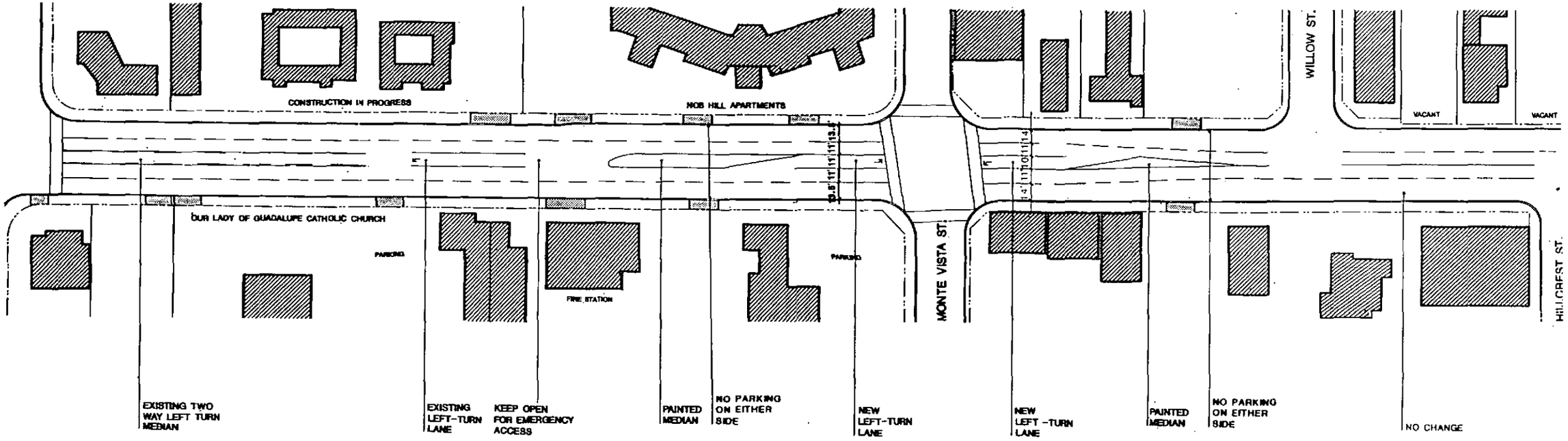

LOIS ST.
HAZEL ST.
CALIFORNIA ST.
WALLACE ST.
EUCLID ST.
PARKING
PAINTED MEDIAN
NO CHANGE
PAINTED CENTER LINE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 1
NEW LEFT-TURN LANE
NEW LEFT-TURN LANE

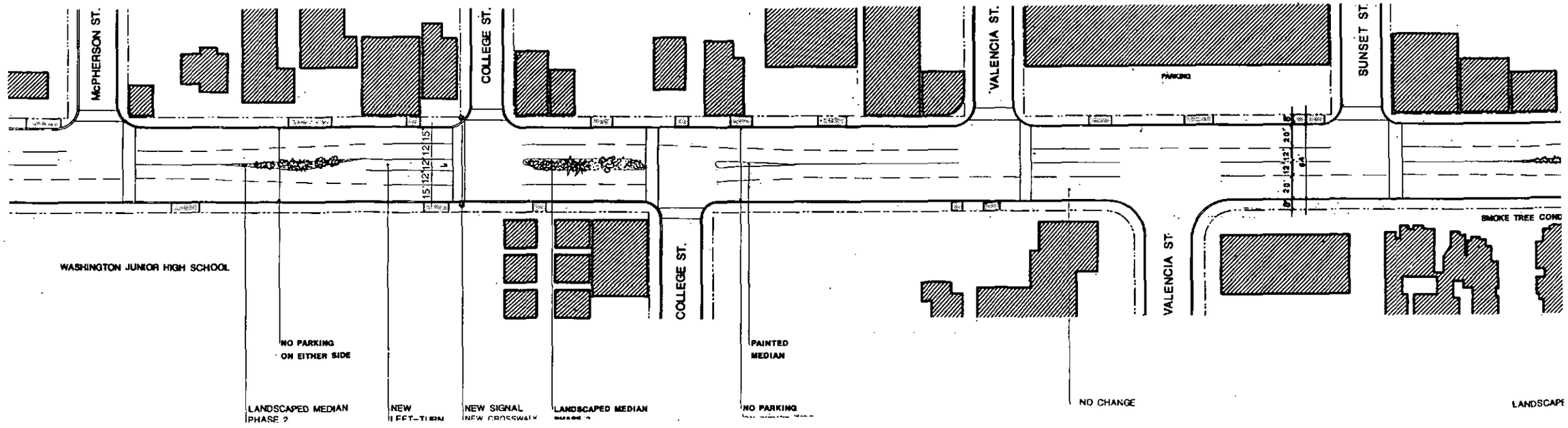

LUTHERAN CHURCH OF THE MASTER
EL PORTAL DR.
CHURCH ON THE NORTH SIDE
LA PLAZA DR.
VACANT
TIKI GARDENS APARTMENTS
AAA
DEANNA ST.
COLLEEN ST.
EXISTING LEFT-TURN LANE
LANDSCAPED MEDIAN PHASE 2
EXISTING LEFT-TURN LANE
EXISTING TWO WAY LEFT-TURN MEDIAN
NEW TWO WAY LEFT-TURN MEDIAN
LANDSCAPED MEDIAN PHASE 2
EXISTING LEFT-TURN LANE

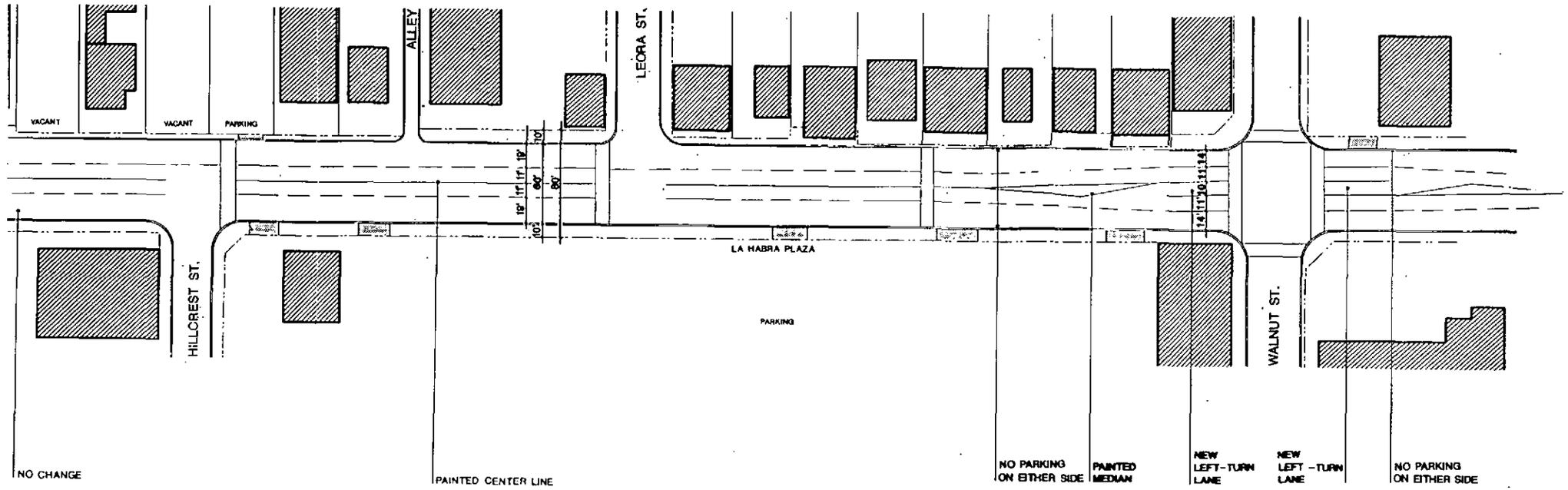

PARKING
LANDMARK PLAZA
CYPRESS APARTMENTS
IMPERIAL SAVINGS
TOWN CENTER
BANK OF AMERICA
EUCLID ST.
CIVIC CENTER PLAZA
ALDRICH ST.
NO PARKING ON EITHER SIDE
NEW LEFT-TURN LANE
LANDSCAPED MEDIAN PHASE 1
NO CHANGE
PAINTED CENTER LINE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 2
NEW LEFT-TURN LANE


LA HABRA CONVALESCENT HOSPITAL
VIRGINIA ST.
COLLEEN ST.
IDAHO ST.
MARIAN ST.
OUR LADY OF GU
PARKING
EXISTING LEFT-TURN LANE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN PHASE 2
EXISTING LEFT-TURN LANE
EXISTING LEFT-TURN LANE
EXISTING LEFT-TURN LANE
EXISTING TWO WAY LEFT TURN MEDIAN


PARKING
CYPRESS APARTMENTS
LEMON ST.
McPHERSON ST.
CYPRESS ST.
WASHINGTON JUNIOR HIGH SCHOOL
NO PARKING ON EITHER SIDE
MEDIAN
LANDSCAPED MEDIAN PHASE 2
NEW LEFT-TURN LANE
NEW LEFT-TURN LANE
NO PARKING ON EITHER SIDE
LANDSCAPED MEDIAN


CONSTRUCTION IN PROGRESS
NOB HILL APARTMENTS
WILLOW ST.
VACANT
VACANT
OUR LADY OF GUADALUPE CATHOLIC CHURCH
PARKING
PARKING
FIRE STATION
MONTE VISTA ST.
HILLCREST ST.
EXISTING TWO WAY LEFT TURN MEDIAN
EXISTING LEFT-TURN LANE
KEEP OPEN FOR EMERGENCY ACCESS
PAINTED MEDIAN
NO PARKING ON EITHER SIDE
NEW LEFT-TURN LANE
NEW LEFT -TURN LANE
PAINTED MEDIAN
NO PARKING ON EITHER SIDE
NO CHANGE


McPHERSON ST.
COLLEGE ST.
VALENCIA ST.
SUNSET ST.
PARKING
WASHINGTON JUNIOR HIGH SCHOOL
COLLEGE ST.
VALENCIA ST.
SMOKE TREE COND
NO PARKING ON EITHER SIDE
PAINTED MEDIAN
LANDSCAPED MEDIAN PHASE 2
NEW LEFT-TURN
NEW SIGNAL NEW CROSSWALK
LANDSCAPED MEDIAN
NO PARKING
NO CHANGE
LANDSCAPE



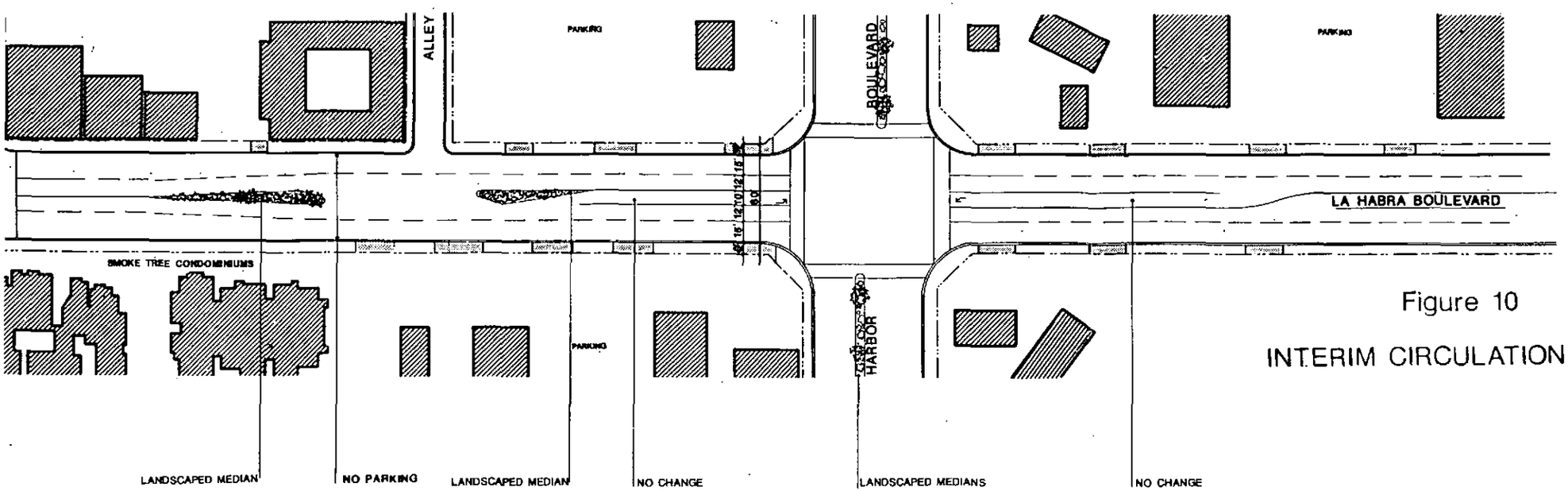


Figure 10

INTERIM CIRCULATION IMPROVEMENTS

Table 4

SUMMARY OF CIRCULATION IMPROVEMENTS

ULTIMATE DESIGN

LA HABRA BOULEVARD SEGMENT	LEFT TURN LANES		MEDIANS			PARKING	SIGNALS
	NEW	EXISTING	LANDSCAPED	PAINTED	TWO-WAY LEFT TURN		
Beach Boulevard to Idaho Street							
	@ La Habra Village EB-50'	@ Beach WB-150' @ Deanna WB- 50' @ El Portal EB- 50' @ Colleen WB- 50' @ Idaho EB-100'	Phase 1-225' (Beach to La Habra Village) Phase 2-320' (Deanna to El Portal) Phase 2-80' (La Plaza to Colleen) Phase 2-310' (Colleen to Idaho)		Existing - 555' (La Habra Village to Deanna) Existing - 170' (El Portal to La Plaza) New - 60' (El Portal to La Plaza)	No on-street parking on both sides	No new signals
Idaho Street to Monte Vista Street							
	@ Monte Vista EB-75'	@ Idaho WB- 75' @ Virginia EB- 50' @ Guadalupe Church WB-100'		New - 160' (Fire Station to Monte Vista)	Existing - 430' (Virginia to Guadalupe Church)	No on-street parking on both sides	No new signals
Monte Vista Street to Walnut Street							
	@ Monte Vista WB-75' @ Walnut EB-75'			New - 135' (Monte Vista to Willow) New - 135' (Leora to Walnut)		No on-street parking on both sides- (Monte Vista to 210' E/O Monte Vista) (210' W/O Walnut to Walnut)	No new signals
Walnut Street to Euclid Street							
	@ Walnut WB-75' @ Euclid EB-100'		Phase 1 - 135' (Wallace to Euclid)	New - 135' (Walnut to Hazel)		No on-street parking on both sides- (Walnut to 210' E/O Walnut) (235' W/O Euclid to Euclid)	No new signals

Table 4

ULTIMATE DESIGN

LA HABRA BOULEVARD SEGMENT	LEFT TURN LANES NEW	LEFT TURN LANES EXISTING	MEDIANS LANDSCAPED	MEDIANS PAINTED	TWO-WAY LEFT TURN	PARKING	SIGNALS
Euclid Street to Cypress Street	@ Euclid WB-100' @ Civic Center EB-75' WB-75' @ Cypress EB-75'		Phase 1-130' (Euclid to Civic Center) Phase 1-135' (Civic Center to Aldrich) Phase 2-135' (Aldrich to Cypress)			No on-street parking on both sides- (Euclid to 210' E/O Civic Center) (210' W/O Cypress to Cypress)	No new signals
Cypress Street to Harbor Boulevard	@ Cypress WB-75' @ N. College EB-75'	@ Harbor EB-150'	Phase 2-175' (Cypress to Lemon) Phase 2-305' (N. McPherson to S. College) Phase 1-305' (Sunset to Harbor)		New - 530' (Lemon to N. McPherson) New - 375' (S. College to Sunset)	No on-street parking on both sides	New signal @ N. Colleg

Table 5

SUMMARY OF CIRCULATION IMPROVEMENTS

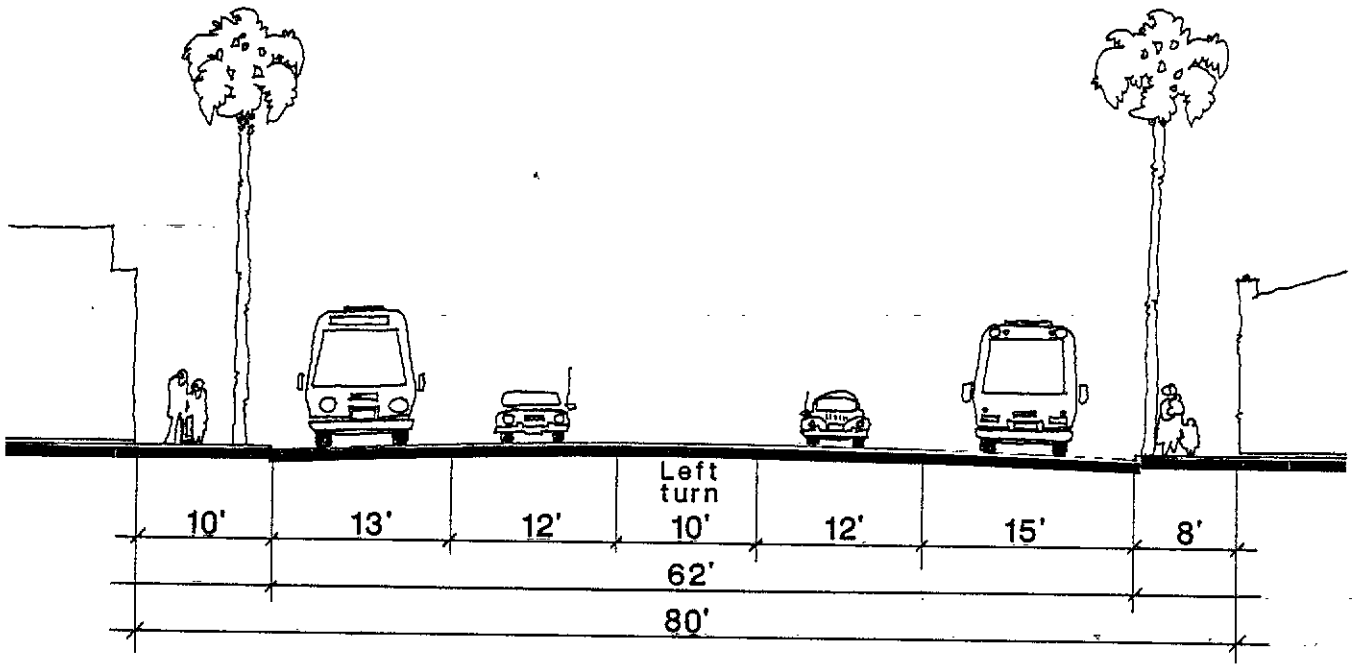
INTERIM DESIGN

LA HABRA BOULEVARD SEGMENT	LEFT TURN LANES NEW	LEFT TURN LANES EXISTING	MEDIANS LANDSCAPED	MEDIANS PAINTED	MEDIANS TWO-WAY LEFT TURN	PARKING	SIGNALS
Beach Boulevard to Idaho Street							
	@ La Habra Village EB-50'	@ Beach WB-150' @ Deanna WB- 50' @El Portal EB- 50' @ Colleen WB- 50' @ Idaho EB-100'	Phase 1-225' (Beach to La Habra Village) Phase 2-320' (Deanna to El Portal) Phase 2-80' (La Plaza to Colleen) Phase 2-300' (Colleen to Idaho)		Existing - 555' (La Habra Village to Deanna) Existing - 170' (El Portal to La Plaza) New - 60' (El Portal to Plaza)	No on-street parking on both sides	No new signals
Idaho Street to Monte Vista Street							
	@ Monte Vista EB-75'	@ Idaho WB- 75' @ Virginia EB- 50' @ Guadalupe Church WB-100'		New - 160' (Fire Station to Monte Vista)	Existing - 430' (Virginia to Guadalupe Church)	No on-street parking on both sides	No new signals
Monte Vista Street to Walnut Street							
	@ Monte Vista EB-75' @ Walnut EB-50'			New - 135' (Monte Vista to Willow) New - 135' (Leora to Walnut)		No on-street parking on both sides- (Monte Vista to 210' E/O Monte Vista) (185' W/O Walnut to Walnut)	No new signals
Walnut Street to Euclid Street							
	@ Walnut WB-50' @ Euclid EB-100'		Phase 1-135' (Wallace to Euclid)	New - 135' (Walnut to Hazel)		No on-street parking on both sides- (Walnut to 185' E/O Walnut) (235' W/O Euclid to Euclid)	No new signals

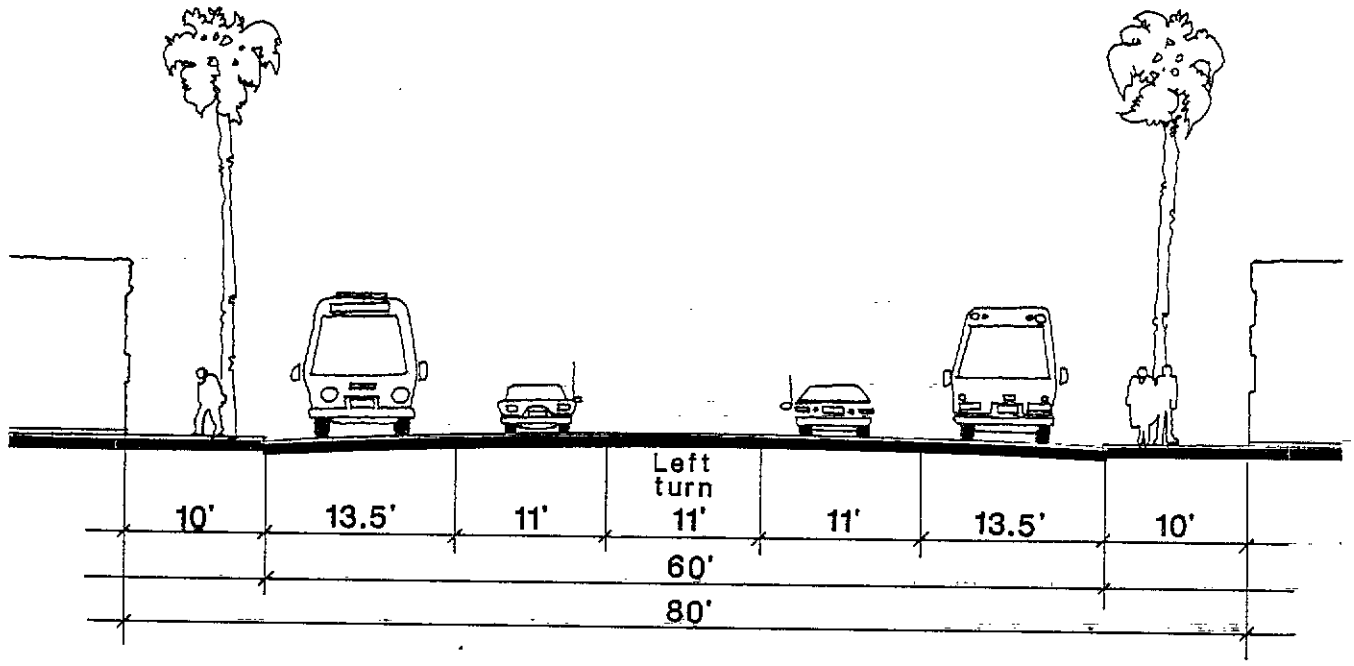
Table 5

INTERIM DESIGN

LA HABRA BOULEVARD SEGMENT	LEFT TURN LANES		MEDIANS			PARKING	SIGNALS
	NEW	EXISTING	LANDSCAPED	PAINTED	TWO-WAY LEFT TURN		
Euclid Street to Cypress Street	@ Euclid WB-100' @ Cypress EB- 75'		Phase 1-135' (Euclid to Civic Center) Phase 2-135' (Aldrich to Cypress)			No on-street parking on both sides- (Euclid to 235' E/O Euclid) (210' W/O Cypress to Cypress)	No new signals
Cypress Street to Harbor Boulevard	@ Cypress WB-50' @ N. College EB-50'	@ Harbor EB-150'	Phase 2-135' (Cypress to Lemon) Phase 2-240' (N. McPherson to S. College) Phase 1-215' (Sunset to Harbor)	New - 75' (S. College to N. Valencia)		No on-street parking on both sides- (Cypress to 185' E/O Cypress) (210' W/O N. College to 75' E/O S. College) (475' W/O Harbor to Harbor)	New signal @ N. College



LA HABRA BOULEVARD FROM BEACH BOULEVARD TO DEANNA STREET



LA HABRA BOULEVARD AT MONTE VISTA STREET INTERSECTION (WEST VIEW)

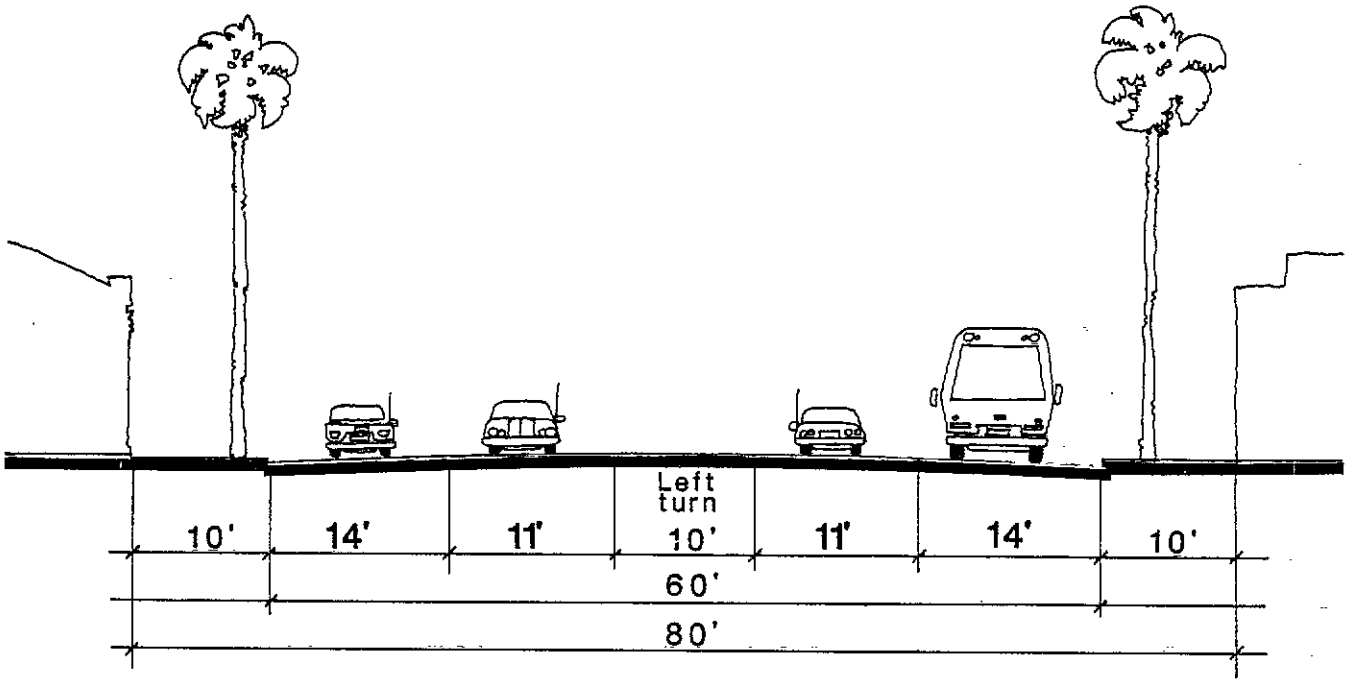
North

Gruen Associates

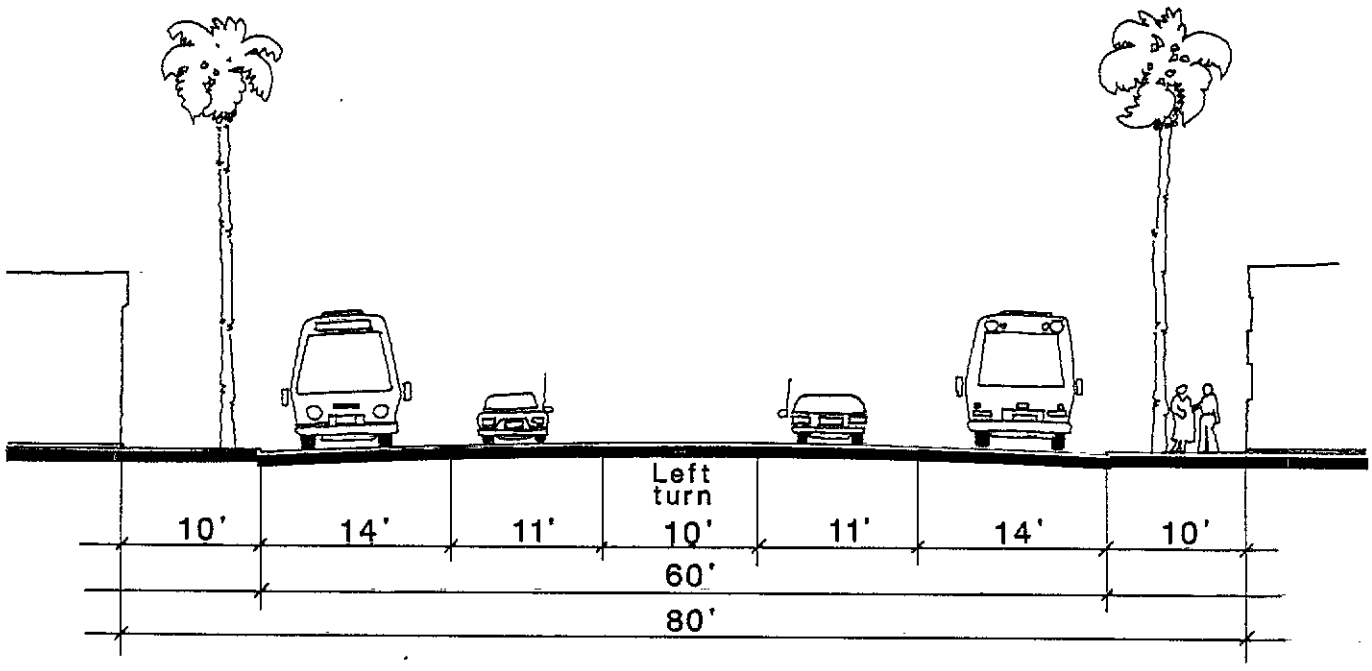
Figure 11

Cross Sections of La Habra Boulevard

LA HABRA BOULEVARD SPECIFIC PLAN



LA HABRA BOULEVARD AT WALNUT STREET INTERSECTION



LA HABRA BOULEVARD AT EUCLID STREET INTERSECTION

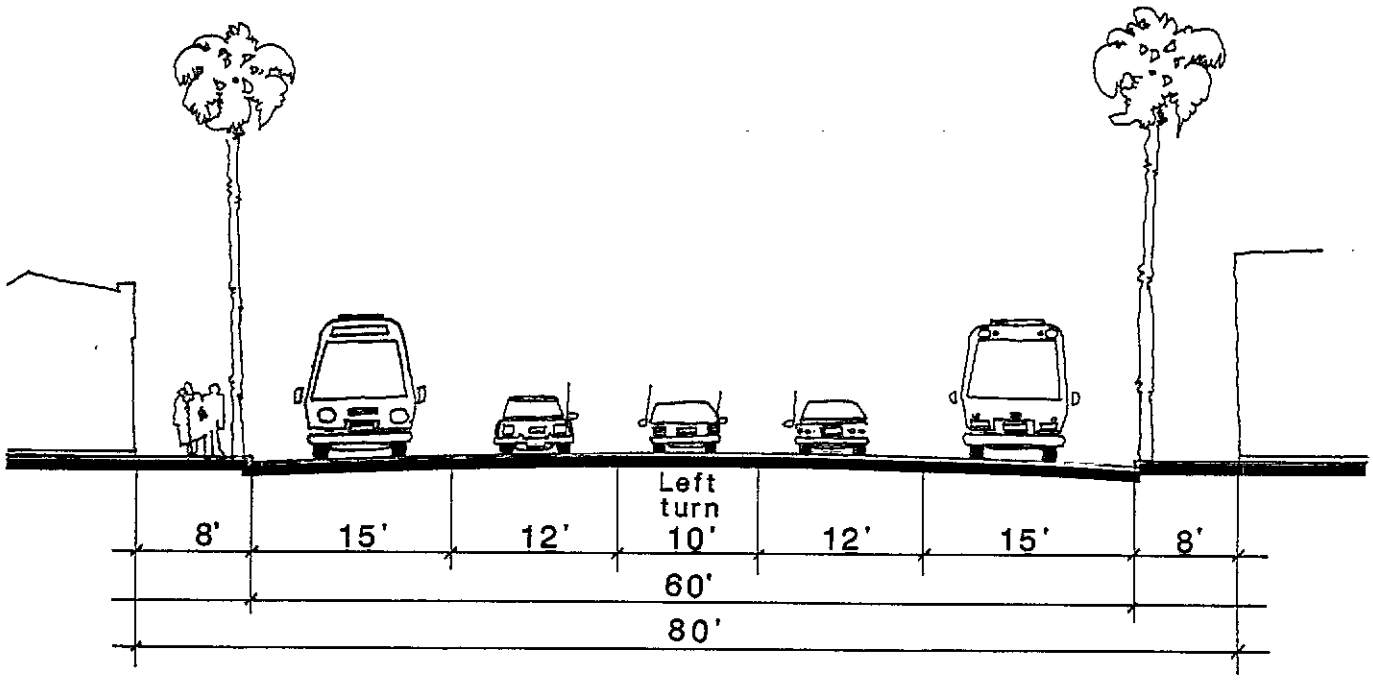
North

Gruen Associates

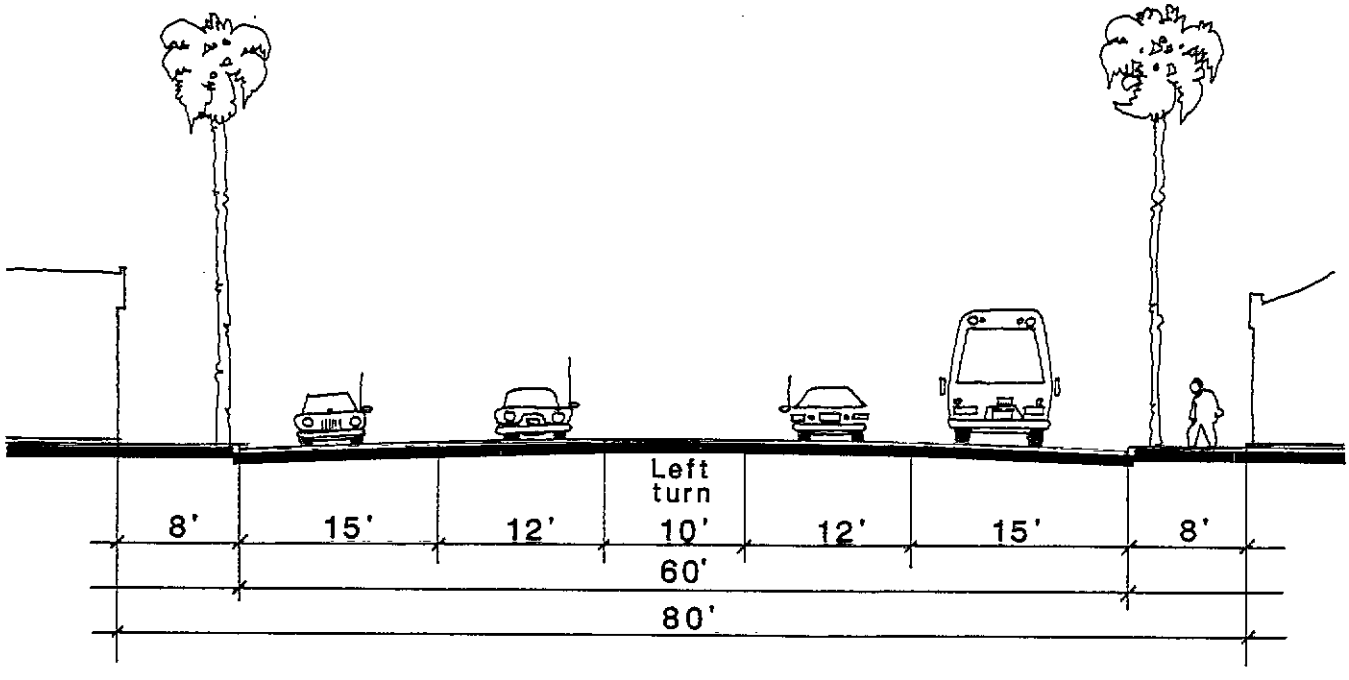
Figure 11

Cross Sections of La Habra Boulevard

LA HABRA BOULEVARD SPECIFIC PLAN



LA HABRA BOULEVARD AT CYPRESS STREET INTERSECTION



LA HABRA BOULEVARD AT N. COLLEGE STREET INTERSECTION

North

Gruen Associates

Figure 11

Cross Sections of La Habra Boulevard

LA HABRA BOULEVARD SPECIFIC PLAN

Parking Plan

Ultimate planned circulation improvements shown in Figure 9 and summarized in Table 4 will necessitate eliminating a total of 115 on-street parking spaces along La Habra Boulevard. To compensate for the loss of on-street parking, the Specific Plan proposes creating off-street parking in selected areas (between Monte Vista Street and McPherson Street) which will provide convenient use to retail and office uses (see Figure 12). Methods to implement off-street parking include formation of a parking authority or parking district for issuing bonds for financing the development of off-street parking facilities. The creation of additional off-street parking should be implemented simultaneously with the removal of on-street parking. Specific financing of the bonds may be paid by the City, Redevelopment Agency, private developers, parking fees, or from a parking assessment district.

