

ORDINANCE NO. 1566

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA HABRA APPROVING THE REVISED AND UPDATED LA HABRA BOULEVARD SPECIFIC PLAN.

WHEREAS due and legal notice of hearings required by law have been given for the establishment of a Specific Plan; and

WHEREAS, all notices and hearings required by law for the establishment of the La Habra Boulevard Specific Plan have been complied with, including the giving of notice and the conducting of hearings before the Planning Commission and City Council.

The City Council of the City of La Habra does ordain as follows:

Section 1. The City Council of the City of La Habra hereby finds and determines that the revised and updated La Habra Boulevard Specific Plan is hereby approved, and is attached hereto as Exhibit "A".

Section 2. The Mayor shall sign and the City Clerk shall attest to the passage of this Ordinance. The City Clerk shall cause the same to be published or posted in the manner prescribed by law. This Ordinance shall become effective after 30 days from its adoption.

PASSED, APPROVED AND ADOPTED this 6th day of December, 1999.

Steve Anderson
Steve Anderson, Mayor

ATTEST:

Sharie L. Apodaca
Sharie L. Apodaca, City Clerk

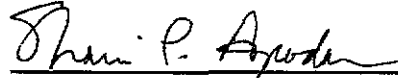
STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS.
CITY OF LA HABRA)

I, Sharie L. Apodaca, City Clerk of the City of La Habra, do hereby certify that the above and foregoing is a true and correct copy of Ordinance No. 1566 introduced at a regular meeting of the City Council of the City of La Habra held on the 15th day of November, 1999, and was thereafter adopted at a regular meeting held on the 6th day of December, 1999, by the following vote:

AYES: COUNCILMEMBERS: HOLMBERG, GARCIA, SIMONIAN, RUSH, ANDERSON
NOES: COUNCILMEMBERS: NONE
ABSTAIN: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE

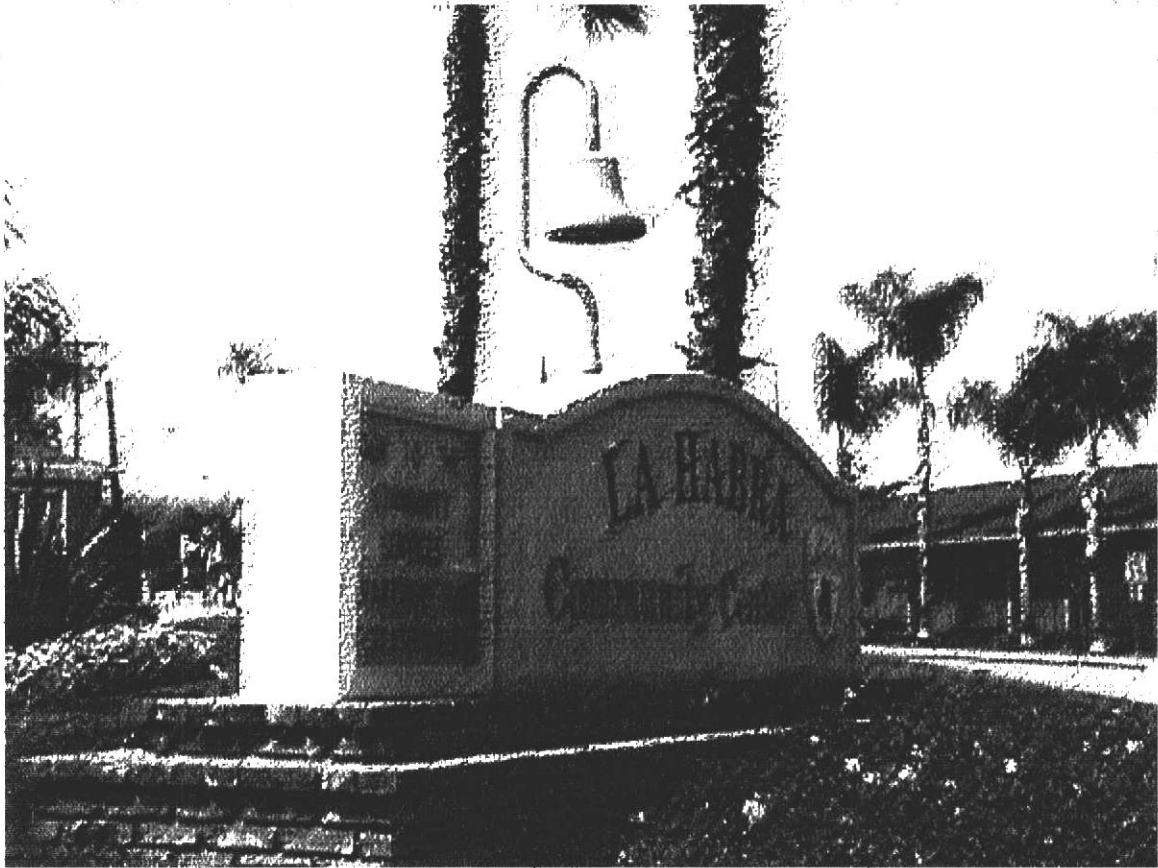
Witness my hand and the official seal of the City of La Habra on the 7th day of December, 1999.



Sharie L. Apodaca, City Clerk

File:

LA HABRA BOULEVARD SPECIFIC PLAN





LA HABRA BOULEVARD SPECIFIC PLAN

Revised and Updated
November 1999

**Adopted by City Council Ordinance
No. 1566
December 6, 1999**

CITY COUNCIL

Juan M. Garcia, Mayor
Steve Anderson, Mayor Pro-Tem
Dorothy May Rush, Council member
John C. Holmberg, Council member
G. Steve Simonian, Council member

PLANNING COMMISSION

Joan Johnson, Chair
Mark Handler, Vice-Chair
Brynn Kernaghan, Commissioner
Patrick Kelley, Commissioner
Michael Blazey, Commissioner
Todd R. Warlick, Commissioner

City Manager

Jerry Bankston

ACKNOWLEDGEMENTS

The Original La Habra Boulevard Specific Plan was prepared for the City by Gruen Associates & Economic Research Associates and was adopted in March of 1988. This document has been updated and revised by the City of La Habra Community Development Department in conjunction with the City of La Habra Planning Commission. It represents over a year of extensive public study sessions with the Commission, two joint study session with the City Council, a joint study session with the Community services Commission and three all day public "open house – workshops." The adoption of the revised Specific Plan was subject to two formal public hearing before the Planning Commission and City Council.



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Chapter 1

INTRODUCTION

BACKGROUND

Since 1975 the City of La Habra has been actively planning and studying downtown La Habra. The scope of these studies has focused on the measures necessary to bring about economic redevelopment and revitalization of businesses in the downtown/Civic Center area of La Habra. The effort to initiate tangible improvements in the downtown area continued in 1985 with hiring of professional consultants to prepare 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. In 1988 the City Council adopted the La Habra Boulevard Specific Plan prepared by Gruen and Associates. In 1998 the council directed the city staff to review the specific plan and update it to meet the City's current needs. The modifications have been review by the Planning Commission through a series of study sessions and public meetings.



La Habra Boulevard 1915

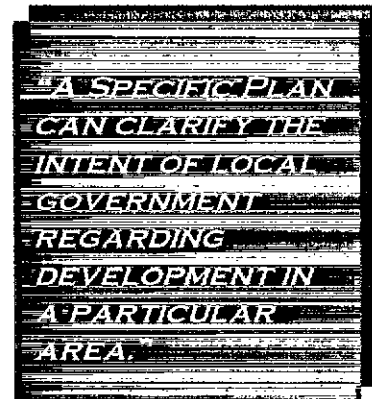
PURPOSE OF THE SPECIFIC PLAN

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 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.

LA HABRA BOULEVARD SPECIFIC PLAN

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 rescinded local zoning classifications and regulations for the La Habra Boulevard Specific Plan Area, when it was originally adopted in 1988, and has required all new development to be consistent with the uses and standards contained within the Specific Plan. This document updates and amends the original Specific Plan. 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;
- Provisions for population density and building intensity and supporting services;
- Provisions for the conservation, development, and use of natural resources;
- Provisions for implementing the open space element;
- Other appropriate measures.

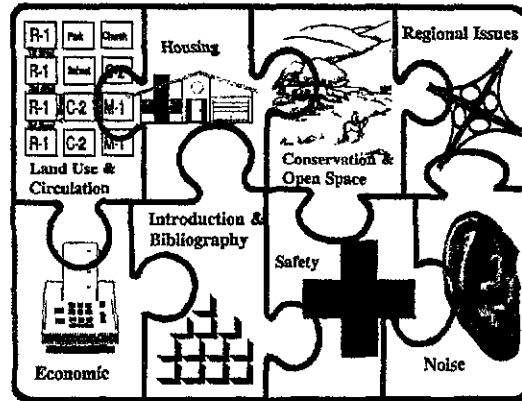
The Specific Plan consists of standards and guidelines. The development standards in Chapter IV must be followed for all development in the Specific Plan area. The design guidelines in Chapter V clarify the intent of the standards and serve as the criteria for evaluating compliance of proposed development with the Specific Plan.

The Specific Plan 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 reassessment of the Environmental Impact Report (EIR), approved in conjunction with the original 1988, 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).

LA HABRA BOULEVARD SPECIFIC PLAN

RELATIONSHIP OF THE SPECIFIC PLAN TO THE GENERAL PLAN

The Specific Plan is designed as a tool to implement the goals, policies and programs of the City's General Plan. Key General Plan policies and programs applicable to the La Habra Boulevard Specific Plan include:



Landuse

Policy

Encourage the intensification of commercial and industrial uses in a manner which will provide for improved commercial services to the community, maximum revenue generation and a better balance of jobs and housing.

Program

- Continue to implement the La Habra Boulevard Specific Plan.

Policy

Maintain and encourage the development of land uses that are compatible with other adjacent land uses.

Program

- Encourage the reduced incidence of non-conforming uses and land use incompatibility through the effective recycling of non-conforming uses to more compatible uses..

Circulation

Policy

To maintain and improve, where needed, the City's street system in order to provide a reliable and uncongested transportation system for the citizens of La Habra.

Program

- Require development to provide sufficient off-street parking and circulation to reduce congestion and increase both auto and pedestrian safety.

LA HABRA BOULEVARD SPECIFIC PLAN

LAND USE

The La Habra Boulevard Specific Plan area runs along La Habra Boulevard from Beach Boulevard on the west and Harbor Boulevard to the east. The entire plan area consists of 203.5 acres and is shown on Exhibit 1.

Land Uses. The Specific Plan designates eleven different land uses including several commercial categories, professional-office uses, residential uses and institutional or public use designations as shown for the official Specific Plan Land Use map, Exhibit 2. These designations are consistent with land use categories established in the La Habra General Plan 2020.

Sub-areas. The existing development within the plan area is not homogenous. There are distinct areas with different characteristics. For the purpose of implementation and phasing of the entire plan, sub-areas have been identified and shown on Exhibit 3.

Sub-area 1 is the heart of the city, consisting of the old Central Business District. This sub-area is bounded by Monte Vista Street on the west and North McPherson Street on the east.

Sub-area 2 is the commercial district to the east of sub-area 1. This sub-area is bounded by North McPherson street on the west and Harbor Boulevard on the east.

Sub-area 3 is the area bounded on the east by Monte Vista Street and on the west by Beach Boulevard. This sub-area, while it contains a number of parcels for professional offices, is primarily residential in nature. All the on street parking has been removed from La Habra Boulevard within this sub area and a two-way turn lane has been developed in the center. In the future this lane could be converted into a landscape median.

LA HABRA BOULEVARD SPECIFIC PLAN PROCESS AND PUBLIC PARTICIPATION

The La Habra Boulevard Specific Plan was prepared under the guidance of the City of La Habra. In the process of preparing the Specific Plan, meetings have been conducted with the City Council, Planning Commission, city staff, area residents, property owners, and merchants of La Habra Boulevard. Prior to and in the course of the development of the Specific Plan, the City of La Habra has conducted or caused to be conducted various studies, surveys and public meetings with the above to solicit their input regarding the planning/revitalization of La Habra Boulevard.



Prior to the adoption of the current Specific Plan by the City Council, a number of meetings were held to solicit public input. They included:

- 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).

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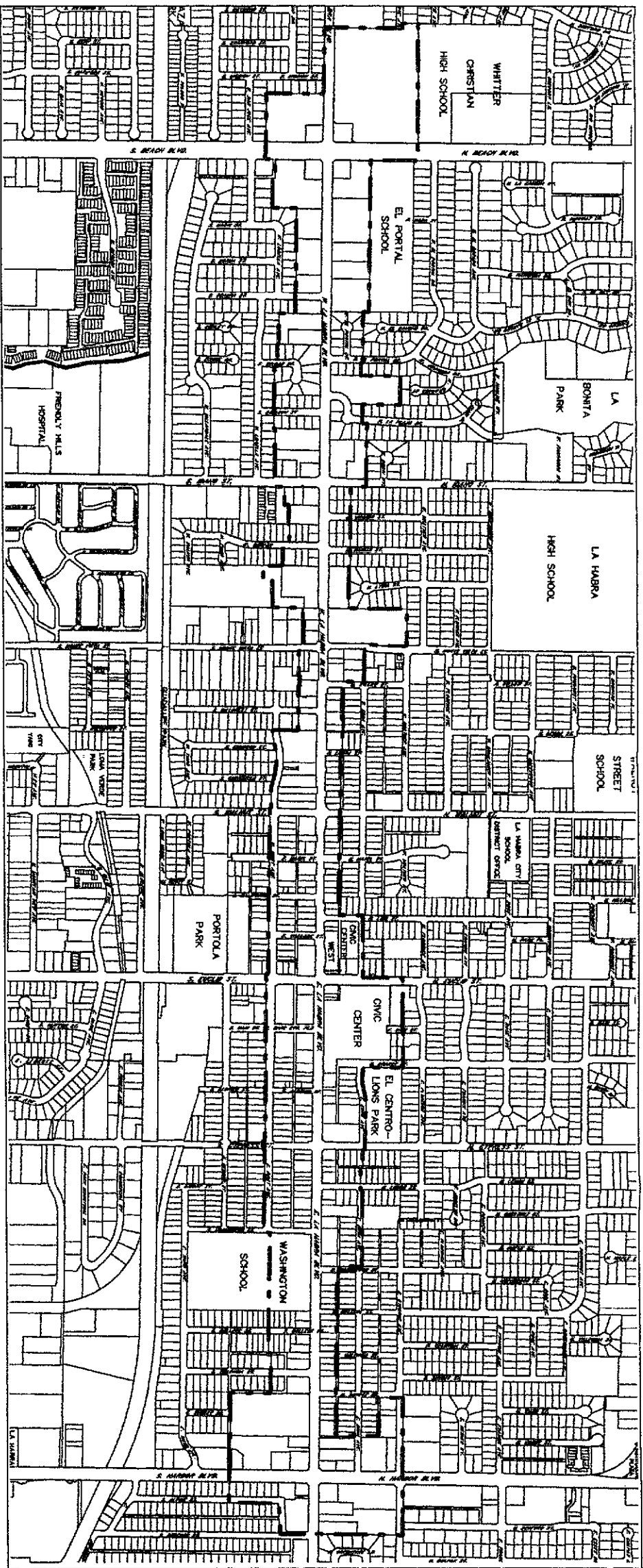
- Inventory of baseline data and description of existing conditions along La Habra Boulevard (Background Report, December 11, 1986).
- Discussion of preliminary circulation, design and landscaping treatments for La Habra Boulevard at the first joint Planning Commission/City Council study session on January 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.