C. URBAN DESIGN AND LANDSCAPING

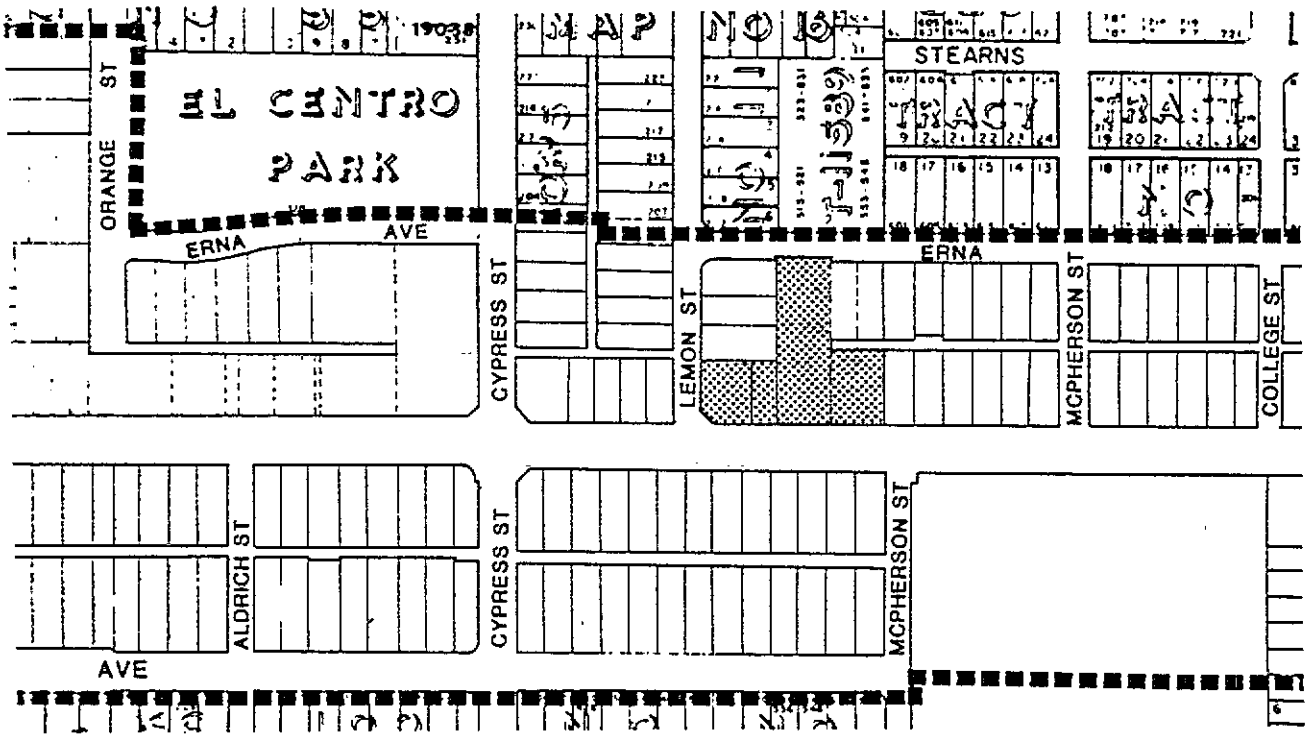
The nature of La Habra Boulevard is that of a high traffic volume secondary highway which lacks continuity between streetscape elements and landscaping. The net effect is an open "corridor" lacking definition and uniqueness.

Several immediate practical urban design measures can be implemented along the boulevard which will create a thoughtful and attractive atmosphere for the automobile and pedestrian traffic. The major recommendations include the following:

- Use of "thematic" trees along La Habra Boulevard on both sides of the street. It is recommended that Washingtonia Robusta (Mexican fan palm) or Seaforthia Elegans (King Palm), which are 100 and 30 feet high respectively, be used. (See Figures 13 and 14.) Introduction of the palms would occur over a two-phase period. During the interim period (Phase 1), the palms would be planted between Monte Vista Street and McPherson Street (50'on center as a minimum). The ultimate Phase 2 period would include the planting of palms along the balance of La Habra Boulevard (Shade trees could easily be added in-between the taller palm trees to provide a cooler pedestrian environment at some time in the future.) This measure may require selective widening of sidewalks in the long term future. Figure 14 depicts the King Palm species as the primary thematic palm for La Habra Boulevard. This is considered to be an option instead of the Mexican fan palm species.

- Utilize either Mediterranean Fan Palm Chamaerops humilis or Queen Palm cocos plumosa Phoenix reclimata at the Civic Center and the Beach Boulevard-Harbor Boulevard entryways to the Specific Plan area. (See Figure 13.)

- Landscaping of some medians is recommended. Immediate improvements are designated Phase 1, while future landscaped medians are identified as Phase 2 areas. Suggested landscaping shown in Figure 15 for the medians would include Agapanthus africanus (excellent small dwarf form of the popular "Lily of the Nile") with small clusters of blue flowers on long stems or Raphiolepis, "Ballerina", a compact low-growing shrub with flowers in various shades of pink.

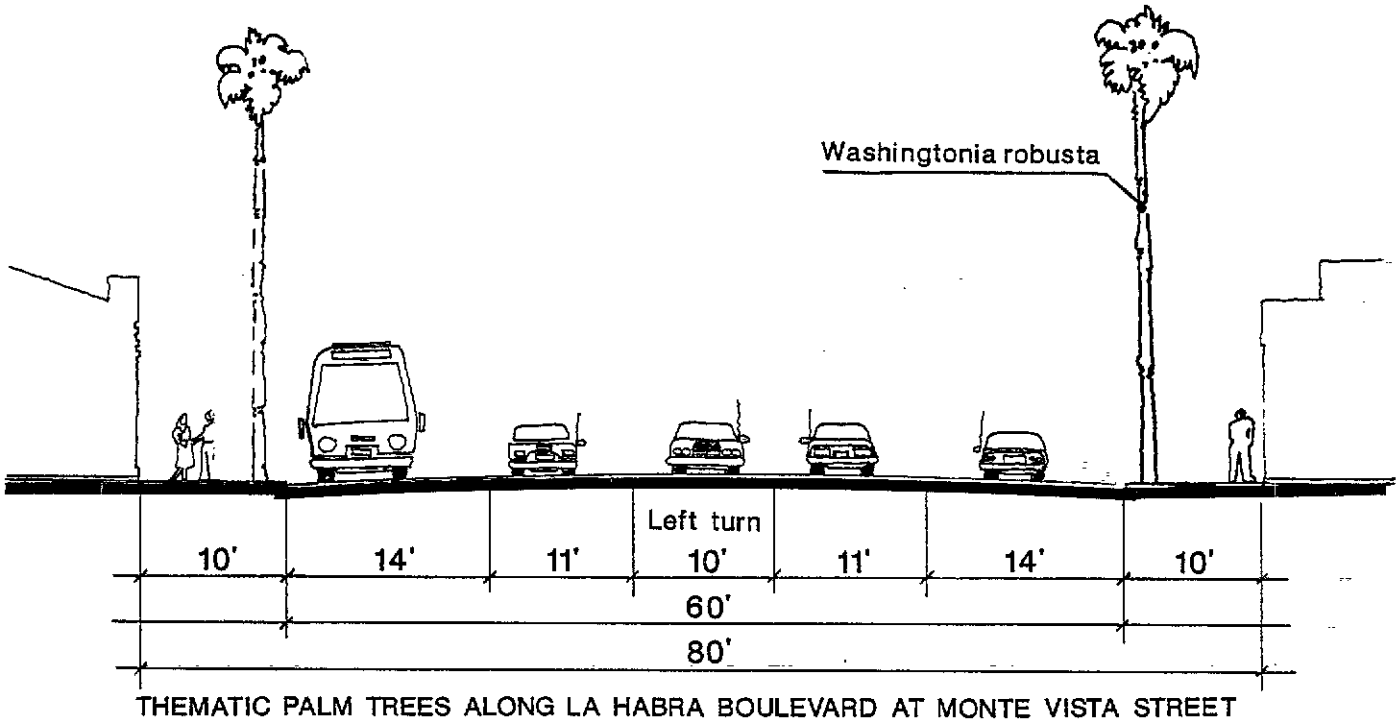


North

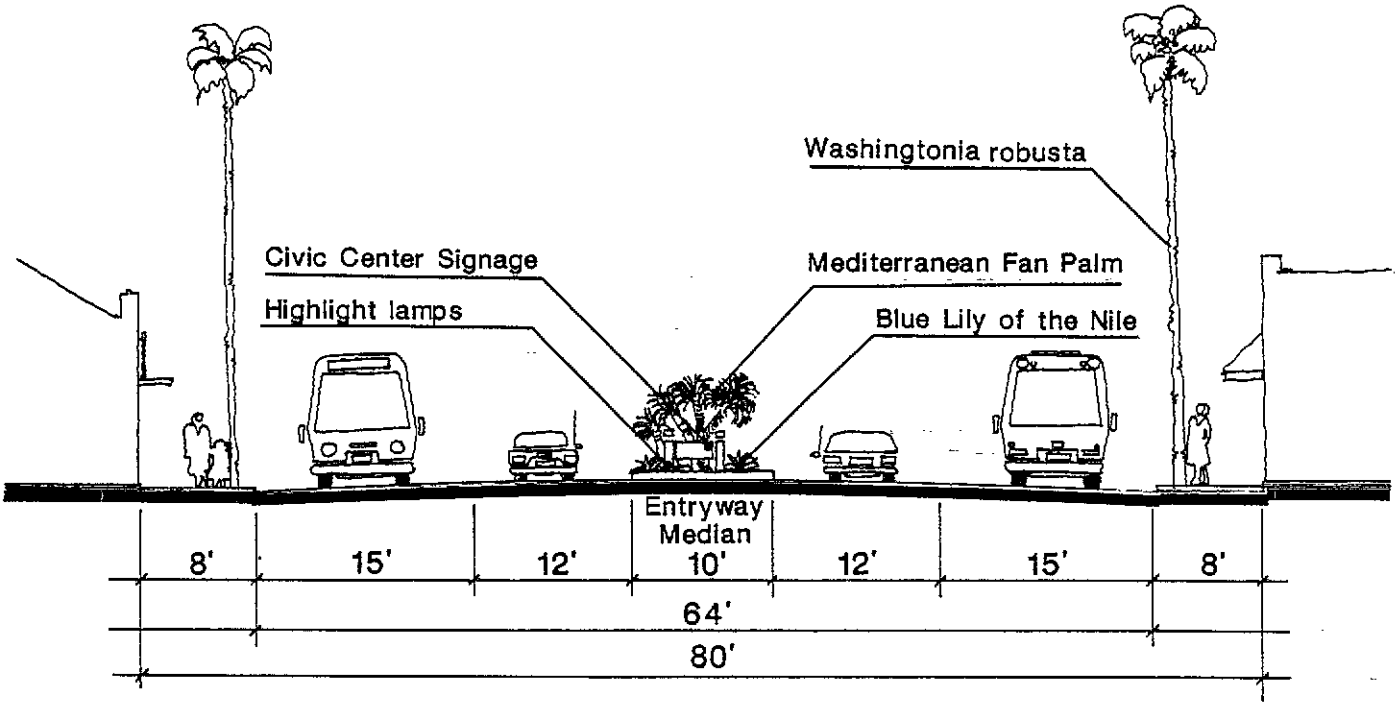
Gruen Associates

Figure 12
Potential Off-Street Parking Area

LA HABRA BOULEVARD SPECIFIC PLAN



THEMATIC PALM TREES ALONG LA HABRA BOULEVARD AT MONTE VISTA STREET
(EAST VIEW)



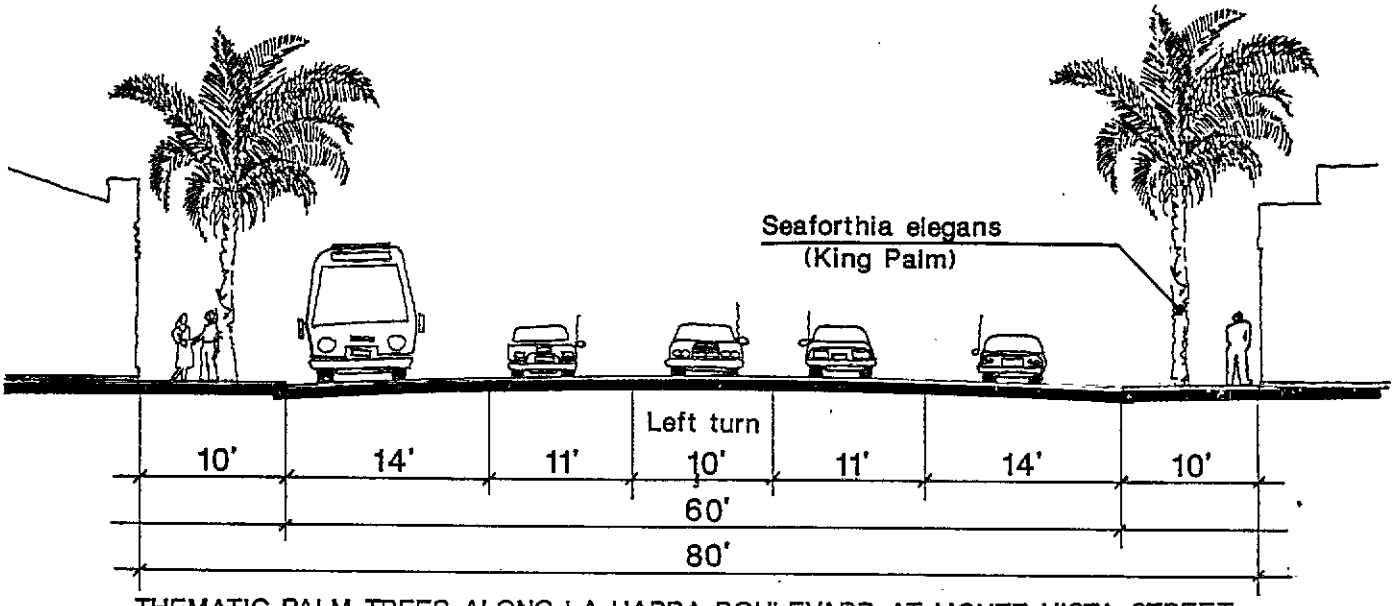
LA HABRA BOULEVARD ENTRYWAY TREATMENT 240'WEST OF HARBOR BOULEVARD

North

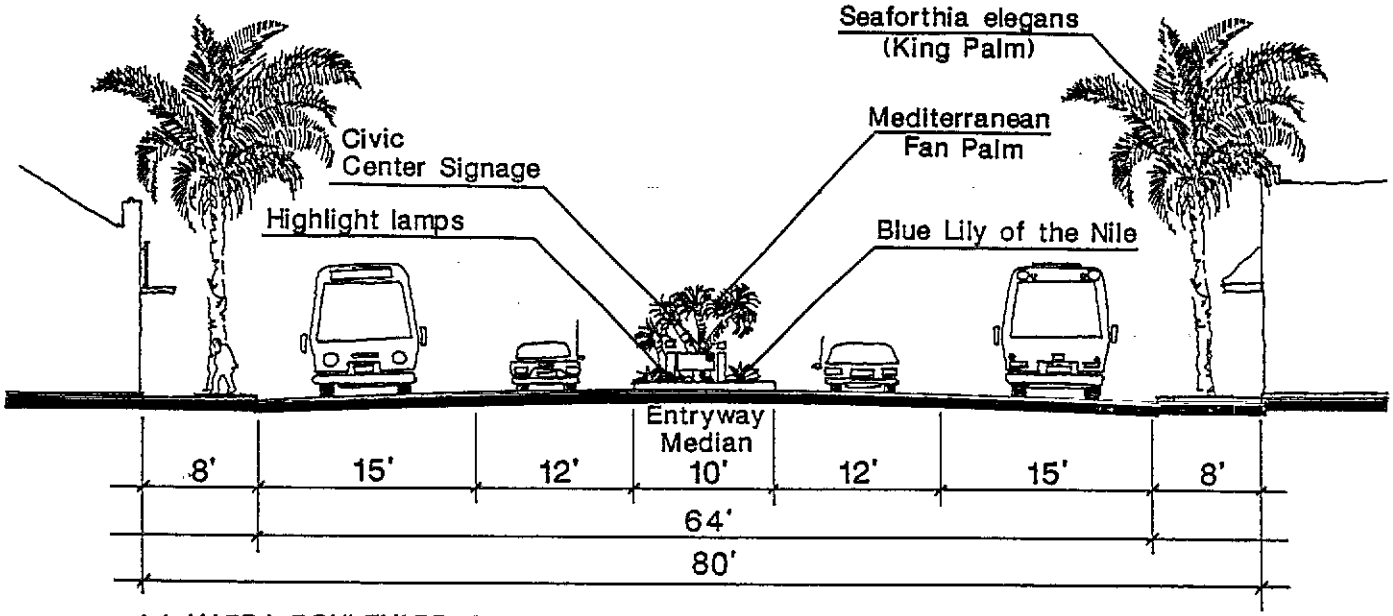
Gruen Associates

Figure 13
Thematic Palm Landscaping

LA HABRA BOULEVARD SPECIFIC PLAN



THEMATIC PALM TREES ALONG LA HABRA BOULEVARD AT MONTE VISTA STREET
(EAST VIEW)



LA HABRA BOULEVARD ENTRYWAY TREATMENT 240'WEST OF HARBOR BOULEVARD

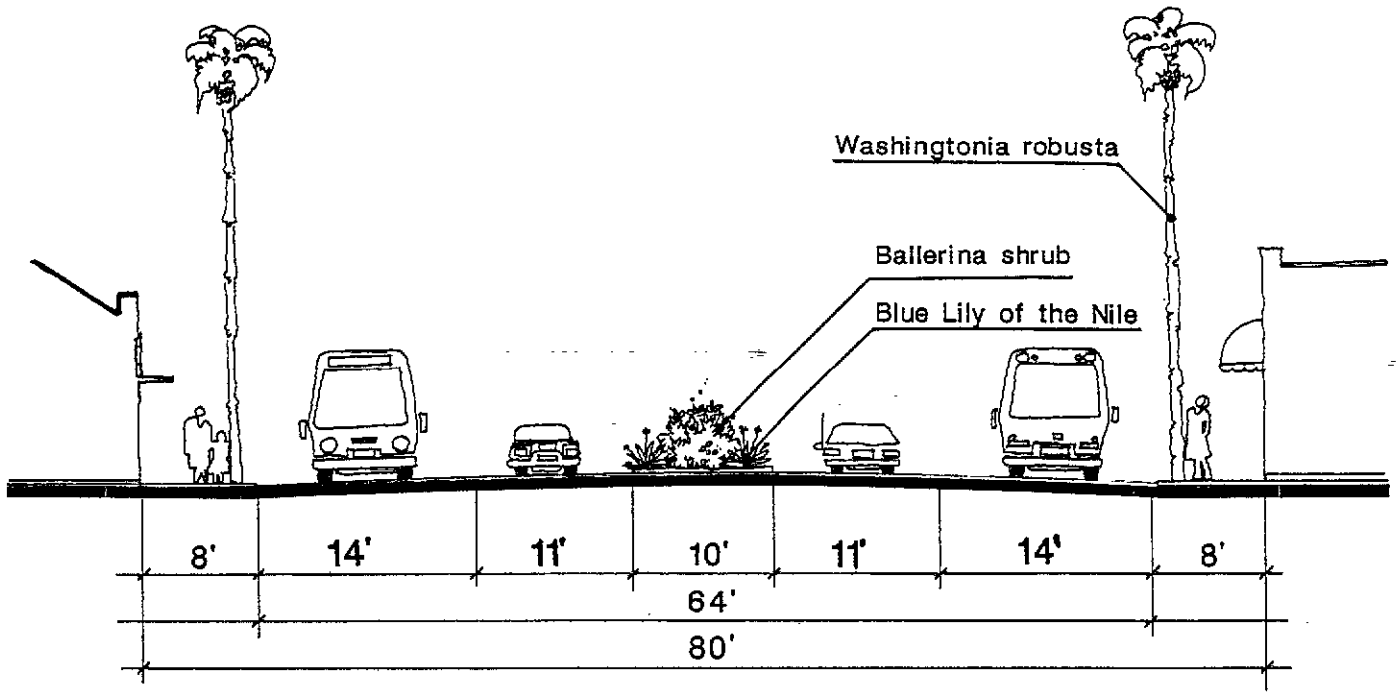
North

Gruen Associates

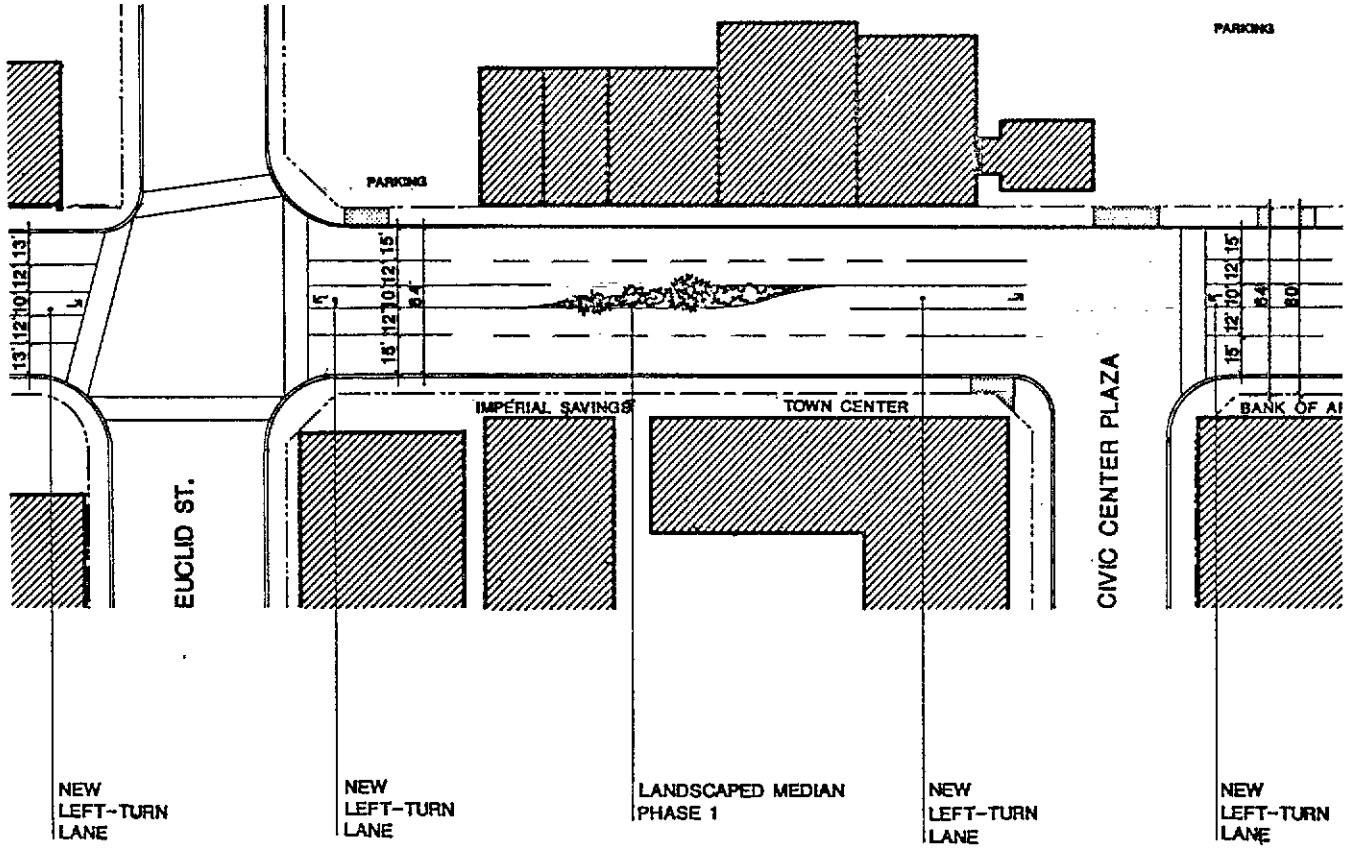
Figure14

Alternative Thematic Palm Landscaping

LA HABRA BOULEVARD SPECIFIC PLAN



MEDIAN LANDSCAPING CROSS-SECTION BETWEEN EUCLID STREET AND CIVIC CENTER PLAZA



North

Gruen Associates

Figure 15

Landscaped Medians

LA HABRA BOULEVARD SPECIFIC PLAN

V. DESIGN GUIDELINES

The following design guidelines for renovation and new construction are established to effectuate the overall goals and objectives of the Specific Plan and enhance the image and character of La Habra Boulevard. These guidelines are not intended to be all-inclusive or absolute.

A. FACADE TREATMENTS

1. Building exterior finishes on the street elevation may include brick masonry, textured stucco, enriched concrete, tile or clay, or painted concrete block. Other materials may be used on upper elevations provided that they are well integrated with the street elevation materials.

2. Brick surfaces should not be painted unless they are adversely damaged and not repairable and would, as a consequence, be visually unattractive.

3. Wood may be used only as accent material (e.g., window and door framing, structural or decorative beams or columns, etc.). When used, it should be stained or painted in colors which accent the facade.

4. Aluminum or other metal panels are not permitted at the street elevation, unless it can be demonstrated that they are consistent with a structure's overall design character and do not adversely affect the pedestrian environment.

5. The use of reflective "mirror"-type glass windows (glazing) and glass and metal panels is not permitted.

6. Bare aluminum storefronts or window units should not be used. In their place, metal which is dark anodized or painted with a permissible accent color may be used.

7. For all structures, a full range of natural earth tones, pastels, and their gradations are recommended. Generally, a single base color should be used, against which complementary accent colors are used to articulate facade details. Extremely dark and primary colors as background are not recommended due to their susceptibility to fading and inability to complement the desired muted palette. Appendix A suggests base colors which should be considered.

8. All painted elements shall be durable and fade resistant. Manufacturer recommendations for proper use and location shall be followed.

B. STOREFRONT ELEMENTS/STREET ELEVATION

1. A minimum of fifty (50) percent of a retail commercial structure's facade between the sidewalk elevation and eight feet above this elevation shall be transparent.

2. Where practically feasible, recessed doors and entry vestibules shall be used.

3. The street elevation of all new multi-story structures shall be recessed a minimum of ten (10) feet to accommodate pedestrian movement and observation.

C. ROOF FORM AND MATERIAL

The following roof treatments are recommended to enhance and establish design consistency:

1. Roof vents and appurtenances should be painted a color which will match the roof color.

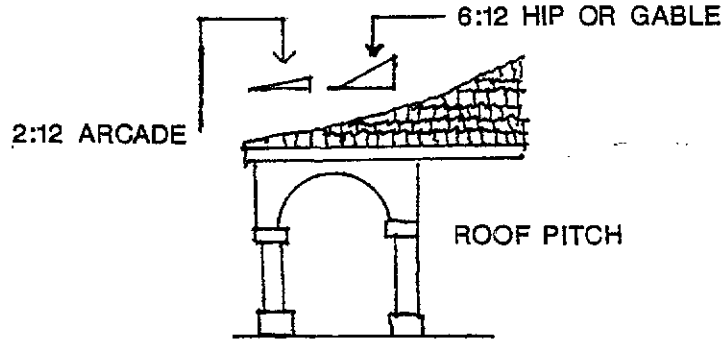
2. Stone surfaces should be left neutral and unpainted. Brick or block may be painted. When masonry is painted, joints should match color of masonry. High contrasts are generally to be avoided.

3. Avoid combining gable and hip roofs.

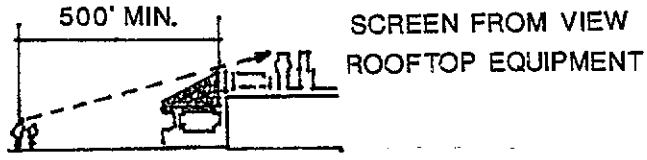
4. Material on sloping roofs of the same buildings should be the same on all roof surfaces of the same building except for flat or nearly flat roofs.

5. A 3:12-6:12 (vertical:horizontal distance) roof pitch is required for all main roof surfaces with the exception of arcades or colonnades (see sketch).

6. Roof pitch for attached arcades or colonnades shall be a minimum 2:12. Roof types shall be restricted to low pitched gable roofs, with the occasional use of a hip roof or shed roof as an accent at the end of the building.



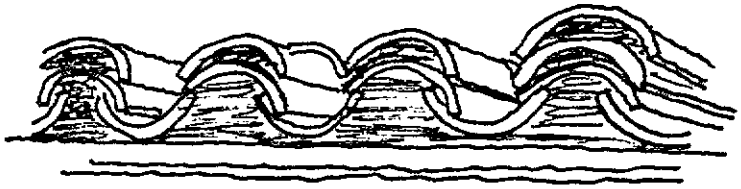
7. Flat roofs with parapet walls to screen rooftop equipment are acceptable, although buildings with articulated varying roof planes are encouraged.



8. The use of a mansard, A-frame, jerkin-head gambrel, or flat roofs is prohibited.

9. Roof material shall be comprised of standard mission barrel or flat clay or concrete tiles. A material of similar texture, color consistency, durability and fire retardant qualities may be used. Each tile shall be a uniform color and non-reflective (unglazed) for a soft finish look. Plastic and asphalt tiles shall not be permitted.

10. On primary roofs facing La Habra Boulevard if tiles are used, they may be barrel shaped, "U" shaped, flat or other shapes. Secondary roofs (structures not facing La Habra Boulevard) may utilize "S" tiles of clay or concrete. A random application of tiles is preferred to a symmetrical design. Tiles at the ends of the eaves shall be double or triple layered with exposed rusticated mortar to emphasize thickness.



"U" SHAPED TILES

"S" SHAPED TILES

11. The use of asphalt or woodshake is prohibited.

12. Solar panels are to be flush with the roof slope and screened from view.

13. Mechanical equipment and utilities shall be architecturally screened from view. Roof-top mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings that results in significant changes in such roof-top equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.

D. AWNINGS

1. Cloth awnings will be permitted to provide shade to a storefront and identification through graphics. Metal and glossy vinyl awnings shall be prohibited. Colors may include earth tones and bright colors.[1] Fade-resistent fabrics should be used and replaced no less often than once every three years. Signage will be restricted to the horizontal edge of the awning. In special cases, signage may be permitted on the sloped elevation of the awning. This signage may include logos or graphics.

2. Awnings shall be integrated with the architectural design character of the structure. They shall be placed to complement the rhythms established by store front windows, doors, columns, cornices, and other elements and not overlap or obscure any significant design feature.

3. An awning may project no more than five (5) feet from the structure's facade and shall be a minimum of eight (8) feet above the sidewalk.

4. An awning may not exceed twenty-two (22) percent of the total facade area between the sidewalk and the top of the parapet, for single-story structures, or the base of the second story windows in multi-story buildings.

E. SIGNAGE

The goal of the signage program is to communicate necessary and directional information in a clear and efficient manner. To achieve this, the recommended system would simplify and coordinate required signs.

1. Public Use Signage Criteria

- A signage hierarchy should be established to achieve a consistency of sign display. A minimum number of sign sizes should be used.

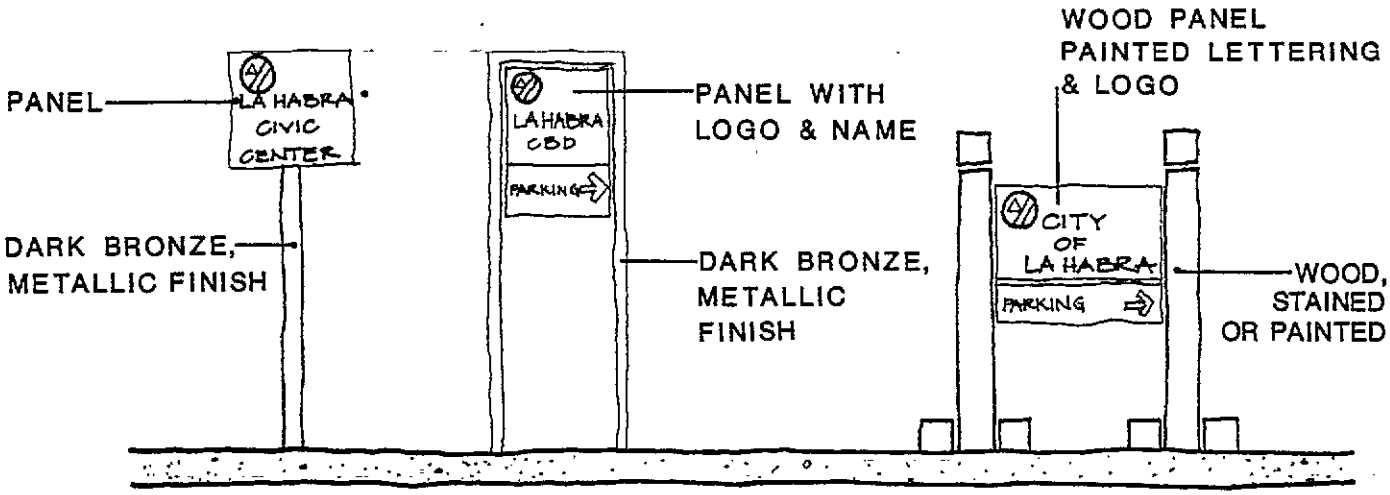
- To improve clarity and legibility, a dark, neutral background should be used to contrast message figures in a light color.

- To minimize the number of poles, signs should be integrated with street lighting fixtures, traffic signals, and other street furniture, whenever possible.

---

[1] Bright tones shall require discretionary approval from the Planning Commission.

- A consistent signing system could be planned over the long-term Specific Plan Area. When appropriate resources are available two alternatives are suggested for consideration. One is a simple post and panel system. These use either single or double poles to which a panel is attached and can be color coordinated with the street furniture design. The second would be a wood timber and panel system and would be designed to convey a "Spanish mission" theme.



- Directional and "entry" signs should incorporate city name, plus city crest, logo or other attractive "mission" elements.

- Key entry points (Harbor Boulevard, Beach Boulevard, Euclid Street) to the Specific Plan Area shall be identified by signs. Major uses could be differentiated by a color symbol.

- Public transportation routes and stops/stations could be identified with appropriate transportation agency standard markings on a square sign with a continuous dark border.

2. Commercial Signage Criteria

- Wall mounted, projecting, and pedestal signage is permitted.

- Signage shall be integrated with the architectural details of the structure. It shall be placed so that it does not overlap significant design elements, such as cornices, columns, devestories, balustrades, or surface details.

- Colors used in the signage shall complement the color palette used for the facade. Brightly colored signs will not be permitted.

- Signage should be pedestrian oriented, generally located no higher than twelve (12) feet above the sidewalk elevation.

- The use of neon signage is permitted, provided that it is well integrated with the building facade and adequately maintained. Only one (1) neon sign will be permitted for each business.

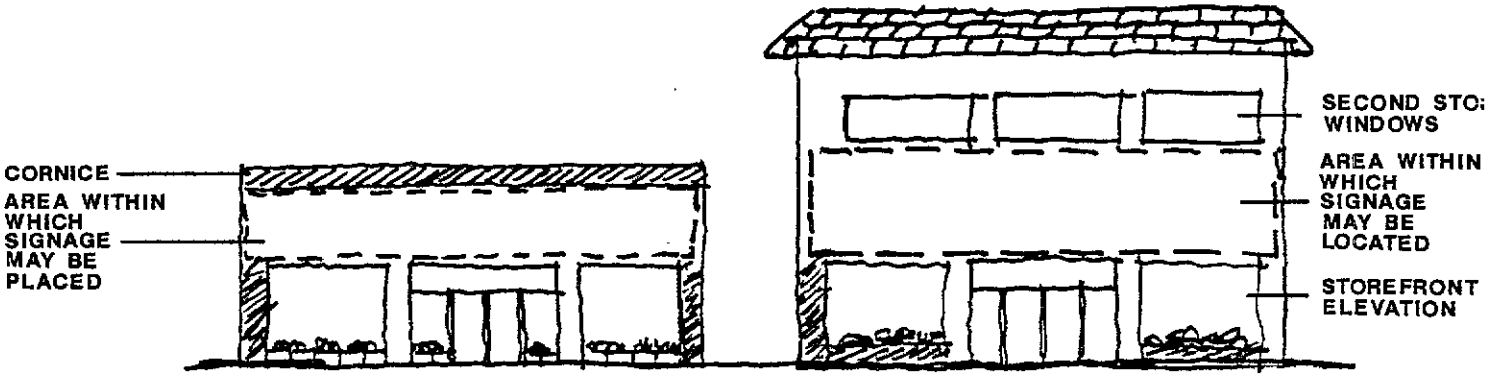
- Moving or animated signage is not permitted.

- New roof signs and billboards are not permitted.

3. Wall Signs

- Location in which wall signs may be placed: above the storefront, between the ends of the building wall line, and no higher than the lowest of the following:

  - twenty-five (25) feet above grade,
  - the bottom of second story windows or their theoretical location if none exist in a multi-story structure, or
  - the cornice line at the building line.



- Signs may not project vertically above the top of the parapet or horizontally beyond the end walls of the structures.

- Exceptions to these location standards may be granted for existing or specialized signs, e.g., movie theaters.

- The maximum area of a wall sign shall not exceed two (2) square feet per lineal foot of the store frontage. Larger signs may be considered depending on their individual design and architectural merit. Unique oversize logo and identification signs can be considered as exceptions. When an oversize sign is permitted, it shall be limited to the legal name of the business and no other wording (e.g., "hardware" or "videos") shall be permitted.

- Wall signs shall be mounted flush to the building and fixed securely. They shall not project more than twelve (12) inches from the face of the building wall.

- One wall sign shall be permitted on each sidewalk or alley elevation.

4. Window Signs

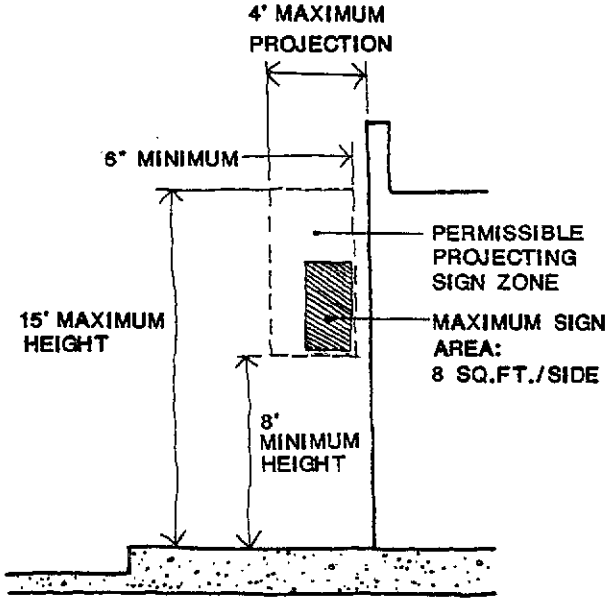
A window sign is defined as a sign which is painted, posted, or displayed on an interior translucent or transparent surface, including windows and doors. The ground level area coverage is not to exceed 25% of the total window and door area visible from the exterior of the building. No window sign shall be displayed above the first floor.

5. Projecting Signs

- A projecting sign is defined as a sign which is attached to a building or structure and which projects in a perpendicular manner more than 12 inches from the wall surface of the portion of the building or structure to which it is mounted. The maximum allowable area should be 16 square feet [eight (8) square feet on either side of the sign] per business establishment. No less than 6 inches should exist between the sign and the building surface to which it is mounted. They should project no more than four (4) feet from the building wall surface. They should be no higher than the lowest of the following:

  - Fifteen (15) feet from grade;
  - Cornice line of building.

  They shall be no lower than eight feet above grade.



- No projecting signs should be located less than five (5) feet from an interior property line nor less than five (5) feet from any common wall or other point common to two separate business establishments on the same property; nor should any projecting sign be located less than 25 feet from any other projecting or freestanding sign, whether on the same property or not.

- When a projecting sign is located on a structure in combination with an awning the sign shall be placed below the lowest elevation of the awning and no lower than eight feet above grade, and limited to four (4) square feet on either side of the sign.

6. Free-standing Business Identification Signs

A free-standing sign is defined as a sign which is not part of or attached to any building but located elsewhere on the parcel. The maximum allowable area should be 32 square feet (16 square feet on either side of the sign). They should be located at or close to grade, no higher than eight (8) feet from grade, and not to be located in any public right-of-way.

7. Building Tenant Identification

Multi-tenant buildings and businesses with entrances located within building pass-through may list the names of tenants on a building directory located near each major building and/or pass-through entrance. Each tenant is allowed up to two (2) square feet of signage per directory. No directory shall exceed sixteen (16) square feet.

8. Temporary Signage

Any sign made of poster paint or glass, paper, wood, or plastic, will not be permitted for a continuous period to exceed thirty days. The area of temporary signs may not exceed 10% of the total window and door area visible from the exterior and not to exceed five (5) square feet per sign. They shall be displayed on the interior of the business establishments only.

9. Banner/Pennant Signs

A banner sign that consists of a cloth, fabric or plastic, conveying information or advertising an establishment, of two dimensions that is hung or suspended from the building in any fashion, is not allowed. Banner signs hung across the street, which announce events of interest to the community, may be allowed but will be subject to approval of the Planning Commission.

10. Calculation of Sign Area

Signs shall be measured by the area of the geometric shape not exceeding four sides which encloses all words and/or symbols and background material which is a part of the sign.

11. Signage Exceptions

- Signs required by law;
- Signs owned by a government agency;
- Public utility signs which contain no advertising copy and which are customarily utilized in the performance of the utility's function;
- One construction sign located on a location where a building or structure is being erected or remodeled, provided that such sign shall not extend more than eight (8) feet above ground level nor exceed 40 square feet in area.
- Temporary real estate signs which indicate that the building, land, or premises is for sale, lease, or rent, provided such signs are located on the property to which they relate and do not exceed twenty (20) square feet in area, and that they are removed immediately upon completion of the transaction;
- Holiday decorative signs;
- Traffic/parking signs;
- Open house signs;
- Special civic or volunteer organization event signs;
- Emergency signs.

F. COLOR PALETTE

The following indicates the color palette recommended for the renovation of existing and construction of new structures within the La Habra Boulevard Specific Plan Area. This is intended as an indicator of the general color hues and values which are compatible with structures of various older architectural styles. Earth tones are recommended as the base against which bolder, but not necessarily brighter, colors would be used as an accent to articulate design details. Color classifications have been selected from the Ameritone color palette, a universally used system, that can be matched by other paint manufacturers and distributors. The use of these colors as part of the CBD color palette is not intended to be an endorsement of the Ameritone system. Alternative selections, however, should be an approved equal in terms of color range and hue.

Base Colors

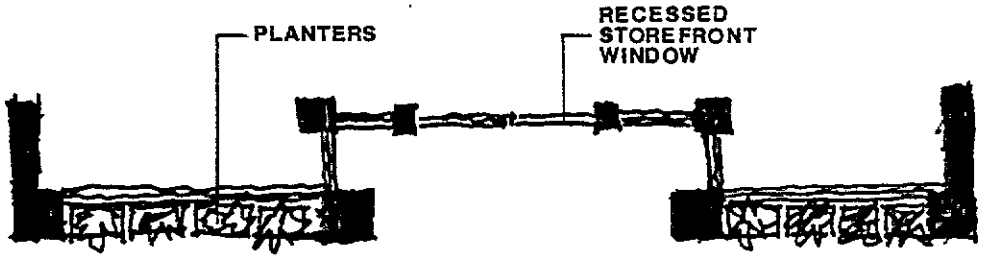
Ameritone No.	Name
189 B-H	Earth Brown through Rose Gray
1900 B-H	Red Earth through Rose Bisque
191 C-G	Pagan through Jersey
192 B-H	Bombay Brown through Rustic Beige
193 B-G	Pottery Brown through Penguin
196 D-H	Sagebrush through Penguin
253 B-F	Brick Red through Burnt Coral
274 C-H	Olive Brown through Divinity
275 B-H	Gold Rush through Antique Linen
276 A-H	Antique Brass through Ivory White
277 E-H	Yellow Tulip through Butter Cream
2780 F-H	Gold Dust through Vanilla Custard
281 B-H	Harvest through Spanish Ivory

283 B-H	Monterey Orange through Peach Glow
2840 B-H	Grand Canyon through Cloud Pink
287 B-H	Jamaica Brown through Pink Beige
288 D-H	Fawn through Bamboo Beige
290 C-H	Allspice through Ecru
291 D-H	Ceramic Beige through Wistful Beige
292 D-H	Hacienda Tan through Eggnog
293 F-H	Pueblo through Dutch Cream
294 E-H	Palomino through Candlelight
2922J - 2998J	Colonial White through Soft White

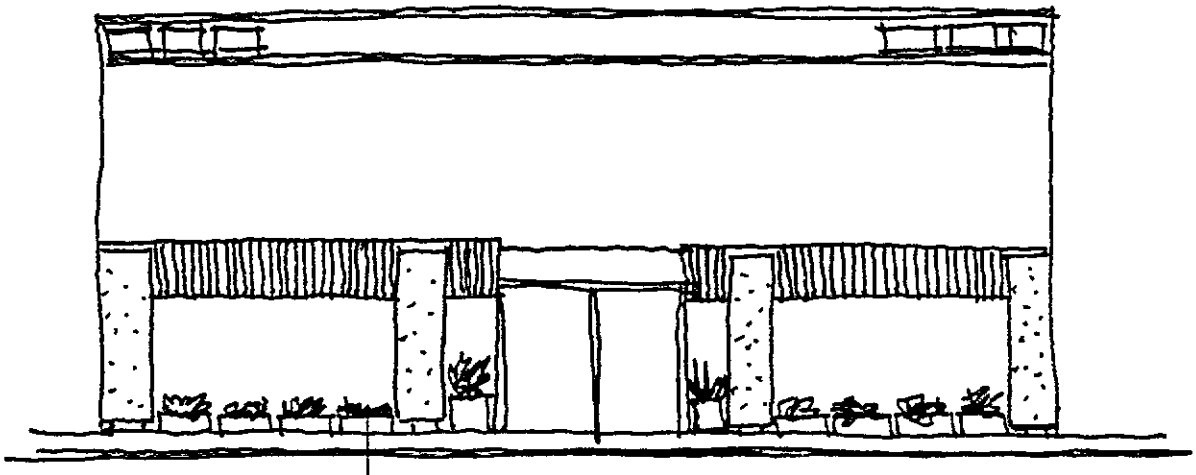
G. SITE LANDSCAPING/SCREENING

1. Businesses are encouraged to plant and install landscaping. Such landscaping should be irrigated, cultivated, kept free of weeds and trash and otherwise maintained by the business in such a way as to result in an attractive appearance. Landscaping in the front of the building is desirable to soften the harshness of the commercial strip and to make it more conducive to pedestrian traffic.

2. When building fronts are recessed from the property line, planter boxes or landscaped areas should be provided. These should contain flowering plants and shrubs and other ground cover. Trees should be planted where sufficient depth is provided. Planters should be designed and constructed of materials which are complementary with the building's architectural character.



PLAN



ELEVATION

3. Planter boxes should be encouraged along upper level window sills and other areas of the building facade, provided that they can be successfully integrated into the overall design character and are accessible for maintenance.

4. Parking lots should have at least ten (10) percent of the area landscaped and include tire stops/bumper guards. They should also be well illuminated with an overhead lighting system and ground level "hooded" lighting on walkways or paths. The overall lighting system shall be consistent with the design theme of the Special Plan and the immediate surrounding area.

5. Parking ares on non-residential property abutting residentially-zoned property shall be separated from such property by a landscaped strip with a minimum width of five feet, and a six-foot high solid fence or wall, located on the residential side of the landscaped strip.

6. Parking areas adjacent to a sidewalk or public right-of-way shall be set back from the sidewalk or public right-of-way by a landscaped strip with a minimum width of five feet, and a 30-inch high solid wall, located on the parking area side of the landscaped strip.

7. Exterior/outside containers shall be fully enclosed by a five-foot high decorative masonry wall with solid gates. Finished textures an colors shall be consistent with the primary structure which they are associated with.

8. All exterior free-standing mechanical equipment, antenna dishes and short wave antenna devices shall be screened or architecturally integrated into the building with respect to colors and materials.

H. RIGHT-OF-WAY LANDSCAPING

1. It is recommended that Washingtonia robusta (Mexican fan palm) or Seaforthia elegans (king palm) be planted along La Habra Boulevard on both sides of the street (see previous Figure 13 and Figure 14).

2. Scale and spacing of palms should be coordinated with other street elements, such as lighting, signage, sidewalk width, driveways, etc. Spacing of every 50 feet appears appropriate.

3. Introduction of palms should occur over a two-phase period. During Phase I (first 3 years) palms should be planted between Monte Vista Street and McPherson Street. Phase II (second 3 years) should include planting palms along the balance of La Habra Boulevard.

4. For entryways at Beach Boulevard/Harbor Boulevard and at the Civic Center, Mediterranean fan palms, Chamaerops humilis or senegal date palm, Phoenix reclimata are recommended. Introduction of entryway and Civic Center landscaping treatments should be implemented during Phase I of the Specific Plan (see previous Figure 13 and Figure 14).

5. Some medians in La Habra Boulevard should be landscaped (see Figure 9). Immediate improvements are designated Phase I, while future landscaped

medians are identified as Phase II areas. Suggested landscaping for the medians would include Agapanthus africanus (excellent small dwarf form of the popular "Lily of the Nile") with small clusters of blue flowers on long stems or Raphiolepis, "Ballerina," a compact low-growing shrub with flowers in various shades of pink (see Figure 15).

I. FENCES AND WALLS

The following design standards shall apply to fences and walls on commercially- or industrially-zoned property:

1. All fences and walls, excluding masonry and approved permanent-finish panels, shall be painted in a consistent and non-garish color scheme, which blends with the surrounding terrain, and improvements shall be maintained in a neat, orderly condition at all times.

2. No portion of the wall or fence shall be used for advertising or display.

3. Any structures which are used as part of the yard boundaries and/or are exposed to view from a street or highway frontage shall be subject to painting, maintenance and sign requirements for fences and walls as provided in Sub-section A of this section.

4. No barbed wire, concertina wire, grape stakes or chainlike shall be permitted as fencing material.

5. All required fences or walls which are open to view from any street, highway, or any area in a residential or commercial zone, shall be provided with at least one square foot of landscaping for each linear foot of such frontage, and shall be distributed along the outside of the fences and walls.

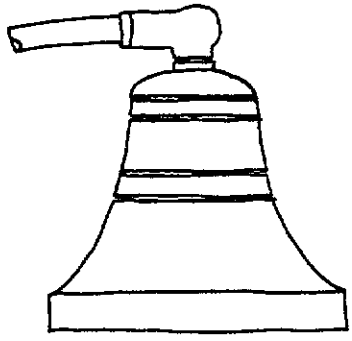
J. LIGHTING

The lighting guidelines are based on the needs of both pedestrians and motorists. A limited range of luminary and hardware types is defined to satisfy all perceived needs. They represent a limited but workable lighting vocabulary to meet the requirements of a comprehensive, high quality public lighting system.

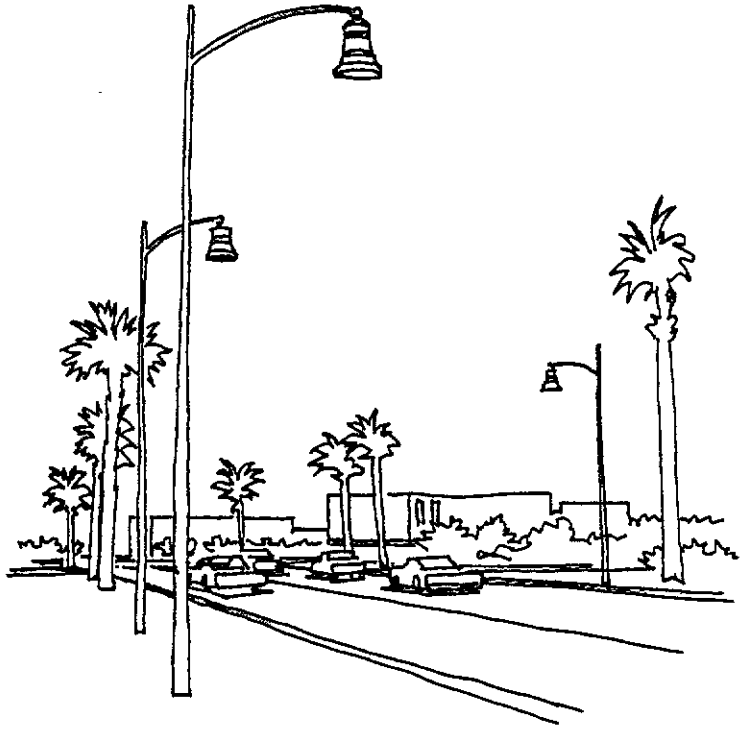
1. Street Lighting

- Fixture spacing and all photometric data for lighting performance shall be based on American National Standard Practice for Roadway and Walkway Lighting.

- Roadway lighting shall be located along La Habra Boulevard.
- The "mission bell" lighting fixtures currently found along the western and eastern portions of La Habra Boulevard in the Specific Plan Area are recommended for long-term implementation. Such a fixture is an attractive element consistent with the Spanish-Early California theme selected for the Specific Plan Area. Since many of these fixtures exist in the Specific Plan Area utilization of this fixture would be less expensive than installing a new type/style of streetlight for the area. This fixture is currently available from Western Lighting Standards in Fountain Valley. This should be used uniformly throughout the Specific Plan Area.
- Lamp types shall be high pressure sodium vapor, except in high activity areas where "truer" color metal halide lamps shall be used.



MISSION BELL FIXTURE

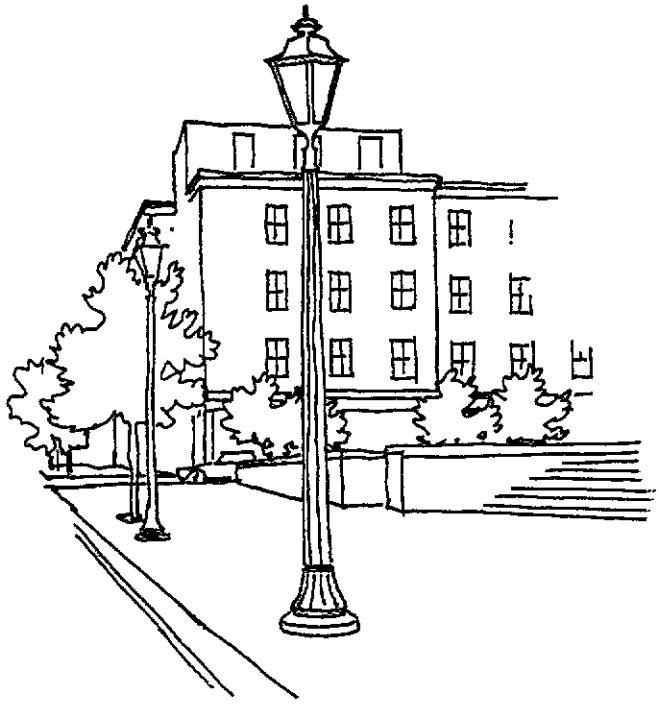


MISSION BELL STREET LIGHTS

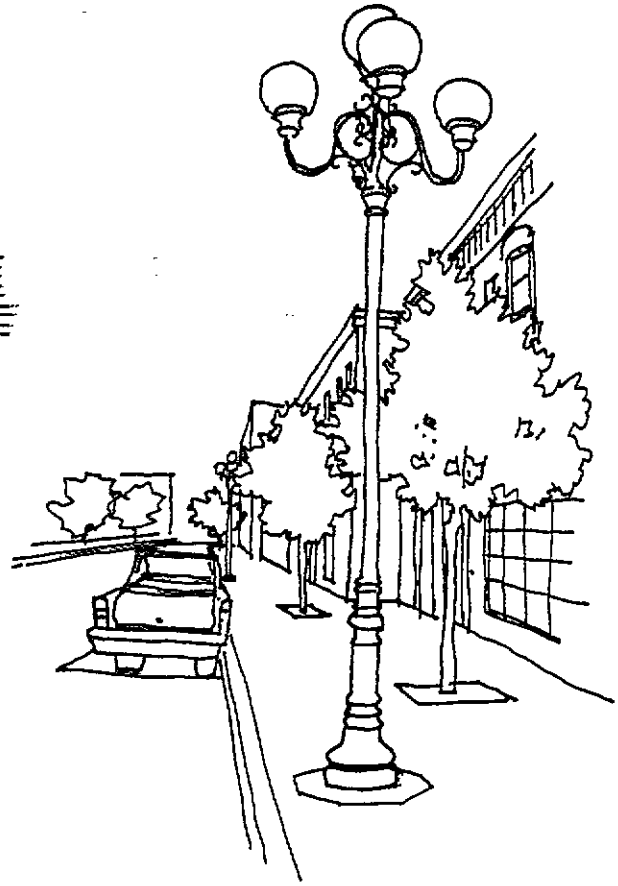
2. Pedestrian Lighting

Off-street pedestrian areas which exist or may be developed in the Specific Plan Area (alleys, plazas, parks) should include "intimate" scale lighting fixtures. Pedestrian needs include appropriate color rendition and even distribution and uniformity of illumination.

- Pedestrian lighting will consist of smaller scale "Victorian" decorative (hinged hexagon roof style) fixtures or crystal globes mounted on metal posts. A variety of decorative dark bronze style posts are available and should be used. Light posts shall be 10-12 feet in overall height.



"VICTORIAN" TYPE
PEDESTRIAN LIGHTING



"GLOBE" TYPE
PEDESTRIAN LIGTING

3. Landscape Lighting

Ground mounted lighting of trees or other features is becoming increasingly important as special lighting in parking lots, pedestrian zones and other outdoor public areas. A standard fixture, adaptable for placement in either paved or landscaped areas should be used for these conditions.

- Luminaries shall be direct burial flush mount amiable mercury vapor units with watertight aluminum junction box and ballast enclosure, cast aluminum or bronze watertight lamp enclosure mounted cast aluminum louver. Lamp enclosure to include impact and heat resistant borosilicate glass lens, scaled watertight prewired cord for connection to junction box, and one 100 watt R40 mercury vapor lamp.

- This type of lighting is suitable for use in pedestrian areas as well as in uplighting features such as street trees and civic sculpture.

- Uplights mounted in concrete paving shall be placed in isolated, drained wells with a flush mounted grate. As a maintenance consideration, in no case shall units be integrally placed in concrete paving.

- Lighting in Signage.

  - Lighting may be used to illuminate signage, facade, and architectural details. Illumination levels shall be muted and indirect, excessively bright levels shall not be permitted. Lighting shall not shine directly on adjacent properties or result in glare which affects motorists or pedestrians.

  - Lighting fixtures shall be integrated with the structure's architectural details. Units which overlap or obscure significant details will not be permitted.

  - Flashing and moving lights will not be permitted.

  - Neon tube lighting may be used too highlight building details or as signage (following section). Such must be discretely used and well-integrated with the facade.

  - Bare bulb illumination may be used. Such must be discretely used and well-integrated with the facade.

K. PAVEMENT SURFACES

Over the long term of the plan, the City may choose to make selective improvements to existing sidewalks. If and when this occurs the following standards should be followed:

1. Criteria

- To consistently define automobile territory, a dark paving material should be utilized.
- To clearly delineate major pedestrian zones and sidewalk widenings and neckdowns, a distinctive enriched paving material should be used. The texture of this material is an important consideration.
- New concrete sidewalks should have standard scoring patterns that permit easy removal of complete sections.
- Concrete sidewalk repair and replacement and installation of posts and furniture should respect joint and scoring patterns.
- All paving repairs should be accomplished with "in-kind" materials. Enriched paving materials should be stockpiled for repairs.
- A time limit should be placed on the removal of "temporary" repairs such as cold patching.
- The intersections of Harbor Boulevard, Beach Boulevard, Euclid Street, Walnut Street, Monte Vista Street and Cypress Street should be adapted for handicap ramps. Design and placement should be consistent. Ramp edges should be related to edges of crosswalks.

2. Guidelines

- Streets

  All typical vehicular roadways shall be surfaced with a dark paving material such as asphalt in accordance with City of La Habra Engineering Department standards. Lane markers shall be contrasting color.

- Curbs

  All curbs shall be a required by the City Engineering Department.

- Sidewalks

  - Optional paving treatments recommended for the La Habra Specific Plan sidewalks include:

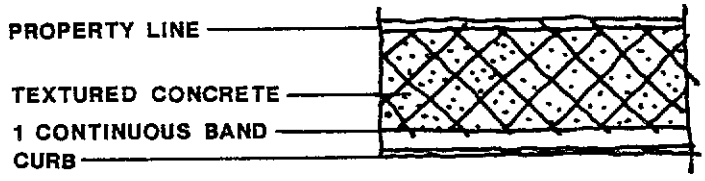
    * Exposed aggregate concrete, coarse finished sidewalks, natural color or color tinted.

    * Coarse-finished concrete stamped with a repetitive pattern (diamonds, squares, circles, or other shapes).

    * Brick pavers.

    * Borders of these areas should be defined by contrasting pattern in the same color.

  - A band of natural colored concrete uninterrupted except for street trees and street lights should be placed to separate curb and pedestrian areas. Minimum width of the colored concrete should be one foot.



SIDEWALK

- Crosswalks

  - Crosswalks shall be a minimum of 8 feet wide.

  - Crosswalks could be flanked on both sides by natural color or tinted concrete bands to contrast with adjacent street paving. Their minimum width should be:

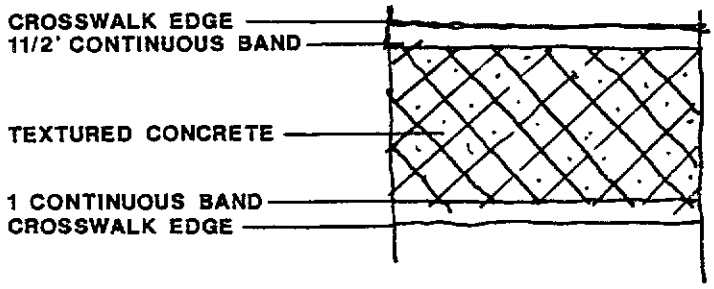
    8 foot crosswalks: 1.5 feet

  - At such time when desirable, the City should complete new major crosswalks at Euclid Street, Idaho Street, Harbor Boulevard, Beach Boulevard and minor crosswalks at Monte Vista Street, Walnut Street and Cypress Street.

  - Repair of crosswalks shall be with "in-kind" materials.

- Handicapped Ramps

  - All handicapped ramps shall be in accordance with approved standards of the Engineering and Building and Safety Departments.



8' CROSSWALK

L. SECURITY/ACCESS

Security systems for businesses along La Habra Boulevard are recommended to protect the safety of customers and property. Specific architectural measures should include the following:

1. Exterior Lighting

   Illuminate the property using light standards which enhance the streetscape. The standards should be oriented to the pedestrian level and placed to shed light on the entrances to the shops.

2. Doors, Windows, and Other Openings

   Grilles, roll-away doors, windows, and alarms should be used to deter burglars. These should not be visible from the exterior and obscured, as practical, in the interior. Grilles should roll away into recesses and not be visible during operating hours of the business.

3. Interior Spaces

   Store front windows should be illuminated and allow visual observation of interior spaces during evening hours.

4. Street Addresses

   Street address numbers shall be posted in the rear of all commercial structures for loading/delivery, customer convenience and emergency personnel.

M. AUTOMOTIVE REPAIR SHOP CRITERIA

Automobile mechanical and body repair, painting, and upholstery activities shall be subject to the following design standards:

1. All operations shall be conducted within an enclosed building.

2. All areas or structures used shall be so located or soundproofed as to prevent annoyance or detriment to surrounding property.

3. All damaged or wrecked vehicles awaiting repair shall be effectively screened so as not to be visible from surrounding property of the same elevation or within 10 feet thereof.

4. All repair activities as described in this section shall be confined to the hours between 7:00 a.m. and 9:00 p.m., daily.

5. No damaged or wrecked vehicles shall be stored for purposes other than repair, and shall not constitute an automobile impound yard.

6. Dismantling of vehicles for purposes other than repair or the sale of used parts is prohibited.

VI. SITE PERFORMANCE STANDARDS

The basic City objectives to be derived from implementation of the La Habra Boulevard Specific Plan are as follows:

1. To increase recognition of and customer and resident visitation to the City's named street -- La Habra Boulevard -- and the civic and commercial uses thereon.

2. To maintain and increase the economic and business activity in the properties located on La Habra Boulevard.

3. To retain and improve the civic and commercial sense of place and function.

4. To provide enhanced economic feasibility for private development and reinvestment along La Habra Boulevard through land use opportunities and incentives.

5. To provide the public improvements framework which will induce private reinvestment all along the La Habra Boulevard corridor.

In order to achieve these objectives through Specific Plan implementation, it is appropriate to match the potential modest market demand for new space and for rehabilitation reinvestment with new economic development techniques that may be unique to the plan area corridor. The economic and market capture goals, as shown in Table 6 , for the 15- to 20-year Specific Plan implementation period, and for the initial 5- to 7-year near term, may achieve increased retail floor space, increased office floor space, reinvestment in existing commercial use structures, and the development of additional higher density residential units in place of existing low density housing properties.

The principal test of potential revitalization for the La Habra Boulevard corridor lies in the economic feasibility of the private investment projects proposed to be stimulated. Accordingly, real estate economic analyses were prepared for eight possible "cases" which are likely proposals on the boulevard. The eight examples were:

1. A new 5,000-square-foot building on a 12,000-square-foot site, with all parking on site.

2. A new 7,000-square-foot building on a 12,000-square-foot site, with 14 parking spaces on site and 14 parking spaces provided in lieu off site.

3. Rehabilitation of a 3,500-square-foot commercial structure on a 7,200-square-foot lot, with 10 parking spaces on site and 4 parking spaces provided in lieu off site.

4. Convert two single-family residential properties on 14,400 square feet to a new commercial building of 6,000 square feet, with all parking on site.

5. Convert four single-family residential properties on 24,000 square feet into eight new housing units.

6. Revitalize the "Theme Block," west of Civic Center via a new redevelopment project with Redevelopment Agency financial participation.

7. Acquire and develop a city block of 3.6 acres into 78 condominium units -- at 22 units per net acre.

8. Create a 20,000-square-foot City mini-park and 16 condominium units on a 75,000-square-foot site with City financial partnership with a residential developer.

Each example is detailed as a briefly described case -- with the circumstances of feasibility or lack thereof defined. Where a case was not initially found feasible, incentive measures have been suggested which may provide enhanced potential for achieving feasibility.

Table 6

LA HABRA BOULEVARD SPECIFIC PLAN
ECONOMIC DEVELOPMENT GOALS

- For the 15- to 20-year Specific Plan implementation period (square feet):

Existing Development	Potential Additions for "Build Out"	Projected/ Probable Additional Space
Retail		
350,000 retail commercial	+ 400,000	+ 250,000
130,000 general commercial	---	---
63,000 restaurant	---	---
180,000 auto related	---	---
Office		
192,000 office	+ 270,000	+ 150,000
18,000 vacant office or retail	---	---
267,000 governmental & institutional	---	---
1,200,000 Total Building Space	+ 670,000	+ 400,000

- New development may replace some 100,000 square feet of existing nonresidential building space.

- Projected total commercial and nonresidential building space: 1,500,000 square feet.

- Projected/probable commercial space rehabilitation: 300,000 square feet.

- Projected/probable additional dwelling units: +100.

- Projected/probable commercial development and rehabilitation activity every five to seven years
  - -- 85,000 square feet of new retail
  - -- 50,000 square feet of new office
  - -- 60,000 square feet of existing commercial space rehabilitation

Table 6
(Continued)

- Anticipated new employment in new building space
  - -- 360 new retail employees in the net new space (@ one employee/500 square feet)
  - -- 500 new office employees in the net new space (@ one employee/240 square feet)

  860 potential additional employees

- Projected/probable 285-300 new employees achieved every five to seven years.

- Anticipated residential development on existing low density housing properties may yield up to 100 additional housing units -- above the number which already exists in inventory along the 2-mile corridor.

Source: Economics Research Associates.

CASE NO. 1
NEW COMMERCIAL EXAMPLE

A. Site Circumstances:

Demolish two older commercial structures to assemble 12,000 square feet of site; the existing property owner is the developer of the new space; 7,000 square feet of older structures and sheds to be demolished.

B. Development Product:

5,000-square-foot commercial building; all off-street parking provided on site (20 spaces).

C. New Investment Required:

- o $60/square foot for shell building with limited tenant improvement allowance = $300,000
- o $5/square foot for parking and landscaping = $35,000
- o Site preparation and demolition = $42,000
- o Architecture and engineering and permits (15%) of all above = $56,600
- o Total Investment = $433,600±

D. Anticipated Revenue:

- o Rent @ $1.50/square foot/month full service for office, with 8 percent vacancy factor = $6,900/month = $82,800/year (gross)
- o Minus $4.00/square foot/year for all costs of maintenance and operations yields $64,400 net rent.
- o 100 percent loan on $433,600 for 20 years at 10 percent requires $50,900/year.
- o Remaining $13,500 per year is 5.63 percent of potential basis/ starting value of $20/square foot ($240,000) of site.

E. Feasibility Result:

Project has very low return on investment; site use for revenue production is restricted.

F. Feasbility Enhancement:

1. Increase buildable area by providing in-lieu parking program.
2. Right-of-way improvements by City may reduce small portion of developer's perimeter public improvements costs.
3. Redevelopment Agency may be able to offer limited financial inducements.

CASE NO. 1
NEW COMMERCIAL EXAMPLE

A. Site Circumstances:

Demolish two older commercial structures to assemble 12,000 square feet of site; the existing property owner is the developer of the new space; 7,000 square feet of older structures and sheds to be demolished.

B. Development Product:

5,000-square-foot commercial building; all off-street parking provided on site (20 spaces).

C. New Investment Required:

- $60/square foot for shell building with limited tenant improvement allowance = $300,000
- $5/square foot for parking and landscaping = $35,000
- Site preparation and demolition = $42,000
- Architecture and engineering and permits (15% of all above) = $56,600
- Total Investment = $433,600±

D. Anticipated Revenue:

- Rent @ $1.50/square foot/month full service for office, with 8 percent vacancy factor = $6,900/month = $82,800/year (gross)
- Minus $4.00/square foot/year for all costs of maintenance and operations yields $64,400 net rent.
- 100 percent loan on $433,600 for 20 years at 10 percent requires $50,900/year.
- Remaining $13,500 per year is 5.63 percent of potential basis/ starting value of $20/square foot ($240,000) of site.

E. Feasibility Result:

Project has very low return on investment; site use for revenue production is restricted.

F. Feasbility Enhancements:

1. Increase buildable area by providing in-lieu parking program.
2. Right-of-way improvements by City may reduce small portion of developer's perimeter public improvements costs.
3. Redevelopment Agency may be able to offer limited financial inducements.

CASE NO. 2
NEW COMMERCIAL EXAMPLE

A. Site Circumstances:

Demolish two older commercial structures to assemble 12,000 square feet of site; the existing property owner is the developer of the new space; 7,000 square feet of older structures and sheds to be demolished.

B. Development Product:

- 7,000-square-foot commercial building, requiring 28 off-street parking spaces.
- 2,000 square feet for retail use, 5,000 square feet for service commercial and office.
- 14 parking spaces on site, 14 parking spaces provided off site through the in-lieu parking program.