Prior to adoption, the Specific Plan update process conducted by the City of La Habra has included surveys and public meetings to obtain input from the citizens. In addition to the meetings listed below the city staff prepared and conducted three surveys. The groups that were surveyed included; La Habra Blvd. Property Owners, the La Habra Blvd. Business Owners, and the students that participated in Student Government Day (1998).

- Joint study session of the City Council and Planning Commission (October 1998)
- Joint study session of the Planning and Community Services Commissions. (January 4, 1999)
- Two town hall meetings with the property owners and business owners within the plan area. (January 19th and 20th, 1999)
- Numerous Planning Commission study sessions (bi-weekly October 1998 through January 1999.)

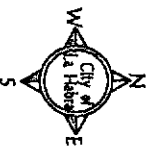
GRAPHIC ILLUSTRATIONS IN THE SPECIFIC PLAN

The Specific Plan contains diagrams, maps, illustrations, and a circulation plan/striping plan to enhance and clarify the text and to depict the type of development 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.



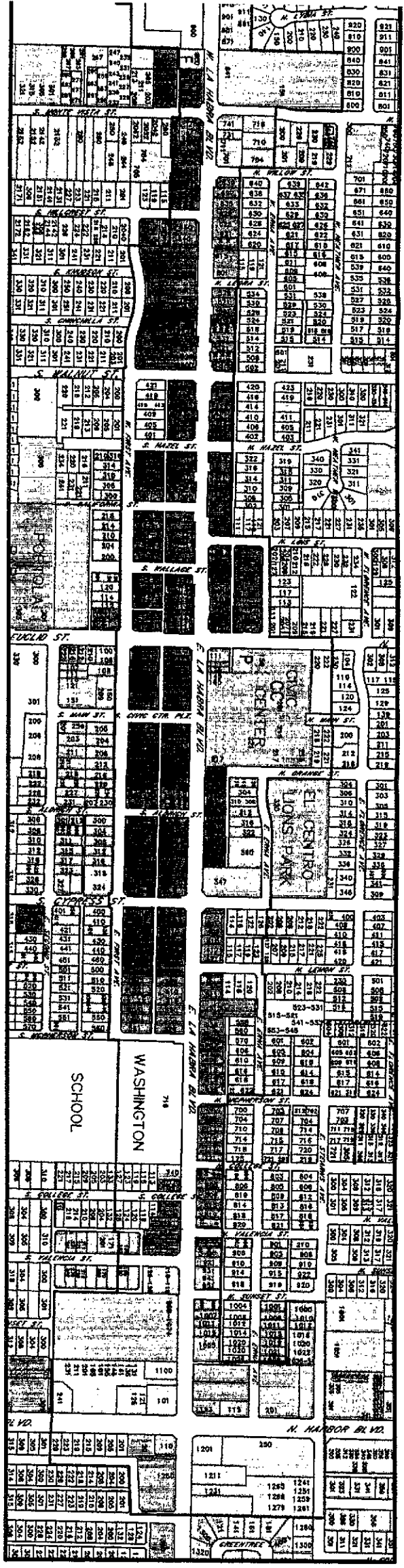
LA HABRA BOULEVARD SPECIFIC PLAN

Specific Plan Boundary



----- Boundary

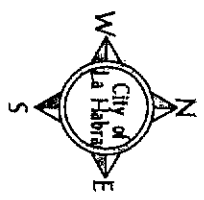
Mileward Specific Plan - Land Use



- Industrial
- Commercial
- Community Shopping Center
- Business District
- Commercial
- Office

- Industrial
- Commercial Industrial
- Light Industrial
- Open Space
- Parks/Flood Channels

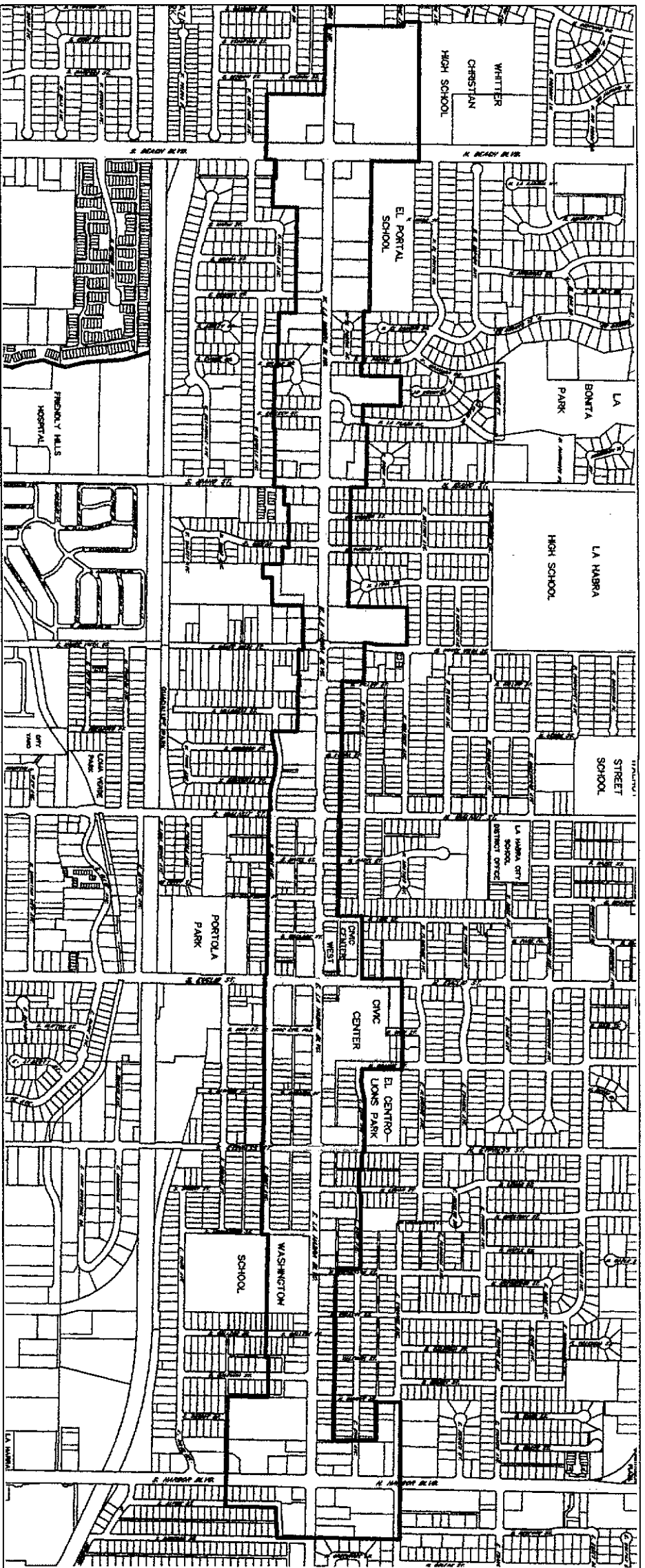
- Public Facility
- Police
- Fire
- Civic Center
- Utilities
- Other



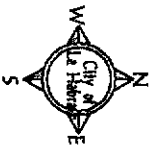
Specific Plan Boundary



Distance in Feet



LA HABRA BOULEVARD SPECIFIC PLAN
 Specific Plan Subareas



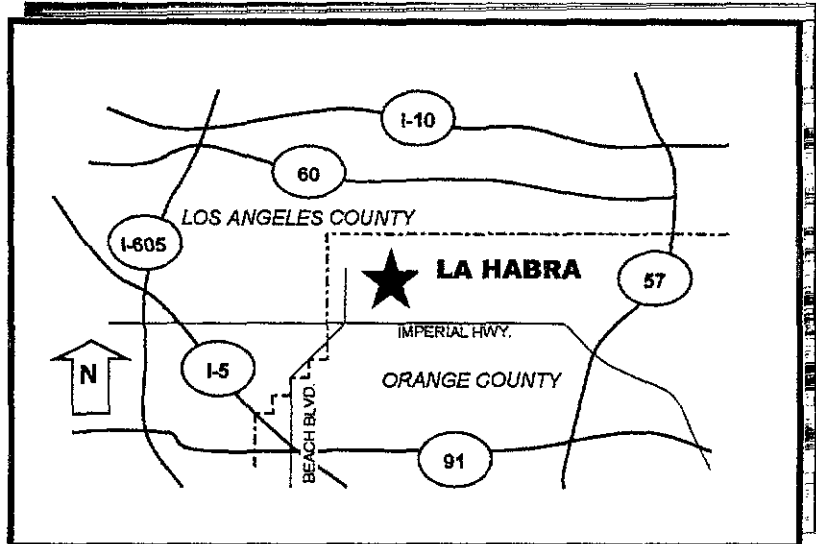
- Subarea One
- Subarea Two
- Subarea Three

Chapter 2

EXISTING CONDITIONS

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, Interstate 605/Interstate 105 and Imperial Highway to the west, State Highway 60 and Fullerton Road to the north, and State Highway 91 (Riverside Freeway) to the south. The City of La Habra lies south of the City of La Habra Heights and north of the City of Fullerton west of the City of Brea and East of the City of Whittier. The Specific Plan area extends 1.95 miles and includes that portion of La Habra Boulevard between Beach Boulevard 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.



LAND USE AND ZONING

General Plan

The La Habra "General Plan 2020" specifying the orderly, comprehensive and long-term development of the City was adopted in 1990. The General Plan designates eleven different land uses for the Specific Plan area including several commercial categories, professional-office uses, residential uses and institutional or public use designations. The land uses for the Specific Plan Area are identified below and are shown on Exhibit 2

LA HABRA BOULEVARD SPECIFIC PLAN

Specific Plan Land Uses

Residential	Commercial
Low Density, 4-8 units/acre	Neighborhood Commercial
Medium Density, 9-14 units/acre	Community Shopping Center
High Density, 14-23 units/acre	Central Business District
Transitional up to 23 units/acre	Highway Commercial
	Professional Office
Public	
	Public facilities-Civic Center
	Public facilities-Fire

Zoning

With the adoption of the La Habra Boulevard Specific plan in 1988, existing zoning classifications were eliminated and replaced with the Specific Plan overlay. Within the plan area are land use categories consistent with the General Plan.

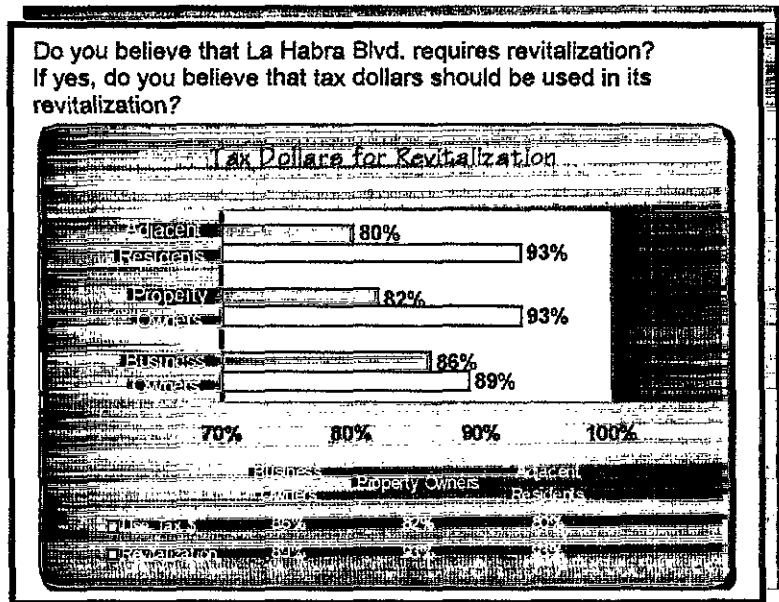
Existing Land Use

Older retail and general commercial stores interspersed with single and multi-family residential dwellings characterize the Specific Plan area. 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.

Land Use Issues

An evaluation of existing land uses, current zoning, and the City's General Plan along with the Citizen input from the surveys and public meetings have identified the following land use issues:

- Some of the existing structures are not maintained in good repair or are not esthetically pleasing, therefore leaving the impression of a deteriorating area.



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- Incompatible land uses prevent a feeling of cohesiveness in the 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 are incompatible, both in use and physical appearance, with adjacent commercial uses.
- The Specific Plan area contains and allows for a wide range of land uses. However, there appears to be a need for entertainment and cultural uses, such as theatres, restaurants and outdoor activity centers.

What types of uses should be encouraged on La Habra Blvd. by the City? Please rank each of the following land uses 1-4 (1=very desirable, 2=desirable, 3=somewhat desirable, 4=not desirable)

Type of Use	Rank	Average Rank	Mode
Restaurants	1	1.8	1
Specialty Retail	2(T)	1.9	1
Art/Cultural Uses	2(T)	1.9	1
Professional Office	3	2	2
Small Mkt/Drug Stores	4	2.1	2
Family Services	5	2.3	2
Multi Family Res	6	2.7	4
Mixed Use	7	3	4
Auto Services	8	3.2	4
Liquor/Conv. Store	9	3.5	4

Survey of Citizens within 500 feet of La Habra Blvd., conducted by the City of La Habra Planning staff 1998.

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

CIRCULATION AND PARKING

La Habra Boulevard is the linear focus of the Specific Plan. The boulevard has an 80-foot right-of-way, of providing 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 turn lanes on La Habra Boulevard presently exist, on-street parking is prohibited because of the necessary utilization of the parking lanes for creation of left-turn bays. Circulation and parking issues include:



Existing Conditions 1998

- The lack of left turn lanes east of Monte Vista Street creates dangerous safety problems at major intersections. Creation of further left turn lanes would require elimination of on-street parking spaces.
- Pavement on La Habra Boulevard between Monte Vista Street and Euclid Street is narrower in certain sections where complete right-of-way has not been obtained.
- The current design of La Habra Boulevard encourages 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 renovation or rebuilding.
- Curb cuts at intersections for ADA accessibility requirements are not all in place.

URBAN DESIGN

La Habra Boulevard is a 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.

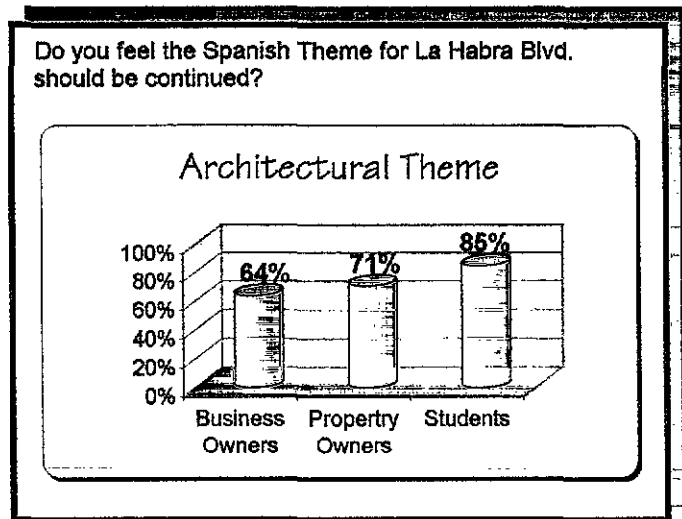
On each end of the Corridor in the Specific Plan Area are typical highway commercial shopping centers. The centers are a mix of old and new contemporary architectures. The La Habra Center, at the southwest corner of La Habra Blvd. and Harbor Blvd. is an example of modern Spanish style. Harbor Central 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

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provided on-site in the front 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.