C. New Investment Required:

- $60/square foot for shell building with limited tenant improvement allowance = $420,000
- $5/square foot for parking and landscaping = $25,000
- Site preparation and demolition = $42,000
- Architecture and engineering and permits (15% of all above) = $73,000
- In-lieu parking fee of 14 spaces x $8,500 each = $119,000.
- Total Investment = $679,000

D. Anticipated Revenue:

- Rent @ $1.50/square foot/month full service for 5,000-square-foot office, with 8 percent vacancy factor = $6,900/month = $82,800/year (gross).
- Rent @ $1.25/square foot/month NNN for 2,000 square feet of retail with 8 percent vacancy factor = $2,300/month = $27,600/year (gross).
- Minus $4.00/square foot/year for office space maintenance and operations yields combined $64,400 net office rent + $27,600 retail rent = $92,000/year.
- 100 percent loan on $679,000 for 20 years at 10 percent requires $79,800/year.
- Remaining $12,200 per year is 5.1 percent of potential basis equity/starting value of $20/square foot ($240,000) of site.

E. Feasibility Result:

- o Project has very low return on investment, but greater income producing space has been created, as well as greater future equity.
- o Use of off-site in-lieu parking fee program has enhanced project worth.

F. Feasibility Enhancements:

1. Right-of-way improvements by City may reduce small portion of developer's perimeter public improvements costs.
2. Redevelopment Agency may be able to offer limited financial inducements.

CASE NO. 3
COMMERCIAL REHABILITATION EXAMPLE

A. Site Circumstances:

An older 3,500-square-foot commercial building on a 7,200-square-foot lot is proposed to be upgraded for new retail tenancy; the existing property owner, enjoying a low basis value, will carry out the work.

B. Development Product:

3,500-square-foot structure both rehabilitated and seismically reinforced; 14 off-street parking spaces will be required, 10 of which will be on site, 4 of which will be provided off site through the in-lieu parking program fee.

C. New Investment Required:

- $20/square foot in substantive building rehabilitation and interior modernization = $70,000
- $20/square foot in seismic safety reinforcements = $70,000
- $5/square foot in parking and landscaping = $18,500
- Architecture and engineering and permits (15% of all above) = $23,800
- In-lieu parking fee of $8,500 x four spaces = $34,000
- Total Investment = $216,300±

D. Anticipated Revenue:

- Rent @ $1.40/square foot NNN for specialty retail use, with 8 percent vacancy factor = $4,375/month = $52,500/year.
- 100 percent loan of $216,300 for 20 years at 10 percent requires $25,400/year.
- Remaining $27,100 per year is 18.8 percent of potential basis equity/starting value of $20/square foot ($144,000) of site.

E. Feasibility Result:

- o Project appears to be very feasible.
- o Use of in-lieu parking fee program assists the project.
- o If only $1.25/square foot/month was realized as rent, the project would still perform at 16 percent of presumed basis equity value.
- o If a restaurant were proposed, parking requirements would be higher, and the project could not depend upon off-site in-lieu parking unless immediately adjacent.

F. Feasibility Enhancements:

1. Project is dependent upon affordable interest rates and cost control over seismic safety improvements. If the latter exceed estimates herein, some combination of interest rate assistance, technical assistance, and direct financial participation may be required.

CASE NO. 4
NEW COMMERCIAL DEVELOPMENT

A. Site Circumstances:

Assemble two single-family home lots (14,400 square feet) as a commercial development site for a 6,000-square-foot structure; a developer purchases, designs and constructs the project; two older houses are removed.

B. Development Product:

A 6,000-square-foot commercial structure, with 24 off-street parking spaces on site; the project design should accommodate retail uses.

C. New Investment Required:

- $175,000 for land acquisition
- $32,200 for site preparation
- $60/square foot for shell building with limited tenant improvements allowance = $360,000
- $5/square foot for landscaping and parking = $42,000
- Architecture and engineering and permits @ 15 percent of new construction = $60,300
- Total Investment = $669,500±
- Land cost investment is held by developer as equity; therefore, amount to finance is $494,500.

D. Anticipated Revenue:

- Rent @ $1.35/square foot/month NNN with 8 percent vacancy factor = $7,452/month = $89,400/year.
- 100 percent loan on $494,500 for 20 years at 10 percent requires $58,100/year.
- Remaining $31,300 represents 18 percent of $175,000 land acquistion investment/equity of the developer.

E. Feasibility Result:

Feasibility is reliant upon the land acquisition costs ($87,500± per single-family lot); if effective land cost is $20/square foot and acquisition costs rise to $288,000, the total investment might be $782,500±; using the same analysis as above, with an equity stake of $175,000 by the developer, the debt retirement charge is $71,400 per year, leaving net income at $180,000; this shrinks return on investment to 10 percent.

F. Feasibility Enhancements:

1. City investment in La Habra Boulevard right-of-way improvements may reduce project costs for frontage public improvements.

CASE NO. 5
HOUSING IN-FILL DEVELOPMENT

A. Site Circumstances:

Assembly of four single-family home properties on 6,000-square-foot lots into a small condominium development; a developer purchases the properties, constructs the units, and sells the units.

B. Development Product:

Eight condominium units are built on the 24,000-square-foot property and sold; the density is roughly 14.5 units per net acre; the units contain 1,500 square feet of living space; sales prices should be roughly $140,000 to $150,000 each.

C. New Investment Required:

- Land at $12.50 to $15.00/square foot
- Demolition and site preparation at $3/square foot

New construction at $50/square foot, all inclusive

D. Anticipated Revenue:

At $150,000 each, gross sales will be $1,200,000; the developer will expect to make roughly 12 percent from the overall transaction after all costs are met, including selling costs.

E. Feasibility Result:

Feasibility is dependent upon the cost of land assembly.

- If the four existing lots can be purchased for $75,000 each, then land as a portion of sales value can be held to an acceptable 25 percent.
- If the four lots cost $87,500 each, the land costs rise to 29 percent of sales value, and the project is infeasible.
- If the four lots cost $20/square foot, or $120,000 per lot, the land costs rise to 40 percent of sales value, and the project is not viable.

F. Feasibility Enhancements:

1. A higher density -- toward 20 units per net acre -- will provide improved feasibility, especially if land assembly costs are above $15/square foot.

2. Desirable condominium projects are being sold at roughly 18 dwelling units per net acre, or roughly one unit per 2,400 square feet of land area.

CASE NO. 6
THEME BLOCK COMMERCIAL

A. Site Circumstances:

In concept, the block west of the Civic Center might be revitalized, including several historic structures, as a themed commercial specialty center at low density; roughly 2.48 net acres are involved, including six housing units and six or more businesses.

B. Development Product:

A themed specialty project of multiple tenants in historic structures and a few in-fill buildings; the mix might include eating and drinking establishments, retail outlets, and professional offices; historic structures will require both interior upgrading and seismic safety improvements; depending on final concept, some 11,000 square feet of commercial space may be restored and made seismically safe and some 75,000 square feet of existing and new standard space may be conserved and/or newly built; off-street parking would be organized on site.

C. New Investment Required:

Substantive redevelopment assistance appears to be required to stimulate private reinvestment in the concept; the consultant estimates the Agency will need to assemble property, financially support historic preservation as a public purpose, and organize parking and development pads according to a focused master urban design plan; costs may approach $1.9 million, most of which may eventually be recovered.

D. Anticipated Revenue:

The City and the Redevelopment Agency (with a proposed new redevelopment project) would expect to remarket any acquired properties and to achieve market rate land sales proceeds; the City may also seek cost recovery for organization of the off-street parking; the Agency may also expect cumulative tax increments to provide a portion of payback not recovered from market rate land and building resales or other assessment method.

E. Feasibility Result:

If the City desires to see the historic theme block revitalized, it will require great initiative by the Redevelopment Agency; it is unlikely to occur without exercise of the public economic development powers because of the small and multiple parcels, the ages of structures, and fragmented ownerships; the City and the Agency will require participation by existing and future property owners in the entire reinvestment process.

F. Feasibility Enhancements:

1. The Agency may need to acquire and rehabilitate historic properties for resale.
2. The Agency may need to acquire residential properties and relocate residents.
3. The Agency should master plan the project, identifying the appropriate scale and the new development opportunities.

CASE NO. 7
CONDOMINIUM HOUSING DEVELOPMENT

A. Site Circumstances:

A 3.6-acre city block of existing mixed and obsolescent uses and underutilization which might be recycled for new housing development. A developer would assemble the property; prepare the site; design, build and sell the housing units. The project would replace 15 existing housing units, three retail and auto-related uses, three vacant buildings, and two vacant lots.

B. Development Product:

Seventy-eight condominium units of 1,500 to 1,750 square feet of living space; sales price of $140,000 per unit; effective density would be one unit/2,000 square feet of net lot area, or 21.6 dwelling units/acre.

C. New Investment Required:

Roughly $10 million in cash out, of which $2.6 to $2.7 million may be required for land acquisition.

D. Anticipated Revenue:

Total sales proceeds of 78 units at $140,000 each would yield $10.9 million. The concept block does not lie within a redevelopment project; thus, the City and the Agency would not capture any redevelopment tax increment.

E. Feasibility Result:

1. Densities at 52 dwellings and 62 dwellings were tested (14.4 dwelling units/acre and 17.2 dwelling units/acre) and did not appear economically feasible; at 78 units, or 21.6 dwelling units/acre, a developer would realize roughly an 8 percent profit.
2. Land assembly costs above $17.50/square foot will quickly diminish the chances for feasibility, as land cost ratio to sales price rises above 25 percent.

F. Feasibility Enhancements:

1. The concept as tested has been entirely reliant upon private investment risk.
2. The City will have to approve a density of roughly 22 dwelling units per acre to make housing in-fill feasible at any scale of property in the La Habra Boulevard corridor.

CASE NO. 8
MINI-PARK AND HOUSING IN-FILL

A. Site Circumstances:

In concept, the City wishes to build a mini-park along the La Habra Boulevard corridor, framed by housing. A 75,000-square-foot site with, say, three single-family homes, a retail building, and an auto-related use could be displaced by the development.

B. Development Product:

The City would develop a 25,000-square-foot mini-park on boulevard frontage. A private developer, under agreement with the City, would develop 16 condominium units on 50,000 square feet. The City would purchase the La Habra Boulevard frontage and resell to the housing developer a portion of the rear depth not needed for the mini-park. The 16 housing units could be sold for $140,000 each and would contain 1,500 to 1,600 square feet of living space.

C. New Investment Required:

City investment in the mini-park may require roughly $500,000, of which $300,000 would be land costs. Developer investment would approach $2.0 million, with land costs of roughly $560,000.

D. Anticipated Revenue:

Developer gross sales of $2.24 million would be achieved. Expected profit for the housing development would be about 10 percent. The City would not realize any revenue or periodic fees from the mini-park.

E. Feasibility Result:

1. The mini-park would be a desirable public purpose recreation facility, achieved at a cost of roughly $20/square foot, and costing about $.06/square foot/month in maintenance and replacement costs. The housing development, at an effective density of 14 dwelling units per net acre, would largely be possible because of City initiative to acquire the commercial frontages for the mini-park and subsequent sale of some rear depth to the developer.

F. Feasibility Enhancements:

1. The City could assist with perimeter public improvements which are normally the responsibility of the developer.

2. The City could allow increased density -- up to 18 dwelling units per net acre -- which might increase the housing units to 20, providing greater certainty of financial feasibility and developer profit.

LA HABRA BOULEVARD SPECIFIC PLAN REAL ESTATE INVESTMENT FEASIBILITY INDICATIONS

The foregoing case examples define the following current circumstances of feasibility:

1. Land assembly cost is the key determinant of project viability. Except in the existing and proposed redevelopment project areas, it is unlikely that the City or Redevelopment Agency would be involved in land price writedown. Thus, the principal burdens fall upon the existing owners to use their existing law basis value as equity or upon the new investor/developer to assemble property as opportunity presents itself.

2. In the built-up commercial core areas, parking standards for new commercial projects and for substantive rehabilitation projects take up too much of the potentially available individual sites. Creation of a Parking Authority to develop an in-lieu parking program fee will help the viability of new "in-fill" commercial projects as well as structure rehabilitation. Essentially, the City would be acting to help developers create revenue-producing floor space, if it did not require on-site parking for all of its employees and customers.

3. Commercial project floor area ratios and height and bulk controls do not represent problems for project viability.

4. Seismic safety conformance costs, now and as they may increase with tighter state-mandated requirements after 1990, will make historic structure rehabilitation and adaptive use costly. The City's economic development public purpose may be well served by arranging both technical assistance and supporting financial incentives and/or participation for such properties.

5. Residential development along La Habra Boulevard will involve the conversion of underutilized and lower value single-family housing properties and adjacent obsolete commercial uses into higher density residential uses, probably as condominiums. The several case examples suggest that project feasibility is reached, depending on site assembly costs, in the range of 18 to 22 housing units per net acre. This is called "high density" in La Habra, but can result in attractive and affordable sales housing at densities and amenities appropriate to selected locations along La Habra Boulevard.

6. The primary concern of the feasibility tests contained in the example cases has been to determine what additional limited planning and implementation techniques may enhance economic feasibility for revitalization of the corridor. It is believed that the incremental use of the following land use implementation techniques will induce greater feasibility:

   a. A new redevelopment project for revitalization of the commercial frontages west of the Civic Center, including the historic "theme block."

   b. Provision of La Habra Boulevard traffic circulation and right-of-way public improvements; the latter may obviate the need for developer payment for perimeter public improvements at the time of development or substantive rehabilitation.

   c. Provision of an in-lieu parking program fee system whereby commercial properties can pay the market rate cost of creating off-site parking spaces which meet their floor space and occupancy type requirements within a reasonable distance from their buildings, thus enhancing this revenue-producing floor space.

   d. Allowance, with design overview, of new residential in-fill at density ranges of 18 to 22 units per net acre (approaching the upper limit of 24 units per acre in the "high density" range of the City's planning and zoning regulations).

In the following pages, a series of recommendations are made for implementation guidelines for the suggested additional ordinances needed to support the La Habra Boulevard Specific Plan ordinance.

IN-LIEU PARKING PROGRAM STANDARDS

If the City creates the suggested in-lieu parking program, general guidelines regarding its application to commercial development sites should be as follows:

A. The program priorities should favor:

   i. Existing and historic building rehabilitation and adaptive use -- for parking standards conformance and in support of additional spaces if building occupancy changes require them.

   ii. New commercial space developments in or adjacent to the Civic Center, in order to generate more economic activity.

   iii. Within the proposed new redevelopment project area west of Civic Center.

   iv. Where cooperating owners of building clusters come together to support sizable numbers of in-lieu parking spaces.

B. The use of the in-lieu program on a per-property basis should generally be as follows:

   i. Not more than half of the required parking spaces can be off site, unless they are literally adjacent to the property.

   ii. In-lieu spaces should be not more than 500 feet from the fee-paying property.

   iii. In-lieu spaces should be built and available within three years after payment of the fee to the City.

LA HABRA BOULEVARD COMMERCIAL TENANT OBJECTIVES

In general, the City, in its various implementation actions and development approval decisions supporting the Specific Plan, shall make known its desire to see retail and service commercial uses on the boulevard which:

- Provide extended hours of service as well as weekend hours.
- Provide food and beverage and other visitor and resident entertainment services consistent with a high quality of La Habra hospitality and the unique Civic Center activities.
- Focus retail and specialty retail locations at the Civic Center, the major intersections (Harbor and Beach), and at secondary arterial intersections along the boulevard.

COMMERCIAL ACTIVITY PROMOTION AND PROGRAMMING

A Specific Plan arranges land use and the implementation of land use improvements. Economic use stimulation goes beyond land use standards and incentives; the human side of deliberate customer capture and cooperative management of all the commercial spaces as a shopping and services experience requires a professional strategy and sustained business investment in promotions, events, joint marketing, etc. La Habra Boulevard has no such vehicle at present. A recommendation for consideration of formation of a Business Improvement District, as allowed by 1965 state law, as amended in 1979, is made in the following pages.

Business Improvement District

The City, with the cooperation of the merchants and tenants of the La Habra Boulevard Specific Plan area, may formulate and adopt a business improvement district assessment district ordinance, as authorized by State law, in furtherance of the goal of business activity stimulation and revitalization along La Habra Boulevard. Such an implementation action is considered to be in conformance with this Specific Plan.

In-Lieu Parking Development Fee Program

The City, with the cooperation of the property owners and developers within the La Habra Boulevard Specific Plan area, may formulate and adopt an in-lieu parking development fee ordinance which will provide feasible means for achieving practical and effective off-street parking supply for in-fill commercial projects and changes of occupancy which require more parking spaces. The City may elect to create itself as a Parking Authority under State law in order to accomplish such a program. Such implementation actions are considered to be in conformance with this Specific Plan.

New Redevelopment Project

The City, through its Community Redevelopment Agency, may seek the designation and adoption of a new redevelopment project plan ordinance including properties on both sides of La Habra Boulevard west of the Civic Center. Such action would have at its goal the near-term stimulation of substantive private property reinvestment through both new development projects and the rehabilitation and revitalization of historic building resources where feasible. Implementation of a new redevelopment project is considered to be in conformance with this Specific Plan.

Seismic Safety Requirements

The City, in compliance with State law mandates which must be met within two years after 1990, may impose additional seismic safety requirements on structures, including historic resource buildings, within the La Habra Boulevard Specific Plan area. Requirements for upgraded seismic safety will be applied on a citywide basis. The City may elect, however, to provide additional technical assistance and other forms of assistance in order to ensure preservation of unique and historic structures in the La Habra Boulevard Specific Plan area. Such implementation actions shall be in conformance with this Specific Plan.

Design for Development

Pursuant to Section V--"Design Guidelines," the City shall seek improved private and public property design performance throughout the Specific Plan area at any time a substantial investment or reinvestment is proposed. For purposes of this Specific Plan, the Design Guidelines shall be in effect for each new building project, for each new addition of space greater than 500 square feet of floor area, and for each structural rehabilitation or modernization having a permit value greater than 25 percent of the existing assessed improvement value. Such projects, both public and private, shall require a finding of conformance with the Design Guidelines of the La Habra Boulevard Specific Plan prior to issuance of construction permits. The City may establish a design review and approval procedure which shall be timely and equitable as an implementation technique. Such design review shall be in conformance with this Specific Plan.

Maintenance of Landscape and Streetscape Amenities in the Public Ways

The City may install unique and high-quality landscape and streetscape improvements along La Habra Boulevard within the Specific Plan area. In order to provide for the adequate maintenance and occasional replacement or refurbishment of such improvements, the City may seek the formation of an

improvements maintenance assessment district in partnership with the benefiting adjacent property owners. Such a district or districts may be formed after the completion of phases of improvements through the appropriate assessment district formation proceedings with the objective of recovery of a portion of the maintenance costs. Implementation of an improvements maintenance assessment district or districts is considered to be in conformance with this Specific Plan.

After the formation of any such district, a new development project shall be required to make an irrevocable offer to pay any such maintenance district assessment fees at the time of application for construction permits.

Guidelines for In-Lieu Parking Development Fees

Initial study has indicated that costs of developing individual off-street parking spaces or surface parking lots require investments of $7,500 to $8,000 per space. At such time as the City establishes an In-Lieu Parking Development Fee ordinance within and/or applicable to the La Habra Boulevard Specific Plan area, a specific fee shall be established which should be fixed and in force for a period of three years as an inducement to private developments having need for off-street parking resources off-site. Thereafter such fees should be adjusted as a regular costs study might warrant every three years on a periodic basis.

Guidelines for Business Improvement District Fees

Existing practice indicates that effective business improvement districts operate effectively with marketing, promotion, and events sponsorship levels with annual budgets of $100,000+. Assessments of business tenants, as an additional fee to the City's business license tax, may be a multiple of the business license tax or may be spread on a commercial floor area basis. Initial assessment levels along La Habra Boulevard at $0.25 per square foot per year of business tenant space will provide adequate resources for an initial program.

Guidelines for Public Improvements Maintenance Assessment Fees

Existing practice and costs circumstances indicate that landscape and streetscape maintenance costs roughly $0.06 per square foot of improved area per month. Such areas may thus cost roughly $0.72 per square foot per year. It will be appropriate for the City to recover one-half of the costs of higher quality streetscape and landscape amenities maintenance from the adjacent benefiting private property owners on a lot area basis for commercial zoned properties, and at a rate one-half the commercial formula for residential zoned properties.

FINAL
ENVIRONMENTAL IMPACT REPORT
LA HABRA BOULEVARD
SPECIFIC PLAN AND
GENERAL PLAN AMENDMENT
LA HABRA, CALIFORNIA

Prepared By:

GRUEN ASSOCIATES
6330 San Vicente Boulevard
Los Angeles, California 90048

MARCH 1988

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

I. INTRODUCTION

This Environmental Impact Report (EIR) addresses the potential environmental impacts associated with implementation of the La Habra Boulevard Specific Plan and related General Plan Amendments. As proposed by the City of La Habra, the standards and policies of the Plan seek to revitalize and develop La Habra Boulevard into the "theme" street of the City. The Specific Plan area is approximately 218 acres in size and two miles in length and would provide for new development, parking/circulation improvements, and landscaping of the public right-of-way. In addition, the Plan establishes development standards and design guidelines for new development.

This EIR addresses the effects of the "Recommended" Alternative and four alternatives: the "No Project"; the "General Upgrade"; the "Redevelopment Project"; and the "Promenade" & "Town Plaza" Alternative. This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (as amended), State Resources Agency Guidelines for implementation of the Act, and City of La Habra EIR requirements. The basic objective of CEQA is that the EIR be an informational document which will inform both the general public and lead agency (City of La Habra) decision-makers of the physical and economic impacts associated with the project and related alternatives, and of potential mitigation measures to minimize such impacts.

The EIR is organized into several sections as described below.

Summary - This section summarizes project impacts and identifies measures to mitigate the possible effects.

Project Description - This section provides the location of the project and the objectives and technical elements of the project.

Technical Sections - The technical sections are subdivided into the categories potentially affected by the proposed project. Each subsection contains a description of the existing conditions, the potential environmental impact from the project, mitigation measures recommended to reduce such impacts, and any unavoidable adverse impacts.

Alternatives - Alternatives to the proposed project are discussed, with an assessment of their environmental impacts and a comparison to the proposed project.

Integrative Sections - Integrative sections focus on the relationship between the short-term use of the environment and the enhancement of its long-term productivity. In addition, any significant irreversible environmental changes and the potential for growth inducement that may occur as a result of this project are also discussed in these sections.

Upon completion of the Draft EIR, a public review process will be initiated during which public, State, and local agency comments will be evaluated and public hearing(s) conducted. At the completion of these public actions, a Final EIR will be prepared incorporating the comments (written and oral) received from the Draft EIR public review. City decision-makers will then review the Final EIR and public testimony prior to rendering a final decision on the project.

II. SUMMARY

This section of the EIR is intended to provide a brief overview of the proposed La Habra Boulevard Specific Plan, including project description, existing environmental conditions, environmental impacts, mitigation measures, and unavoidable impacts subsequent to mitigation. Detailed information is provided in the body of the report and in the Appendices, and is referenced in the Summary.

Project Location

The project is located within the City of La Habra in northern Orange County approximately 20 miles southeast of the City of Los Angeles. Specifically, La Habra lies south of La Habra Heights and north of the City of Fullerton. The regional setting of the City of La Habra is shown in Figure S-1.

Project Objectives

The intent of the project is to improve the La Habra Boulevard Corridor through the definition of development standards and the coordination of new development and revitalization efforts.

Project Characteristics

The major elements of the Specific Plan can be classified into three categories: Circulation, Urban Design, and Land Use. The recommendations for the circulation aspects of the Plan include: the creation of new left-turn lanes; elimination of some on-street parking, provision of additional off-street parking and implementation of a phased landscaping program for medians and curbs. For the urban design category, the use of thematic palm trees on both sides of the street; the use of "gateway" palm trees; and the preparation of development standards, such as minimum lot size and frontages; have been recommended. The Land Use Concept Plan contains recommendations to: establish a redevelopment survey area west of the Civic Center; designate isolated single-family residences as "Transitional Residential/Commercial areas" with plans to eventually phase these areas out and encourage commercial development; maintain the provisions set forth in the existing redevelopment projects; and develop opportunities for multiple family development and a possible mini-park along the boulevard.

Impacts Summary

Table S-1 summarizes impacts, mitigation measures and any unavoidable adverse impacts expected to occur as a result of buildout of the Specific Plan. For further details please see specific sections of this document.

TABLE S-1

SUMMARY OF IMPACTS MITIGATION MEASURES AND NET IMPACTS

IMPACTS	MITIGATION	NET EFFECT
Land Use		
Major commercial shopping anchors maintained, new redevelopment survey area, enhanced Civic Center core, gradual phase out of single family residential in "transitional areas, new multi-family potential, elimination of older commercial lots as consolidation and redevelopment occur consistent with new development standards.	Site plan review process, discretionary review procedures, new development standards and design criteria.	No adverse land use impacts.
Aesthetics		
Improved landscaping of La Habra Boulevard including thematic palms, landscaped medians, entryway median treatments, thematic auto/-pedestrian lighting, detailed sign criteria and street crossings. Other streetscape improvements possible in time. Long-term beneficial impacts to downtown Civic Center.	New design criteria for landscaping, signage, lighting and lot size.	No adverse aesthetic impacts.
Circulation/Parking		
New left-turn lanes added improving traffic conditions on La Habra Boulevard. Levels of Service (LOS) of D-B at four major intersections, while LOS of E or F at Beach Boulevard, Walnut Street and Harbor Boulevard. Loss of 125 on-street parking spaces while preserving 69 spaces for local commercial uses. Creation of parking authority or district for financing off-street parking.	Simultaneous creation of off-street parking to compensate for elimination of on-street parking. Dual left turns on Beach Boulevard should be created. Prohibition of left-turns at unsignalized intersections. Mitigation is successful in reducing or maintaining the levels of service at Idaho, Monte Vista, Walnut, Euclid and Cypress Sts. LOS of F at Beach and Habor Boulevards will occur.	Traffic congestion at Beach & Harbor Blvds. is a long-term unavoidable adverse impact. These impacts are jointly created by the large traffic volumes projected for these streets from outside the Specific Plan Area and from trips generated in the plan area. Other impacts are not adverse if mitigated measures fully employed.

TABLE S-1. (Continued)

SUMMARY OF IMPACTS MITIGATION MEASURES AND NET IMPACTS

IMPACTS	MITIGATION	NET EFFECT
Noise		
Short-term noise impacts resulting from new construction. Minimal increases of existing residential noise levels to 67-69 dB (A). Commercial areas would experience noise levels of 70 dB (A).	Use of noise reduction equipment, temporary noise control barriers, double thickness of walls, windows, landscaping and sound absorbent building materials.	Assuming mitigation measures are implemented, no significant adverse impacts are expected.
Air Quality		
Based on SCAQMD criteria of significant impacts, the Specific Plan would not create a significant impact.	Control of on-site dust, use of properly tuned construction equipment, use of low sulfur fuels, avoidance of construction during high ozone days, transportation/ridesharing coordinator to encourage van and carpooling among area businesses, accessible and frequent transit stops.	No adverse impacts to regional air quality.
Historical Resources		
No impacts	No mitigation required.	No adverse unavoidable impacts.
Utilities		
Increase of approximately 1.0 million cubic feet/month of natural gas and 4,269 mega watts hours/year of electricity.	Consultation available from Southern California Gas Company and Southern California Edison for energy saving measures.	No adverse unavoidable impacts.
Infrastructure		
Increase of 74,500 gallons of sewage per day. Increase of 97,500 gallons of water per/day.	City shall monitor sewage flows with Orange County Sanitation District to plan for necessary increases in area capacity. Minimum water standard of 10,000 gPd and 20 psi shall be maintained at all fire hydrants.	No adverse unavoidable impacts.

III. PROJECT DESCRIPTION

A. PROJECT PURPOSE

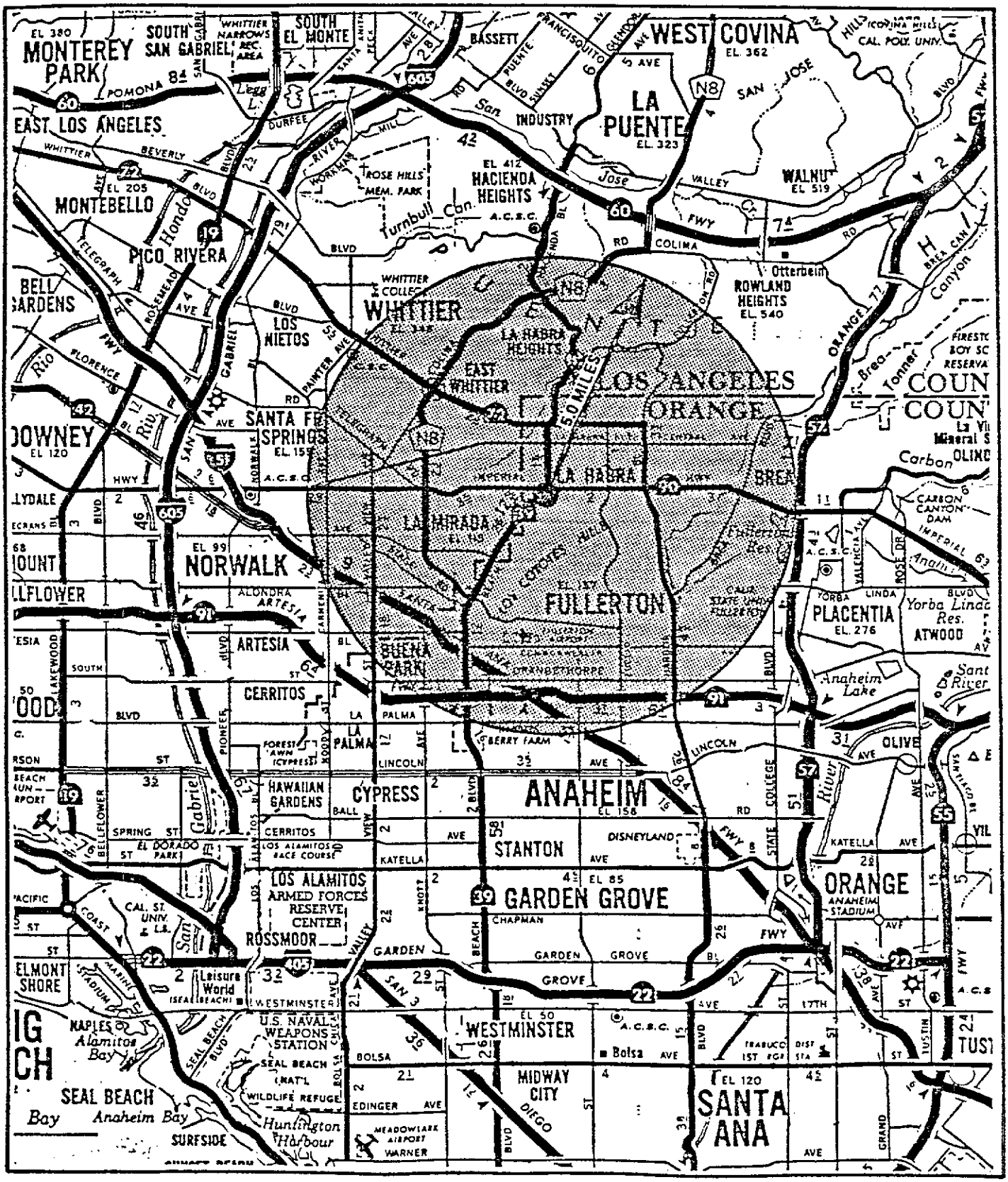
The City of La Habra seeks to guide and direct the revitalization of La Habra Boulevard. It is therefore the intent of the Specific Plan to define development standards and plan for the coordination of new development and revitalization efforts to achieve the City's goals. The Specific Plan will function as the primary ordinance governing the mutual efforts of the private and public sectors to improve the design, function, and character of La Habra Boulevard.

B. PROJECT LOCATION

The City of La Habra is situated in northern Orange county approximately 20 miles southeast of the City of Los Angeles. Access to the city is provided by Interstate 5 and State Highway 39 (Beach Boulevard) to the southwest, State Highway 57 to the east and State Highway 91 (Riverside Freeway) to the south. The regional setting of the City of La Habra is shown in Figure 1. The City of La Habra lies south of the City of La Habra Heights and north of the City of Fullerton. The Specific Plan area extends 1.95 miles and includes that portion of La Habra Boulevard between Beach Boulevard and Harbor Boulevard (Figure 2). This area is characterized by commercial and residential uses and has historically been considered the "downtown" area of the city. The Specific Plan area totals approximately .34 square miles or 218 acres.

C. PROJECT CHARACTERISTICS

The major elements of the Specific Plan can be classified into three categories: Circulation, Urban Design, and Land Use. The recommendations for the circulation aspects of the Plan include: the creation of new left-turn lanes; elimination of some off-street parking, provision of additional off-street parking; and implementation of a phased landscaping program for medians and curbs. For the urban design category, the use of thematic palm trees on both sides of the street; the use of "gateway" palm trees; and the preparation of development standards, such as minimum lot size and frontages; have been recommended. The land use concept plan contains recommendations to: establish a redevelopment survey area west of the Civic Center; designate isolated single-family residences as "Transitional Residential/Commercial areas" with plans to eventually phase these areas out and encourage commercial development; maintain the provisions set forth in the existing redevelopment projects; and develop opportunities for multiple family development and a possible mini-park along the boulevard.



SOURCE: ECONOMICS RESEARCH ASSOCIATES

North

Figure 1
Regional Setting

Gruen Associates

ENVIRONMENTAL IMPACT REPORT
LA HABRA BOULEVARD
SPECIFIC PLAN

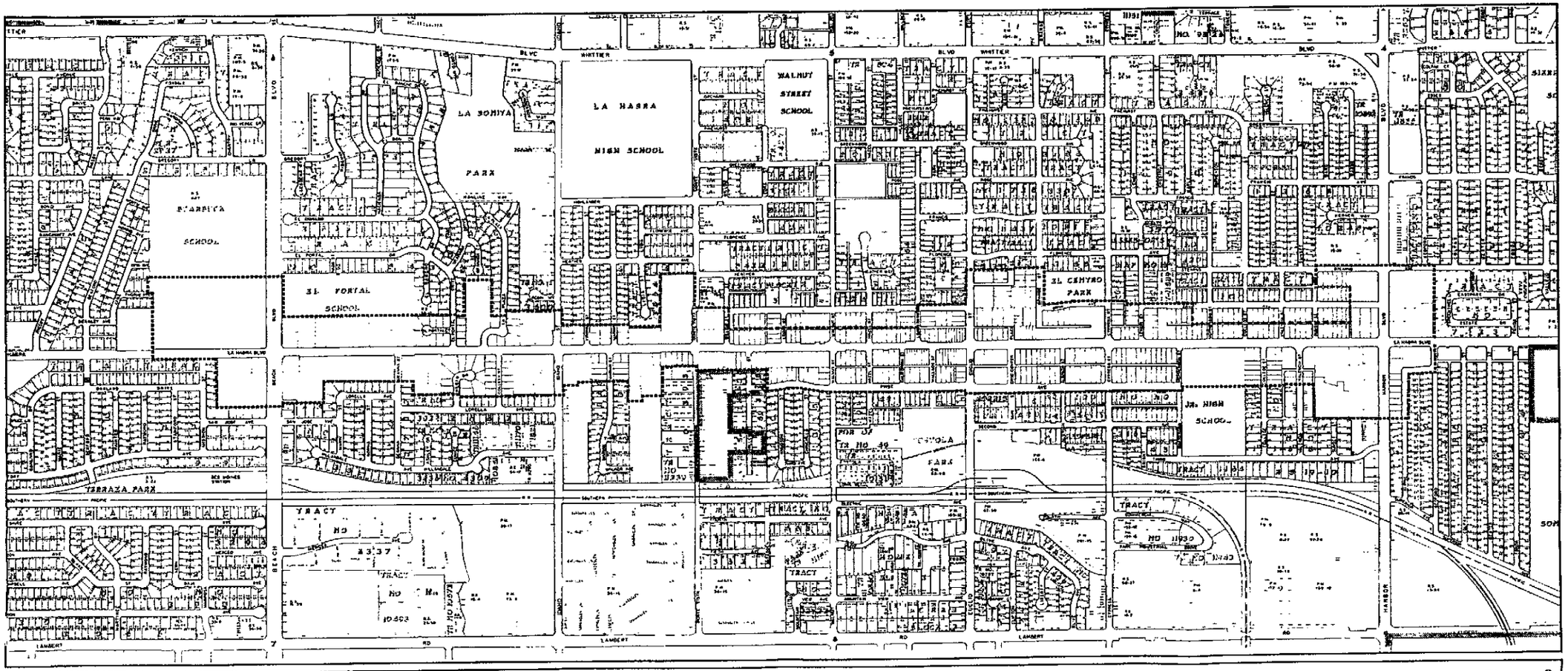


Figure 2

LA HABRA BOULEVARD SPECIFIC PLAN

IV. ENVIRONMENTAL SETTING, PROJECT IMPACTS, MITIGATION MEASURES, AND UNAVOIDABLE ADVERSE IMPACTS

A. LAND USE

1. Existing Conditions

a. Existing Land Use

As indicated in Section I, the Specific Plan Area is centered on La Habra Boulevard between Beach and Harbor Boulevards. The existing land uses within the area are shown in Figure 3 and listed by percentage of use in Table 1. As shown in the table, single-family residential uses compose about 34 acres or 16 percent of the Specific Plan area, the largest single land use category other than public streets. Single family homes are found along La Habra Boulevard and along intersecting or parallel streets. Multi-family dwellings are found near Idaho Street, Monte Vista Street, Cypress Street and Valencia Street. Duplexes, triplexes and four-plexes are situated in various locales towards the eastern portion of the Plan area.