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 open "corridor" lacking definition and uniqueness. Likewise unsheltered walking areas, poorly landscaped sidewalks and absence of variety, confront pedestrians. Significant urban design issues include the following:

- La Habra Boulevard lacks thematic and shading landscaping which can contribute towards the "Early California 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.



Survey conducted by the City of La Habra Planning staff 1998.

- 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 to 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 are particularly necessary in the older Central Business District area between Monte Vista Street and Euclid Street.
- Available funding, community interest and business support of necessary architectural changes related to the Specific Plan are critical.

Chapter 3

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 and provide a clear basis for the application of development standards and design guidelines. The overall goals are presented first, expressing 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.



GOALS

1. To make La Habra Boulevard the "theme" street of the City of La Habra. Recognizing that La Habra Boulevard is an secondary highway, some areas of the boulevard could be developed for pedestrian orientation by increasing pedestrian area and 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.

OBJECTIVES

1. Land Use

- Additional commercial development in transitionally designated areas within the La Habra Boulevard Specific Plan Area is preferred.
- The City shall encourage recycling of older commercial and office properties for new development or parking consistent with the Specific Plan.
- The City shall acquire strategic sites within the La Habra Specific Plan Area, which have the potential of providing for new attractive development or public parking.
- Land use impacts on adjacent neighborhoods and developed properties within the La Habra Boulevard Specific Plan Area shall be minimized
- Older residential sites interspersed in commercial areas on La Habra Boulevard shall be phased out.

2. Transportation and Circulation

- The City shall create left turn pockets along La Habra Boulevard. (Establishing these turning pockets shall require elimination of some on-street parking).
- Alleyways shall be repaved and upgraded or rebuilt for improved access.
- The elimination of on street parking shall be offset by providing additional parking within the plan area.
- The City shall provide signage identifying available off street public parking areas.
- The City will continue to coordinate with LACMTA (Los Angeles County Metropolitan Transportation Authority) and OCTA (Orange County Transportation Authority) for the long-term provision of bus shelters, benches and bus signs.

3. Urban Design

- The City shall, as soon as possible, implement a landscaping program along La Habra Boulevard providing mature thematic trees.
- The City shall provided strong entryway landscaping and signage on La Habra Boulevard at appropriate locations. Entryway improvements shall be made either within landscaped medians, the public right-of-way or on City acquired corner parcels.
- The City shall make pedestrian improvements (widen sidewalks, provide shade and thematic trees, construct bus shelters).
- The City shall adopt design guidelines and standards which help establish the desired "Early California-Spanish" architectural theme.

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- The City shall provide decorative treatments for sidewalks and crosswalks at pedestrian crossings and at major intersections along La Habra Boulevard.
- The City shall develop a system of raised landscaped medians along La Habra Boulevard.

4. Open Space and Recreation

- The City shall encourage the integration aesthetically pleasing open spaces or green belts in the Specific Plan area.
- The City shall develop and maintain a program to enhance open spaces by use of medians, bulbouts and other landscape features.



"To accomplish great things, we must not only act, but also dream; not only plan, but also believe."

-Anatole France

Chapter 4

DEVELOPMENT STANDARDS

The Development Standards as identified in this Chapter take into account the antiquated subdivisions that occurred during the early formation of the community along the boulevard. Lot sizes are considerably smaller than standard, especially in the area where the original downtown center was established. New development has been limited because of the physical difficulty of complying with the City's current development standards. Private enterprise has not been able to cause economic attrition of smaller lots into more viable commercial size properties. The Development Standards for the Specific Plan remove some of these difficulties and provide development incentives to combine substandard lots for economically viable uses.



The proposed development standards are to be used in combination with the design guidelines set forth in Chapter 5. 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 3. They are regulatory in nature and will govern all development within the Specific Plan area.

A. GENERALLY.

1. 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.

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2. All building construction within the Specific Plan area shall comply with applicable building codes.
3. The Development Standards and Design Guidelines contained in the Specific Plan shall apply as an overlay ordinance to all three sub-areas of La Habra Boulevard.
4. All existing non-conforming uses within the specific plan area shall be subject to the requirements of Section 18.08.070 of the Municipal Code, unless otherwise stated within this Specific Plan.

B. USES PERMITTED

The official "La Habra Boulevard Specific Plan – Land Use Map" illustrates the land use concept for the Specific Plan Area. These land use designations have been formulated based on the current General Plan categories, on 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.

LAND USE CATEGORIES IN THE PLAN
COMMERCIAL SHOPPING CENTER
NEIGHBORHOOD COMMERCIAL
HIGHWAY COMMERCIAL
PROFESSIONAL OFFICE
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
CENTRAL BUSINESS
CIVIC CENTER
TRANSITIONAL
RESIDENTIAL / COMMERCIAL

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, drugstores, laundromats, beauty shops, appliance repair, etc.

Highway Commercial - This category applies to commercial uses directly related to and dependent on the highway for patronage and access for commercial uses needing a large amount of space which might tend to break up an intensive shopping district and for commercial establishments not dependant upon passing pedestrians and "impulse" purchase. Such uses include but are not limited to, auto sales, banks, restaurants, gas stations and nurseries.

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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 permits 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 23 dwelling units per net acre. Common residential uses permitted include apartments, townhouses, and condominiums. Parking lots would also be permitted.

Central Business District - This category includes 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, they include the police station, city library, city hall and related offices. Subject uses also include the fire station (just west of Monte Vista Street)

Transitional Residential/Commercial - The transitional residential/commercial category applies where older residential uses are located in areas that are identified 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, medium-high density residential development may be appropriate.

C. ACCESSORY USES PERMITTED

1. On all sites within the plan area designated as residential uses, the following accessory uses are permitted:
 - a. Accessory buildings necessary to such use located on the same lot or parcel of land including a private garage, the capacity of which shall not exceed three vehicles.
 - b. Home Occupation – in compliance with the regulations provided in Chapter 18.80 of the La Habra Municipal Code.

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2. On all sites designated for commercial uses, the following accessory uses are permitted:
 - a. Accessory buildings necessary to such use located on the same lot or parcel of land including storage sheds for exclusive use of the patrons of the stores or business located on site, provided that appropriate building permits are received.
 - b. Processing or treatment of products which is clearly incidental to the business conducted on site and provided that not more than five (5) persons and not more than fifty (50) percent of the full area of the building is used in the manufacture or manufacturing or treatment of the products and that such operations or products are not objectionable due to noise, odor, dust, smoke, vibration or other similar causes.

D. USES PERMITTED BY CONDITIONAL USE PERMIT

The following uses are permitted by conditional use permit as provided for under applicable criteria of Chapter 18.58 or under Chapter 18.60 et seq. as to the adult uses of the La Habra Municipal Code.

1. Adult Uses.
2. All alcohol-related uses either for on site or off site consumption.
3. All auto/vehicle-related uses.
4. For low-density residential sites: All those uses identified in Section 18.16.040 of Title 18 "Zoning".
5. For all multi-family sites: All those uses identified in Section 18.18.040 of Title 18 "Zoning"
6. For commercially designated sites: All those uses identified in Section 18.30.040 of Title 18 "Zoning"
7. All such uses, which in the opinion of the Planning Commission and City Council are not more obnoxious or detrimental to the welfare of the community than permitted uses specifically mentioned.

E. USES EXPRESSLY PROHIBITED

The following uses are expressly prohibited within the boundaries of the La Habra Blvd Specific Plan.

1. New residential in commercial zones.
2. For low-density residential sites: All those uses identified in Section 18.16.050 of Title 18 "Zoning".
3. For all multi-family sites: All those uses identified in Section 18.18.050 of Title 18 "Zoning".
4. For commercially designated sites: All those uses identified in Section 18.30.050 of Title 18 "Zoning"

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Summary of Development Standards
La Habra Boulevard Specific Plan

Single Family	Height		Setback (feet)		Area (feet or square feet)		Min. Floor Area	2 Spaces Per Unit Within an Enclosed Garage								
	Stories	Feet	Front	Side	Front	Side										
	2.5	36	25	5	25	5,000	50	1,000	None	1,000	None	250 per D.U. With 30% as Private	40%	None	See Below	
Multi-Family Medium	2.5	35	15	10	10	15,000	60	250 per D.U. With 30% as Private	40%	None	See Below	150 for each additional B.R.	1/2 space for each additional B.R.	None	See Below	
Multi-Family High	2.5	35	15	10	10	24,000	60	250 per D.U. With 30% as Private	40%	None	See Below	150 for each additional B.R.	1/2 space for each additional B.R.	None	See Below	
Commercial & Professional	4	50	10	10	20	5,000	50	1,000	40%	None	See Below	None	See Below	None	See Below	
<p>Landscaping Requirements for All Land Use Designations</p> <p>A landscape area is required along all street frontages with a minimum width of 10 feet. All required areas shall be bermed and planted with grass turf and trees.</p> <p>Trees are required at a ratio of 1 tree per 20 feet of street frontage. Additional trees are required at a ratio of 1 tree per 10 parking space and are to be located near the parking areas.</p> <p>Landscaping shall be planted adjacent to the parking areas at a ratio of 7% of the total paved area (min.) The ratio can be reduced to 5% for all parking located behind the building(s).</p>																
<p>Parking for all Commercial areas</p> <p>For all commercial uses with lot less than 50 foot in width and 150 feet in length - 1 Space per each 375 sq. ft. of floor area.</p> <p>Dance Floors - 1 space per 100 sq. ft.</p> <p>Commercial lodging - 1 space per sleeping unit.</p> <p>Public Assembly (Auditoriums) - 1 space per 6 linear feet of seating area.</p> <p>Restaurants and drinking establishments - 1 Space per every 4 seats.</p> <p>Banquet Rooms (no fixed seats) - 1 space per 60 sq. ft. of floor area.</p>																
<p>Special Development Standards</p> <p>For requirements on:</p> <ul style="list-style-type: none"> Distances between buildings Fences and Walls Signs Vehicle repair facilities standards Closing of auto repair and service facilities Site Plan review <p>Please refer to the Development Standard section of the Specific Plan or the Specific Plan handbook.</p>																

THE INFORMATION PROVIDED IN THE TABLE IS ONLY A SUMMARY OF COMMON CONDITIONS
PLEASE CONTACT A PLANNER FOR DETAILED INFORMATION.

F. STANDARD OF DEVELOPMENT

Within the boundaries of the La Habra Blvd Specific Plan, the following standards of development, as specified below and as summarized in Table F1, shall apply.

1. Building Heights.

- a. On all parcels with a commercial designation, building heights shall not exceed 4 stories or 50 feet.
- b. On all parcels with a residential designation, building heights shall not exceed 2 1/2 stories or 35 feet.
- c. No penthouses or roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment, towers, steeples or other structures shall exceed the height limit provided in this chapter. Radio and television masts, flagpoles, chimneys and smokestacks may extend not more than 30 feet above the height limit provided in this chapter; provided, however, that the same may be safely erected and maintained at such height in view of the surrounding conditions and circumstances.

2. Front Setbacks.

- a. There shall be a front building setback of not less than 10 feet on all land uses within the plan area designated for commercial uses. Such area shall be landscaped. Such landscaping may be a combination of hardscape and softscape (plants) with at least 25% of the area devoted to softscape.
- b. For residential uses the front set back shall be 20 feet for Low-Density development and 15 feet for Medium and High-Density development.
- c. Cornices, canopies or awnings, eaves, balconies, landings, window boxes or other similar architectural features, not providing additional floor space within the building, may extend into the required front setback area no more than 36 inches. Additional encroachment of architectural features may be allowed as approved by the Planning Commission.
- d. Patios provided for uses within areas designated for residential use as private yard area shall not encroach into the setback area.
- e. No accessory structure may encroach into any setback area.

3. Side Setbacks.

- a. For all side yards along a street frontage there shall be a minimum of a 10-foot setback. Encroachments shall be allowed as described in Section 2 above.
- b. Side setbacks for commercial buildings are not required, except when such building is located on a corner lot or when it is adjacent to any site designated residential.

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- c. 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 a setback of not less than 10 feet, such area shall be landscaped. For multi-family residential uses such spaces may be used as private or common yard area.
- d. For all uses encroachments are permitted as identified in Section 2c above.
- e. For multi-family development the second floor shall be set back 15 feet. The roof platform created by the difference between the first and second floor may be used for any use consistent all the other development standards for the plan area.
- f. No accessory structure may encroach into any setback area.

4. Rear Setbacks.

- a. There shall be a minimum rear setback requirement along the rear property line of all sites designated for commercial uses of not less that 20 feet.
- b. There shall be a minimum rear setback requirement along the rear property line of all sites designated for low-density residential uses of not less that 25 feet.
- c. There shall be a minimum rear setback requirement along the rear property line of all sites designated for multi-family residential consistent with the requirements of section 3 above.
- d. No accessory structure may encroach into any setback area.

5. Area Requirements.

For all sites located in the plan area the minimum standards apply.

- a. A minimum lot size for new commercial development shall be 5,000 SF. Minimum lot frontage shall be 50 feet.
- b. A minimum parcel size of 24,000 SF shall be required for new high-density multiple-family residential developments. Minimum lot frontage shall be 60 feet.
- c. A minimum parcel size of 15,000 SF shall be required for new medium-density multiple-family residential developments. Minimum lot frontage shall be 60 feet.
- d. Exception: These standards shall not apply to the upgrading, remodeling or overall enhancement or improvement of any existing structure provided that the floor area of such building is not increased more that 20% and further provided that there is no decrease in available on site parking.
- e. A minimum lot size of 5,000 feet shall be required for all low-density residential uses. Minimum lot frontage shall be 50 feet.

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- f. Each lot designated for medium-density residential use shall have a minimum of 3,100 feet per dwelling unit.
- g. Each lot designated for high-density residential use shall have a minimum of 1,900 feet per dwelling unit.
- h. Maximum land coverage (building footprint) for all multi-family development shall not exceed 40%.
- i. A minimum floor area of 1,000 square feet shall be provided for all one-family residential dwellings.
- j. A minimum dwelling unit size exclusive of garages, carports, balconies, patios, terraces and open porches shall be provided for all multi-family residential dwellings. The minimum sizes shall be as provided in the following table.

MINIMUM UNIT SIZE	
UNIT TYPE	MINIMUM SQUARE FEET
Bachelor unit	480
One Bedroom	700
Two Bedroom	900
Over two bedrooms	900 + 150 for each additional bedroom

6. Usable Yard Area.

- a. For all commercial uses, none.
- b. For all residential uses:
 - 1. Minimum area per parcel. No parcel used for residential development shall have less than 1,000 square feet of usable yard area. Usable yard area must have a minimum dimension of 15 feet. Exception: up to 50% of the required area may be 12 feet.
 - 2. Minimum area per dwelling unit. The minimum required usable yard area shall not be less than two hundred and fifty square feet for each dwelling unit, either as a private usable open space or a combination of private and common open space with at least 30% of the units having private open space.
 - 3. Private Usable Yard Area.
 - a. The required usable yard area when located on open ground, utilized as patios, terraces, atriums, or surfaces of courts shall have a minimum dimension of 8 feet and a minimum area of 96 square feet.

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- b. The required usable yard area when located on balconies, porches or decks shall have a minimum dimension of seven feet and a minimum area of 70 square feet.
4. Common Usable Yard Area.
 - a. The remaining required usable open space shall be part of the common open space and shall not have any dimension less than 15 feet and shall not be less than 400 square feet in area.
 - b. All common yard area shall be conveniently located and readily accessible from all dwellings, shall be screened from adjacent streets and shall be landscaped with lawns, trees, shrubs and other permanently maintained plant materials when not used as swimming pools, game courts or other similar recreational facilities.
5. Description.
 - a. The usable yard area required by this chapter shall not be used for parking, driveways, and automobile turning area or accessory buildings. The maximum gradient shall be less than 5%.
 - b. Such usable yard area shall not be located within a required front yard or a side yard abutting a street, or a required rear yard abutting a street.