Commercial uses in the Plan area total 24.6 acres (11 percent). Of this total, retail commercial uses comprise 17.9 acres (eight percent) while General Commercial uses constitute 6.7 acres (three percent). Other commercial uses such as restaurants and automobile related services form an additional 12.4 acres (almost six percent). These various commercial uses are found along La Habra Boulevard, with concentrations at the east and west ends (Harbor Central Plaza and La Habra Square). The majority of the corridor, however, is characterized by smaller individual retail shops and stores.

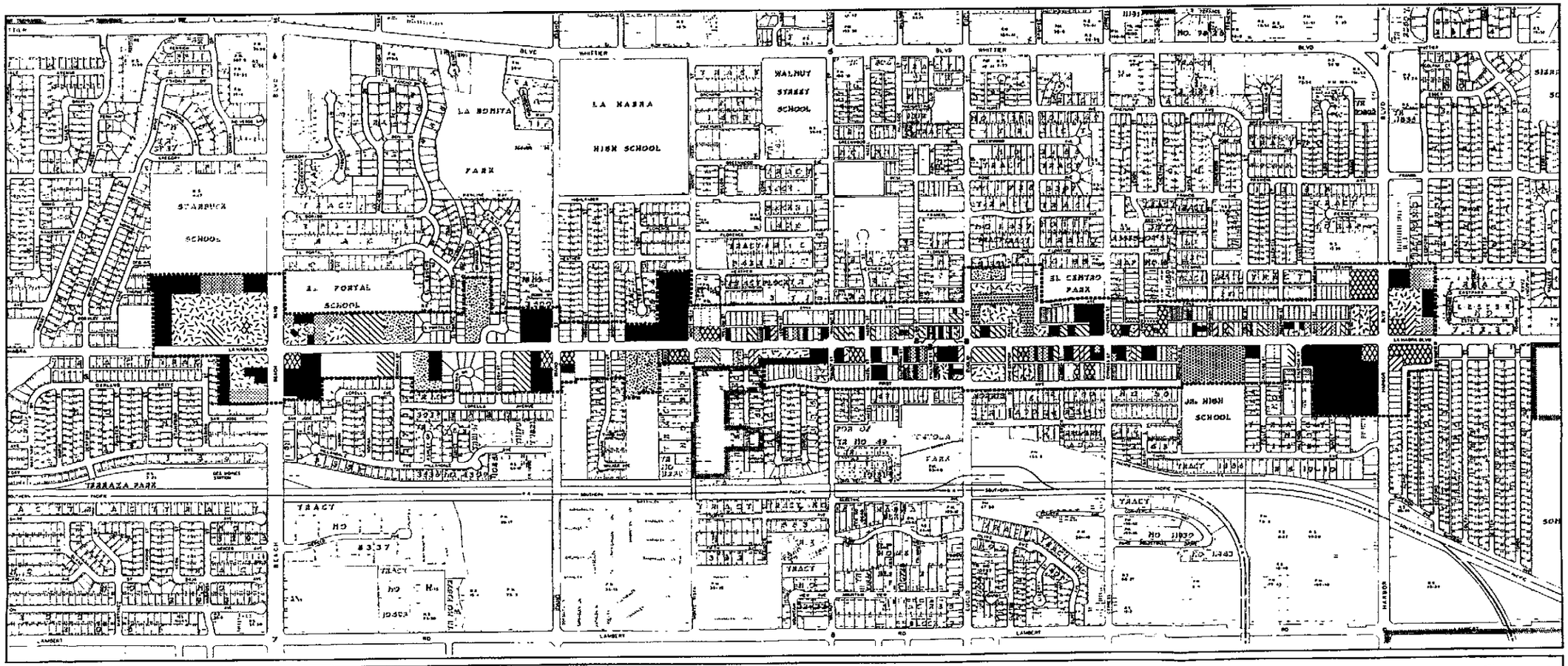
Churches account for 12.1 acres, approximately six percent, of the area. Churches are most prominent in the western portion of the Plan area.

Professional office uses comprise almost ten acres or five percent of the Specific Plan area. Much of the professional office space is occupied by major banks and financial services, such as Sanwa Bank of California, Imperial Savings Bank, Great Western Savings & Loan, and the Bank of America. Many smaller office uses are also situated along La Habra Boulevard.

Public buildings and schools, including day care centers, account for 6.6 acres or four percent of the Plan area. The La Habra Civic Center and Washington Junior High School constitute the majority of this land use.

Vacant buildings in the Plan area total one acre or approximately one-half percent and are concentrated near the older commercial area immediately west of Euclid Street. Vacant parcels are found at the eastern and western ends of the Plan area and total 4.9 acres (two percent).

Public streets and parking areas total 70 acres and account for 32 percent of the Plan area. These combined uses represent the largest land use category in the overall Plan area.



EXISTING LAND USES
LA HABRA BOULEVARD SPECIFIC PLAN

- RETAIL COMMERCIAL
- GENERAL COMMERCIAL
- RESTAURANT
- AUTO RELATED
- OFFICE
- PARKING
- SINGLE-FAMILY
- 2 FAMILY & 3-4 FAMILY
- MOBILE HOMES
- MULTI-FAMILY
- PUBLIC SCHOOL/DAYCARE CENTERS
- PUBLIC BUILDING
- RELIGIOUS CENTER
- VACANT SITE
- VACANT BUILDING

Figure 3

0 200 400 600 N

TABLE 1

EXISTING LAND USE LA HABRA BOULEVARD SPECIFIC PLAN AREA

LAND USE	ACRES	PERCENTAGE
Retail Commercial	17.9	8.2
General Commercial	6.7	3.1
Restaurant	3.2	1.5
Automobile Service	9.2	4.2
Single Family	34.1	15.6
Two-Family	2.2	1.0
Three-Four Family	2.8	1.3
Multi-Family	15.2	7.0
Mobile Home	0.4	0.2
Office	9.8	4.5
Parking	20.1	9.2
School	5.4	2.5
Public Building	2.2	1.0
Church	12.1	5.6
Vacant Site	4.9	2.2
Vacant Building	0.9	0.4
Streets	70.0	32.1
	218. AC	100%*

*Rounded to 100 percent.

Source: Gruen Associates, 1986.

b. Existing Zoning

The Zoning Ordinance of the City of La Habra specifies eight basic zoning designations for the Specific Plan area. In addition, three "overlays" exist which create zoning categories with special emphasis or standards. The zoning designations for the study area are shown in Figure 4. Table 2 summarizes the characteristics of the zoning designations in the Plan area.

As shown in Figure 4, large portions of the Specific Plan area are zoned C-2. The C-2 classification permits a variety of commercial uses including retail and wholesale stores, department stores, jewelry and apparel stores, professional offices, banks, automobile parking and miscellaneous repair services. Areas with the C-2 designation are found at either end of the Specific Plan area and generally east of Monte Vista Street on La Habra Boulevard.

Professional office (C-P) uses are specified for parcels west of Idaho Street. Other areas designated Commercial & High Density Residential (C-R) are located near Beach and La Habra Boulevards and Monte Vista Street and La Habra Boulevard.

Areas zoned for residential uses include portions of La Habra Boulevard west of Monte Vista Street and the southerly side of Erna Avenue, parallel and north of La Habra Boulevard.

The three overlay zones include: the Architectural Design overlay zone, which specifies review of design related improvements to attain harmony and compatibility between existing structures and adjacent uses; the Automobile Parking overlay zone which contains general standards for development of automobile parking and loading; and the Planned Unit Development zone, which creates a land use mix more indicative of the City's General Plan than that which may occur from existing zoning categories.

Inconsistencies exist between the current zoning designations and present land uses. The inconsistency occurs because of the location of single-family or low-density residences (up to 3-4 units per acre) in commercial (C-2) zones and appears throughout the Plan Area from Idaho Street to Harbor Boulevard.

Inconsistencies also exist between current zoning and the City's General Plan. In many instances, for example, zoning predates the General Plan. California State Planning law mandates municipalities to bring zoning and general plan designations into agreement, therefore inconsistencies found in the Plan area require a change in zone or an amendment to the City's General Plan.

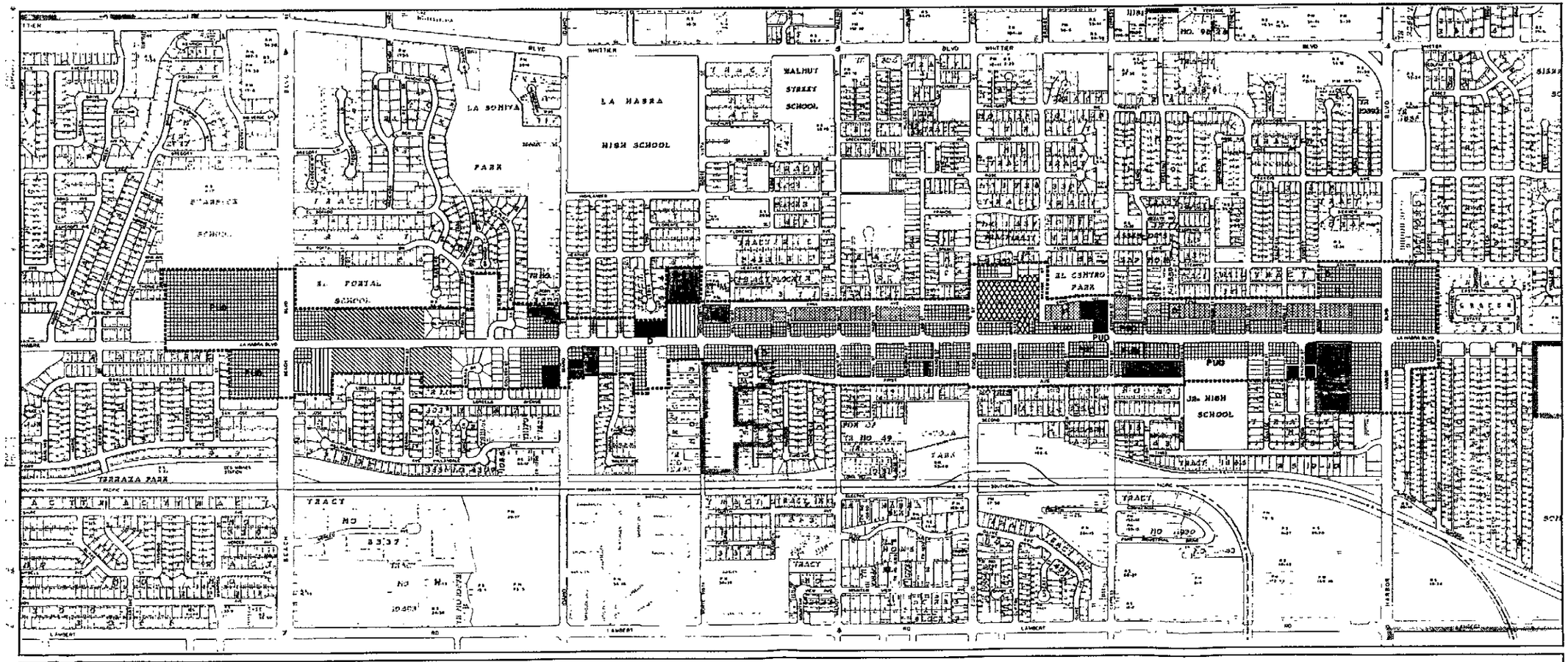


Figure 4

ZONING DESIGNATIONS
LA HABRA BOULEVARD SPECIFIC PLAN

- C-P COMMERCIAL & PROFESSIONAL OFFICE
- C-2 COMMERCIAL
- C-R COMMERCIAL & HIGH-DENSITY RESIDENTIAL
- C-U CIVIL UTILITY
- R-1C ONE-FAMILY DWELLING
- R-2 MULTIPLE DWELLING
- R-3 MULTIPLE DWELLING
- R-4 MULTIPLE DWELLING
- PUD PLANNED UNIT DEVELOPMENT OVERLAY
- D ARCHITECTURAL DESIGN ZONE
- P AUTOMOBILE PARKING ZONE

TABLE 2. ZONING CLASSIFICATION COMPARISON CHART

Zone	Height	Required Setbacks			Area Requirements	Parking
		Front	Side	Rear		
C-P Commercial Professional	2-1/2 stories or 35'	10'	5' next to "R" zone, 10' along along side of corner lots	15'-25' for residential uses only	1,000 SF/DU	1 Sp./250 SF for offices 1 Sp./4 seats in dining area 1 Sp./5 seats in assemble area Multi-family 1-1/2+
C-2 Commercial	4 stories or 50'	"	"	20"	--	" 1 Sp./250 SF for offices
C-R Commercial &	"	"	5' increased by 1' for each story above 2nd floor	"	1,000 SF/DU	Single family 2 and multi-family 1-1/2
C-U Civic Utility	- - - - - - - - Same As Applicable Standards of Adjacent Zones - - - - - - -					
R-1C 1 Family Dwelling	2-1/2 stories or 35'	20'	5',10' along street side of corner lot	25'	5,500 SF lot size	2 Sp./DU
R-2 Multiple Dwelling	"	20'-21'	5'-20'	5'-20'	1 DU/3,350 SF (For parcels ≤10,000 SF)	2 Sp./single family 1-1/2 Sp./Bach.& 1 bed room 2 Sp./2 bed room 1/2 Sp./bedroom, >2 bedrooms
R-3 Multiple Dwelling	"	14'-19'	"	"	1 DU/2850 SF (For parcels ≤10,000 SF)	"
R-4 Multiple Dwelling	"	10'-15'	--	"	1 DU/2350 SF (For parcels ≤10,000 SF)	"

c. City of La Habra General Plan

The General Plan for the City of La Habra was adopted in 1974. The General Plan designates eleven different land uses for the La Habra Boulevard Specific Plan area (Figure 5). As shown in Figure 5, the Plan area contains several commercial categories, professional-office uses, residential uses, and institutional or public use designations.

A comparison of present land uses with the General Plan designations indicates that several inconsistencies exist. For example, inconsistencies between existing land uses and the General Plan designations occur because of residential development which pre-dates the adoption of the General Plan. Some of these residences are situated in areas designated for commercial uses. The progression from residential to commercial has occurred slowly and inconsistencies still exist where residential uses remain adjacent to commercial along La Habra Boulevard. Other inconsistencies occur where low density single family exists in areas designated in the General Plan as "Medium Density".

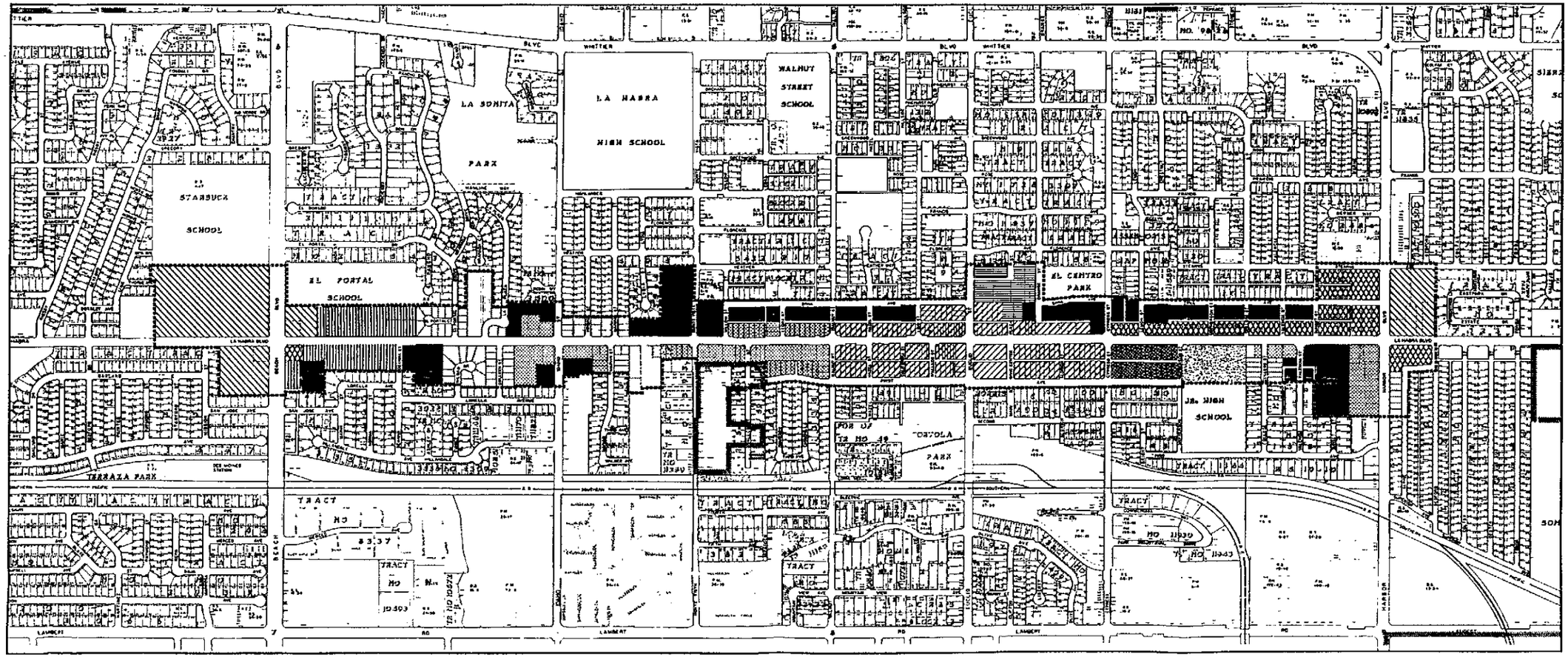
d. Redevelopment in The Specific Plan Area

Within the Specific Plan Area the City of La Habra has previously created two redevelopment projects to eliminate physical, social and economic blight on La Habra Boulevard. The first project area was designated as the Downtown Redevelopment Project (41 acres) in 1975. This area is located between Euclid Avenue and Harbor Boulevard. The second redevelopment area is the Alpha II project (3.98 acres) adopted in 1983 and located on the corner of Harbor and La Habra Boulevards. Overall, 45.0 acres of the 218 acres of the Specific Plan Area are within redevelopment areas.

2. Project Impacts

In order to properly assess the land use impacts which may occur from the proposed Specific Plan, it is helpful to highlight the major objectives of the land use plan as proposed. The specific land use objectives of the Plan include:

- Creation of additional multiple-family residential development in compatible areas on La Habra Boulevard.
- Recycling of older commercial and office buildings for new development consistent with the Specific Plan.
- City acquisition of strategic sites on La Habra Boulevard which have the potential of creating desirable new attractive development.
- Minimize land use impacts on adjacent neighborhoods and developed properties on La Habra Boulevard.
- Gradual phase-out of older residential sites interspersed in commercial areas on La Habra Boulevard and development of new commercial or multi-family uses where appropriate.



GENERAL PLAN DESIGNATIONS

LA HABRA BOULEVARD SPECIFIC PLAN

- CENTRAL BUSINESS DISTRICT
- COMMERCIAL SHOPPING CENTER
- ADMINISTRATIVE-PROFESSIONAL
- HIGHWAY RELATED
- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY
- JUNIOR HIGH SCHOOL
- NEIGHBORHOOD CENTER
- CIVIC CENTER
- FIRE
- RESIDENTIAL COMMERCIAL

Figure 5

With this as a background, land use impacts can be more easily understood. The Specific Plan Land Use Concept is shown in Figure 6 and Table 3. This development concept is based on the general premise of the 1985 Revitalization Study, "Alternative D" adopted by the City of La Habra, the existing General Plan and the desire to protect and expand those areas along La Habra Boulevard of "sound" condition and quality. The Land Use Concept Plan therefore, is designed to maintain wherever advisable the current General Plan land use designations while providing selective changes which improve the Specific Plan Area and create public right-of-way improvements and private development opportunities.

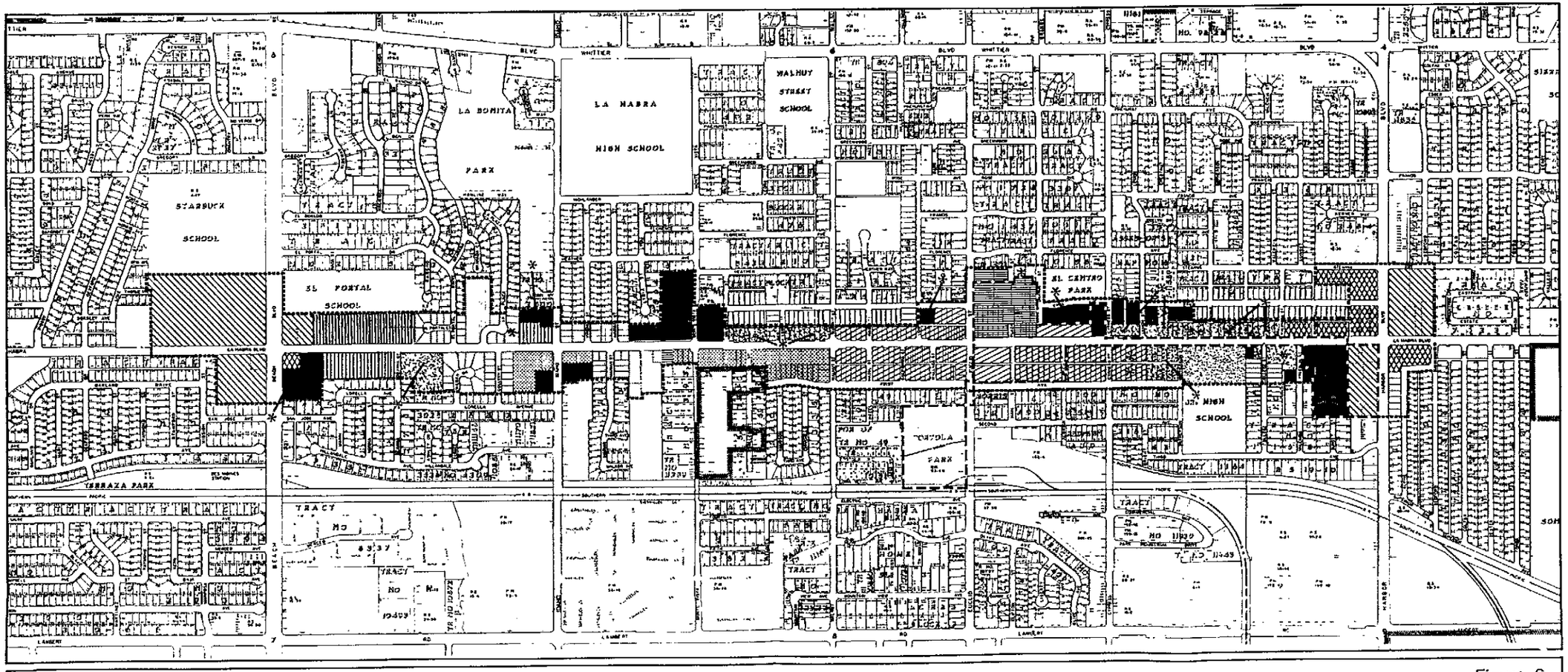
One of the major features of the proposed plan is the establishment of a new Redevelopment Project Area west of the Civic Center. This concept has been successfully used on La Habra Boulevard and has the potential for creating desired land use and urban improvements. The City of La Habra would have to go through the appropriate procedures specified by the State of California to establish Redevelopment Project Areas.

The Specific Plan attempts to preserve the character of La Habra Boulevard west of Monte Vista Street. Commercial "anchors" at Beach Boulevard would remain. Between Monte Vista Street and the Civic Center, the Land Use Concept Plan provides for greater commercial opportunities through lot consolidation and recommends phasing out transitional single family residential uses. The area between Aldrich Street and Valencia Street is another area in the Specific Plan where residential uses on La Habra Boulevard would be phased out and replaced with new commercial uses on larger consolidated lots. Greater commercial opportunities would be created by providing a more attractive shopping environment and more convenient variety and access to the surrounding community. The existing commercial shopping center use at Harbor Boulevard would be retained in the Specific Plan.

The Civic Center area between Euclid Street and Cypress Street contains the largest area on La Habra Boulevard where the design theme of "early California" is most apparent. The Specific Plan attempts to build on and expand this attractive "heart" of La Habra Boulevard in both the easterly and westerly directions. The plan proposes creation of a new Redevelopment Survey Area west of Euclid Street that would provide new commercial shops, restaurants and offices while renovating older uses and larger existing projects such as La Habra Plaza.

Single family residential uses on the south side of Erna Avenue, between Willow Street and Lois Street and between the area just west of McPherson Street and Sunset Street are designated in the existing City General Plan as Medium Density (8-14 dwelling units per net acre). The present General Plan category would permit future development inconsistent with the existing low density single-family neighborhood and therefore the Specific Plan recommends revising the General Plan designation to "Low Density".

Existing opportunities have been retained from the current General Plan or created in for medium/high density residential uses. High density uses shown in the General Plan, for example, and recommended in the Specific Plan



LAND USE CONCEPT
LA HABRA BOULEVARD SPECIFIC PLAN

- CIVIC CENTER
- CENTRAL BUSINESS DISTRICT
- COMMERCIAL SHOPPING CENTER
- ADMINISTRATIVE-PROFESSIONAL
- HIGHWAY RELATED
- TRANSITIONAL RESIDENTIAL/COMMERCIAL
- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY
- JUNIOR HIGH SCHOOL
- NEIGHBORHOOD CENTER
- PREVIOUS REDEVELOPMENT AREA

* General Plan Amendment required

Figure 6

TABLE 3

SPECIFIC PLAN PROPOSED LAND USES

USE	ACRES	PERCENTAGE
Commercial Shopping Centers	33.1	15.2
Neighborhood Commercial	6.2	2.8
Highway Related Commercial	8.6	3.9
Civic Center	5.6	2.5
Transitional Residential/ Commercial	11.2	5.1
Central Business District	6.5	3.0
Administrative-Professional Offices	19.0	8.7
Low Density Residential	26.4	12.1
Medium Density Residential	3.0	1.4
High Density Residential	23.1	10.6
Junior High School	5.4	2.5
Streets	70.0	32.1
	218.0	100*

* Rounded off to 100%

are located near Deanna Street and Monte Vista Street. Other areas, where low density residential is recommended for phase out, are considered by the Plan as appropriate for multiple family development (if minimum lot size requirements are met.)

Impacts resulting from the proposed Specific Plan land uses are not expected to be significant because of the minimal change of uses and the basic land use character of the study area that is retained. The Plan Area will remain the City's Civic Center and downtown commercial center, augmented by large shopping anchors at Beach and Harbor Boulevards. Residential areas, small offices, convalescent homes, and institutional uses which characterize the westerly portion of the Specific Plan Area will be unchanged.

The areas where greatest change will occur are those Transitional Residential/Commercial areas where older isolated residential uses would be phased out. It is in these general areas where new development opportunities exist that the plan's development standards would be most notable. Areas of older residential uses transitioning to new commercial opportunities are found between Walnut Street and Willow Street (north side of La Habra Boulevard), between Aldrich Street and McPherson Street (south side of La Habra Boulevard) and between Lemon Street and Valencia Street (north side of La Habra Boulevard). It is important to note that the concept of transitional residential/commercial uses assumes public sector participation in key lot acquisition and lot consolidation "packaging" (forming one large lot from several small parcels) and private sector development. Incentives such as low interest loans from the Local Development Company is an appropriate device which has proven effective in assisting small businesses with commercial loans. The private sector should find these larger parcels for commercial development more attractive than the surplus of 5,000 square foot lots along La Habra Boulevard. The gradual replacement of older residential and commercial uses will occur over the 20 years lifespan of this plan and therefore impacts will be spread out over time.

General Plan Amendment Areas

Selective General Plan Amendments are proposed within the Specific Plan Area in order to reflect new proposed uses or the existing predominant land uses. Areas where amendments are necessary are designated by an asterisk in Figure 6 (Land Use Concept Plan). These locations are identified and briefly discussed below:

1. Low Density area between McPherson Street and approximately Sunset Street is designated as Medium Density and Highway Related Commercial in the current General Plan. Amendment would retain existing low density uses presently on site.

2. Administrative-Professional Office area between College Street and Valencia Street is designated as Neighborhood Center in the current General Plan. Amendment would enable new office uses compatible with existing renovated office building and high density residential.

3. Transitional Residential/Commercial area between Lemon Street and Valencia Street is designated as Highway Related Commercial in the current General Plan. Amendment would allow lot consolidation for new commercial uses, elimination of isolated single family residential uses, and a possible off-street parking facility.

4. Transitional Residential/Commercial area between Aldrich Street and McPherson Street is designated as Central Business District and Residential Commercial in the current General Plan. Amendment would enable lot consolidation and development of new commercial opportunities.

5. High Density area near Orange Street and Erna Avenue is designated as Medium Density in the current General Plan. Amendment would allow intensification of the Civic Center.

6. Low Density area between Willow Street and Lois Street is designated Medium Density in the current general plan. Amendment would retain existing low density uses presently located on site.

7. Transitional Residential/Commercial area between Willow Street and Walnut Street is designated as Neighborhood Center in current General Plan. Amendment will enable lot consolidation and development as new commercial opportunities.

8. High Density area at La Habra Boulevard and Idaho Street is designated as Neighborhood Center and Medium Density in current General Plan. Amendment would reflect current high density use.

9. High Density area on Beach Boulevard is designated as Administrative-Professional Office in current General Plan. Amendment would reflect current high density use.

The impacts of these General Plan Amendments are not considered significant because six of the ten amendments recommended simply to reflect existing uses. The remaining four amendments would enable lot consolidation for new commercial and office development.

3. Mitigation Measures

No significant adverse land use impacts have been identified in the proposed Specific Plan. As large as the proposed Specific Plan Area is, the potential uses are similar to those existing on La Habra Boulevard. The proposed development standards are consistent with those adopted in the City's General Plan. The City is also in the process of preparing a new General Plan which would eliminate any inconsistencies between the existing zoning ordinance and new Land Use Element of the General Plan. The proposed land uses in the Specific Plan have been identified and discussed and it has been demonstrated that the proposed project is consistent with the intent of the General Plan. Assuming adoption of the proposed project, no significant or adverse land use impacts would exist. Under these circumstances mitigation measures normally would include:

- Site Plan Review Process

- Discretionary Review Procedures for Conditional Use Permits
- General Plan Amendments
- Adoption of the new General Plan Revision
- Adherence to the Environmental Documentation procedures under CEQA which may identify specific mitigation measures to future individual development projects
- Application of design criteria and development standards contained in the Specific Plan

4. Unavoidable Adverse Impacts

No known unavoidable impacts have been identified.

B. AESTHETICS

1. Existing Conditions

Many elements contribute to the present aesthetic environment of the Plan Area. These elements include the architectural style of existing buildings, the condition and situation of structures, the type of commercial signage, the design and type of streetscape elements, and the amount, location and style of landscaping.

The character or appearance of the Plan Area can also be described by the architectural style of the existing structures. The architectural theme is varied towards the east and west ends of the Plan area. The Civic Center area demonstrates an attractive "Early California" or Spanish architectural style. Some of the existing buildings at either end of the area contain this Spanish style, while the remaining structures contain a mix of nondescript architectural styles, with some modern stucco, or moderate wood framed buildings.

The building conditions in the Plan Area also vary. On the west end of La Habra Boulevard and around the Civic Center the buildings are well maintained. Between Cypress Street and Harbor Boulevard the structures are in moderate condition. Elsewhere, some poorly maintained structures are located along La Habra Boulevard between Leora Street and Euclid Street and between Cypress Street and Valencia Street.

The landscaping in the Plan area also delineates the character. Generally, sidewalk landscaping is not found along La Habra Boulevard and landscaping near the older downtown area is particularly sparse. Most vegetation in the Plan area appears in conjunction with the residential uses found along La Habra Boulevard. In these areas, low shrubbery, shade trees, including Grape-Myrtle, tall palms and isolated ficus trees, and landscaped lawns are most common and fairly abundant. Some commercial office centers on the western end of La Habra Boulevard and the junior high school contain some landscaped elements. The lack of significant landscaping creates a relatively harsh environment for pedestrian and automobile traffic on La Habra Boulevard; a scene of visual monotony to motorists and unsheltered areas for pedestrians.

The lack of significant landscaping also creates a "high exposure" environment on La Habra Boulevard for pedestrian and automobile traffic. Few opportunities for visual "softening" or accent to the one-story commercial structures lining La Habra Boulevard exist. This is particularly apparent where buildings are not set back from the street such as between Monte Vista Street and Euclid Street.

2. Project Impacts

The proposed Plan includes major public improvements for the two mile long Specific Plan Area including landscaping of sidewalks and medians, street lighting, signage, "entry" treatments and paving. In addition, other improvements applicable to private sector development are recommended in the design guidelines. By implementing improvements along La Habra Boulevard, the Plan attempts to expand on those desirable aesthetic features already present (palm trees, civic center architecture, "mission bell" lighting fixtures, etc.) provide a more suitable shopping and pedestrian environment, and enhance the Specific Plan Area as the urban center of the City of La Habra. Among the major improvements in the Plan are:

- Landscaping providing definition and identification of La Habra Boulevard as the focal point for the City. The proposed thematic tree is the Washingtonia robusta (Mexican Fan Palm) or the Seaforthia elegans (King Palm).

- Median landscaping to include Raphiolepis "Ballerina" and Agapanthus africanus (Blue Lily of the Nile).

- Entry median landscaping treatment incorporating chamaerops humilis (Mediterranean Fan Palm), night lighting, signage and the "Ballerina"/Lily of the Nile shrub examples.

- Comprehensive use of "Mission Bell" type street lighting fixtures all along La Habra Boulevard in the Specific Plan Area.

- Installation of smaller scale pedestrian lighting in certain areas along the boulevard such as the Civic Center, redevelopment project areas, shopping centers or other areas where significant pedestrian activity might occur.

- Increasing landscaping requirements for all off-street parking areas to include lighting, landscaped buffers, tire stops, signage, etc.

- Decorative signage identifying the downtown Civic Center, parking facilities and shopping opportunities.

- Possible future sidewalk and cross-walk improvements/treatments including pavement color, texture and widths.

The proposed improvements would provide a comprehensive and unifying aesthetic/visual treatment to the Specific Plan Area which presently suffers from a random and inconsistent appearance. Although improvements would occur over time, these measures when fully implemented would greatly improve the overall shopping experience, from both a functional and design perspective. The boulevard's long-term landscaping program when combined with other visual treatments (street lights, signage and entry treatments) will create an attractive shopping atmosphere and

define La Habra Boulevard as a significant "place" which interfaces with nearby residential areas of the city. Furthermore, the proposed improvements will reinforce existing activities and enable new uses in the Plan area which complement the present urban environment.

Some practical short-term impacts would occur as a result of landscaping along and in La Habra Boulevard. Such impacts would include sidewalk and median construction, temporary traffic delays and periodic reduction of traffic lanes and parking.

In summary, the proposed improvements will redefine La Habra Boulevard's dimensions and use, integrating the elements of thematic landscaping, signage, lighting, color, pedestrian improvements, and street medians. The aesthetic environment will be enhanced by the different land uses along the boulevard which give identity to the Specific Plan Area. Lastly, the Plan will "reconnect" the Plan Area to its immediate surroundings and to the City as a whole.