7. Parking and Loading

- a. General Regulations. For each dwelling, multiple dwelling, business establishment or other structure erected after the adoption of this title, there shall be provided and maintained off-street parking facilities to accommodate the motor vehicles used by the occupants, customers, clientele, and employees of such facilities, including parking for persons with disabilities in accordance with the provision of Title 24 of the state code. The aggregate amount of parking space for each type of use shall not be less than stated in this chapter.
 1. In any case where the accumulated parking total includes a half of a space, one complete space shall be provided.
 2. All parking spaces shall be located on private property, either on the same lot or on a lot within five hundred feet of the building. Exception: In one-family and two-family zones the parking shall be located on the same parcel.
 3. When the required off-street parking is provided on a lot separate from the main building, a covenant shall be recorded by the owner of the lot guaranteeing the use of such parking for the life of the building.
 4. Guest Parking shall be provided for all multiple family developments at a rate of $\frac{1}{2}$ space per unit for all developments with less than 50 units. For all projects with more than 50 units, $\frac{1}{4}$ space per unit shall be provided. All such parking shall be conveniently located for vehicular access from the street and pedestrian access to the units.
 5. Adequate ingress and egress area shall be provided for all required parking spaces.
 6. Loading. - On the same premises with every building, structure or part thereof erected or occupied there shall be provided and maintained on the lot adequate space for standing, loading and unloading services in order to avoid undue interference with the public use

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of the streets or alleys. The required loading space may be included within the required parking space adjacent to a building during non-peak business or use hours.

7. Where automobile parking space provided and maintained on a lot in connection with a building or structure built before September 2, 1960 is insufficient to meet the requirements for the use with which it is associated or where no such parking has been provided, such building or structure shall not be enlarged. Additionally, the use may not be extended or expanded unless additional parking is provided to meet the standards for such use in conformity with the requirements set forth in this chapter.
8. All parking areas shall be maintained at all times.
9. Tandem parking shall not count as required parking.

b. Prohibitions

The following prohibitions shall apply in all zones:

1. In no case may a garage be constructed within twenty feet of any street right-of-way when the garage door faces the street.
2. A carport as defined in chapter 18.04 of the zoning code may not face or open onto a public street.
3. Neither a required side yard abutting a street nor a front yard shall be used for off-street parking.
4. Compact parking stalls shall not be allowed.

c. Design

1. Purpose: The purpose of the following development standards for landscaping and design of parking lots is to secure enhancement of the environment on the site of all parking lots for both the citizens of the city and the users of parking lots in the city. In the development of landscaping, innovation and imagination are encouraged; thus the standards contained herein are intended to be basic guidelines. Landscaping is encouraged, to be placed so as to be visible to the general public and arranged so as to enhance the main structure on the site.
2. Parking Stall Dimensions: The minimum dimension for each parking stall is as follows:

Standard Stall	9 feet by 20 feet
Parallel Parking Stall	8 feet by 22 feet
3. The width of any parking stall shall be increased by 10 inches when an obstruction is located on either side of the stall.
4. A parking stall may overhang into a landscape area a maximum of 2 feet. The landscaping in such area shall be maintained in good condition at all times.

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d. Parking Lot Design Standards

1. Driveway Width: Every parking facility shall be provided with one or more driveway. Each driveway shall maintain a minimum width as shown on the following table.

Driveway Width		
One & two family dwellings		10 feet
Multi-Family, 8 units or less		12 feet
Multi-Family, 9 units or more:		
One-way		12 feet
Two-way		24 feet
Commercial & Industrial Uses		
45 degree	one-way	16 feet
60 degree	one-way	18 feet
60 degree	two-way	20 feet
90 degree	two-way	25 feet

2. Screening of Parking Adjacent to a low density residential: In the development of any parking lot on a parcel adjacent to any lot designated for low density residential use, a solid masonry perimeter wall six feet in height shall be erected on the property line within the setback lines prescribed for the zone.
3. Each entrance and exit to a parking lot shall be constructed and maintained so that any vehicle entering and leaving the parking lot is clearly visible at a distance of not less than 10 feet to a person approaching such entrance or exit on any pedestrian walk or footpath. Exits (except to alleys) from parking lots shall be clearly posted with "stop" signs where needed. It shall be unlawful for a motorist to fail to stop at such sign before leaving the parking lot.
4. Appropriate bumper guards, entrance and exit signs and directional signs shall be maintained where needed. Additionally, spaces shall be striped and lighting shall be provided.
5. Lighting. Any lighting used to illuminate any off-street parking area shall be so arranged as to reflect the light away from any adjoining lots or adjacent streets.
6. Striping. All parking spaces shall be striped in accordance with city standards and such striping shall be kept visible for proper parking control.
7. Signing. Signing within parking lots shall be placed so as not to interfere with proper visibility for traffic and pedestrian safety.
8. Drainage. Parking lots shall be graded so as to drain surface water runoff to a public right-of-way as approved by the city engineer and director of building and safety.
9. Wheel Stops. A wheel stop shall be installed on each parking stall, which is adjacent to an exterior lot line so as to protect adjacent property. A wheel stop shall be placed at

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the head of any parking space, which is adjacent to a sidewalk to prevent overhang of any part of the vehicle on the sidewalk.

10. **Building Clearance.** All parking stalls shall maintain a minimum clearance of 30 inches from any structure.
11. **Accessibility Provisions.** There shall be provided parking spaces and access ramps from parking lots in accordance with the most current state laws on accessibility.

e. Miscellaneous Details

1. Minimum inside clearance (height) for a carport shall be 8 feet.
2. Driveway ramp grade shall not exceed a maximum slope of 12 percent and shall provide transition grades (blends) for ramp ends that are one half the slope of the ramp. The blends shall have a minimum length of 12 feet.
3. The minimum turning radius for curved driveways shall be 20 feet.
4. **Loading Zone Requirements.** For every commercial site there shall be a loading zone. The size shall be as follows:

Loading Zones	
Building Size	Loading Zone
Less than 20,000	240 sq.ft.
20,001 to 50,000	500 sq.ft.
50,001 +	750 sq.ft.

f. Surfacing

All off-street parking areas, including automobile sales lots, service stations, and other drive-in establishments shall be fully hard-surfaced with asphaltic concrete, or any other recognized street surfacing material. The following are minimum standards for surfacing of off-street parking areas and driveways:

1. **Commercial**
 - a. Base material shall be of crushed rock, decomposed granite and rock or other approved, durable road materials properly compacted to a three-inch minimum thickness.
 - b. Wearing surface shall be bituminous asphaltic concrete compacted to a two-inch minimum thickness.

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2. Residential

- a. Base material shall be of crushed rock, decomposed granite and rock, or other approved, durable road materials properly compacted to a three-inch minimum thickness. Two inch minimum thickness is approved for low density designated lots.
- b. Wearing surface shall be bituminous concrete compacted to a minimum thickness of one and one-half inches.

g. Spaces required

1. Low density (One-family and two-family dwellings)

- a. For every low density residential lot (single-family dwelling and every two-family dwelling) within the plan area, there shall be provided and maintained on the same lot or parcel of land two parking spaces for each dwelling unit. Each such parking space shall be not less than ten feet wide and twenty feet long, outside dimensions. All parking spaces shall be in a private garage.
- b. Access to the required garage shall be provided by a driveway. Such driveway shall be no wider than the garage. Curved or radial driveways may be utilized provided that such driveway does not exceed 30% of the street frontage of the site.
- c. Detached garages with doors facing another structure shall maintain a minimum of 25 feet between the structures.
- d. In no case may a driveway in a required setback area be used for permanent parking or storage of vehicles.
- e. Additional parking area for autos and recreational vehicles may be provided on site, provided such areas do not encroach into the required 1,000-yard area or into the required setback areas.

2. Multi-family Uses.

- a. For each multiple-family dwelling or other similar type of dwelling units, there shall be provided and maintained on the same lot or parcel of land the following amount of parking.

Required Parking	
Unit Type	Minimum Spaces Required
Bachelor	1 ½
One Bedroom	1 ½
Two Bedrooms	2
Over two Bedrooms	2 + ½ per each additional bedroom

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- b. A minimum of one parking space per unit shall be provided in a garage. The parking required in excess of one space per unit need not be located in a garage, but must be located on an approved, paved area on the same lot or parcel and must be equally convenient to all multiple-family dwelling units.
- c. Location - A garage, as defined in the zoning code, may be entered from the side or rear of any multi-family designated lot. Not more than one double garage shall face onto a public street.
- d. Guest Parking. Any development of fifty units or less shall include additional parking equal to one-half space per dwelling unit for the use of guests. Any development having more than fifty units shall include additional parking equal to one-fourth space per dwelling unit for the use of guests.
- e. All guest parking shall be uncovered and conveniently located for vehicular access from the street and pedestrian access to the units.

3. Commercial uses.

- a. Generally - Parking shall be provided for all uses based on the actual use of each structure or building erected. In the case of mixed uses, the total amount of parking shall be based on the combined total of those uses. In all cases a minimum of three on-site parking spaces shall be provided for all commercial and office buildings as follows:

When the depth of the lot measures one hundred fifty feet or less (measured from the front lot line to the rear lot line) and has a width of sixty feet or less, and where the lot existed prior to passage of this plan, at least one parking space shall be provided for each three hundred seventy-five square feet of floor space or fraction thereof.

- b. Specific uses. In addition to the general requirements certain uses have been deemed to need additional parking. Such parking shall be provided as per the following table.

Commercial Parking Requirements	
Bowling alleys	4 spaces per alley
Dance floors	1 space per 100 sq.ft
Hotel, Motel, Commercial Lodging	1 space per sleeping unit
Public Assembly (Auditoriums)	1 space per 5 seats*
Recreation and sports (bleachers)	1 space per 6 lineal feet of seating area
Restaurants and drinking establishments	1 space per 4 seats*
Banquet Room (no fixed seats)	1 space per 60 sq. ft.

* Seat means eighteen lineal inches of seating space when seats are arranged in pews or benches. For Auditoriums with no permanent seats, "seat" means 7 sq. ft. of floor area.

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c. Specialty Uses.

Parking requirements for all other uses shall be determined by interpretation of the Planning Commission. Each applicant seeking such determination shall have prepared by a certified traffic engineer, a parking study of the requested use or similar uses.

4. Open Space Uses.

- a. For all buildings placed within open space zones, parking shall be provided in accordance with the standards for commercial uses.

8. Landscaping /Screening

- a. A landscaped area having a minimum width of 10 feet shall be required along the total length of the street frontage exclusive of driveway approaches. Such landscaping shall 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.
- b. Landscaping in the front of the building may be a combination of hardscape and softscape provided that the hardscape is integral to the overall architectural design of the structure, as determined by the Planning Commission. In no case shall the softscape area be less than 25% of the total setback area.
- c. Trees shall be required in the required landscape area at a ratio of one tree per 20 foot of the total frontage, exclusive of driveway approaches. Additionally, a minimum ratio is required within the parking areas of one tree per 10 parking spaces. All new trees shall be at least 15-gallon in size. Root barriers shall be used when planted adjacent to public sidewalks.
- d. Planter boxes are 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.
- e. Parking lots shall have at least ten (10) percent of the area landscaped. They should 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 Specific Plan and the immediate surrounding area.
- f. 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 ten feet, and a 30-inch high solid wall, located on the parking area side of the landscaped strip.
- g. Trash containers shall be fully enclosed by a five-foot high decorative masonry wall with solid gates. Finished textures colors shall be consistent with the primary structure with which they are associated.
- h. All exterior freestanding mechanical equipment, antenna dishes and short wave antenna devices shall be screened or architecturally integrated into the building with respect to colors and materials. Additionally, no aboveground transformers shall be located in the front or street side 10-foot landscape areas.

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- i. Water elements such as fountains, ponds and other water treatments may be placed in the setback area provided they are integral to the overall architectural or landscape design of the site as determined by the Planning Commission

G. SPECIAL DEVELOPMENT STANDARDS.

1. Distance between buildings on the same lot. (Residential development only).

- a. There shall be a minimum distance of ten feet between a building used for dwelling purposes and an accessory building.
- b. There shall be a minimum of 6 feet between accessory buildings.
- c. The minimum space between the exterior walls of main buildings shall be 20 feet.

2. Fences and Walls.

- a. All fences and walls, excluding masonry and building code approved permanent-finish panels, shall be painted in a color scheme, consistent with the color palette in chapter 5, section D of this plan, and improvements shall be maintained in a neat, orderly condition at all times.
- b. No portion of the wall or fence shall be used for advertising or display.
- c. Any structures that 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.
- d. No barbed wire, concertina wire, grape stakes or chain link shall be permitted as fencing material.
- e. A solid masonry wall six feet in height shall be provided between all neighboring sites of commercial and residential uses. Exception: all walls in front setback areas may not exceed three feet in height.
- f. Where a wall required by this plan is located between properties having different grade levels, the height shall be measured from the highest grade.

3. Signs.

- a. Commercial Signage Criteria- General
 1. Wall mounted, projecting, and pedestal signage is permitted.
 2. Signage shall be integrated with the architectural details of the structure. Signage shall be placed so that it does not overlap significant design elements, such as cornices, columns, balustrades, or surface details.

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3. Colors used in the signage shall complement the color palette used for the building facade. Sign backgrounds shall consist of neutral or muted colors. Bright colors may be used for sign copy or logos as approved by the head Planning Official or his/her designee.
4. Signage should be pedestrian oriented, generally located no higher than twelve (12) feet above the sidewalk elevation.
5. The use of neon signage is permitted. Only one (1) neon sign will be permitted for each business. The use of neon is subject to review by the Planning Commission.
6. Moving or animated signage is not permitted.
7. New roof signs and billboards are not permitted.

b. Wall Signs

1. 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:
 - Twelve (12) 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.
2. Signs may not project vertically above the top of the parapet or horizontally beyond the end walls of the structures.
3. Exceptions to these location standards may be granted for existing or specialized signs, e.g., movie theaters by approval of the Planning Commission.
4. 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 may 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.
5. Wall signs shall be mounted flush to or recessed in to the building and fixed securely. They shall not project more than twelve (12) inches from the face of the building wall.
6. One wall sign shall be permitted on each sidewalk or alley elevation. Provided that the total signage does not exceed the maximum allowed for the site.

c. 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 10% of the total window and door area visible from the exterior of the building. No window sign shall be displayed above the first floor.

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d. Projecting Signs

1. 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 is mounted. Projecting signs should project no more than four (4) feet from the building wall surface. In no case may a sign project over the public right of way. Projecting signs shall be no higher than the lowest of the following:
 - Twelve (12) feet from grade;
 - Cornice line of building.
2. There shall be no projecting signs lower than eight feet above grade.
3. No projecting signs should be 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 5 feet from any other projecting or freestanding sign, whether on the same property or not.
4. 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.

e. 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). Freestanding signs shall be located at or close to grade, no higher than eight (8) feet from grade within an approved landscaped area, and not to be located in any public right-of-way.

f. 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.

g. Temporary Signage/Banners

Any sign made of poster paint on 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. No temporary signs shall be placed in the public right of way.

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h. 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.

i. Lighting in Signs.