3. Mitigation Measures

The major mitigation measures to avoid or reduce possible adverse impacts on the aesthetic environment are contained within the City's buildings standards for rehabilitation and new construction. The Design Guideline and Development Standards contained within this Specific Plan act as self mitigation measures as well by specifying the size of structures, lots, landscaping, signage, etc. appropriate for the Plan Area. The required Planning Commission and City Council approval may provide further mitigation of potential impacts on the aesthetic environment of the Plan Area.

4. Unavoidable Adverse Impacts

No unavoidable adverse impacts have been identified.

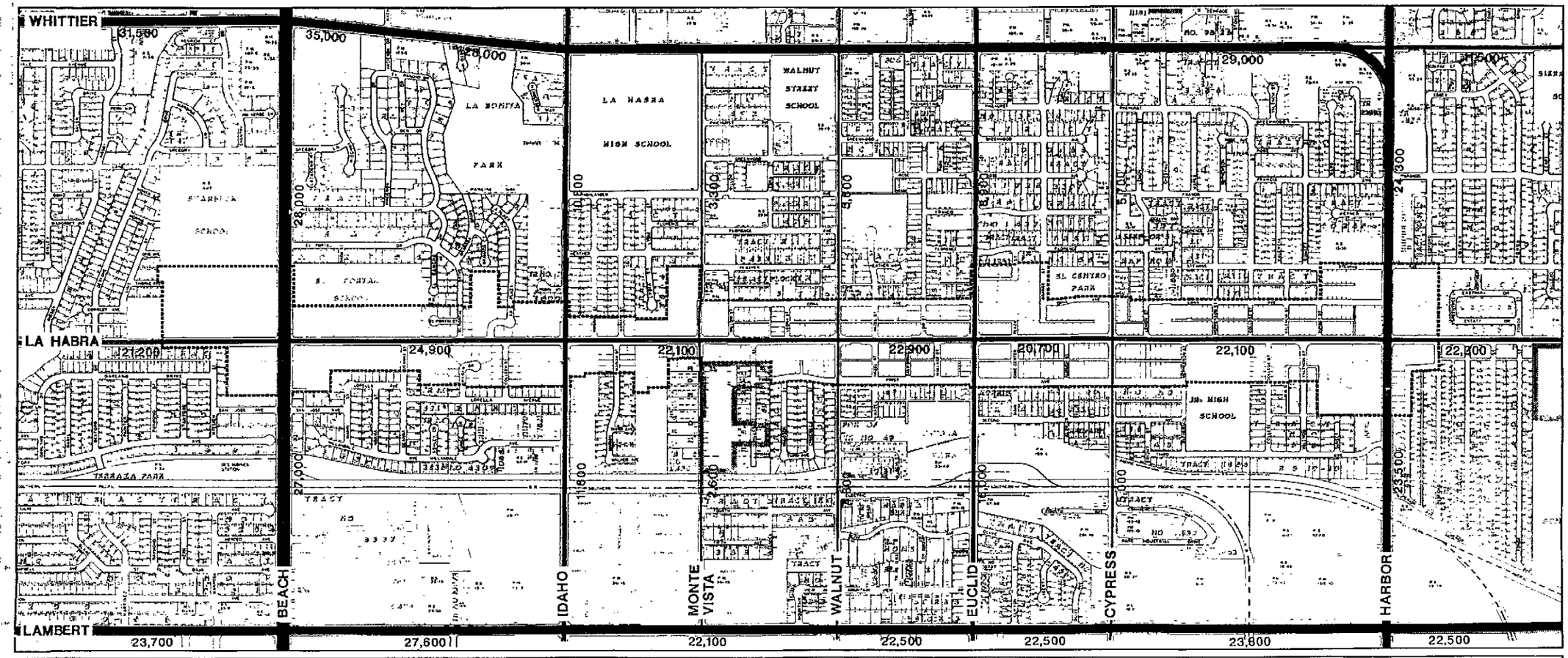
C. CIRCULATION AND PARKING

1. Existing Conditions

The Specific Plan Area is served by the circulation system shown in Figure 7. This figure also shows existing average daily traffic on streets serving the study area. Figure 8 also shows appropriate highway cross-section standards for streets in the Specific Plan Area. A description of these streets and highways is provided below:

Major Highways

Beach Boulevard (State Highway 39) is classified as a Major Highway, having a right-of-way of 142 feet. This highway is designed to carry major traffic volumes between communities and connecting freeways.



STREET CLASSIFICATIONS AND AVERAGE DAILY TRAFFIC

LA HABRA BOULEVARD SPECIFIC PLAN

MAJOR HIGHWAY

PRIMARY HIGHWAY

SECONDARY HIGHWAY

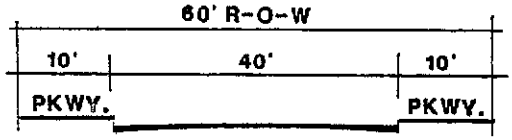
TRAFFIC COLLECTOR

Figure 7

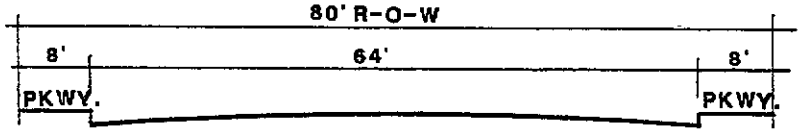
FIGURE 8

HIGHWAY CROSS-SECTION STANDARDS

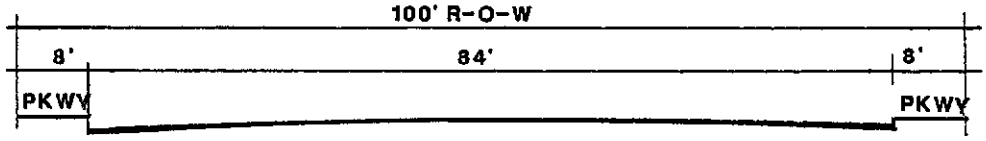
LOCAL STREETS AND TRAFFIC COLLECTORS



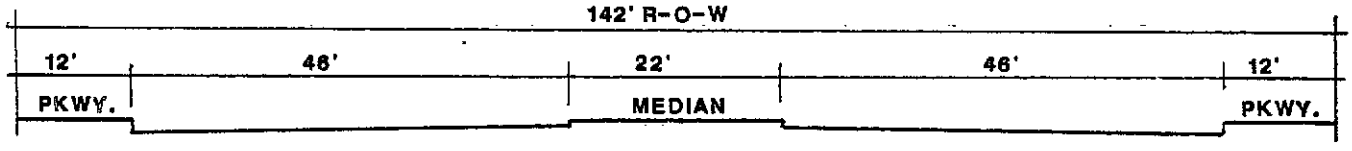
SECONDARY HIGHWAYS



PRIMARY HIGHWAYS



MAJOR HIGHWAYS



Primary Highway

Harbor Boulevard is designated as a Primary Highway having a right-of-way of 100 feet. This highway functions as an important traffic carrying route between major traffic generators and as a connector to local freeways.

Secondary Highways

Secondary Highways characteristically have a right-of-way of 80 feet, providing two lanes in each direction and 2 parking lanes. The following Secondary Highways are found in the plan are:

- La Habra Boulevard

La Habra Boulevard is presently 2 lanes in each direction with on-street parking generally permitted only east of Monte Vista Street. Left turn lanes along La Habra boulevard exist principally only west of Monte Vista Street. Where left turns on La Habra Boulevard are possible, on-street parking is prohibited because of the necessary utilization of the parking lanes for creation of left turn bays.

- Idaho Street

Idaho Street varies in dimensions north and south of La Habra Boulevard. South of La Habra Boulevard, Idaho Street is 4 lanes. Between La Habra Boulevard and Whittier Boulevard to the north, Idaho Street is only 2 lanes (except for 1 block immediately north of La Habra Boulevard where Idaho Street widens to 4 lanes).

- Euclid Street

Euclid Street is similar to Idaho Street. South of La Habra Boulevard Euclid Street has 4 lanes. North of La Habra Boulevard Euclid STreet is 4 lanes for a short distance and then narrows to 2 lanes.

Traffic Collector Streets

Traffic Collector Streets collect and feed local traffic to and from important highways. A standard collector street has a 60 foot right-of-way and provides two moving lanes of traffic. The following are Traffic Collector Streets located in the plan area.

- Monte Vista Street
- Walnut Street
- Cypress Street

Existing Levels of Service

Intersection capacity analyses have been conducted at each major intersection within the Specific Plan area. Table 4 summarizes this information for each of the analyzed intersections.

TABLE 4

EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

INTERSECTION	SUM OF CRITICAL MOVEMENTS	LEVEL OF SERVICE*
La Habra at Beach	1068	B
La Habra at Idaho	1283	D
La Habra at Monte Vista Street	1400	D
La Habra at Walnut	1564	E
La Habra at Euclid	1548	E
La Habra at Cypress	1593	E
La Habra at Harbor	1304	D

* The concept of measuring roadway capacities against traffic volumes is commonly used to evaluate the efficiency of existing roads. This measurement is referred to as "Level of Service" and assumes that while there is an absolute limit to the amount of traffic that can travel past a given point (capacity), conditions can deteriorate as traffic reaches that level. As traffic approaches this capacity, congestion occurs causing different levels of safety, speed and delay.

Levels of Service (LOS) are usually defined as A through F. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of a given street to accommodate it. A description of the meaning of the six Levels of Service is provided below:

Level of Service A. indicates no physical restriction on operating speeds.

Level of Service B. indicates stable flow with few restrictions on operating speed.

Level of Service C. indicates stable flow, higher volume, and more restrictions on speed and lane changing.

Level of Service D. indicates approaching unstable flow, little freedom to maneuver, and condition tolerable for short periods.

Level of Service E. indicates unstable flow, lower operating speeds than LOS D, some momentary stoppages.

Level of Service F. indicates forced flow operation at low speeds where the highway acts as a storage area and there are many stoppages.

Source: Gruen Associates 1987

Parking

On-street parking is presently provided east of Monte Vista Street along La Habra Boulevard. West of Monte Vista Street on-street parking is generally prohibited in order to create left turn lanes at important intersections, and two-way left turn center medians between intersections. On-street parking is restricted and limited to 1 and 2 hours. On nearby residential local streets, on-street parking is permitted. A survey of available parking indicates approximately 194 on-street parking spaces.

Off-street parking is provided at all commercial shopping centers in the plan area. Parking lots however, at the La Habra Circle, La Habra Plaza and Harbor Central Plaza are in poor conditions exhibiting cracked surfaces, potholes, no landscaping, multiple surfaces and faded striping. In addition, many commercial businesses on La Habra Boulevard east of Monte Vista Street have parking available for their customers behind the structure and accessed by alleys. For the most part these alleys are narrow and in poor condition with potholes, crumbling asphalt and scattered debris/trash.

Spot checking of off-street parking lot occupancy loads indicates adequate parking space availability. Only at the Town Center office building on Euclid Street was the occupancy of the parking lot at maximum capacity.

Most parking problems in the Specific Plan Area are related to location rather than the quantity of spaces available. This is evident by some commercial uses which draw more customers and shoppers than other nearby uses. Nearby businesses however, may be able to provide "in-the-rear" parking while the more active store does not. In other areas, parking behind commercial uses is not properly identified or used. Consequently, some "on-street" parking is heavily used when off-street parking is unseen or unavailable and other large areas on La Habra Boulevard remain empty.

Public Transit

The following public transit services are provided in the Specific Plan Area:

- Southern California Rapid Transit District Line #470 connects La Habra Boulevard with downtown Los Angeles via Whittier Boulevard.

- Orange County Transit District Line #29 provides access from La Habra Boulevard to La Habra Fashion Square via Beach Boulevard.

- Dial-a-Ride provided by the Orange County Transit District is available for Senior Citizens and disabled individuals to travel to destinations throughout Orange County.

The following circulation and parking issues have been identified:

- The lack of left turn lanes east of Monte Vista Street creates dangerous safety problems at major intersections. In order to create further left turn lanes however, it would require elimination of additional on-street parking spaces.

- La Habra Boulevard between Monte Vista Street and Euclid Street is narrower in certain sections where complete right-of-way has not been obtained.

- La Habra Boulevard encourages high speed travel permitting through traffic on the inside lanes and parking/shopping related traffic on the outer lane. Residential traffic entering the fast pace automobile flow on La Habra Boulevard is presented with safety and convenience problems.

- Parking conditions at several commercial centers in the plan area are in need of physical improvements and upgrading.

- Alleys serving off-street parking behind existing commercial structures are in need of re-surfacing and paving.

2. Project Impacts

Circulation

Future traffic conditions resulting from the Specific Plan have been developed on the basis of transportation forecasts for the year 2010 (provided by Orange County Environmental Management Agency, Transportation Planning Division), Specific Plan buildout (using trip generation rates developed by the Institute of Transportation Engineers) and assumptions involving through traffic trip distribution and peak hour traffic as a percentage of average daily traffic (ADT).

An intersection capacity analysis was conducted to evaluate the plan's impacts improvements at the seven major intersections listed below:

- La Habra Boulevard at Beach Boulevard
- La Habra Boulevard at Idaho Street
- La Habra Boulevard at Monte Vista Street
- La Habra Boulevard at Walnut Street
- La Habra Boulevard at Euclid Street
- La Habra Boulevard at Cypress Street
- La Habra Boulevard at Harbor Boulevard

Table 5 summarizes this information for the existing conditions, future conditions (assumes plan buildout without mitigation) and future with mitigation. As shown in the table, future traffic volumes (peak hour sum of critical movements and levels of service) would increase gradually as new development occurs within the Specific Plan Area. By the year 2010 levels of service at all seven important intersections would be E or F. This unmitigated condition specifically excludes new left turn lanes at Monte Vista, Walnut, Euclid and Cypress Streets. Provision of left turns at these intersections mitigates impacts to more acceptable levels leaving Monte Vista, Walnut and Cypress Streets at LOS of C and Idaho Street at LOS D. Peak hour critical movement at Euclid Street would also be improved slightly from F to E. This level of service would be equal to that presently experienced. Conditions at Beach and Harbor Boulevards would remain at LOS F because of the large increase projected on these two highways which delineate the respective ends of the Specific Plan Area. In conclusion, the plan with mitigation will reduce most impacts at major intersections to acceptable levels. However, impacts at three intersections (Harbor, Euclid and Beach) will remain significant.

TABLE 5

SUM OF CRITICAL MOVEMENTS AND LEVEL OF SERVICE
DURING PEAK HOUR
(Year 2010)

Intersection	Existing Sum of Critical Movements	LOS	Future Sum of Critical Movements	LOS	Future Sum of Critical Movements After Mitigation	LOS
La Habra & Beach	1068	B	1793	F	1793	F
La Habra & Idaho	1283	D	1514	E	1514	D
La Habra & Monte Vista	1400	D	1998	F	1245	C
La Habra & Walnut	1564	E	2246	F	1207	C
La Habra & Euclid	1548	E	1929	F	1539	E
La Habra & Cypress	1593	E	2141	F	1148	C
La Habra & Harbor	1304	D	1918	F	1918	F

Source: Gruen Associates, 1987

Parking

The creation of left turn lanes at Monte Vista Street, Walnut Street, Euclid Street and Cypress Street and landscaped and painted medians will require gradual elimination of most on-street parking along La Habra Boulevard. Implementation of circulation improvements on La Habra Boulevard are divided into an "interim" period (1-5 years) and "ultimate" condition (5+ years). The interim plan improvements would eliminate 78 parking spaces (approximately 40 percent of the existing 194 spaces). The ultimate development of the Specific Plan will eliminate a total of 125 parking spaces and maintain 69 on-street spaces (between Willow Street and west of Walnut Street, between Hazel Street and Wallace Street).

Evaluation of the locations where on-street parking would be eliminated indicates that off-street parking is available in the rear of commercial structures. As noted in field surveys, many off-street parking spaces are unused for the more convenient on-street parking spaces in front of commercial businesses. While these spaces may be convenient, continued existence of on-street parking would make creation of left-turn lanes and improve levels of service on La Habra Boulevard are overriding concerns to loss of on-street parking, especially when off-street parking is under utilized.

While the impact of reducing on-street parking may be significant in particular locations, the Plan does propose to create new off-street parking. These general sites are situated on the north side of La Habra Boulevard between Willow Street and Leora Street and east of Lemon Street. These two locations are suggested based on the likelihood of serving important existing or new land uses in the Specific Plan and have the ability to provide off-street parking exceeding existing on-street spaces eliminated by the proposed Specific Plan.

Acquisition and development of these sites or other comparable sites would require lot consolidation and physical improvements (access, landscaping, lighting, etc.) The Plan proposes the creation of a municipal parking authority or parking district for issuance of bonds to finance the development of off-street parking facilities. In order to further compensate for loss of on-street parking, the Plan proposes the simultaneous development of off-street parking facilities. Such a coordination would minimize the impacts on local merchants and property owners but impacts may be significant at certain locations along La Habra Boulevard.

3. Mitigation Measures

Although impacts are reduced by mitigation, some circulation/parking impacts will occur along La Habra Boulevard. The following measures should be included in the mitigation program:

- The City of La Habra should explore with Caltrans the feasibility of creating dual left-turn lanes on Beach Boulevard.
- Creation of left-turn lanes at Monte Vista, Walnut, Euclid and Cypress Streets.
- Left-turns at unsignalized intersections should be prohibited.

- Additional traffic signal at North College Street.

- Creation of the appropriate entity for acquisition, development and maintenance of necessary off-street parking.

4. Unavoidable Adverse Impacts

Unavoidable adverse traffic impacts are anticipated at Beach and Harbor Boulevards. These impacts arise partially from the Specific Plan but largely from the future projected north-south traffic on these two major roadways. Hence, it is difficult to determine that the Specific Plan is solely responsible for unavoidable impacts created.

D. NOISE

1. Existing Conditions

Noise Measures and Criteria

When high noise levels are experienced inside or outside people's homes, as may occur from the passage of motor vehicles (cars, buses, trucks), rail vehicles or aircraft, feelings of annoyance may result. These noise levels may also interfere with the performance of various activities such as conversation, TV watching, sleeping, etc. The degree to which there is annoyance and/or activity interference depends upon the magnitude of the intruding noise level, the frequency with which it occurs, and the time of day of occurrence. At present, there is a consensus among a variety of government agencies charged with establishing noise standards and criteria that the day-night average sound level is the preferred unit of noise exposure for use in assessing the potential impact of an intruding noise source. The day-night sound level (Ldn) represents an average of the A-weighted noise levels occurring during a complete 24-hour period; however, it includes a weighting applied to those noises occurring during nighttime (10 p.m. to 7 a.m.) hours.

In California, several agencies use an alternative measure of noise known as the community noise equivalent level, or CNEL. The CNEL is similar to the Ldn, however, the CNEL includes a weighting of 5 dB that is applied to noise that occurs during evening hours (7 p.m. to 10 p.m.). Thus, both measures represent a 24-hour average of the A-weighted noise levels at a particular location; the Ldn includes a nighttime weighting, while the CNEL includes both an evening and a nighttime weighting. For most transportation and community noise sources, the CNEL and Ldn are equal to within 1 dB (typically CNEL = Ldn + 0.5 dB). Due to this similarity, this document utilizes the Ldn and CNEL measures interchangeably.

Specific criteria has been developed for individual land uses based upon a level of community annoyance. For residential land use, a day-night sound level of 65 dB(A) has been selected by a number of federal agencies (HUD, DOD, etc.) as a general dividing line between unacceptable and acceptable noise levels. (Note: An Ldn of 65 dB(A) would result in 15 percent of the population being highly annoyed. It is recognized that in any noise environment that some people will always indicate annoyance and some people will never indicate annoyance regardless of noise level.) For other land uses, the level of acceptability of the noise environment is

dependent upon the activity that is conducted and the type of building construction (for indoor activities).

An objective of the City of La Habra, as identified in the Noise Element of the City's General Plan (1974), is to "promote a high quality noise environment in all parts of the City of La Habra in a relationship to the needs of its citizens." In keeping with this objective, the City adheres to noise guidelines established by the State of California which specify levels of sound consistent with the protection of the public health and welfare, including the prevention of annoyance or discomfort caused by noise. As shown on Figure 9, for low density residential uses, State noise standards indicate the highest recommended exterior noise level is 60 dB(A) Ldn. For commercial uses, the highest recommended exterior noise level is 70 dB(A) Ldn, and for multi-family residential uses, State standards indicate the highest recommended noise level for exterior areas is 65 dB(A) Ldn, and 45 dB(A) Ldn for interior areas.

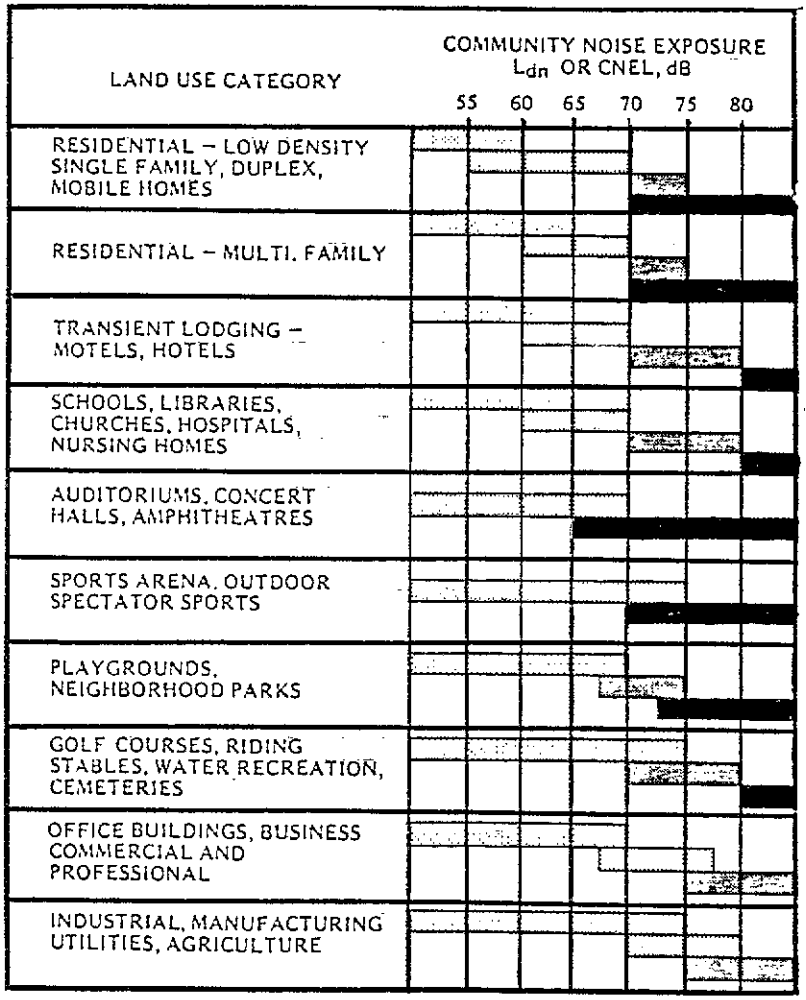
Within the Specific Plan Area, the primary noise source consists of vehicular traffic on La Habra Boulevard and cross-streets while secondary noise sources include human activity associated with local businesses and occasional overflights of aircraft. Estimates of current noise levels are being prepared by Davey & Associates as part of the City of La Habra's General Plan update program. When such noise information is available it will be included in the Final EIR. Until such time when estimates of current noise levels in the Specific Plan Area are verified, the noise levels can be considered comparable to those levels shown in Figure 10 which are estimates for the 1990 noise levels based on modeling estimates in the City's Noise element (Olson Laboratories, 1974). Until such time when more data is available, is assumed that the noise levels for commercial uses is approximately 70 dB(A) or below. Likewise, noise levels for multi-family residential land uses at the west and east ends of La Habra Boulevard are estimated to be approximately 65 dB(A). Existing noise levels adjacent to single family uses on the boulevard are estimated to be 65 dB(A).

2. Project Impact

As proposed, the Specific Plan would result in the creation of a theoretical maximum of 400,000 additional square feet of retail commercial/office uses. This estimate is based on creation of a new redevelopment project area (approximately 200,000 square feet of new development potential) and another 200,000 square feet of new or recycled commercial/office uses. Noise associated with the proposed Specific Plan is expected to be generated during two general phases that include individual project construction and the operation of projects associated with the Specific Plan. Expected noise impacts associated with both development phases are discussed separately below.

a. Construction Impacts

Although construction activities are temporary in nature, high noise levels can be generated by many pieces of construction equipment and are often a source of annoyance to people in the immediate vicinity of a construction site. In addition to this noise, the vibration generated by construction activities can also be of serious concern. However, at many sites, construction noise is sufficiently high such that the vibration impact is considered a secondary problem.



(Source: Office of Noise Control, California Department of Health)

INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

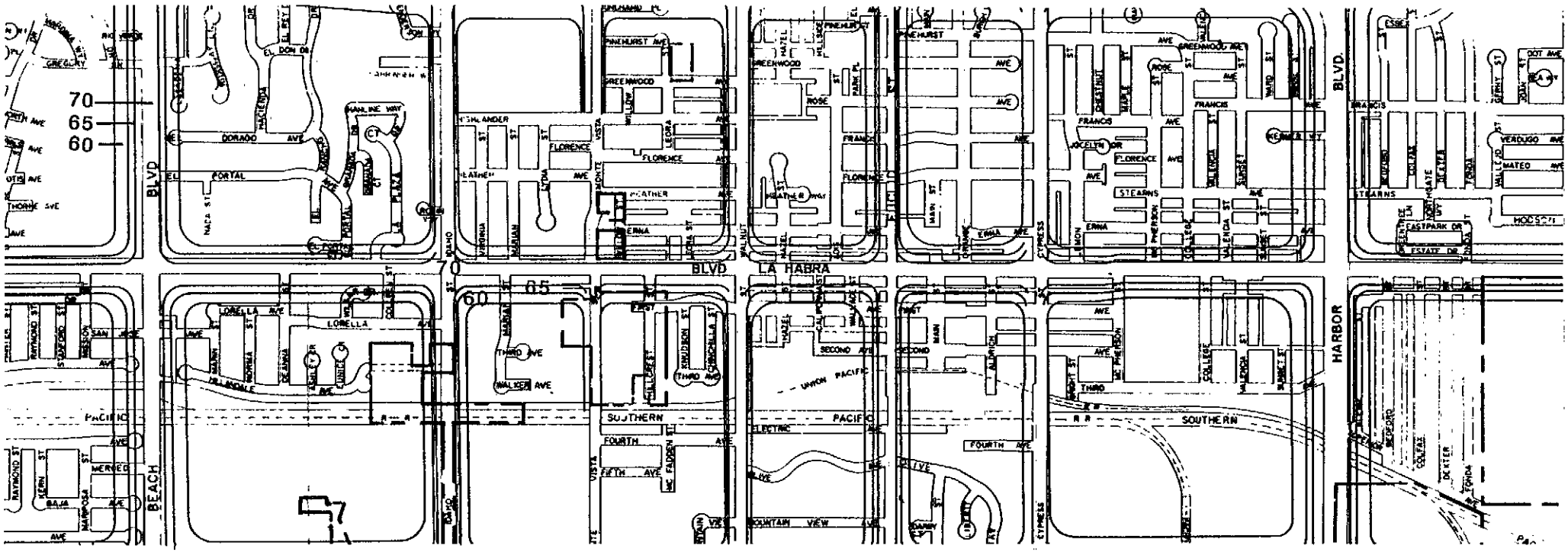
North

Gruen Associates

Figure 9

Land Use Compatability For Community Noise Environments

ENVIRONMENTAL IMPACT REPORT
LA HABRA BOULEVARD SPECIFIC PLAN



North

Gruen Associates

Figure 10

Approximate Noise Contours CNEL

(1990 Noise Contours Source: Olson Laboratories, 1974)

ENVIRONMENTAL IMPACT REPORT
LA HABRA BOULEVARD
SPECIFIC PLAN

As specific development projects occur within the Specific Plan Area over time, activities associated with site preparation and excavation are expected to generate high, short-term noise levels that would be associated with heavy earth-moving equipment (i.e., bulldozers, loaders, dump trucks, etc.), impact equipment (i.e., pile drivers) and power tools. Figure 11 identifies noise levels for construction equipment as developed by the U.S. Environmental Protection Agency. As shown, noise levels generated by heavy equipment can range from approximately 75 dB(A) to noise levels in excess of 90 dB(A), while impact equipment such as pile drivers can emit noise in excess of 100 dB(A) for short time periods (possibly instantaneously). While noise levels are expected to diminish rapidly with distance from the site, calculations indicate that noise levels at adjacent locations would exceed State standards and would represent a substantial short-term (noise) impact during site preparation activities. Equipment associated with the actual construction of individual future projects can also produce high intermittent noise levels that may exceed State standards for nearby residents. Based on this information, construction of individual projects within the Specific Plan Area is expected to create significant nuisance for persons located near individual project sites. In more distant areas outside the project area, construction noise may be audible and can be a nuisance, but is not expected to exceed established noise standards.

b. Operational Impacts

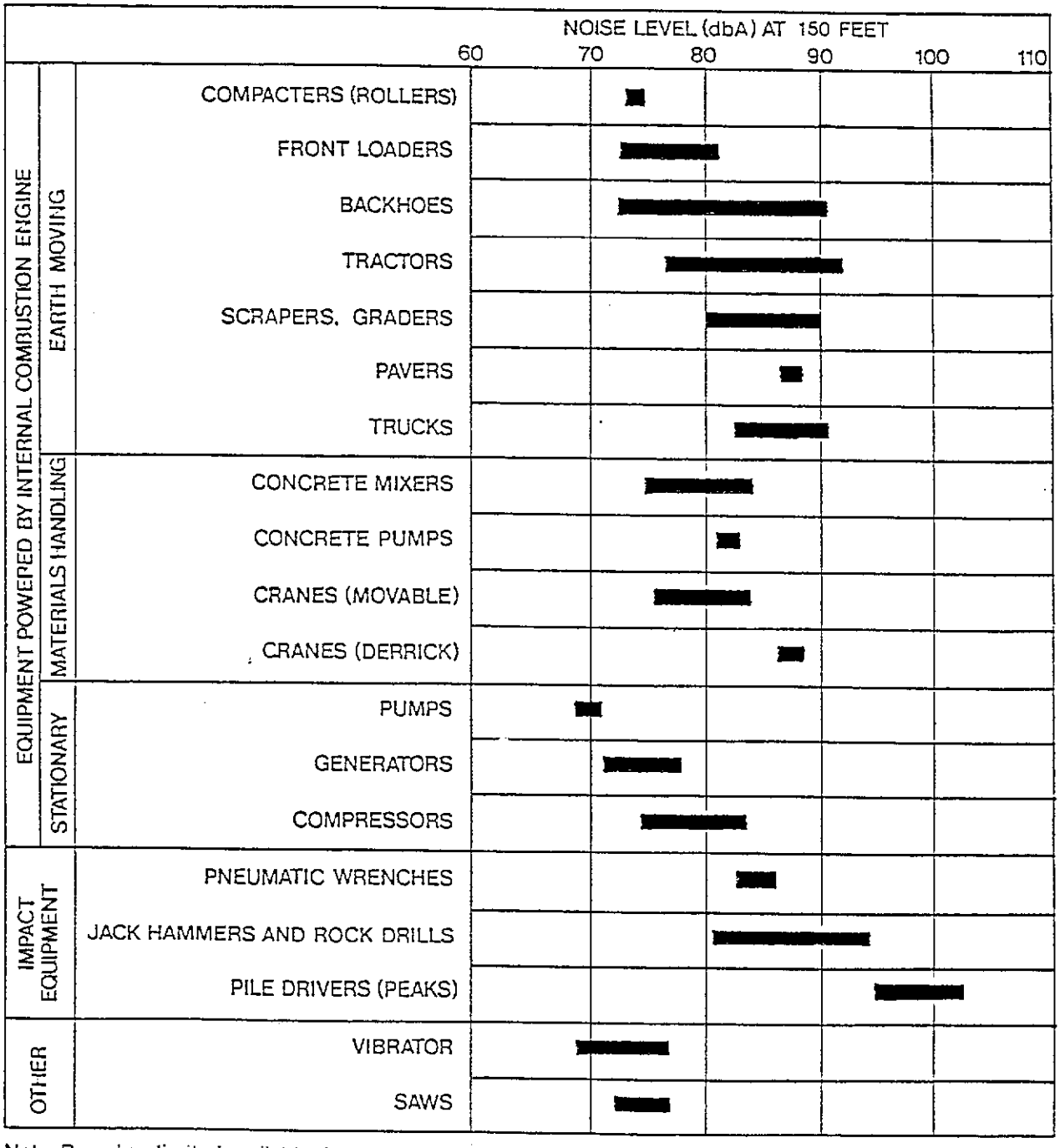
Operation of individual projects expected as a result of the proposed Specific Plan would result in gradual vehicular traffic increases on La Habra Boulevard. These traffic increases are, in turn, expected to result in noise increases in the Specific Plan Area. Based on standard noise calculations provided in "Fundamentals and Abatement of Highway Traffic Noise," 1980, it is expected that increases in vehicular traffic would generate noise increases adjacent to La Habra Boulevard of 67-69 dB(A) Ldn. It should be noted that the minimum noise increase perceptible to the human ear is three decibels.

The most substantial noise increases along La Habra Boulevard are expected to occur between Monte Vista Street and Cypress Street where peak hour noise levels may increase by 2 to 4 dB(A) Ldn (at ultimate buildout). Initially, however, noise level increases are expected to be negligible. Based on the noise standards recommended by the State of California and the expected noise levels identified above, commercial land uses adjacent to roadways in the Specific Plan Area would be affected by noise levels that are under or meet the recommended level of 70 dB(A) Ldn and no significant impacts would be created. At locations where residential land uses face directly onto La Habra Boulevard, noise levels may exceed the state recommended level of 65 dB(A) Ldn for multi-family residential and 60 dB(A) Ldn for single-family residential uses.

3. Mitigation Measures

In order to reduce the effect of construction noise impacts associated with the Specific Plan, the following measures are proposed.

- The use of machinery with noise reduction equipment (e.g., mufflers) by contractors would result in considerable reduction in construction noise.



Note: Based on limited available data samples.

Source: EPA, 1971· "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances." NTID 300-1.

North

Gruen Associates

Figure 11
Noise Levels For Typical Construction Referenced to 150 Feet

ENVIRONMENTAL IMPACT REPORT
LA HABRA BOULEVARD SPECIFIC PLAN

- The use of auger-piling rather than pile driving is recommended to reduce construction noise.

- Equipment should be placed as to maximize the distance between noisy equipment and the property line.

- Temporary noise control barriers can also be placed around noisy areas.

- Proper planning should be used to select the quietest way in which to perform an operation.

Where new multi-family residential structures are introduced facing local roadways, the following measures can be incorporated into individual structure designs to reduce interior noise levels below 45 dB(A):

- Increasing the mass and stiffness of the wall. Doubling the thickness of a partition can result in as much as a 6 dB reduction in sound; the relative stiffness of the wall material can influence its sound attenuation value.

- Using cavity partitions in walls. The use of two or more layers separated by an airspace makes a more effective sound insulator than a single wall of equal weight.

- Increasing the width of the airspace. Increasing the width of an airspace from 3 to 6 inches can reduce noise levels by 5 dB.

- Increasing the spacing between studs. In a single-stud wall, 24-inch stud spacing gives a 2 to 5 dB increase in noise reduction over the common 16-inch spacing.

- Adding acoustical blankets. Made from sound-absorbing materials such as mineral or rock wool, fiberglass, hair felt, or wood fibers, acoustical blankets can attenuate noise as much as 10 dB.

- Restrict the construction of windows on portions of structures facing major roadways or other primary noise sources.

- Use 3/16-inch minimum thickness glazing for all sliding glass doors and all windows which face La Habra Boulevard. All doors and window frames must be well caulked with non-hardening sealant and have full perimeter, non hardening gaskets. Such measures, in conjunction with good construction, can reduce noise levels by 7 to 10 dB.

- Increase glass thickness. Replacing windows of 3/16-inch glass (normal) with 1/2-inch glass provides an additional 10 dB noise reduction.

- Use double-glazed windows. The use of paired window panes separated by an airspace or hung in a special frame can provide greater noise attenuation than the use of thicker glass as described above and can cost less. The performance of double-glazed windows can be enhanced through increased airspace width, increased glass thickness, proper use of sealings, slightly dissimilar thickness of the panes, and slightly non-parallel panes.

It should be noted that the measures identified above are provided as a guide for future development. Proper mitigation measures shall be determined by a noise analysis for individual developments that are proposed for locations with noise levels above State standards.

4. Unavoidable Adverse Impacts

Assuming that the measures identified above are properly implemented, no significant unavoidable adverse impacts are expected.

E. AIR QUALITY

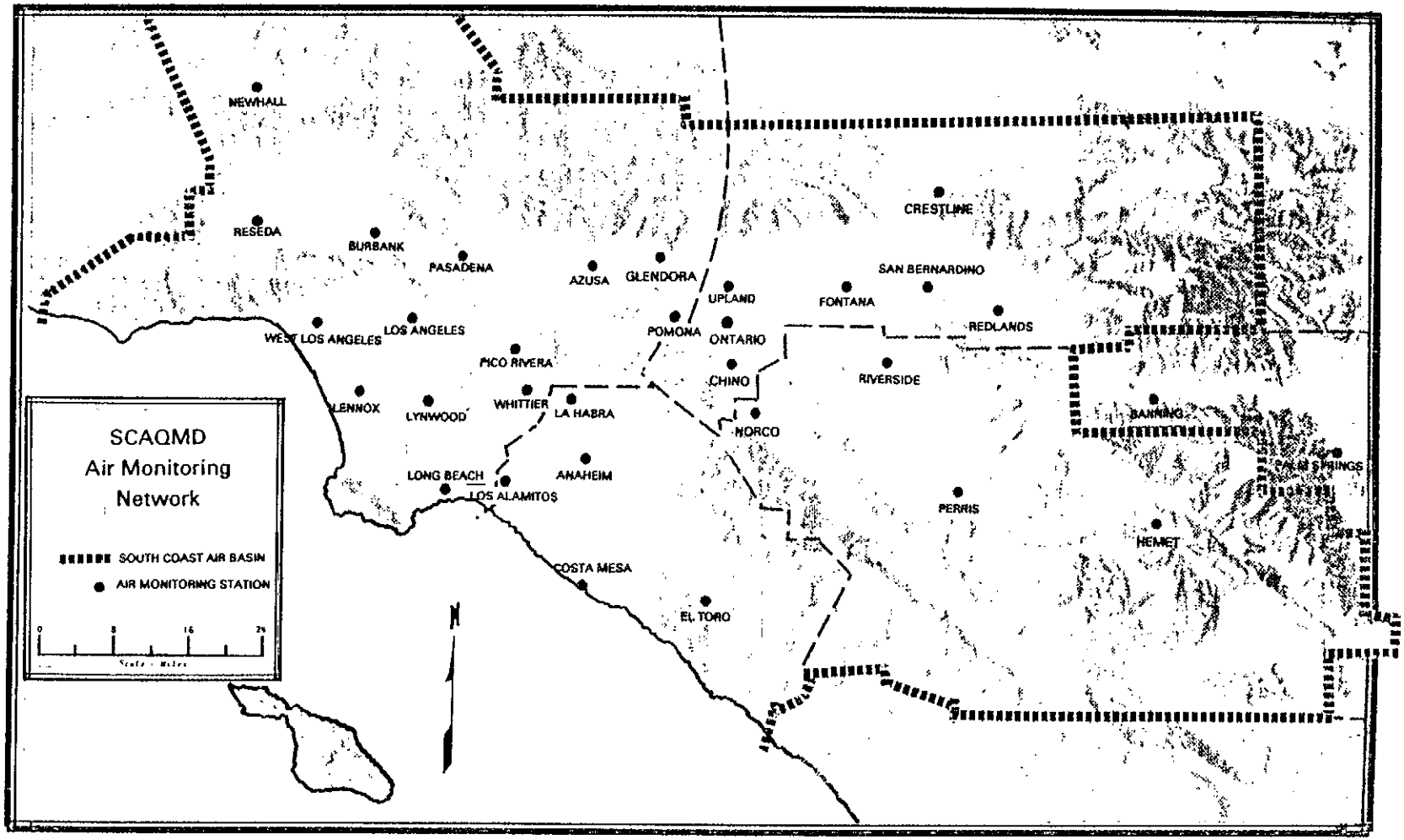
1. Existing Conditions

The La Habra Boulevard Specific Plan area is located within the South Coast Air Basin. The basin is bounded by the Pacific Ocean on the west, and low hills and high mountains on the remainder of the perimeter. The climate in the basin is typical of that found in semi-arid Mediterranean areas (warm summers and mild winters). The mild climate is, however, interrupted by periods of extremely hot weather, winter storms, or Santa Ana winds. The annual average temperature in the basin ranges from the low to middle 60's. The annual average temperature for La Habra ranges from about the upper 30's to the mid-80's. Almost all of the annual rainfall in the basin falls during the November to April period and occurs in infrequent but turbulent storms. The rainfall average for La Habra is 14 inches per year, however, significant seasonal variation from this figure is common.

The dispersion of air pollutants within the South Coast Air Basin is hampered by the presence of a persistent temperature inversion in the atmosphere near the earth's surface. Normally, the temperature of the earth's atmosphere decreases with altitude. The reversal of this, an inversion, exists when the temperature above the earth increases with altitude and a natural "lid" upon the basin is created. Air pollutants are therefore trapped below this inversion layer and frequent air pollution episodes result.

Air quality is measured on a continual basis throughout the South Coast Air Basin. Figure 12 shows the locations of air monitoring stations in the basin and air quality data measured during 1986 at these stations is listed in Tables 6 and 7. State and Federal ambient air quality standards are also shown in Table 8. From Table 7 it can be seen that the air quality around the La Habra station exceeded the federal and state 8-hour standard for carbon monoxide (C0) on one day. The federal and state standards were not exceeded in 1986. The 1-hour federal and state standards for ozone were exceeded 49 and 95 days, respectively.

The state standards for air pollutants reflect "unhealthful" levels. When these standards are exceeded elderly persons with respiratory and coronary disease are to reduce physical activity. The next stage of air pollution is when air quality becomes "very unhealthful" and a first stage smog alert is declared. As shown in Table 9, during Stage 1 alerts health advisories to elderly persons with respiratory and coronary disease are released and school officials are to curtail strenuous activity of school children. During 1986, CO levels in La Habra did not reach the state maximum concentration required to produce a Stage 1 alert but the maximum concentration of ozone did attain Stage 1 levels.



North

Figure 12

Air Monitoring Stations

Gruen Associates

ENVIRONMENTAL IMPACT REPORT
LA HABRA BOULEVARD
SPECIFIC PLAN

Table 6

AIR QUALITY DATA 1986
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/ Receptor Area No.	Location of Air Monitoring Station	Total Suspended Particulates[g]						Lead[g]			Sulfate[g]		Suspended Particulates PM_{10}[h]			
		Number of Samples	Max. 24-Hr. Conc, ug/m3	No. Samples Exceeded 24-Hr. Standard		Percent AGM Standard Exceeded		Max. 24-Hr. Conc, ug/m3	Number of Occasions Standard Exceeded		Max. 24-Hr. Conc, ug/m3	No. Samples Ex. St'd.	Number of Samples	Max. 24-Hr. Conc, ug/m3	No. Samples Exceeded Standard	Percent AGM St'd. Exc'd.
				Federal		Federal			Federal	State		State			State	State
				> 260 ug/m3	> 150 ug/m3	> 75 ug/m3	> 60 ug/m3		> 1.5 ug/m3 Qrtly Avg.	> 1.5 ug/m3 Mo. Avg.		> 25 ug/m3 24-Hours			> 50 ug/m3 24-Hours	> 30 ug/m3
1	Los Angeles	60	235	0	3	18.9	48.7	0.64	0	0	20.4	0	58	178	38	79.7
2	W. Los Angeles	60	175	0	1	0	0	0.45	0	0	16.9	0	NM	NM	NM	NM
3	Hawthorne	59	182	0	2	0	16.0	0.45	0	0	25.2	1	NM	NM	NM	NM
4	Long Beach	58	174	0	3	8.1	35.2	0.60	0	0	25.2	1	52	136	21	68.4
5	Whittier	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
6	Reseda[i]	19	143	0	0	0	0	0.27	0	0	11.7	0	NM	NM	NM	NM
7	Burbank	59	241	0	3	19.5	49.3	0.74	0	0	19.1	0	58	211	39	88.7
8	Pasadena	54	208	0	2	0	24.9	0.35	0	0	15.6	0	NM	NM	NM	NM
9	Azusa	60	276	1	8	25.7	57.2	0.41	0	0	14.6	0	56	183	34	80.6
9	Glendora[j]	7	160	0	1	0	0	0.18	0	0	11.2	0	NM	NM	NM	NM
10	Pomona	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
11	Pico Rivera	59	225	0	5	25.2	56.5	0.80	0	0	22.1	0	NM	NM	NM	NM
12	Lynwood	59	262	1	5	34.5	68.2	0.94	0	0	22.4	0	NM	NM	NM	NM
13	Newhall	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
14	Lancaster	60	137	0	0	0	2.3	0.26	0	0	8.9	0	NM	NM	NM	NM
16	La Habra[i]	20	151	0	1	1.6	27.0	0.30	0	0	10.1	0	NM	NM	NM	NM
17	Anaheim	60	234	0	4	19.1	48.8	0.46	0	0	18.5	0	NM	NM	NM	NM
17	Los Alamitos	57	197	0	2	14.4	43.0	0.51	0	0	23.6	0	58	124	19	45.6
18	Costa Mesa	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
19	El Toro	60	157	0	2	0	12.0	0.18	0	0	14.9	0	59	109	5	13.1
22	Norco-Corona	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
23	Riverside Rub.	60	347	1	24	60.5	100.7	0.34	0	0	18.4	0	61	294	48	147.1
23	Riverside Mag.	61	326	1	8	28.7	60.8	0.51	0	0	18.5	0	NM	NM	NM	NM
24	Perris	60	215	0	8	18.8	48.5	0.16	0	0	14.0	0	NM	NM	NM	NM
28	Hemet	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
29	Banning	57	213	0	2	0	1.8	0.16	0	0	11.3	0	61	135	20	11.0
30	Palm Springs	59	175	0	3	0	0	0.13	0	0	8.8	0	NM	NM	NM	NM
30	Indio	60	242	0	11	30.5	63.2	0.27	0	0	7.9	0	58	111	26	52.2
32	Upland	61	280	1	5	16.9	46.2	0.48	0	0	15.7	0	NM	NM	NM	NM
33	Ontario	60	332	1	10	39.1	73.8	0.43	0	0	19.8	0	58	272	43	115.6
33	Chino[i]	20	201	0	4	16.5	45.7	0.28	0	0	12.5	0	NM	NM	NM	NM
34	Fontana	61	378	2	17	42.8	78.5	0.40	0	0	18.1	0	56	275	38	110.5
34	San Bernardino	61	385	1	26	54.2	92.3	0.43	0	0	17.8	0	37[k]	285	28	145.8
35	Redlands[i]	20	191	0	3	0	7.7	0.19	0	0	9.9	0	NM	NM	NM	NM
37	Crestline	58	122	0	0	0	0	0.13	0	0	8.0	0	NM	NM	NM	NM

ug/m3 - Micrograms per cubic meter of air.
AGM - Annual Geometric Mean.
g) - Total suspended particulates, lead and sulfate were determined from samples collected by the high volume sampler method, glass fiber filter media.
h) - Suspended particulates PM_{10} samples were collected using the size-selective inlet high volume sampler with quartz filter media (PM_{10} refers to fine particles with an aerodynamic diameter of 10 micrometers or less).
i) - Sampling period: January through April 1986.
j) - Sampling period: January through February 7, 1986.
k) - Sampling period: May 26 through December 1986.

Table 7

AIR QUALITY DATA 1986
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/ Receptor Area No.	Location of Air Monitoring Station	Carbon Monoxide					Ozone			Nitrogen Dioxide			Sulfur Dioxide				Visibility	
		Max. Conc. in PPM 1-Hour	No. Days Standard Exceeded				Max. Conc. in PPM 1-Hour	No. Days St'd. Exceeded		Max. Conc. in PPM 1-Hour	No. Days St'd.Exc'd. State	% AAM Exc'd. Federal	Max. Conc. in PPM 1-Hour	No. Days St'd. Exceeded[a]		% AAM Exc'd. Federal	Location	Days not Meeting State St'd.[c]
			Federal		State			Federal	State					Federal	State			
			> 9.5 PPM 8-Hrs	> 35 PPM 1-Hr	> 9.1 PPM 8-Hrs	> 20 PPM 1-Hr		> .12 PPM 1-Hour	> .10 PPM 1-Hour		> .25 PPM 1-Hour	>.0534 PPM		> .14 PPM 24-Hrs	> .05 PPM 24-Hrs[b]	> .03 PPM		
1	Los Angeles	13	2	0	2	0	.22	48	99	.33	7	14.6	.03	0	0	0	L. A.	ND
2	W. Los Angeles	11	0	0	0	0	.20	30	81	.24	0	0	.02	0	0	0	BUR. AP	219
3	Hawthorne	21	18	0	23	1	.19	8	19	.23	0	0	.09	0	0	0	LAX AP	154
4	Long Beach	13	5	0	5	0	.18	10	29	.26	3	0	.07	0	0	0	L.B. AP	204
5	Whittier	15	0	0	0	0	.25	39	82	.28	1	0	.06	0	0	0	WJF	14
6	Reseda	19	11	0	11	0	.22	72	131	.22	0	0	.02	0	0	0		
7	Burbank	19	16	0	21	0	.28	93	142	.28	2	7.5	.02	0	0	0		
8	Pasadena	14	1	0	1	0	.26	110	166	.24	0	0	.02	0	0	0		
9	Azusa	10	0	0	0	0	.31	126	165	.21	0	0	.03	0	0	0		
9	Glendora[d]	NM	NM	NM	NM	NM	.35	148	191	.13	0	0	NM	NM	NM	NM		
10	Pomona	11	0	0	0	0	.27	89	133	.25	1	4.5	NM	NM	NM	NM		
11	Pico Rivera	14	1	0	1	0	.24	79	126	.26	1	0	.03	0	0	0		
12	Lynwood	27	41	0	44	11	.20	16	46	.26	3	0	.13	0	0	0		
13	Newhall	NM	NM	NM	NM	NM	.24	87	128	NM	NM	NM	NM	NM	NM	NM		
14	Lancaster	9	0	0	0	0	.20	46	108	.09	0	0	NM	NM	NM	NM		
16	La Habra	20	1	0	1	0	.25	49	95	.20	0	0	.06	0	0	0	EL TORO	ND
17	Anaheim	16	1	0	1	0	.20	28	64	.21	0	0	.03	0	0	0	MCAS	
17	Los Alamitos	NM	NM	NM	NM	NM	.15	5	30	NM	NM	NM	.03	0	0	0		
18	Costa Mesa	15	3	0	3	0	.17	10	24	.20	0	0	.02	0	0	0		
19	El Toro	7	0	0	0	0	.23	12	38	NM	NM	NM	NM	NM	NM	NM		
22	Norco-Corona	NM	NM	NM	NM	NM	.27	77	140	NM	NM	NM	NM	NM	NM	NM	MARCH	198
23	Riverside Rub.	9	0	0	0	0	.25	106	161	.16	0	0	.02	0	0	0	AFB	
23	Riverside Mag.	18	0	0	0	0	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM		
24	Perris	NM	NM	NM	NM	NM	.22	79	133	NM	NM	NM	NM	NM	NM	NM		
28	Hemet	NM	NM	NM	NM	NM	.18	9	40	NM	NM	NM	NM	NM	NM	NM		
29	Banning	NM	NM	NM	NM	NM	.22	45	80	NM	NM	NM	NM	NM	NM	NM		
30	Palm Springs	5	0	0	0	0	.18	31	80	.08	0	0	NM	NM	NM	NM		
30	Indio[e]	NM	NM	NM	NM	NM	.08	0	0	NM	NM	NM	NM	NM	NM	NM		
32	Upland	8	0	0	0	0	.29	111	151	.24	0	0	.01	0	0	0	NOR. AFB	228
33	Ontario	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	ONT. AP	255
33	Chino	NM	NM	NM	NM	NM	.25	69	127	NM	NM	NM	NM	NM	NM	NM		
34	Fontana	6	0	0	0	0	.31	121	164	.18	0	0	.02	0	0	0		
34	San Bernardino[f]	9	0	0	0	0	.30	108	149	.18	0	0	.05	0	0	0		
35	Redlands	NM	NM	NM	NM	NM	.29	93	144	NM	NM	NM	NM	NM	NM	NM		
37	Crestline	NM	NM	NM	NM	NM	.26	117	154	NM	NM	NM	NM	NM	NM	NM		

PPM - Parts by volume per million parts of air.
AAM - Annual Arithmetic Mean.
NM - Pollutant not monitored.
ND - No data available.
a) - The Federal (3-hours > .50 ppm) and State (1-hour > .25 ppm) standards were not exceeded.
b) - Twenty-four hours > .05 ppm with 1-hour ozone > .10 ppm, or with 24 hours TSP > 100 ug/m^3.
c) - Visibility standard is less than 10 miles on days when relative humidity is less than 70%.
d) - Nitrogen oxides monitoring initiated December 9, 1986.
e) - Ozone monitoring terminated March 31, 1986.
f) - Ozone monitored entire year; carbon monoxide, sulfur dioxide and nitrogen oxides - reactivated June 1, 1986.

South Coast
AIR QUALITY MANAGEMENT DISTRICT
9150 Flair Drive
El Monte, CA 91731

Table 8

AMBIENT AIR QUALITY STANDARDS

AIR POLLUTANT	CALIFORNIA		FEDERAL		
	CONCENTRATION	DISTRICT METHOD	PRIMARY (>)	SECONDARY (>)	METHOD[a]
Ozone	0.10 ppm, 1-hr. avg. ≥	U.V. Photometry	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.	Chemiluminescent
Carbon Monoxide	9 ppm, 8-hr. avg.[b] > 20 ppm, 1-hr. avg. >	Non-dispersive Infra-red Spectrophotometry	9 ppm, 8-hr. avg.e) 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	Non-dispersive Infra-red Spectrophotometry
Nitrogen Dioxide	0.25 ppm, 1-hr. ave. ≥	Gas Phase Chemiluminescence	0.05 ppm, annual avg.[f]	0.053ppm, annual avg.	Gas Phase Chemiluminescence
Sulfur Dioxide	0.05 ppm, 24-hr. avg. with Ozone > 0.10 ppm, 1-hr.avg. or TSP ≥ 100 ug/m^3, 24-hr. avg. 0.25 ppm, 1-hr. avg. > [c]	Pulsed Fluorescence	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.53ppm, 3-hr. avg.	Para-rosaniline
Total Suspended Particulate (TSP)			75 ug/m^3, annual geometric mean 260 ug/m^3, 24-hr. avg.	60 ug/m^3, annual geometric mean 150 ug/m^3, 24-hr.avg.	High Volume Sampling
Suspended Particulate Matter (PM 10)	30 ug/m^3, annual geometric mean[d] > 50 ug/m^3, 24-hour average >	Size segregated inlet high volume sampling			
Sulfates	25 ug/m^3, 24-hr. avg. ≥	High Vol. Sampling Methyl-thymol Blue	-	-	-
Lead	1.5 ug/m^3, 30-day avg. ≥	High Vol. Sampling x-ray fluorescence	1.5 ug/m^3, calendar quarter	1.5 ug/m^3, calendar quarter	High Volume Sampling Atomic absorption Spectrophotometry
Hydrogen Sulfide	0.03 ppm, 1-hr. avg. ≥	Cadmium Hydroxide Stractan	-	-	-
Vinyl Chloride	0.010 ppm, 24-hr. avg. ≥	Gas Chromatography	-	-	-
Ethylene	0.10 ppm, 8-hr. avg. > 0.50 ppm, 1-hr. avg. ≥	-	-	-	-
Visibility Reducing Particles	In sufficient amount to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 obs.	-	-	-	-

a/Reference method as described by the federal government. An equivalent method of measurement may be used as approved by the federal government.
b)Effective December 15, 1982. The standards were previously 10 ppm, 12-hour average and 40 ppm, 1-hour average.
c)Effective October 5, 1984. The standard was previously .5 ppm, 1 hour average.
d)Effective August 19, 1983. The standards were previously 60 ug/m^3 TSP, annual geometric mean, and 100 ug/m^3 TSP, 24-hour average.
e)Effective September 13, 1985, standard changed from > 10mg/m^3 (≥ 9.3 ppm) to > 9ppm(≥ 9.5 ppm).
f)Effective July 1, 1985, standard changed from > 100mg/m^3 (> .0532 ppm) to > .053 ppm (> .0534 ppm).

Table 9

EPISODE CRITERIA

AIR POLLUTANT	SCAQMD AND CALIFORNIA			FEDERAL		
	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3
Ozone	0.20 ppm, 1-hr. avg.	0.35 ppm, 1-hr. avg.	0.50 ppm, 1-hr. avg.	-	-	0.50 ppm, 1-hr. avg.
Carbon Monoxide	40 ppm, 1-hr. avg. 20 ppm, 12-hr. avg.	75 ppm, 1-hr. avg. 35 ppm, 12-hr. avg.	100 ppm, 1-hr. avg. 50 ppm, 12-hr. avg.	15 ppm, 8-hr. avg.	30 ppm, 8-hr. avg.	40 ppm, 8-hr. avg.
Nitrogen Dioxide	-	-	-	0.60 ppm, 1-hr. avg. 0.15 ppm, 24-hr. avg.	1.20 ppm, 1-hr. avg. 0.30 ppm, 24-hr. avg.	1.60 ppm, 1-hr. avg. 0.40 ppm, 24-hr.avg.
Sulfur Dioxide	0.50 ppm, 1-hr. avg. 0.20 ppm, 24-hr. avg.	1.00 ppm, 1-hr. avg. 0.70 ppm, 24-hr. avg.	2.00 ppm, 1-hr. avg. 0.90 ppm, 24-hr. avg.	-	-	-
Sulfur Dioxide/ Particulate Matter Combined	-	-	-	65,000*, 24-hr.avg.	261,000*, 24-hr.avg.	393,000*, 24-hr.avg.
Particulate Matter	-	-	-	375 ug/m^3, 24-hr.avg.	625 ug/m^3, 24-hr.avg.	875 ug/m^3, 24-hr.avg.
Sulfates**	25 ug/m^3, 24-hr. avg. combined with ozone > 0.20 ppm, 1-hr. avg.			-	-	-
Actions to be Taken	Health advisory to a) Persons with respiratory and coronary disease. b) School officials in order to curtail students' participation in strenuous activities. First steps in abatement plans.	Intermediate Stage. Abatement actions taken to reduce concentration of pollutant at issue.	Mandatory abatement measures. Extensive actions taken to prevent exposure at indicated levels. State can take action if local efforts failed.	Open burning prohibited. Reduction in vehicle operation requested. Industrial curtailment.	Incinerator use prohibited. Reduction in vehicle operation required. Further industrial curtailment.	Vehicle use prohibited. Industry shut down or curtailment. Public activities ceased.

*Product of sulfur dioxide (ppm), particulate matter (ug/m^3) and a factor (2620).
**Episodes based upon these criteria are not classified according to stages.

Federal standards for unhealthful and very unhealthful air quality are lower than the California standards. During 1986, CO levels in the La Habra area exceeded the maximum concentration necessary to produce a federal Stage 1 alert. In Stage 1 conditions, open burning is prohibited, the reduction of vehicle operation is requested, and industrial activity is to be curtailed.

The Plan Area is located in the larger South Coast Air Basin. This air basin has been designated as a non-attainment area which is defined as an area not expected to meet National Ambient Air Quality Standards (NAAQS) by 1987. Consequently, the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG) have prepared an Air Quality Management Plan (AQMP, 1982) which specifies measures to meet State and Federal standards. This document is incorporated by reference and is available for review at the City of La Habra offices. It should be noted that the SCAQMD and SCAG are in the process of revising the 1982 AQMP.

2. Project Impacts

As proposed, the Specific Plan would result in: 1) renovation and/or expansion of existing land uses along La Habra Boulevard; 2) the potential creation of a redevelopment project area west of Civic Center; 3) recycling older isolated residential areas into new commercial uses; 4) new multi-family residential opportunities; and 5) circulation and landscaping improvements along a two-mile stretch of La Habra Boulevard. Specifically, implementation of the Specific Plan would result in the creation of a theoretical maximum of 400,000 additional square feet of commercial retail and offices uses and approximately 100 new multiple family residential dwellings. The net effect of the Specific Plan would be to increase air emissions in three ways that include: 1) short-term emissions would be generated during construction of individual projects in the Plan Area; 2) long-term stationary emissions would be generated as a result of the heating and cooling of air space and preparation of food; and 3) long-term mobile emissions would be generated by motor vehicles traveling through and to the Plan Area. These vehicular emissions would be generated largely on La Habra Boulevard and its cross-streets. Emissions generated by each of the three components are discussed below.

a. Construction Impacts

During the renovation or revitalization of existing structures and the construction of new development on La Habra Boulevard, short-term air quality impacts would be expected to occur as a result of construction-related emissions associated with construction equipment and worker-related vehicular trips.

Construction-related emissions would be generated during two phases of development in the Specific Plan Area. These include site preparation/grading and the actual construction of specific structures. Emissions generated during site preparation and grading would largely be in the form of fugitive dust, while emissions generated during the construction of individual projects would be in the form of carbon monoxide, nitrogen oxides, sulphur oxides, etc.

Because the specific extent and location of rehabilitation and new construction are not known at this time, quantification of these emissions is not possible; however,

while these emissions may be of localized significance, they are not considered to be significant in the long term.

b. Stationary Emissions

Stationary source emissions are those generated by space and water heating devices and electric power generation. These emissions generally occur off the project site (at power plant locations) but do contribute to the regional emissions inventory. Table 10 lists the stationary source emissions associated with the proposed Specific Plan. These projections are based on the following assumptions: gas appliances in residential units and electric power plants will be gas fired.

c. Mobile Emissions

The primary source of long-term emissions would result from vehicular trips generated by the proposed project. Based on Institute of Traffic Engineers (1983) data, the Specific Plan would generate approximately 7,170 average daily trips (ADT). Assuming this traffic generation rate and average trip length, the Specific Plan would generate approximately 68,832 vehicle miles per day. Based on this mileage total daily mobile source emissions associated with the proposed Specific Plan were calculated and are shown in Table 11.

d. Project Significance

Implementation of the Specific Plan will result in an increase of air emissions. To determine the significance of emission levels the SCAQMD has established the following threshold criteria:

Pollutant	Standard (tons/day)
Carbon Monoxide	.2750
Sulfur Dioxide	.0750
Nitrogen Oxides	.0500
Particulates	.0750
Reactic Organic Gases	.0375
Lead	.0015

The tests of significance are not limited to just the above emission levels but also to location and other factors (substantial contribution to an existing exceedance of an air quality standard, projects inconsistent with the AQMP, or projects causing significant increased growth). Based on these standards and the expected amount of emissions resulting from this project new development will not create a significant air quality impact.

3. Mitigation Measures

The following measures should be implemented to reduce construction related air quality impacts:

- During and after grading or excavation fugitive dust shall be controlled by regular watering or other dust preventive measures.

TABLE 10

STATIONARY EMISSIONS EXPECTED TO BE GENERATED BY SPECIFIC PLAN (Tons/Day)

	CO	NO_x	SO_x	TSP	THC
Power Generation					
Emissions Factor[a]	.20	1.15	.12	.04	.01
Emissions[b]	.005	.029	.003	.001	.000
Commercial and Home Heating/Cooling					
Emissions Factor[c]	20	80/120[d]	Negl.	.15	8
Emissions	.002	.020	Negl.	.000	.000
Total Stationary	.007	.049	.003	.001	.000

a Emissions Factor: lbs/1,000 kwh
b Emissions at site of power plant
c Emissions factor: lbs/1,000,000 cubic feet of gas
d Emissions factor: 80 for domestic use/120 for commercial use

Source of Emission Factor: South Coast Air Quality Management District, Air Quality Handbook for EIRs, Revised April, 1987.

TABLE 11

MOBILE EMISSIONS EXPECTED TO BE GENERATED
BY THE SPECIFIC PLAN (TONS/DAY, 2000)

	CO	NO_x	Total Organic Gas	Reactive Organic Gas	Particulates Tire Wear	Particulates Exhaust
Emissions Factor grams/mi[a]	3.34	1.08	.32	.28	.217	.052
Vehicle Emissions[b]	.253	.081	.024	.021	.016	.003

[a] Assuming average speed of 40 mph
[b] Assuming total project mileage equal to 68,832 miles/day

Source: South Coast Air Quality Management District, Air Quality Handbook for EIRs, Revised April, 1987

- Construction equipment shall be kept in proper tune to reduce emissions.
- Use of low sulfur fuel (.05% by weight) for construction equipment.
- Phase and schedule construction activities to avoid high ozone days.

The following measures are recommended to reduce the number of vehicle trips within and through the Specific Plan Area.

- An on-site transportation coordinator should be provided as a condition of project approval in order to arrange the following programs for employees in the Specific Plan Area.

    - Ridesharing/carpooling
    - Van-pooling

The coordinator would be responsible for arranging funding for the above programs.

- A comprehensive ridesharing incentive package which may include one or more of the following:

    - financial incentives for ridesharing
    - full or partial subsidization of carpooling, van-pooling, bus-pooling, or use of public transit;
    - flexible or modified work hours for ridesharing employees;
    - allowance for employees to utilize fleet vehicles for ridesharing purposes (if applicable);
    - assignment of preferential or free parking for vehicles used for ridesharing;
    - annual surveys of program participation, attitudes, and needs.

- Provision of convenient access to transit stops. Orient project for transit convenience and accessibility.
- Provision of easy pedestrian access, maintenance of street lights, curbs, sidewalks and walk lights.
- Provision of bus shelters and benches.
- Provision of area bikeways and convenient bicycle storage facilities.

4. Unavoidable Adverse Impacts

a. Construction-related

Assuming that the above measures are properly implemented, no significant unavoidable construction-related impacts are expected.

b. Vehicular-related

No significant adverse air quality impacts resulting from new development provided in the Specific Plan will be created on local roadways.

F. HISTORICAL RESOURCES

1. Existing Conditions

Two known points of local interest exist within the La Habra Boulevard Specific Plan Area. One of the sites is the first office in which former President Richard M. Nixon practiced law. This site has neither official state recognition nor is it on the National Register. The office is located in what was originally the Citizen's Commercial and Savings Bank located on 135 W. Central (later changed to La Habra Boulevard). Mr. Nixon established his law office in August 1939 and he practiced law in La Habra until January 1942.

The second site of community interest is a masonry building adjacent to Mr. Nixon's first law office. This building was the site of the First National Bank and was constructed in 1920.

2. Project Impacts

Implementation of the La Habra Boulevard Specific Plan is not expected to impact the Nixon law office or the First National Bank site. In fact, the future restoration of both buildings is under consideration and could theoretically be the focal points of a potential redevelopment project area. Therefore, implementation of the Specific Plan is not expected to adversely impact these points of community interest.

3. Mitigation Measures

Implementation of the La Habra Boulevard Specific Plan will not adversely impact any known historical resources in the Plan area. Therefore, no mitigation measures are required.

4. Unavoidable Adverse Impacts

No unavoidable adverse impacts would result from implementation of the proposed project.

G. UTILITIES

Natural Gas

1. Existing Conditions

The Southern California Gas Company is the public utility licensed by the State Public Utilities Commission to serve the City of La Habra with natural gas. Gas lines in the Specific Plan Area range from 2-12 inches in size and are located in La Habra Boulevard and local streets and alleys. None of the gas lines in the Plan Area can be considered to be major gas mains and no gas storage facilities exist within the City.

2. Project Impacts

Based on a theoretical maximum buildout of the Specific Plan, the projected demand for natural gas is estimated to be 6.19 million cubic feet per month. This represents a 19

percent increase beyond the existing consumption of approximately 5.16 million cubic feet per month of natural gas.[1] No indication of service deficiencies has been identified by the Southern California Gas Company.

3. Mitigation Measures

- Service of natural gas to the Plan Area will be in accordance with the Southern California Gas Company's policies and extension rules on file with the California Public Utilities Commission.
- Install thermal insulation in walls and ceilings that meets or exceeds standards established by the State of California or the Building Department.
- Design heating and cooling systems to ensure even distribution of air.
- Consider the use of windowless walls for western exposures.
- Consult with the Southern California Gas Company for other methods of conservation.

4. Unavoidable Adverse Impacts

Demand for future natural gas supplies to serve the proposed Specific Plan Area does not create any unavoidable adverse impacts.

Electrical Service

1. Existing Conditions

The Southern California Edison Company provides electricity to the Specific Plan Area. Southern California Edison, as a public utility, is licensed by the State Public Utilities Commission to provide electrical service to its subscribers. Major overhead lines are located along Harbor and Beach Boulevards. Local distribution lines follow alleys behind commercial structures fronting on La Habra Boulevard. Land uses within the Specific Plan area have an estimated current electrical consumption of 14,580 megawatt hours per year.

2. Project Impacts

The projected energy consumption for land uses in the Specific Plan Area will be 18,849 megawatt hours per year.[2] This is an increase of 4,269 mwh/year, or a 29 percent increase over existing uses. Although this is an increase in electrical use in the Specific Plan Area, Southern California Edison has indicated that there is sufficient generating capacity to handle anticipated electrical demand in the Plan Area.

---

1 Based on natural gas generation factors utilized in the Air Quality Handbook for EIRs, South Coast Air Quality Management District, Revised April 1987.

2 Ibid

Electrical demand is dependent on space and water heating method, appliance types, commercial business types, and manufacturing processes. Southern California Edison reviews applications for electrical service on a case by case basis and provides service in accordance with extension rules on file with the California Public Utilities Commission.

In view of the availability and distribution capabilities of electricity for the Specific Plan Area, implementation of the proposed Specific Plan should not generate any significant adverse impacts.

3. Mitigation Measures

The following suggested mitigation measures for the proposed Specific Plan focus on coordination and conservation measures. These include:

- Southern California Edison will coordinate with individual project applicants to provide adequate electrical energy.
- Project applicants and their planners should consult with Southern California Edison regarding energy conservation techniques.
- The application of co-generation and other parallel generation systems which utilize waste heat and/or by-product energy sources to produce electricity should be considered.

Implementation of these programs and those suggested by Southern California Edison will reduce impacts to insignificant levels.

4. Unavoidable Adverse Impacts

No unavoidable adverse impacts associated with provision of adequate energy supplies for the Specific Plan are known.

H. INFRASTRUCTURE

Sewers

1. Existing Conditions

The City of La Habra provides and maintains the local sanitary sewer system. Orange County Sanitation District No. 3 is responsible for actual treatment facilities (primary and secondary treatment). Sewer lines range from 6-12 inches throughout the plan area with an occasional line of 15 inches. Lines east of Walnut Street run along the alleys north and south of La Habra Boulevard. West of Walnut Street sewer lines are located in La Habra Boulevard because no commercial uses exist which normally have rear alleys.

A detailed study of the City's sewer system was conducted by Wildan Associates in 1978. Within this report were recommendations that the City of La Habra has gradually implemented. Two such projects the City has scheduled for construction in the near future are a new 8 inch line parallel to the existing sewer line south of La Habra Boulevard on Monte Vista Street and in La Habra Boulevard between Monte Vista and

Walnut Streets. No other sewer deficiencies have been identified which affect the Specific Plan Area.

2. Project Impacts

As proposed, the Specific Plan will involve increases of commercial residential and other land uses above their current levels. This expansion will result in an increase in the amount of domestic sewage that will require collection, treatment and disposal. Sewage from the Plan Area would be treated at the Orange County Sanitation District's treatment plant in Fountain Valley. The district has the capacity to treat 230 million gallons of sewage per day, with a 2.0 peak factor. The projected amount of sewage that will be generated by the proposed Specific Plan is estimated to be 306,651 gallons/day.[3] This represents a 24 percent increase (approximately 74,500 gallons per day) above the existing 232,151 gallons per day of sewage generated by existing Specific Plan uses.

3. Mitigation Measures

The following mitigation measures shall be incorporated into project design plans to reduce impact on the conveyance and treatment of domestic wastewater.

- The City of La Habra shall monitor citywide sewage flows and notify the Orange County Sanitation District so that the County can plan for the increase in domestic wastewater generated in the Specific Plan Area.

4. Unavoidable Adverse Impacts

As proposed, the Specific Plan would generate approximately 306,651 gpd of domestic sewage. Analysis indicates that this sewage can be conveyed and treated without significant impacts.