1. 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.
2. Lighting fixtures shall be integrated with the structure's architectural details. Units, which overlap or obscure significant details, will not be permitted.
3. Flashing and moving lights will not be permitted.
4. Neon tube lighting may be used to highlight building details or as signage (following section). Such lighting must be discretely used and well integrated with the facade.
5. Bare bulb illumination is permitted if discretely used and well integrated with the facade.

J. Signage Exceptions

1. Signs required by law.
2. Signs owned by a government agency.
3. Public utility signs that contain no advertising copy and which are customarily utilized to explain the utility function.
4. 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.
5. 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.
6. Holiday decorative signs (painted on windows); for a period not to exceed 10 day after the holiday, except for Christmas signs which must be removed by January 15th.
7. Traffic/parking signs;
8. Open house signs; (on private property)
9. Special civic or volunteer organization event signs; As approved by the City Council.

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4. Vehicle repair standards.

- a. All vehicle mechanical and body repair, painting, and upholstery activities shall be permitted only with approval of a conditional use permit by the Planning Commission. All such uses are 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 any street or surrounding property.
 4. All repair activities as described in this section shall be confined to the hours between 7:00a.m. and 7:00p.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.
 7. No goods for sale shall be displayed outside of the building.
 8. Outdoor storage of recreational vehicles or construction equipment is not permitted.
- b. All future development of automobile/vehicle mechanical and body repair, painting, and upholstering activities shall be in compliance with the minimum site development standards as listed in part "a" above.
- c. All existing automobile/vehicle uses shall have ten years from the effective date of the adoption of the ordinance approving the Specific Plan update to comply with this section. Exception: any such existing use is remodeled or enlarged shall comply at such time that the remodeling or enlargement takes place.

5. Closing of automobile/vehicle repair and service facilities.

In the event that an automobile/vehicle repair development is closed and not operated for a period of one hundred eight consecutive days (six months). The Chief Planner shall notify the property owner last occupying the site that the Conditional Use Permit shall become null and void unless application for an extension of time is made to the Planning Commission within thirty days. The Planning Commission shall review any requests for extension as provided in Section 18.58.070. If no extension of time is requested or the Planning Commission denied an extension of time for the conditional use permit, the Chief Planner shall so notify the property owner in writing.

Any part of a building, structure or land occupied by an automobile/vehicle repair activity without a conditional use permit, if abandoned, shall not again be used or occupied for an automobile/vehicle repair use. Any part of a building structure or land occupied by any automobile/vehicle

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repair use which is discontinued for a period of one hundred eighty consecutive days, or more shall not again be used or occupied for a automobile/vehicle repair use, unless a Conditional Use Permit is granted by the Planning Commission

6. Site plan Review.

The intent of the Site Plan Design Review process set forth in this section is to assure the implementation 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 three-step review process involving (1) La Habra Community Development Planning Department, (2) Design Review Board/Planning Commission and (3) Planning Commission.

a. Process

1. Planning Department

Prior to the issuance of any minor building permits for interior building changes, landscaping, parking lot plans, minor repair to the exterior of the building, walls and fences, mechanical equipment and similar projects, the Chief Planner 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. Review of projects under this category may be performed over the Planning Department public counter without a fee.

2. Design Review Board/Planning Commission

The Planning Commission shall also act as the Design Review Board for projects within the Specific Plan. Prior to the issuance of building permits, the Design Review Board shall consider projects of front landscaping if hardscape or encroachment is involved, minor exterior changes such as doors and windows, minor exterior or site changes, exterior colors, free standing signs and neon sign, and similar projects shall be considered to ensure architectural compatibility. Projects requiring review by the Design Review board shall be scheduled on the next available Planning Commission Agenda for consideration without fee. The Design Review Board may conditionally approve, approve or deny the application. The decision of the Design Review Board may be appealed to the City Council subject to the appropriate appeal fee.

3. Planning Commission

Prior to the issuance of any building permit, all new development, major remodeling or structural rehabilitation of more than 25% of the building area, and additions which add to the floor area, a Site Plan Design Review shall be approved by the Planning Commission. An application for a Site Plan Design Review permit shall be filed along with such materials as may be required for a Site Plan Approval permit excepting that the fee for Site Plan Design Review permit shall be one half of the fee to process 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 Design Permit within the time period prescribed by law. The Planning Commission may grant deviations from the prescribed development standards guidelines to those parcels which by the nature of their size, location, topography, configuration or other

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considerations require overall planning design and control in order to achieve the goals and objectives of the Specific Plan. Decisions of the Planning Commission may be appealed to the City Council. The decision of the City Council is final.

b. Required Plans.

In order that building, structures, signs and landscaping will be in harmony with other structures and improvements in the Specific Plan corridor and not obnoxious, undesirable or unsightly in appearance the applicant shall submit plans to the planning department. Plans shall consist of a site plan, a floor plan and elevations drawings. For Planning Department review 3 set of plans shall be submitted; for Design Review Board/ Planning Commission review 7 sets of plans shall be submitted; and for Planning Commission review 15 set of plans shall be submitted. All plans shall be drawn to a standard architectural scale. Additionally, the applicant shall submit one set of elevation drawings rendered in color along with a color board showing all exterior material color and textures to be used. The required plan shall contain the following information:

1. The height, configuration and area of all buildings;
2. The setback distances from all property lines;
3. The location proposed use, size, height, floor plans, elevations, type, color and texture of material of all existing and proposed buildings. Sample board for all exterior color and texture shall be provided and one set of the elevations shall be in color;
4. The type and pitch of roofs;
5. The size and spacing of windows, doors and other openings;
6. The size, type, color and location of signs;
7. Tower, chimneys, roof structures, flagpoles, radio and television masts;
8. Plot plan, landscaping and vehicle parking areas;
9. Parcel dimensions;
10. Location, number of spaces, dimensions and circulation patterns of all proposed off street parking;
11. The location, height and material to be used in the construction of all walls and fences;
12. The location dimensions, number of parking spaces and access to loading area;
13. The location and general nature of outdoor lighting;
14. Trash storage areas;
15. All public utility installations including poles, transformers, vaults and meters;

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16. Such other data as may be required by the Planning Commission to make the determination.

7. Miscellaneous Requirements.

- a. All stores, shops or businesses except automobile service stations and outside dining areas shall be conducted entirely within an enclosed building.
- b. All structures shall be on a lot having frontage on a dedicated street.
- c. Transportation Demand Management.
 1. All new projects that are estimated to employ a total of one hundred or more persons including business expansions as determined by Ordinance 1407 are subject to *TDM requirements*.
 2. All applicable developments shall provide a transportation demand management strategy plan pursuant to the requirements of Ordinance 1407.
- d. Any new construction including additions and alterations shall be subject to a traffic improvement fee as per the requirements of Section 10.48 of the Municipal Code.
- e. Any new business which generates more than 40 trips ends during the P.M. peak hour shall be subject to a traffic improvement fee as per the requirements of Section 10.52 of the Municipal Code.
- f. All projects shall comply with the requirements of the water quality ordinance as per Chapter 13.24 of the Municipal Code.
- g. All projects shall be subject to any applicable citywide development standard not specifically listed in this chapter.
- h. No outdoor storage is permitted on sites designated for commercial or office uses.
- i. Sidewalk improvements shall be required when permits are issued for new development, major building rehabilitation or discretionary approval of a use like a restaurant dining area, for a site that has frontage with on-street parking. The property owner shall remove the on street parking and improve the area per the Ultimate Street Plan (no on street parking), for either landscaping or hardscape or a combination as approved by the Planning Commission.

Chapter 5

DESIGN GUIDELINES

In an effort to create a unique characteristic of La Habra Boulevard, a Early California Spanish Style architecture was selected to recreate the image of the boulevard's rich history. In 1988, the La Habra Committee on the Bicentennial of the United States Constitution, acknowledged La Habra Boulevard as the "Boulevard of the Bells" honoring the route that originally marked the El Camino Real in 1906, signifying the first settlers of the La Habra Valley traversed this route. The city's namesake is believed to be translated as the "the opening" or the "the pass", landmarking the importance of this passage way through the La Puente Hills. Replicas of the 1906 Mission Bells have been placed at significant historical sites along that route. There are 8 such bells on the boulevard complimented with the Mission Bell Street lights. The following design guidelines for building renovation and new constructions are established to effectuate the achievement of the overall aesthetic goals and objectives of the Specific Plan. These guidelines are especially designed to provide applicants with a variety of options in achieving the architectural effect of the Early California Spanish Style.



A. FACADE TREATMENTS

1. **Building Exterior Finishes.** All finishes on the street elevations shall be smooth, semi-smooth or light sand exterior plaster or brick masonry (the intent is to make the wall surface appear to be plastered masonry). The Planning Commission must review all other proposed textures.
 - a. The use of neon as an architectural feature is permitted, provided that it is well integrated with the building façade and adequately maintained. The use of neon is subject to review by the Planning Commission.

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2. **Accent Materials/Treatments.** Accents shall include at least 3 of the following:
 - a. Arcades or Colonnades (with circle arches, bows or heavy wood timber.)
 - b. Arches or Bows
 - c. Brick (new or used)
 - d. Ceramic Tile
 - e. Clay Pipe Vents
 - f. Cloth Awnings
 - g. Columns (with plaster banding)
 - h. False second floors treatments (balconies, window, etc.)
 - i. Plaster Banding or built up plaster elements
 - j. Stone
 - k. Wood (rough sawn heavy timber)
 - l. Wrought Iron
 3. **Colors.** The following color requirements shall apply to the renovation of existing and construction of new structures within the La Habra Boulevard Specific Plan Area
 - a. Earth tones shall be used as the base against which bolder, but not necessarily brighter, colors would be used as an accent to articulate design details.
 - b. Alternative colors may be used upon approval by the Planning Commission
 4. **Exterior Pavement Treatments.** All paved areas adjacent to any public sidewalk or setback area shall consist of at least one of the following materials:
 - a. Brick
 - b. Ceramic Tile
 - c. Stamped or Colored Concrete
 - d. Stone Pavers
 - e. Or alternate materials as approved by the Planning Commission.
 5. **Windows and Doors.** All windows shall conform to the following requirements:
 - a. At least 20% of the building façade shall be in glazing. This percentage may be reduced if a courtyard is provided.
 - b. All windows and doors shall conform to the Early California/Mission Style architecture.
 - c. All aluminum storefronts shall be painted or anodized with an accent color approved by the Planning Commission. No bare aluminum shall be used.
 - d. The use of reflective "mirror"-type glass windows (glazing) or "mirror"-type reflective film and glass and metal panels is not permitted.
 - e. All windows and doors shall have accent treatments, which include at least 3 of the following:
 1. Awnings and/or Eyebrows
 2. Arched or Bowed
 3. Double Doors (with or without windows)
 4. False Balcony
 5. Muttons & Mullions (divided lights – applied or real)
 6. Plaster bands
 7. Recessed opening
 8. Wood Shutters
 9. Wood Lintels
 10. Wrought Iron
 11. Or other treatments as approved by the Planning Commission
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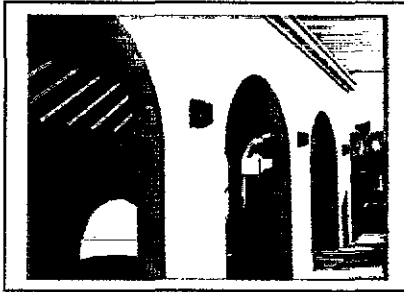
LA HABRA BOULEVARD SPECIFIC PLAN

ACCENT MATERIALS

Arcades or Colonnades



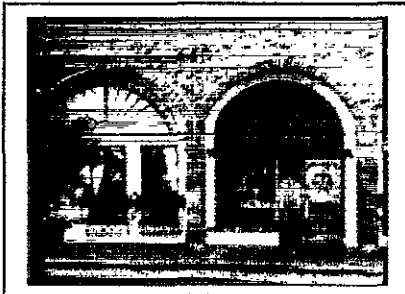
Arches



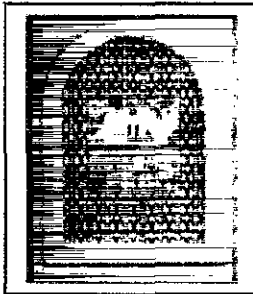
Bows



Brick (new or used)



Ceramic Tile



Clay Pipe Vents



Cloth Awnings



Columns (with plaster banding)



Second floors treatments



Plaster Banding or built up plaster elements



Wood (heavy timber)



Wrought Iron



Stone



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DOOR and WINDOW TREATMENT

Awnings



Arches



Bows



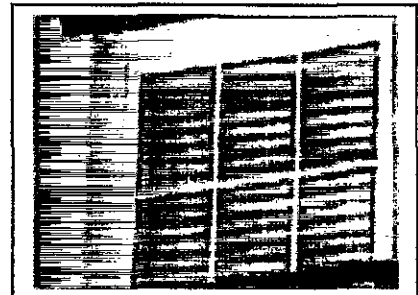
Double Doors



False Balcony



Muttons & Mullions



Plaster Bands



Recessed Openings



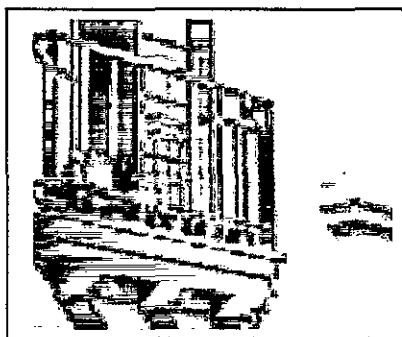
Shutters



Wood lintels



Wrought Iron



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Exterior Exterior Pavement Treatments

Brick



Ceramic Tile



Stamped or Colored Concrete



Stone Pavers

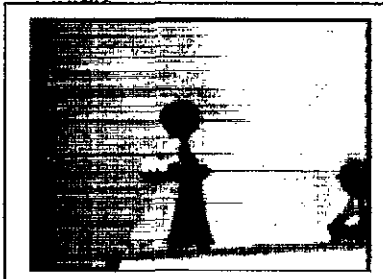


ROOF MATERIALS and FORM

Chimneys



Finials



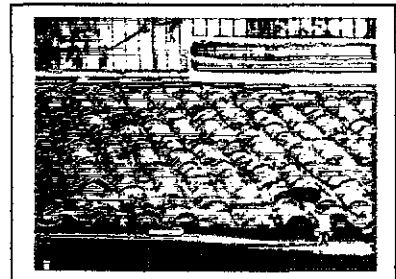
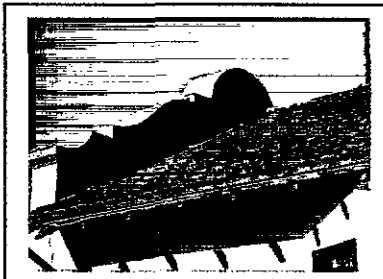
Heavy Timber



Towers



Tile treatments



B. ROOF MATERIAL AND FORM

The following treatments are required on all roofs to enhance and establish design consistency:

1. Roof vents and appurtenances shall be painted a color which will match the roof color.
2. All tiles used on roofs shall be clay or concrete barrel or "s" tiles. Tile colors shall be mixture with a minimum of 70% terra cotta. A material of similar texture, color consistency, durability and fire retardant qualities may be used upon approval of the Planning Commission. Each tile shall be non-reflective (unglazed) for a soft finish look. Plastic, metal, woodshake, and asphalt tiles shall not be permitted.
3. Roof accents shall include at least 1 of the following:
 - a. Chimneys (real or false)
 - b. Finials
 - c. Heavy Timber Eaves & Beams
 - d. Tile treatments (tiles at the ends of the eaves may be double or triple layered with exposed rusticated mortar to emphasize thickness.)
 - e. Tower element
 - f. Or other treatments as approved by the Planning Commission.
4. Roof form can consist of Flat, Mansards, Sloped (Hip or Gable), or any combination provided that the architectural requirements for each type are met
5. Mansard type roofs may not have a slope of greater than 5:12.
6. Material on sloping roofs of the same buildings shall be the same on all roof surfaces of the same building.
7. A 3:12 to 5:12 (vertical: horizontal distance) roof pitch is required for all main roof surfaces with the exception of arcades or colonnades.
8. Roof pitch for attached arcades or colonnades shall be a minimum 2:12. Roof types shall be restricted to low pitch gable roofs, with the occasional use of a hip roof or shed roof as an accent at the end of the building.
9. Flat roofs with parapet walls to screen rooftop equipment are acceptable provided that all screening materials shall be consistent with the wall treatment materials listed in section "A.2 Accent Materials/Treatments".
10. Solar panels are to be flush with the roof slope and screened from view.
11. Mechanical equipment and utilities shall be architecturally screened from view. Rooftop 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 rooftop 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 painted but otherwise exempted from this regulation.

C. AWNINGS

1. All awnings shall be presented to the Planning Commission for review.
2. Cloth awnings will be permitted to provide shade to a storefront and identification through graphics. Metal and glossy vinyl awnings are prohibited. Colors may include earth tones and bright colors as approved by the Planning Commission. Fade-resistant fabrics should be used and replaced no less often than once every three years.
3. Signage will be restricted to the horizontal edge of the awning. In special cases, with Planning Commission approval, signage may be permitted on the sloped elevation of the awning. This signage may include logos or graphics.
4. Awnings shall be integrated with the architectural design character of the structure. They shall be placed to complement the rhythms established by storefront windows, doors, columns, cornices, and other elements and not overlap or obscure any significant design feature.
5. An awning may project no more than four (4) feet from the structure's facade and shall be a minimum of eight (8) feet above the sidewalk.
6. All new awnings in integrated storefront or centers shall match or substantially conform to existing approved awnings.
7. All awnings over public property shall be retractable.
8. All awnings require approval of permits by the Building Official.

D. SECURITY/ACCESS

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

1. Exterior Lighting

All new development or major remodeling shall include illumination of the property using light standards or building mounted lights, which enhance the streetscape. Standards should be oriented to the pedestrian level and placed to shed light on the entrances to the shops, walkways, courtyards and parking lots.

2. Interior Spaces

Storefront windows should be illuminated and allow visual observation of interior spaces from the exterior.

3. Street Addresses

Street address numbers shall be posted in minimum 10 inch high letters on both the front and any rear elevation which faces an alley for all structures for loading/delivery, customer convenience and emergency personnel.

Chapter 6

PUBLIC IMPROVEMENTS

The Specific Plan, as defined earlier in this document is subdivided into three sub-areas, and guides private development to viable and aesthetic improvements. The public facilities also require infrastructure improvement and beautification to compliment and encourage new private development. Public improvements within these sub-areas will be specifically designed to enhance and accommodate the characteristics of each area. Public improvements planned for the overall enhancement of La Habra Boulevard will consists of, circulation, parking, landscaping, lighting and public signage.

The major changes over existing conditions will be the beautification of the street right-of-way with raised center landscape medians. The landscape medians and new street striping provides for the implementation of additional left turn pockets and the ability to create a "pedestrian friendly" environment with widened sidewalks, aesthetic crosswalks, additional right-of-way landscaping, improved lighting and signage. To accommodate these improvements, the majority of on-street parking spaces, where they have been surveyed as being unused, will be removed. Ultimately, all on-street parking will be removed for improved traffic circulation and maximum pedestrian benefit. All public improvements will be phased over a period of several years. The boundaries of the sub-areas of the Specific Plan are as follows:



Sub-area One is bounded on the west by Monte Vista Street and on the east by McPherson Street.

Sub-area Two is bounded on the west by McPearson and on the east by Harbor Boulevard

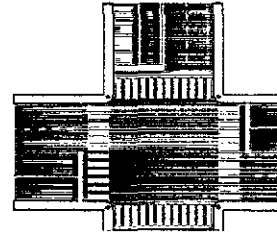
Sub-area Three is bounded by Beach Boulevard on the east and Monte Vista Street on the west

CIRCULATION AND PARKING



Over the term of the plan, the City will make improvements to existing roads, alleys and sidewalks in the plan area. When this occurs the following standards shall be followed:

- To consistently define automobile territory, a dark paving material should be utilized. All typical vehicular roadways shall be surfaced in accordance with City of La Habra Engineering Department standards. Lane markers shall be a contrasting color.
- 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.
- To clearly delineate major pedestrian zones and sidewalks, a distinctive enriched paving material should be used. The texture of this material is an important consideration. Optional paving treatments recommended for the La Habra Specific Plan sidewalks include:
 1. Exposed aggregate concrete, coarse finished sidewalks, natural color or color tinted.
 2. Coarse-finished concrete stamped with a repetitive pattern (diamonds, squares, circles, or other shapes).
 3. Brick pavers.
 4. Borders of these areas should be defined by contrasting pattern in the same color.
- New sidewalks should have scoring patterns that permit easy removal and repair of damaged sections. Installation of posts and furniture should respect joint and scoring patterns.
- Crosswalks shall meet the following standards:
 1. Crosswalks minimum width shall be 8-foot crosswalks with 1.5 feet bands.
 2. Crosswalks could be flanked on both sides by natural color or tinted concrete bands to contrast with adjacent street paving.
 3. Repair of crosswalks shall be with "in-kind" materials.
 4. The City shall complete new major crosswalks at all major intersection including but not limited to Beach Boulevard, Idaho Street, Monte Vista Street, Walnut Street, Euclid Street, Cypress Street, McPherson Street and Harbor Boulevard
 5. Mid-block crosswalks shall be provided at locations where they are necessary for the smooth and safe flow of pedestrian traffic. Mid-block crosswalks shall be developed to the same standards as intersection crosswalks.
 6. All mid-block crossings shall be designed to provide for the maximum safety of pedestrians.



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- All intersections, which have not yet been improved, shall be adapted to comply with the most recent accessibility laws. Design and placement of ramps should be consistent. Ramp edges should be related to edges of crosswalks. All ramps shall be in accordance with approved standards of the Engineering and Building and Safety Departments.
- Bus stop shall be located so that the busses can pull out of the traffic lanes wherever it is feasible to do so. Bus turnouts shall be constructed when sufficient land can be obtained.

Sub-area One (Monte Vista to McPherson)

The main focus of the circulation plan for this sub-section, as shown on "Exhibit 4", is for the placement of a raised landscape median dividing east and west bound traffic and increasing the width of the pedestrian areas (sidewalks).

Due to the existing street right-of-way width of La Habra Boulevard, the placement of the median and increasing of the sidewalks requires the removal of on street parking along the boulevard on at least one side of the street. The goal of this plan is to ultimately remove all on street parking. Current conditions, however, indicate that a minimal amount of on street parking is needed at this time. The traffic and parking for this sub-area has been analyzed in order to determine the optimal location for the median.

To accomplish these goals, and still provide for the safe flow of traffic and some temporary parking, the median has been offset. In some cases to the north and in some cases to the south. In the future, as alternative parking becomes available, all on street parking areas on La Habra Boulevard will be converted to pedestrian space.

The placement of the median also provides an opportunity to provide landscaping to enhance the look of the boulevard and also provides for the creation of left turn pockets at all street intersections to help improve traffic flow.

Sub-Area Two (McPherson to Harbor)

The main focus of the circulation plan for this sub-section, as shown on "Exhibit 5", is the same as "Sub-area One". The placement of a raised landscape median dividing east and west bound traffic and increasing the width of the pedestrian areas (sidewalks). The same opportunities and constraints exist as in the previous sub-area. Again the traffic and parking for this sub-area has been analyzed in order to determine the optimal location for the median and lengths of the turn pockets.

Sub-area Three(Beach to Monte Vista)

Within sub-area three, on-street parking has already been eliminated and a two-way turn lane was created down the center of the boulevard. In the future the two-way turn lane shall be replaced with a raised landscape median with left turn pockets consistent with the overall design of sub-areas 1 and 2. All future public improvement plans for this area shall be consistent with the standards and requirements of the La Habra Boulevard Specific Plan and shall be reviewed and approved by the Planning Commission.

LANDSCAPING / URBAN DESIGN

La Habra Boulevard functions as a regional transportation connector between communities. It is a highly traveled four lane highway lacking streetscape elements and is improved with minimum landscaping. The net effect of the appearance of the boulevard is that it lacks definition and uniqueness and yet it is the main downtown corridor of the City. To remedy this incongruity, several practical urban design measures will be implemented along the boulevard. The design measures included in this plan will create a thoughtful and attractive atmosphere for both motorists and pedestrian traffic. These measures include but are not limited to:



- Use of "thematic" trees along La Habra Boulevard on both sides of the street.
- The placement of mature specimen trees in the central median.
- A continuous planting/landscaping area of at least 24" shall be placed between the curb and the sidewalk to provide a buffer between pedestrians and traffic in areas where on-street parking is not permitted.
- The enhancement of pedestrian areas by using color or textured paving materials for crosswalk and sidewalks.
- Placement of new street furniture for the convenience of pedestrians.
- Standardized public signage.
- Improved pedestrian lighting for added security and comfort.
- Decorative or seasonal banners on the light standards to enhance and identify the boulevard.
- Enhancing and expanding the El Camino Real Bells program.

Landscaping/Cityscape

The City shall have a precise landscape improvement plan prepared which includes provisions for softscape and hardscape areas. Said plan shall provide for all the design elements established within this chapter and shall be consistent with all the goals and policies of this Specific Plan.

Parades and Events

All new improvements and plant material placed within the specific plan area shall be designed to accommodate parades and other public events as much as practically feasible.

SIGNAGE

The goal of the public signage program is to communicate necessary and directional information in a clear and efficient manner. To achieve this, the following criteria shall be used.

- A signage hierarchy shall 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 shall 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.
- Directional and "entry" signs shall incorporate city name, plus city crest, logo or other attractive "mission" elements. (i.e. "Boulevard of the Bells")
- Signs shall identify key entry to the Specific Plan Area.
- Public transportation routes and stops/stations will be identified with appropriate transportation agency standard markings.
- A consistent signing system will be planned over the Specific Plan Area when appropriate resources are available. Proposed materials and design shall convey and or complement a "Spanish mission" theme.

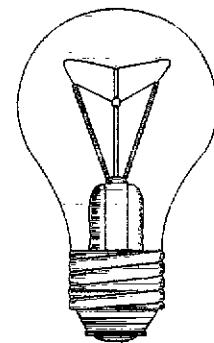


LIGHTING

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.

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 portions of La Habra Boulevard in the Specific Plan Area shall be the standard design. Any new fixtures installed shall be consistent with this design to provide 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.



LA HABRA BOULEVARD SPECIFIC PLAN

Pedestrian Lighting

- Off-street pedestrian areas that exist or may be developed in the Specific Plan Area (alleys, plazas, and 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.

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 enclosures are to include impact and heat resistant borosilicate glass lens, scaled watertight pre-wired 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.

Chapter 7

IMPLEMENTATION PLAN

The implementation of the La Habra Boulevard Improvement Plan for the enhancement of aesthetics, the improvement of traffic circulation and pedestrian areas, is subject to the availability of funding sources. The scope of this plan is such that implementation will be performed as a multi-year project consisting of several phases. The scope and implementation of each phase will be determined by the City Council as part of the City's budgetary process or as otherwise approved by the City Council.



In addition to the various construction phases, the La Habra Improvement Plan consists of two design phases. The Improvement Plan serves as an interim measure, maintaining on street parking in areas of high usage. The Improvement Plan however will transition into the Ultimate Improvement Plan which provides for the long term improvements and requires the total elimination of on street parking.

The La Habra Boulevard Implementation Plan is an evolving document contingent on environmental and budgetary constraints. Since the development of the Implementation Plan by its nature will require various amendments from time to time, this document will be separated from the main La Habra Boulevard Specific Plan approved by Ordinance and function instead as a Supplemental Report to the Specific Plan.

Chapter 8

ENVIRONMENTAL REVIEW

The City of La Habra prepared a Mitigated Negative Declaration of Environmental Impacts for the La Habra Boulevard Specific Plan Update. The Negative Declaration was circulated and reviewed in accordance with all the requirements of the California Environmental Quality Act (CEQA). The documents are included in this chapter.

NEGATIVE DECLARATION 99-02 LA HABRA BOULEVARD SPECIFIC PLAN UPDATE

PROJECT TITLE:

La Habra Boulevard Specific Plan Update ND 99-02

PROJECT LOCATION:

Along La Habra Boulevard between Beach Boulevard and Harbor Boulevard. (See attachment #2)

PROJECT DESCRIPTION

The project involves updating the La Habra Boulevard Specific Plan to provide greater flexibility and options, which will encourage improvement of private property by the private sector. The existing early California/Mission architectural theme has been maintained with a menu of architectural features to be selected from when improving private property. This menu eliminates the uncertainty expressed by property owners as to what is and is not acceptable in developing the architectural style of the building. Development standards have also been altered to allow for a mixture of hardscape and landscape areas, on-site parking standards have been modified to create greater opportunities, and signage requirements have modified. No changes in land use designations have been made to the previous Specific Plan.

Immediate improvements are proposed within the public right-of-way owned by the City from Harbor Boulevard to Monte Vista Street along La Habra Boulevard. Within this right-of-way street improvements include landscape medians, sidewalk expansion, sidewalk landscaping, public signage, lighting, street furniture etc. The proposed ultimate public right-of-way improvements may be phases depending on the need for onstreet parking. La Habra Boulevard is designated as a Secondary Arterial Highway and the proposed modifications will maintain its designation. Proposed left turn lanes are proposed at critical intersections. Bus turnouts are proposed as part of this project to move buses out of the traffic lanes when picking up or dropping of bus riders. The total length of the planned improvements is 12.08 acres.

A map of the City is included as Attachment #1 and the specific project area as Attachment #2. The Planning Commission of the City of La Habra will consider the project and forward a recommendation to the City Council for final action.

LA HABRA BOULEVARD SPECIFIC PLAN

PROJECT PROPONENT:

City of La Habra

FINDINGS:

A copy of the initial study, documenting reasons to support the findings that said project will not have a significant effect on the environment is attached and because it is concluded that the proposal will not have any environmental effects, a Mitigated Negative Declaration of Environmental Impacts is recommended.

The City of La Habra invites you to comment on the proposed action. However, due to time limits mandated by State Law, your response must be sent at the earliest possible date but no later than 30 days after receipt of this notice.