Water

1. Existing Conditions

Water for the City of La Habra is provided largely by the Metropolitan Water District (MWD) and the California Domestic Water Company. In addition, the City possesses its own well near Idaho Street and Lambert Road. Water lines vary in size from 4-10 inches and are generally found throughout the Plan Area.

The City's water system master plan was prepared in 1973 by James M. Montgomery Consulting Engineers, Inc. Recommendations included within this study and other improvements identified by the City of La Habra have been made and the present water system is considered adequate to serve the level of intensity in the City's General Plan.

---

3 Based on sewage generation rates identified in the EIR Manual for Private Projects, Los Angeles Department of City Planning, 1980.

2. Project Impacts

The proposed Specific Plan will result in a water demand of approximately 403,523 gallons/day.[4] This is a 32 percent increase above the estimated existing water consumption of 306,023 gallons/day. The MWD has not identified any deficiencies or inabilities to meet anticipated future water demand.

The proposed project would not adversely impact water pressure in the area which is presently adequate to meet the anticipated development. Fire flows for future development along La Habra Boulevard would continue to remain at 1,000 gallons per minute (20 psi) or greater. Additional fire hydrants would be required as necessary and specified by the Fire Department.

The Plan calls for various physical improvements along La Habra Boulevard including lighting, signage, landscaping, etc. Such improvements may require sub-surface excavation. Replacement or enlarging the existing major water mains may occur at this time.

3. Mitigation Measures

- All required water system improvements shall be designed and constructed to City standards.
- City of La Habra should continue to work with MWD to provide a continuous quantity and quality of domestic water.

4. Unavoidable Adverse Impacts

Demand for future water supplies to serve the proposed project is well within excess capacity of water entitlements from the MWD. No unavoidable impacts are known to exist.

---

4 Ibid.

V. FISCAL IMPACTS

Analysis of Fiscal and Community Economic Impacts

The La Habra Boulevard Specific Plan ordinance will act as a guide to corridor revitalization. The results are anticipated to be achieved over a 15- to 20-year period. The plan ordinance is principally designed to stimulate private reinvestment on adjoining private properties. The two-mile length of the corridor will experience modest change at a scale which is rough 400,000 square-feet of new structure to the already existing 1.2 million square feet of structures. This is estimated to require the recycling of 22 to 25 acres of land. Additionally, it is estimated that approximately one-fourth of the existing building space, or 300,000 square-feet, would be substantially revitalized and rehabilitated over the term of the analysis.

For the immediate-term future, it is appropriate to estimate the level of activity which would occur in response to the City's public rights-of-way investment initiatives and the incentives which may be provided through the adoption of an additional new small-scale redevelopment project. It is projected that one-third of the potential overall new development and revitalization activity may occur within the first five to seven years after specific plan ordinance and redevelopment plan ordinance adoption. Thus, it is reasonable to assume that approximately 85,000 square-feet of new retail space may be built having a value of $5.1 million; 50,000 square feet of new office space may be built having a value of $3.75 million; and 60,000 square feet of existing building space may be substantially rehabilitated at a value of $2.4 million. Thus, within the first five to seven years, the City may realize $11.25 million of new property value along the boulevard.

Over the longer period of time, say 15 to 20 years, the total value of investment might approach $33.75 million. Much of the new investment would be in response to the City's substantial improvements of La Habra Boulevard as a corridor which carries the theme of the City itself, as well as the initiatives carried out through the proposed new redevelopment project and the implementation of the specific ordinance.

The newly developed space will require the recycling of approximately eight acres of land every five years, and will ultimately replace some 100,000 square feet of existing buildings. Thus, the net new permanent employment may be in the range of 285 to 300 new jobs on the boulevard occurring every five years. Overall, the effective implementation of the specific plan ordinance may result in nearly 900 new jobs over a long period of time.

The new retail space which may be attracted to locate on the boulevard could yield roughly $12.75 million in gross annual sales above those which occur now. ERA has used a conservative figure of $150 per square foot per year for an 85,000-square-foot development forecast in the first five to seven years. This would mean the achievement of $127,500 in new sales taxes for the City's General Fund. Additionally, of course, there will be net new business license tax receipts to the City's General Fund as well.

The improvements to the public rights-of-way along La Habra Boulevard are estimated to have a total cost of roughly $2,625,000 to the City. This estimate is based upon figures supplied by the City of La Habra, additional estimates of the cost of high-quality landscape treatment and the addition of design and permit costs and a 5 percent contingency. A six percent per year inflationary cost increment for roughly three years beyond a first year of initial project activity has also been included. The plan assumes a

four-year "pay as you go" investment program by the City of La Habra. When the estimated private reinvestment activities in new property and in rehabilitated property is considered, it appears that the public improvements will provide the framework for the new private investment at a ratio of roughly $4.25 of private funds for each $1.00 of public improvements investments by the City during the first five to seven years. Thereafter, as additional new private investment occurs on the boulevard, the ratio will increase dramatically to the City's benefit.

The overall strategy for the revitalization and the improvement of the La Habra Boulevard corridor involves the approval and implementation of a new redevelopment project of a very small area scale. This will provide the City through its Redevelopment Agency with the opportunity to stimulate incremental development at a faster pace near the Civic Center core, which is entirely appropriate. A redevelopment plan ordinance, with the authority to take all or a portion of the eventually resulting tax increments will provide for an eventual pay-back of the City and the Agency costs within the project area. Important to consider is the fact that since the project proposed is of small scale, and the land is essentially being recycled from a lesser level of economic activity at this time, the new project will not have notable or significant negative fiscal impact on any taxing jurisdictions.

In summary, it is the consultant's opinion that the incremental achievement of private reinvestment along La Habra Boulevard, financed on a pay as you go basis by the City of La Habra, will achieve substantial net economic benefits to the entire community, will be affordable in terms of the City's level of financial effort, and will not result in negative fiscal impacts upon other taxing jurisdictions. Overall, the plan projects the following summary results:

- Land and property values will be maintained and improved through the City's initiative to improve the entire boulevard corridor.

- The specific plan ordinance and the redevelopment plan ordinance, as well as the public improvements program, will cumulatively provide the framework for increasing the scale of property development and business activity by at least one-third above that which exists along the boulevard today.

- It is anticipated that the ultimate character of La Habra Boulevard will be of high quality and will essentially continued in a market position as a community-serving retail, office, and governmental services area. The strategy overall is to create the recognizable center corridor for La Habra which will be the "signature of the city" for the next 20 to 30 years, and will refocus civic identity and services as an appropriate economic development program which can be achieved flexibly over the next 12 to 15 years or more.

TABLE 12

LA HABRA BOULEVARD SPECIFIC PLAN
POTENTIAL COMMUNITY ECONOMIC IMPACT

ASSUMPTIONS

1. A 15- to 20-year plan implementation horizon for new private development and rehabilitation/revitalization of existing space.

2. Potential capture of 250,000 square-feet of new retail and 150,000 square-feet of new office -- which would require 22 to 25 acres of land to be recycled, and replace roughly 100,000 square-feet of existing buildings.

3. Probable revitalization of roughly one-fourth of existing 1.2 million square feet of building space -- or 300,000 square feet of rehabilitation.

4. It is reasonable to assume that reinvestment will occur at the following levels:

   - o 85,000 sq.ft. of new retail every 5 yrs. x $60/sq.ft. = $5.10 M
   - o 50,000 sq.ft. of new office every 5 yrs. x $75/sq.ft. = $3.75 M
   - o 60,000 square feet of rehab every 5 yrs. x $40/sq.ft. = $2.40 M

5. Total 15- to 20-year reinvestment may approach $33,750,000 along the La Habra Boulevard corridor.

COMMUNITY ECONOMICS BENEFITS

1. Roughly eight acres of land will be recycled every five years.

2. New retail activity on the boulevard, primarily community-serving, could yield $12.75 million, added every five years.

3. New employment in the new retail and office space could add 285 to 300 jobs on the boulevard every five years.

4. City public improvements investments will stimulate the reinvestment response and will help retain and increase land values.

TABLE 13

LA HABRA BOULEVARD SPECIFIC PLAN
POTENTIAL FISCAL IMPACTS

- New development and revitalization/rehabilitation may have new property investment value of $11.25 million within five years, and $33.75 million within 15 to 20 years -- resulting in both regular property tax receipts to the General Funds as well as tax increments to the existing and proposed redevelopment projects.

- The City's projected investment in public improvements within the La Habra Boulevard right-of-way of $2.6 million may achieve a $4 to $1 rate of return within the first five to seven years ($11.25 million in private property value investments to the $2.6 million in public investments).

- New retail activity on the boulevard, within five to seven years could achieve an additional $127,500 in net new sales taxes to the City's General Fund. The City would also experience net new business license tax revenues.

- The proposed redevelopment project is small in scale and would not result in significant negative fiscal impact on any affected taxing jurisdictions. It would provide a reasonable means for the City/Agency to recover its costs of stimulating necessary economic change eventually as modest tax increments become available.

VI. CUMULATIVE IMPACTS

This section is designed to review and analyze proposed projects in or surrounding the Specific Plan Area and to determine cumulative impacts. Current development plans and recently approved projects in the Specific Plan Area have been reviewed with the City staff. The following projects have been identified and meet the criteria established by CEQA as having a cumulative impact on the proposed Specific Plan:

- Commercial Retail, 422 La Habra Boulevard; 7,500 square feet; this project has recently been constructed and within the Specific Plan Area.

- Retirement Home (82-rooms) and Convalescent Home (99-bed), 1770 West La Habra Boulevard; this project has been approved and will be constructed within the Specific Plan Area.

- Automotive Center, 1200 West La Habra Boulevard; 1,000 square feet; this project is under construction and within the Specific Plan Area.

The surrounding areas north and south of La Habra Boulevard are fully developed residential and commercial land uses. Residential neighborhoods also exist east and west of the Plan Area.

These three notable projects identified as having "cumulative impacts" are all consistent with the proposed Land Use Concept Plan for the Specific Plan and therefore do not contain impacts other than those evaluated in this EIR. These projects are not determined to have a significant impact on the Specific Plan Area.

VII. ALTERNATIVES

Four land use alternatives for the La Habra Boulevard Specific Plan have been prepared and evaluated. The alternatives reflect different assumptions regarding the character of future development. Alternatives 1, 2, and 3 were formulated within the context of "Alternative D", the City approved alternative in the "Revitalization Study for the La Habra Boulevard Corridor" prepared by Community Systems Associates, Inc. in 1985. Under the scenario of Alternative D, La Habra Boulevard was divided into six distinct sub-areas, each with varying land use emphasis, access, design and overall character. In the process of reviewing each of the alternatives, a fourth alternative was developed which combined elements from each of the three alternatives. By combining individual alternative characteristics, a preferred or recommended alternative has been devised.

In addition to these four alternatives, a "No Project" alternative is considered and evaluated in this environmental impact report. The description of the five alternatives for the boulevard are provided below.

A. ALTERNATIVE 1: GENERAL UPGRADE

Alternative 1 is characterized as a "general upgrade" of existing uses on La Habra Boulevard along with the introduction of some new uses (Figure 13). Elements which distinguish this alternative include:

- upgrade La Habra Circle, Harbor Central Plaza and La Habra Plaza commercial centers at Beach Boulevard, Harbor Boulevard, and Walnut Street;
- provide opportunities for more multiple family residential on La Habra Boulevard;
- provide off-street parking in areas of greatest need;
- establish two "mini-parks" on La Habra Boulevard;
- reduce isolated residential uses on La Habra Boulevard between Monte Vista Street and Walnut Street;
- implement a cosmetic upgrade of the Civic Center (thematic landscaping, signage, etc.);
- create a new auto related commercial center east of Cypress Street; and
- expand the corner of La Habra and Harbor Boulevards for auto sale and repairs.

B. ALTERNATIVE 2: REDEVELOPMENT PROJECT

This alternative assumes the creation of a new redevelopment project area west of the Civic Center area (Figure 14). Although some of the characteristics of this alternative are included in the previous alternative, there are several new uses that indicate slightly different priorities or emphasis. Alternative 2 can be described as follows:

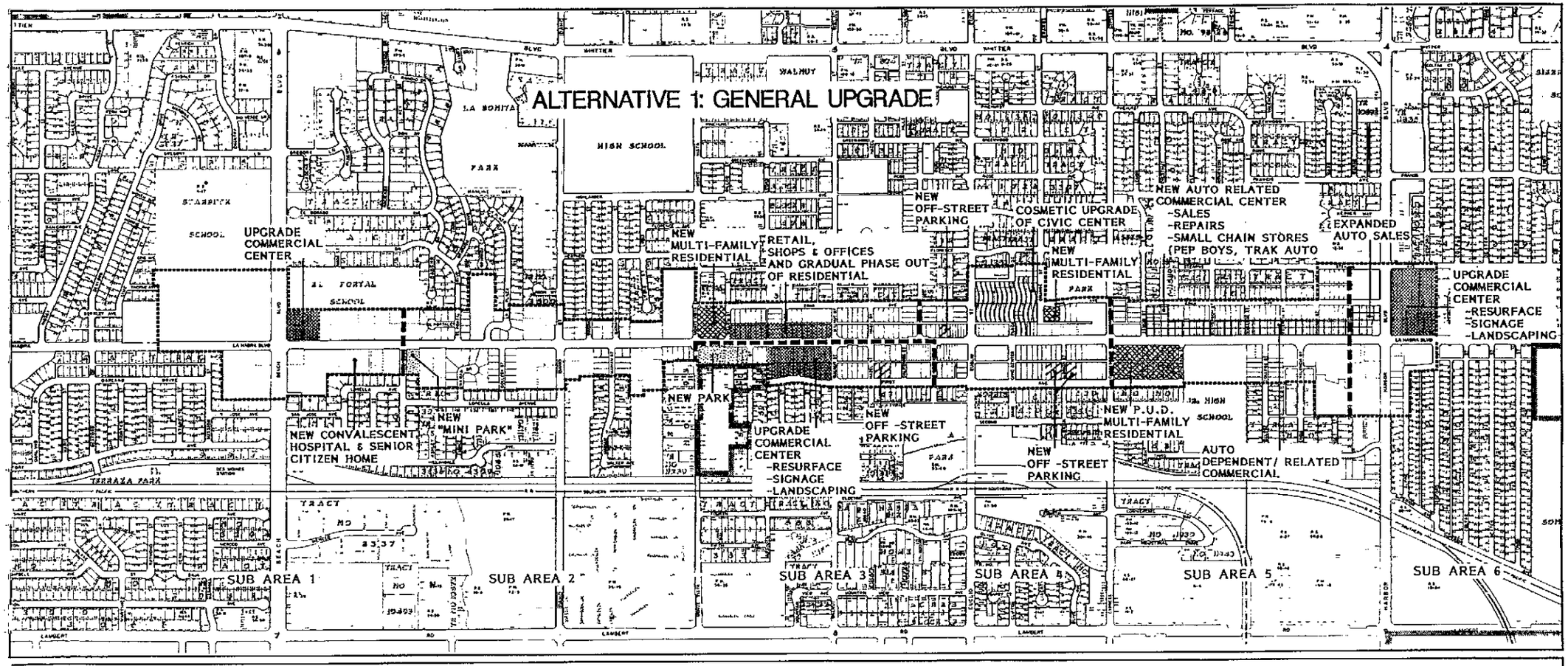


Figure 13

LA HABRA BOULEVARD SPECIFIC PLAN

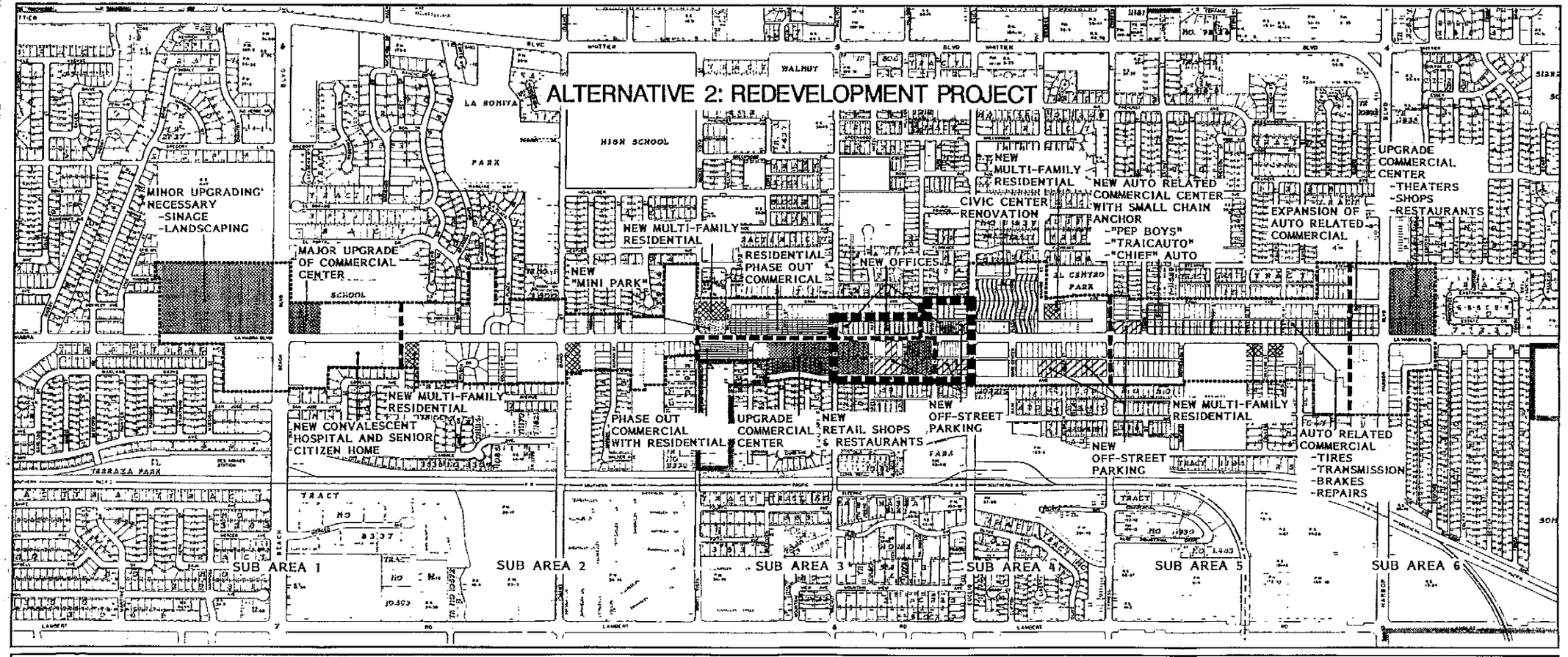


Figure 14

LA HABRA BOULEVARD SPECIFIC PLAN

- upgrade commercial centers located at Beach Boulevard, Harbor Boulevard, and Walnut Street. In addition to upgrading these centers, La habra Square should implement both a signage and landscaping program to improve the appearance and utilization of this center;

- develop new multiple family residential units at several locations along the corridor;

- develop a new mini-park in conjunction with multiple family residential on La Habra Boulevard;

- phase out older commercial uses on La Habra Boulevard between Monte Vista Street and Walnut Street and encourage new residential development;

- create a redevelopment project on La Habra Boulevard between Walnut Street and Euclid Street. Additional commercial retail, shops, and offices would be developed in the redevelopment area. Major off-street parking would also be established in this area;

- renovate the Civic Center to include a new parking and circulation plan, landscaping, signage, lighting, and installation of new street furniture;

- create a new auto related commercial center east of Cypress Street along with the continued development of auto dependent commercial uses on La Habra Boulevard; and

- expand existing automobile sales at the corner of La Habra and Harbor Boulevards.

C. ALTERNATIVE 3: "PROMENADE" AND "TOWN PLAZA"

This alternative would concentrate on creating a "promenade walk" west of the Civic Center and a "town plaza" in front of the existing City Hall (Figure 15). Much of this area is already developed with buildings characteristic of the spanish theme architecture. Creation of the town plaza would link El Centro Park on the east with the "promenade walk" commercial block on the west. Uses in this alternative would include the following:

- upgrade commercial centers at Beach Boulevard, Harbor Boulevard, and Walnut Street. La Habra Square would also add more significant landscaping and uniform signage;

- develop new multiple family residential developments along the Boulevard;

- develop one new mini-park in conjunction with a multiple family residential project which would provide open space on La Habra Boulevard;

- create a new entertainment center at Monte Vista Street for a restaurant, theatre, and shops;

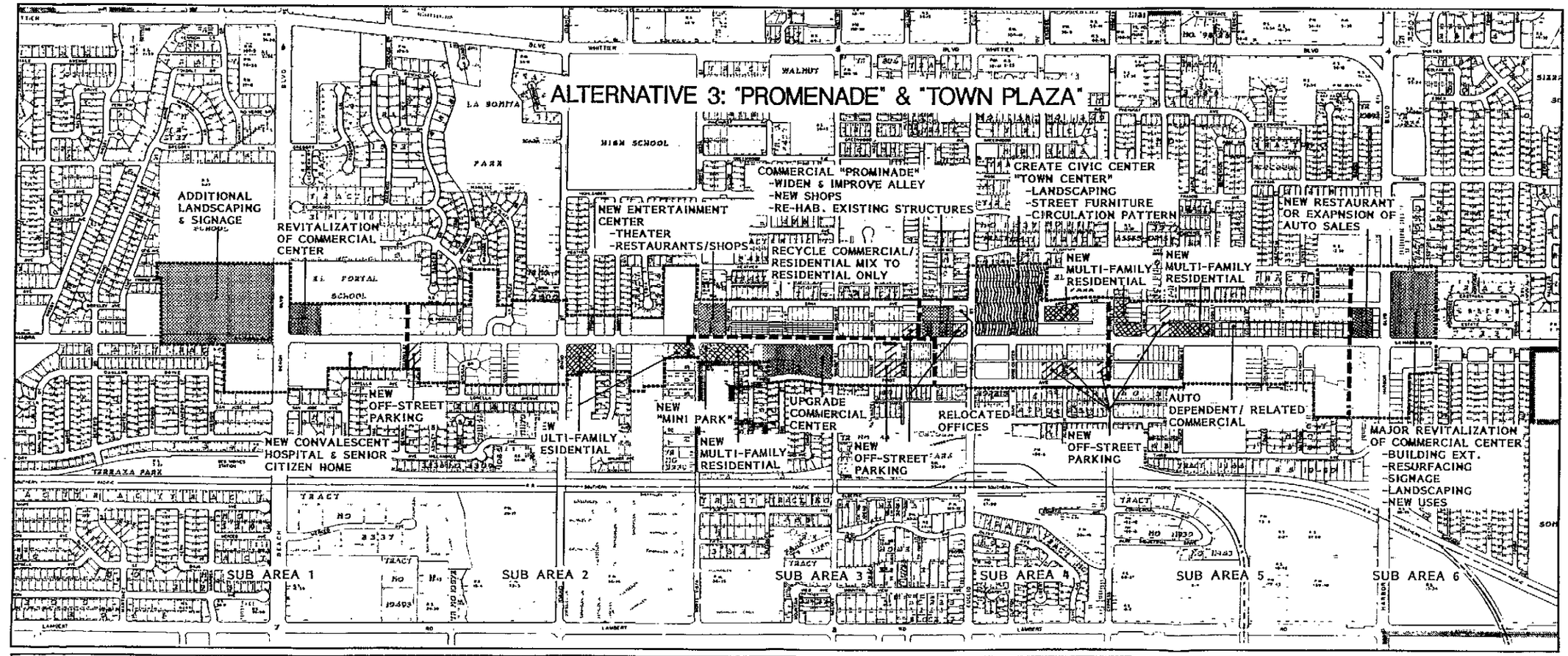


Figure 15

LA HABRA BOULEVARD SPECIFIC PLAN

- phase out older commercial uses along La Habra Boulevard between Monte Vista Street and Walnut Street and replace with residential development (low to medium density);

- develop major new off-street parking in key areas along the Boulevard;

- acquire the entire block west of the Civic Center and plan for a new commercial "promenade" center. This would involve widening and improving the existing alleyway, rehabilitating older commercial structures, new construction, creating an open pedestrian oriented walkway through commercial shops, restaurants, offices, and specialty retail stores. Off-street parking would be created to serve shoppers and a "window" to the Boulevard would be developed to enable convenient pedestrian access to this new center. Such a project could become the show-place of La Habra and develop a substantial noon hour clientele from nearby businessmen and Civic Center employees;

- relocate Civic Center offices and other uses located on La Habra Boulevard in front of City Hall to Euclid Street opposite the Police Station and library;

- create a "Town Plaza" linking El Centro Park and the "promenade walk." The town plaza would include use of thematic landscaping, street furniture, redesign of the parking serving City Hall, open space, new signage, use of architectural/design elements characteristics of the spanish architectural theme, and new street lighting. The town plaza would also become the location of outdoor civic center and community service activities;

- continued development of auto related and dependent commercial along La Habra Boulevard; and

- create new restaurant opportunities on and around Harbor Boulevard.

D. NO PROJECT

The "No Project" alternative would entail no Specific Plan for downtown La Habra. It is expected that the present land use, circulation and aesthetic conditions would continue or decline. Isolated revitalization or redevelopment may occur but would lack an overall coordinated approach to create a specific land use pattern which achieves the broader aims of the City enhancing the image and quality of development in a theme consistent with the larger community and the historical roots of the City of La Habra.

Circulation improvements proposed by the City in the Specific Plan may still occur in the no project alternative but the improvements would not be coordinated with new land use development standards and design guidelines. Present levels of service on La Habra Boulevard may decline before any improvement occurs. As part of a larger "package" of incentives the circulation improvements contribute towards a more aggressive City policy of re-establishing the downtown area as a major focal point in the City of La Habra. The no project alternative holds no such goal for improvement of circulation conditions of La Habra Boulevard and congestion at major intersections would remain unmitigated.

E. RECOMMENDED ALTERNATIVE

The recommended alternative (shown in Figure 16) is generally designed to express or capture the intent of the City's previous Revitalization Study and the most recent goals and objectives of improving the design, function, and character of La Habra Boulevard. This alternative represents a combination of elements from the three alternatives discussed above. The major elements of this alternative can be classified into three categories: Circulation, Urban Design, and Land Use. This alternative has been used as the basis of the Land Use Concept Plan in Figure 6.

The recommendations for the circulation aspects of the Plan include:

- the creation of new left-turn lanes;
- the establishment of off-street parking to replace the eliminated on-street parking; and
- the implementation of a phased landscaping program of the median and curbs.

For the urban design category the recommendations include:

- the use of thematic palm trees on both sides of the street;
- the use of "gateway" palm trees; and
- the preparation of development standards, such as minimum lot size and frontages.

The land use category contains recommendations to:

- establish a redevelopment survey area west of the Civic Center;
- designate isolated single-family residences as "floating residential", with plans to eventually phase these areas out and encourage commercial development;
- maintain the provisions set forth in the existing redevelopment projects; and
- develop opportunities for multiple family development and a possible mini-park along the boulevard.

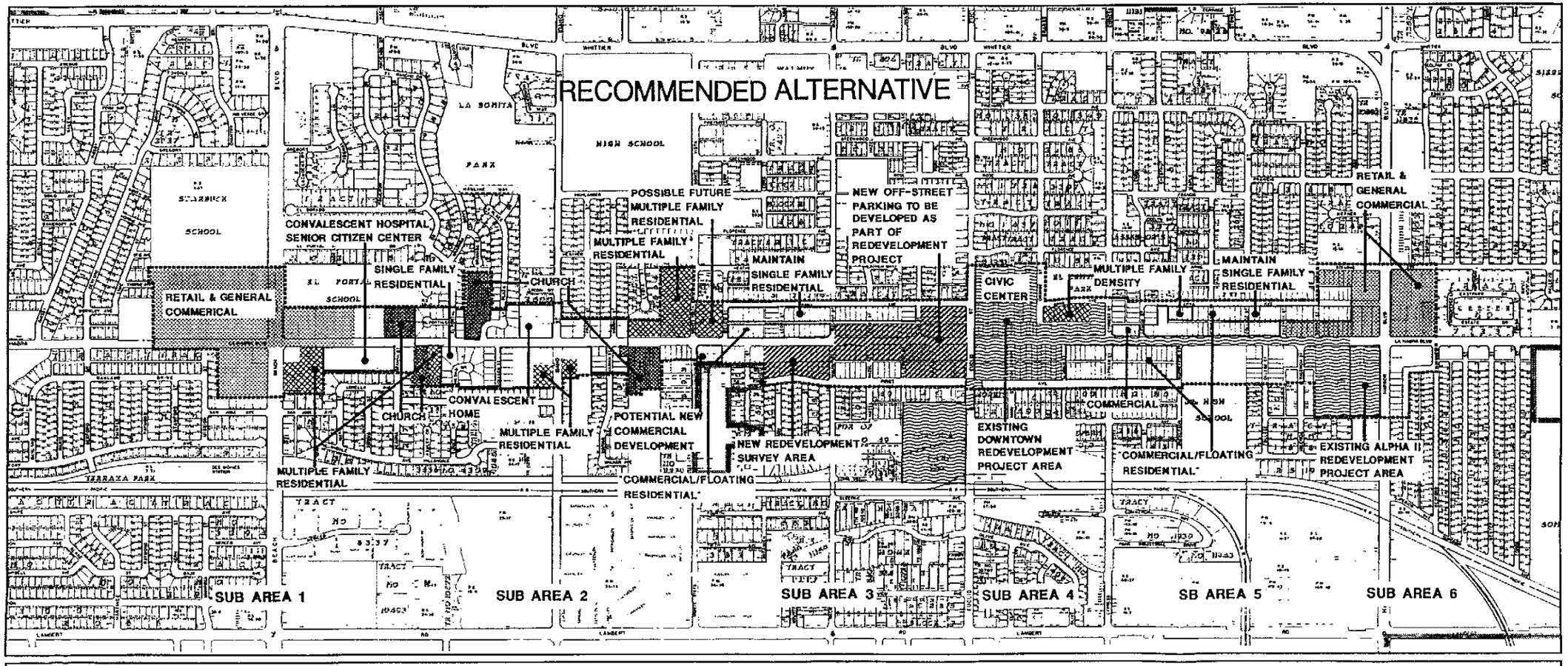


Figure 16

LA HABRA BOULEVARD SPECIFIC PLAN

VIII. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

This section addresses the relationship between short-term use of the environment and the maintenance/enhancement of long-term productivity. As previously discussed, the intent of the Specific Plan is to define development standards/design guidelines and to coordinate new development and revitalization efforts along La Habra Boulevard in the Plan Area. As proposed, the Specific Plan would not alter the short-term uses on La Habra Boulevard and would increase the long-term productivity. This is based on a modest buildout estimate potential of 400,000 additional commercial-retail and office uses (150,000 square feet of offices and 250,000 square feet of commercial retail). Of the area proposed for development, less than 1% is currently undeveloped or without approved development plans. In addition, the Specific Plan will improve automobile safety and landscaping on La Habra Boulevard.

Short-term benefits of the proposed Specific Plan would primarily be realized by property owners, residents and employees in the Specific Plan Area, the local city government and taxpayers in general who would benefit from increased assessments on development and resultant revenues. Public services such as fire and police protection; as well as infrastructure would not be significantly impacted, nor should overall costs of services exceed expected revenues.

The effects of the proposed Specific Plan on the long-term productivity of the environment would be substantial. While practically all of the Specific Plan Area is presently developed, portions are currently suffering from economic decline due to the physical character of the site, types of businesses located there or in the surrounding area. The Plan Area will gradually experience economic pressures to renovate and upgrade as public improvements are made. Without a plan to coordinate revitalization efforts, this may result in piecemeal renovation without a coordinated theme. In light of the declining or static economic productivity on the Plan Area, the proposed Specific Plan is necessary to promote economic revitalization and redevelopment in the area and is considered a desirable and justified use of the environment.

IX. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD RESULT FROM THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

Implementation of the proposed Specific Plan would intensify some existing land uses while preserving others. Significant and irreversible changes to the existing environment would occur where there are structures demolished, or significantly altered during renovation. Due to the selective intensification of uses along La Habra Boulevard and the major circulation and landscaping improvements; the area; urban design will be changed significantly. The development of the Plan Area will increase the potential property value of the immediate and surrounding areas.

The loss of on-street parking could have a significant effect at certain locations for the business community if not mitigated. Under the proposed Plan, a total of 125 parking spaces would be removed in order to create left-turn lanes and landscaped and painted center medians on La Habra Boulevard. Approximately 78 spaces (40% of the total on La Habra Boulevard) would be eliminated during the interim period (first 3 years of the Plan) leaving 116 on-street spaces. The ultimate plan (beyond 3 years) would eliminate another 47 spaces leaving 69 on-street spaces to serve the nearby commercial retail uses. To compensate for the loss of on-street parking with the Plan, the Plan proposes the simultaneous development of off-street parking in selected areas which would provide convenient access to retail and office uses. If the off-street parking areas are not developed concurrently with the elimination of the on-street spaces a notable shortage of parking would result. If accessible replacement parking was not provided, patronage of the local businesses could be potentially reduced, albeit temporarily. Therefore, the loss of on-street parking would be considered significant if it is not simultaneously replaced with off-street parking.

During construction as well as the operational period of the proposed Specific Plan, a variety of materials and resources will be irretrievably committed. Construction along La Habra Boulevard will consume non-renewable natural resources in the form of glass, wood, steel, concrete, oil, electrical energy, etc. During the course of normal operations, the completed development will consume natural resources such as fuels, electricity, and water which would not be required to the same degree in the absence of the proposed project. This use of resources is not unusual and would be normally anticipated given similar occurrences of urban redevelopment. However, actual levels of resource consumption and environmental change cannot be accurately assessed at this time.

As a result of approval of the Specific Plan, the site's potential for alternative uses would largely be eliminated. On the other hand, the proposed Specific Plan seeks to stimulate economic revitalization and would produce a higher and more effective use of the entire Specific Plan Area.

X. GROWTH INDUCING IMPACTS

Approval of the proposed Specific Plan would result in direct and indirect growth inducing impacts in the Specific Plan Area. The subsequent revitalization of La Habra Boulevard would provide for both intensification of existing land uses, and development of new commercial, retail and residential uses. Should this development occur, it would enhance the character of downtown La Habra by revitalizing and intensifying urban land uses in an area that is presently experiencing only a modest amount of new development and whose character and appearance has been gradually declining.

If realized, the potential growth in the Specific Plan Area would directly result in a larger employment base and an associated increase in the size of the required work force. The formation of new capital and housing in the Specific Plan Area would, in turn, generate secondary growth by increasing the demand for other services and facilities necessary to support additional development (e.g., infrastructure improvements, police and fire protection, school and library services, recreational facilities, retail sales and service establishments, etc.). This secondary growth would, in turn, create demand for an additional work force to provide goods and services to the initial development and primary work force.

Associated with the Specific Plan and its intent to stimulate economic revitalization of La Habra Boulevard would be the intensification of existing land uses and development of new uses.

Implementation of the proposed Specific Plan would exert pressure on the surrounding areas to intensify existing uses due to increased land values. Although land surrounding the Specific Plan Area is already subject to urban development, the nature and character of these uses may be subjected to economic pressures to intensify their uses further.

The California Environmental Quality Act (CEQA) guidelines state that growth induced by a proposed project is neither inherently beneficial or detrimental to a given area. The proposed Specific Plan, by providing for commercial, retail and residential development is growth inducing by design. To the extent that new development conforms with the objectives of the Specific Plan and is restricted to the Specific Plan Area, it would be considered significant but not adverse in nature.

XI. PERSONS AND ORGANIZATIONS CONSULTED

Air Quality Management District

Brian Farris

Southern California Association of Governments

Wendy Murphy

Orange County Environmental Management Agency

Michael Ruane
Leo Schwab

Southern California Gas Company

R.M. Oclaray

Southern California Edison Company

Ken Reynolds

General Telephone Company of California

Carol Wilkerson

Fullerton Union High School District

Thomas Godley

La Habra City School District

Richard Hermann

City of La Habra

Lee Risner, City Manager
Kathy Kawamura, Planning Director
Nelson Wong, Engineering Department
Carlos Jaramillo, Planning Department
Ann O'Donnell, Staff Analyst

The City of La Habra City Council

The City of La Habra Planning Commission

The La Habra Chamber of Commerce

XII. LIST OF PREPARERS

Gruen Associates

Glenn Perica
Ki Suh Park
Elaine Carbrey
Fred Pearson
Eric Dietrich
Jennifer Davis
Betsy Atwell
Nessa Marion

Economics Research Associates

David Wilcox