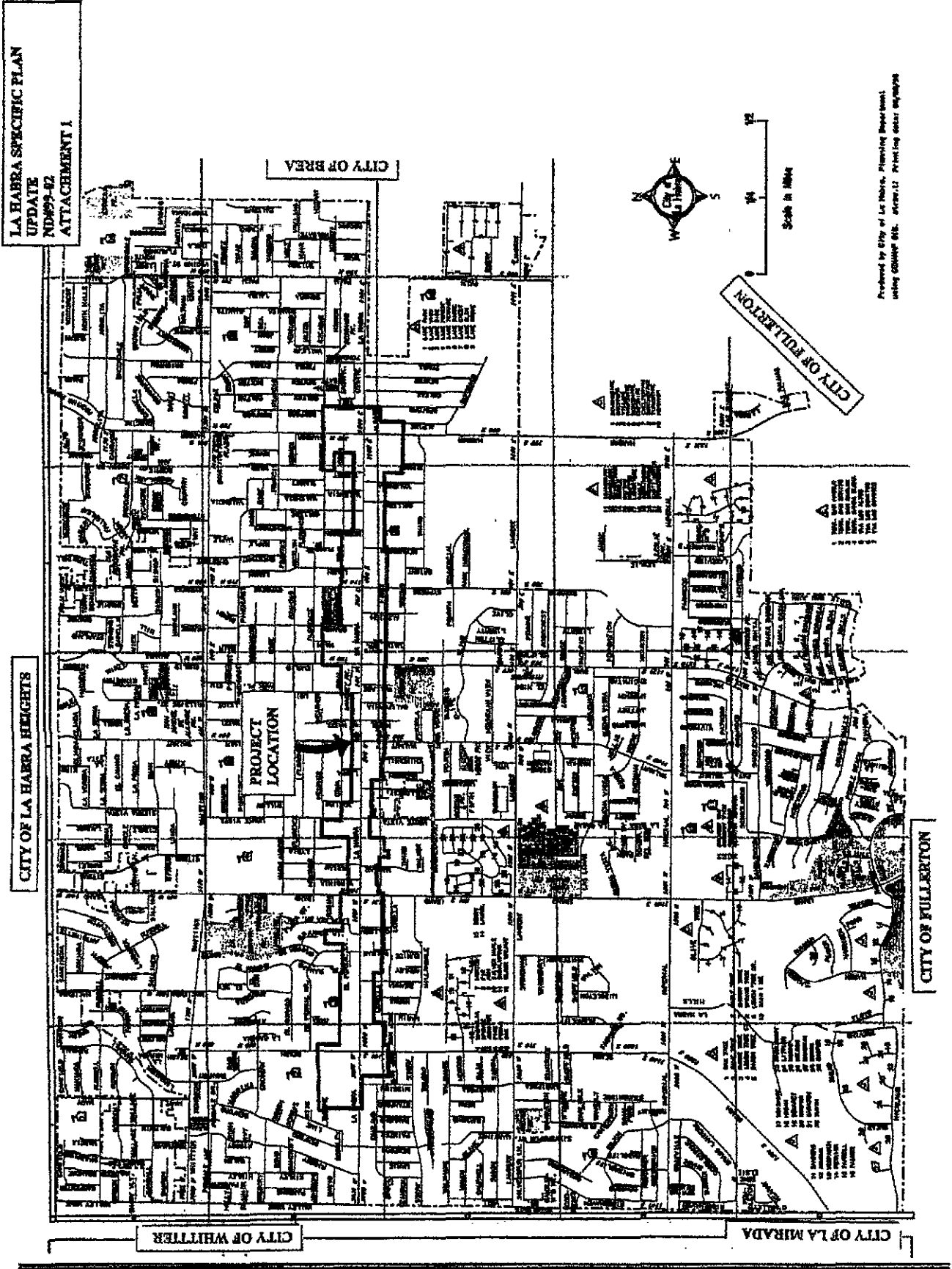
Please send your response to Carlos Jaramillo, Chief Planner, City of La Habra, 201 East La Habra Boulevard, La Habra, California 9063 1. Please provide name of contact person in your agency.

Dated: 9/9/99

Signature:

Title: Chief Planner
Telephone: (562)905-9724

LA HABRA BOULEVARD SPECIFIC PLAN



LA HABRA BOULEVARD SPECIFIC PLAN

**MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT
99-02
PROJECT TITLE: LA HABRA BOULEVARD SPECIFIC PLAN UPDATE ND#99-02**

Description of Project:

The project involves updating the La Habra Boulevard Specific Plan to provide greater flexibility and options, which will encourage improvement of private property by the private sector. The existing early California/Mission architectural theme has been maintained with a menu of architectural features to be selected from when improving private property. This menu eliminates the uncertainty expressed by property owners as to what is and is not acceptable in developing the architectural style of the building. Development standards have also been altered to allow for a mixture of hardscape and landscape areas, on-site parking standards have been modified to create greater opportunities, and signage requirements have modified. No changes in land use designations have been made to the previous Specific Plan.

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Findings of Significance:

Based upon review of the environmental assessment the City of La Habra hereby determines that the project will not have a significant effect on the environment and the following mitigation measures are required:

I.1. The applicant shall attempt to locate trees to minimize impacts to commercial signage. The applicant shall investigate the possibility of providing business identification within the public right-of-way of La Habra Boulevard.

III.1. The applicant shall comply with the South Coast Air Quality Management Rule 403 and "Minimum Construction Activity Emissions" and "Reduce Construction Related Traffic

LA HABRA BOULEVARD SPECIFIC PLAN

Congestion" handout by the South Coast Air Quality Management District.

XI. 1. The applicant shall comply with the City Noise Ordinance for all street improvement construction activities.

XIII.1. The applicant shall review manpower demands and provide appropriate resources for the maintenance of public improvements made within the public right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard.

Finding of Fact:

1. The project as proposed will not have a significant effect on the environment.
2. The proposed development will not have a significant impact to wildlife or their habitats and thus not subject to State Fish and Game fees.
3. The proposed development will not likely cause substantial health problems.
4. The site is physically suitable for the proposed development.

Contact Person: Carlos Jaramillo, Chief Planner (562) 905-9724.

LA HABRA BOULEVARD SPECIFIC PLAN

INITIAL STUDY AND CHECKLIST

DATE:

September 9, 1999

PROJECT TITLE:

La Habra Boulevard Specific Plan Update ND 99-02

LEAD AGENCY:

City of La Habra-Planning Department

PROJECT DESCRIPTION:

Negative Declaration #99-02
Specific Plan Amendment #99-01

The project involves updating the La Habra Boulevard Specific Plan to provide greater flexibility and options, which will encourage improvement of private property by the private sector. The existing early California/Mission architectural theme has been maintained with a menu of architectural features to be selected from when improving private property. This menu eliminates the uncertainty expressed by property owners as to what is and is not acceptable in developing the architectural style of the building. Development standards have also been altered to allow for a mixture of hardscape and landscape areas, on-site parking standards have been modified to create greater opportunities, and signage requirements have modified. No changes in land use designations have been made to the previous Specific Plan.

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A map of the City is included as Attachment #1 and the specific project area as Attachment #2.

The Planning Commission of the City of La Habra will consider the project and forward a recommendation to the City Council for final action.

DETERMINATION:

On the basis of this initial evaluation, I find that the proposed project, "The La Habra Boulevard Specific Plan Update", will not have a significant effect on the environment and a Mitigated Negative Declaration will be prepared. The environmental checklist for this project is attached including explanations to those responses which are not self evident.

Signature:

Title: City Planner

LA HABRA BOULEVARD SPECIFIC PLAN



CITY of LA HABRA PLANNING DEPARTMENT
201 E. La Habra Blvd., P.O. Box 337, La Habra, CA 90633-0337
Phone: (562) 905-9724 Fax: (562) 905-9643
ENVIRONMENTAL ASSESSMENT

INITIAL STUDY

BACKGROUND

1. Name of Applicant City of La Habra
2. Address 201 East La Habra Blvd
3. Phone: Home _____ Work (562) 905-9724
4. Date of Checklist Submittal September 7, 1999
5. Project title: La Habra Boulevard Specific Plan Update ND#99-02
6. Lead agency name and address: City of La Habra
7. Contact person and phone number: Carlos Jaramillo (562)905-9724
8. Project location: La Habra Boulevard between Beach Boulevard and Harbor Boulevard
9. Project sponsor's name and address: City of La Habra
201 East La Habra Boulevard, La Habra California
10. General Plan designation: La Habra Boulevard Specific Plan Zoning: _____
11. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
See Attached – Environmental Analysis
12. Surrounding land uses and setting: (Briefly describe the project's surroundings) _____
Residential / Commercial
13. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement.) _____
N/A

LA HABRA BOULEVARD SPECIFIC PLAN

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone.) A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/ Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/ Water Quality | <input type="checkbox"/> Land Use/ Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/ Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/ Traffic |
| <input type="checkbox"/> Utilities/ Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

ENVIRONMENTAL IMPACTS:

	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Potentially Significant Impact			

I. AESTHETICS -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or night time views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

LA HABRA BOULEVARD SPECIFIC PLAN

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES -- <i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clear Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LA HABRA BOULEVARD SPECIFIC PLAN

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approval local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES – *Would the project:*

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS – *Would the project:*

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or base on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LA HABRA BOULEVARD SPECIFIC PLAN

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evaluation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LA HABRA BOULEVARD SPECIFIC PLAN

Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

VIII. HYDROLOGY AND WATER QUALITY -- *Would the project:*

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) | Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned used for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) | Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) | Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) | Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IX. LAND USE AND PLANNING -- *Would the project:*

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) | Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

LA HABRA BOULEVARD SPECIFIC PLAN

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or application standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborn vibrations or groundborn noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LA HABRA BOULEVARD SPECIFIC PLAN

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING -- <i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performances objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XIV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. TRANSPORTATION/TRAFFIC -- *Would the project:*

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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LA HABRA BOULEVARD SPECIFIC PLAN

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

LA HABRA BOULEVARD SPECIFIC PLAN

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect on this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Carlos Jimenez
Signature

9/19/99
Date

Carlos Jimenez
Printed name

And. Hester
For

LA HABRA BOULEVARD SPECIFIC PLAN

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect on this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed name

For

LA HABRA BOULEVARD SPECIFIC PLAN

ENVIRONMENTAL ANALYSIS LA HABRA BOULEVARD SPECIFIC PLAN UPDATE

Project Background

The City Council in March of 1988 approved the La Habra Boulevard Specific Plan. At that time, the City had been actively planning and studying downtown 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. In order to coordinate all efforts of the City for improvement of the boulevard, the City Council approved the existing La Habra Boulevard Specific plan in 1988. The document concentrated on efforts of the private sector to revitalize the boulevard by providing standards to encourage land use improvements.

The plan has been in effect for 10 years and efforts are being taken to update the document to encourage further efforts by the private sector to improvement the image and economic vitality of the boulevard. At the same time the City proposes to make efforts to improvement the appearance of the public right-of-way as a partnership in changing the make-up of the boulevard.

B. Project Description

The project involves updating the La Habra Boulevard Specific Plan to provide greater flexibility and options, which will encourage improvement of private property by the private sector. The existing early California/Mission architectural theme has been maintained with a menu of architectural features to be selected from when improving private property. This menu eliminates the uncertainty expressed by property owners as to what is and is not acceptable in developing the architectural style of the building. Development standards have also been altered to allow for a mixture of hardscape and landscape areas, on-site parking standards have been modified to create greater opportunities, and signage requirements have modified. No changes in land use designations have been made to the previous Specific Plan.

Immediate improvements are proposed within the public right-of-way owned by the City from Harbor Boulevard to Monte Vista Street along La Habra Boulevard. Within this right-of-way street improvements include landscape medians, sidewalk expansion, sidewalk landscaping, public signage, lighting, street furniture etc. The proposed ultimate public right-of-way improvements may be phases depending on the need for on-street parking. La Habra Boulevard is designated as a Secondary Arterial Highway and the proposed modifications will maintain its designation. Proposed left turn lanes are proposed at critical intersections. Bus turnouts are proposed as part of this project to move buses out of the traffic lanes when picking up or dropping of bus riders. The total length of the planned improvements is 12.08 acres.

The project involves consideration of a Specific Plan Amendment and a Negative Declaration of Environmental Impact. The Planning Commission will review the project and forward a recommendation to the City Council for final action.

Environmental Setting

The City of La Habra is located at the northwest end of Orange County and abuts the cities of Whittier, La Habra Heights, Brea, Fullerton and La Mirada. (See Exhibit #1). As indicated above, the La Habra Boulevard Specific Plan Area (See Exhibit #2) extends from Beach Boulevard to Harbor Boulevard. This area is developed with a combination of residential and commercial uses. A middle school and a number of day care centers and churches exist within the Specific Plan Area. Existing land use designations will remain the same. Some portions of the existing development standards have been altered to provide for more flexibility. No new commercial or residential construction is proposed as a part of this project.

LA HABRA BOULEVARD SPECIFIC PLAN

Improvements are planned within the public right-of-way that includes street landscape medians, sidewalk expansion, sidewalk landscaping, public signage, lighting, street furniture etc. La Habra Boulevard is designated as a Secondary Arterial Highway and proposed modifications will not alter that designation.

Compatibility with Adopted Plans

The subject improvements are consistent with all adopted Plans including the General Plan and Congested Management Plan.

Identification of Environmental Effects

An Initial Study conducted by the City of La Habra determined that the proposed project could have potential environmental effects. However, these potential impacts will be effectively reduced or eliminated through the provision of mitigation measures. Therefore in accordance with Section 15070 of the State CEQA Guidelines, a Mitigated Negative Declaration has been prepared for the proposed "La Habra Boulevard Specific Plan Update".

The following analysis reflects the finding contained in the preceding Environmental Checklist. A discussion of all potential significant impacts checked is provided. All items checked "No Impact" or "Less Than Significant Impact" are similarly discussed.

I. AESTHETICS -- *Would the project:*

- a) Have a substantial adverse effect on a scenic vista? NO IMPACT

There are no scenic vistas from La Habra Boulevard. La Habra Boulevard is not designated as a scenic highway. The proposal involves improvement of the public right-of-way that will improve the area and create a more scenic roadway. Currently La Habra Boulevard has very little landscape relief and is considered very hot. Changes made to the Specific Plan development standards are minimal and will have no impact to scenic vistas. (Source: City of La Habra Planning Department)

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? NO IMPACT

La Habra Boulevard is not designated as a State Scenic Highway. Some trees may be relocated as a result of this project if deemed healthy. The project will result in a significant improvement in the landscape appearance of the boulevard and the end result will be more trees and greenscape than now exists. Changes to the Specific Plan development standards are minimal and provide for more flexibility in the type and location of on-site landscaping within private property for new development. (Source: City of La Habra Planning Department)

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? LESS THAN SIGNIFICANT IMPACT

Minimal landscaping exists within the public right-of-way of La Habra Boulevard. The proposed project will result in significant landscape improvements within the right-of-way and a softening feel of the boulevard. It is the intent of the City to locate trees so as to minimize potential obstruction of signage of businesses along La Habra Boulevard. The City will attempt to incorporate signage within the right-of-way to assist in identifying businesses within particular areas. (Source: Planning Department, City of La Habra)

LA HABRA BOULEVARD SPECIFIC PLAN

- d) Create a new source of substantial light or glare which would adversely affect day or night time views in the area? NO IMPACT

As part of the proposal, additional nighttime pedestrian lighting is proposed along the boulevard. The proposed lighting will be to City standards and not impact adjacent residential properties. The subject improvements will improve the commercial downtown area. Based on surveys taken of the commercial businesses and adjacent residents, pedestrian lighting was listed as essential for public safety. (Source: City of La Habra Engineering Department)

MITIGATION MEASURES:

The City will implement the following mitigation measures to minimize potential impacts to the surrounding area:

1. The applicant shall attempt to locate trees to minimize impacts to commercial signage. The applicant shall investigate the possibility of providing business identification within the public right-of-way of La Habra Boulevard.

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non agricultural use? NO IMPACT

The La Habra Boulevard Specific Plan Area is not used for any agricultural purpose, no areas within the City are designated for agricultural use, and no prime agricultural soils have been identified as existing on or near the project site. (Source: La Habra General Plan 2020).

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? NO IMPACT

The project area is not subject to the Williamson Act contract. (Source: La Habra Planning Department)

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? NO IMPACT

The La Habra Boulevard Specific Plan area is developed with commercial and residential uses and will not result in conversion of farmland into non-agricultural uses. (Source: La Habra General Plan 2020 and La Habra Zoning Map)

Mitigation Measures:

No Impacts result to Agricultural Resources and thus no mitigation measures are required.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make following determinations. Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan? LESS THAN SIGNIFICANT

LA HABRA BOULEVARD SPECIFIC PLAN

In order to assist local agencies in determine air quality impacts of projects proposed within their jurisdictions, the South Coast Air Quality Management District (SCAQMD) has prepared and published a "CEQA Air Quality Management District planning tool. Projects that do not exceed the standards presented within the handbook are considered to produce a Less than Significant environmental effect.

The proposal does not involve development of private property but improvements will be made within the public right-of-way for landscaping, street furniture, lighting and signage. Street right-of-way improvements are not explicitly identified in either Table 6-2 or Table 6-3; however, other factors are cited that allow for a reasonable assessment of the project's potential effects. Relative to construction-type impacts, the Handbook indicates that, in order to be deemed significant, grading operations would need to encompass 177 acres. The entire project site where potential public improvements may be made is only 12.08 acres in size, substantially less than the stated threshold.

Projects that are both in compliance with local general plans, and which do not generate significant quantities of emissions are deemed to be consistent with applicable air quality plans and policies. The project complies with both standards. (Source: South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993)

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? LESS THAN SIGNIFICANT IMPACT

The South Coast Air Quality Management District has established threshold limits to assist local agencies in determining when project may have a significant impact on Air Quality. The proposed project involves improvement of the public right-of-way known as La Habra Boulevard. Landscaping will be installed along with the entire infrastructure to support this improvement. Based on comparable type improvements noted in the handbook (See response above), it would not appear that this project substantially impacts existing air quality. (Source: South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993)

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

See Response III a, above

- d) Expose sensitive receptors to substantial pollutant concentrations? LESS THAN SIGNIFICANT

The subject project does not involve private development. No changes in land uses designations are proposed as a part of this project. La Habra Boulevard is designated as a secondary arterial highway and no change in the designation is proposed. As noted above under III a, the total public right-of-way that will include landscape improvements is below the threshold for significance. (Source: South Coast Air Quality Management District, CEQA Air Quality Handbook/Planning Department City of La Habra)

- e) Create objectionable odors affecting a substantial number of people? LESS THAN SIGNIFICANT

The areas where proposed improvements may take place are predominately commercial. The only odors that may be generated are from construction vehicles. The vehicles will be required to comply with the South Coast Air Quality Management Rule 403 and measures contained in "Minimum Construction Activity Emissions" and "Reduce Construction-Related Traffic Congestion" handout by

LA HABRA BOULEVARD SPECIFIC PLAN

the South Coast Air Quality Management District. (Source: South Coast Air Quality Management District).

Mitigation Measures:

1. The applicant shall comply with the South Coast Air Quality Management Rule 403 and "Minimum Construction Activity Emissions" and "Reduce Construction-Related Traffic Congestion" handout by the South Coast Air Quality Management District.

IV. BIOLOGICAL RESOURCES -- *Would the project:*

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? NO IMPACT

The La Habra Boulevard Specific Plan Area is development with commercial and residential uses. No changes in land uses are proposed. Improvements are proposed within the public right-of-way of La Habra Boulevard. No sensitive or special status species in local or regional plans, policies or regulations are located within this urban developed area and thus have no impact. (Source: California Department of Fish and Game, Natural Diversity Database, 1988).

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? NO IMPACT

The La Habra Boulevard Specific Plan Area is developed with commercial and residential uses. No changes in land uses are proposed and thus no effect will occur to any riparian habitat or other sensitive natural communities. (Source: La Habra Boulevard Specific Plan EIR, March 1988)

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? NO IMPACT

No private development is proposed. With the area to be improved within the public right-of-way on La Habra Boulevard from Monte Vista to Harbor Boulevard, no wetlands as defined by Section 404 of the Clean Water Act will be affected. (Source: The La Habra General Plan 2020)

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. NO IMPACT

The La Habra Boulevard Specific Plan area is improved with commercial and residential uses. This area is the core center of the city and one of the first areas constructed in La Habra. There are no movements of native or migratory fish or wildlife species corridors in this area. (Source: Planning Staff, City of La Habra)

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? NO IMPACT

The City of La Habra has no local policies or ordinances to protect particular biological resources. (Source: La Habra General Plan 2020)

LA HABRA BOULEVARD SPECIFIC PLAN

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approval local, regional, or state habitat conservation plan? NO IMPACT

The La Habra Boulevard Specific Plan area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other local, regional or state habitat conservation plan area. (Source: La Habra General Plan 2020)

Mitigation Measures:

The project will have no impact on Biological Resources and thus no mitigation measures are recommended.

V. CULTURAL RESOURCES -- *Would the project:*

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? NO IMPACT

No private development is proposed as part of this project. All existing land use designations remain the same. The existing La Habra Boulevard Specific Plan is being updated to include new standards that provide for greater flexibility for new construction. Improvements are proposed within the La Habra Boulevard right-of-way and no historical resources exist. There are a few mission bells located along the boulevard to signify an area of importance to the community. As a part of this project, the mission bells may be relocated but will remain a part of the boulevard. (Source: La Habra General Plan 2020)

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? NO IMPACT

No private development is proposed as part of this project. All existing land use designations remain the same. The existing La Habra Boulevard Specific Plan is being updated to include new standards that provide greater flexibility for new construction. Improvements are proposed within the La Habra Boulevard right-of-way and no archaeological resources were found when the last street reconstruction was conducted. (Source: La Habra Planning Department)

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? NO IMPACT

No private development is proposed as part of this project. All existing land use designations remain the same. The existing La Habra Boulevard Specific Plan is being updated to include new standards that provide greater flexibility for new construction. Improvements are proposed within the La Habra Boulevard right-of-way and no paleontological resources were found when the last street reconstruction was conducted. (Source: La Habra Planning Department)

- d) Disturb any human remains, including those interred outside of formal cemeteries? NO IMPACT

No private development is proposed as part of this project. All existing land use designations remain the same. The existing La Habra Boulevard Specific Plan is being updated to include new standards that provide greater flexibility for new construction. Improvements are proposed within the La Habra Boulevard right-of-way and no previous human remains were found when the street reconstruction was last conducted. (Source: La Habra Planning Department)

LA HABRA BOULEVARD SPECIFIC PLAN

Mitigation Measures:

No impacts to Cultural Resources will occur as a result of this project and thus no mitigation measures are proposed.

VI. GEOLOGY AND SOILS -- *Would the project.*

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: NO IMPACTS
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or base on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?

All activities within seismically active Southern California will be subjected to ground shaking as a result of regional seismic influences. Active fault zones have been mapped within the general project area. Those faults include both a "special study zone" located south of Imperial Highway and Whittier faults north of the City. No adverse geologic, geotechnical or seismic conditions have, however, been identified directly affecting the La Habra Boulevard Specific Plan Area.

The only areas within the City where landslide hazards have been identified exist in the Puente and Coyote Hills. Additionally, liquefaction potential appears greatest within the floodplain of Coyote Creek and along Beach Boulevard and Imperial Highway.

No private property development is proposed as part of this project. Improvements in the public right-of-way are not for human habitation. Additionally, the proposed project involves creation of landscape planters, street medians, signage and lighting. All new facilities will be constructed in accordance with current seismic standards. (Source: La Habra General Plan 2020/Seismic Hazard Zone Map, 1988, Department of Conservation Division of Mines and Geology).

- b) Result in substantial soil erosion or the loss of topsoil? NO IMPACT

The project involves no private development. Construction that results from this proposal will involve the creation of landscape planters. Exposed areas will be landscaped to minimize potential soil erosion or loss of topsoil. (Source: Planning Department, City of La Habra)

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? NO IMPACT

See response VI a, above.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? NO IMPACT

See response VI a, above.

Mitigation Measures:

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The project will have no effect on Geology and Soils and thus no mitigation measures are proposed.

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- j) Create a significant hazard to the public or the environment through the routine transport, use, or disposal hazardous materials? NO IMPACT

No portions of the project would introduce hazardous wastes. The project involves updating the existing La Habra Boulevard Specific Plan and improvements within the public right-of-way of La Habra Boulevard. The improvements involve installation of new landscape areas, lighting and signage. (Source: Planning Department, City of La Habra)

- k) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? NO IMPACT

No aspect of the project would invoke an upset condition involving the release of hazardous materials. (Source: Planning Department, City of La Habra)

- l) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? NO IMPACT

The project does not involve either the generation of hazardous emissions or the handling of those materials. (Source: Planning Department, City of La Habra)

- m) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? NO IMPACT

No private development is proposed. Improvements will be made within the La Habra Boulevard right-of-way, which is not listed, as a hazardous material site. (Source: La Habra Planning Department)

- n) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? NO IMPACT

The project is neither located within an airport planning area nor is two miles or less from an airport. (Source: La Habra Planning Department)

- o) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? NO IMPACT

The site is not within the vicinity of a private airstrip. (Source: La Habra Planning Department)

- p) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evaluation plan? NO IMPACT

The project does not involve the introduction of any hazardous materials and thus will not interfere with adopted emergency response plan or emergency evacuation plans. (Source: La Habra Planning Department)

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- q) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? NO IMPACT

The La Habra Boulevard Specific Plan Area is an urban core from Beach Boulevard to Harbor Boulevard along La Habra Boulevard. The subject area is developed with a combination of commercial and residential uses. There are no wildlands adjacent to the La Habra Boulevard Specific Plan Area. (Source: La Habra Zoning Map/La Habra General Plan 2020).

Mitigation Measures:

The project will not involve the creation or use of Hazardous Materials and thus no mitigation measures are recommended.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- a) Violate any water quality standards or waste discharge requirements? NO IMPACT

The subject project does not involve any private development. Improvements will be made within the right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard in regards to landscaping, street furniture, signage and lighting. Improvements within the right-of-way will be done in compliance with the Public Works Green Book as is required for any public works project. (Source: City of La Habra Engineering Department/Standard Specifications for Public Works Construction)

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned used for which permits have been granted)? NO IMPACT

The subject project does not involve any private development. The proposed improvements to be made within La Habra Boulevard right-of-way between Monte Vista and Harbor Boulevard may in fact assist groundwater supplies since landscape areas will be created that do not exist now. The creation of landscape areas may assist in recharge of groundwater supplies. (Source: City of La Habra Planning Commission, La Habra Boulevard Specific Plan Public Right-of-Way Improvement Plan)

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site? NO IMPACT

The subject project does not involve any private development. No streams or rivers are located within the proposed improvement area within La Habra Boulevard right-of-way between Monte Vista and Harbor Boulevard. Existing drainage patterns will remain and improvements will be made to existing conditions in need of assistance where possible. (Source: City of La Habra Planning Department, La Habra Boulevard Specific Plan Right-of-Way Improvement Plan)

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site? NO IMPACTS

The project does not involve any private development. The project will result in the creation of landscape areas within the La Habra Boulevard right-of-way from Monte Vista to Harbor Boulevard

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that may assist in a reduction of surface runoff. Currently the right-of-way consists of streets and sidewalks. The proposal involves the creation of street landscape medians and sidewalk landscape planters. These landscape areas will absorb water where as now it runs to the nearest storm drain. (Source: City of La Habra Planning Commission, La Habra Boulevard Specific Plan Right-of-Way Improvement Plan)

- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? NO IMPACT

The project does not involve any private development. Improvements are planned within the public right-of-way of La Habra Boulevard between Monte Vista and La Habra Boulevard. The improvements call for the installation of landscape planters and street medians, lighting, signage and sidewalk modifications. The areas where improvements are planned currently are improved as street and sidewalks and thus all water impacting these areas run to area storm drain improvements. The project may place some water runoff as a result of landscape water. The city will implement appropriate irrigation systems to minimize water usage and runoff. The City has a Water Conservation Ordinance for landscape area. (Source: City of La Habra Planning Commission, Tatsumi and Partners Incorporated)

- f) Otherwise substantially degrade water quality? NO IMPACT

The project does not involve any private development. The project involves installation of new landscape planters and street medians between Monte Vista Avenue and Harbor Boulevard along La Habra Boulevard. The City will comply with requirements of the National Pollution Discharge Elimination System Act for use of fertilizers as required for all public facilities and be reported to the County of Orange each year. The City follows all recommended standards established by the manufactures of pesticide and fertilizer products.

(Source: City of La Habra Public Works Department, Report to the County of Orange per NPDES)

- g) Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? NO IMPACT

The project does not involve the construction of private property. No changes in land use designation are proposed. Improvements are to be made in the public right-of-way. (Source: City of La Habra Planning Department)

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? NO IMPACT

No building structures are proposed as a result of this project. Improvements to be made within the public right-of-way involve improvement sidewalks, landscaping, signage, lighting and street furniture. (Source: City of La Habra Planning Department)

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of levee or dam? NO IMPACT

The project involves improvements within the public right-of-way within La Habra Boulevard between Monte Vista and Harbor Boulevard. Some improvements will be made that may result in improved flow of storm water. In most cases, no changes to existing systems will result. (Source: City of La Habra Public Works Department/ La Habra Planning Department)

- s) Inundation by seiche, tsunami, or mudflow? NO IMPACT

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The project area is not subject to sieche, tsunami, or mudflow hazards. (Source: City of La Habra Planning Department)

Mitigation Measures:

The proposed project will not have an effect on Hydrology and Water Quality and thus no mitigation measures are proposed.

IX. LAND USE AND PLANNING – *Would the project:*

- a) Physically divide an established community? NO IMPACT

No changes to land uses or property configuration is proposed. The existing La Habra Boulevard Specific Plan has been updated to provide for more flexibility regarding certain development standards. Improvements are proposed within the existing right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard. The project does not involve the physical division of an established community. (Source: City of La Habra Planning Department)

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? NO IMPACT

The project involves updating the existing La Habra Boulevard Specific Plan. No changes are proposed to the existing land use designation. Changes are proposed to the development standards to provide more flexibility to private property owners and better define architectural standards. Improvements are planned within La Habra Boulevard but it will continue to serve as a secondary Arterial Highway consistent with the designation of the County Master Plan of Arterial Highways. (Source: City of La Habra Public Works Department/AAE Incorporated)

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? NO IMPACT

The project is not located within a habitat conservation plan or natural community conservation plan designation. (Source: City of La Habra Planning Department)

Mitigation Measures:

The project will not have an effect on Land Use or Planning and thus no mitigation measures are proposed.

X. MINERAL RESOURCES -- *Would the project:*

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? NO IMPACT

The project site contains no known mineral resources. (Source: City of La Habra General Plan 2020)

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? NO IMPACT

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The project area contains no locally important mineral resources. (Source: City of La Habra General Plan 2020)

Mitigation Measures:

The project will have no effect on Mineral Resources and thus no mitigation measures are proposed.

XI. NOISE -- *Would the project result in:*

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or application standards of other agencies? LESS THAN SIGNIFICANT IMPACT

The proposal does not involve improvement of private property. Improvements are planned within the public right-of-way of La Habra Boulevard between Harbor and Monte Vista Street. Improvements made within this area will involve the creation of temporary noise as new landscape areas, signage, lighting, sidewalk improvements and street furniture installation are made. The City of La Habra Noise Ordinance allows for construction noise so long as work is done from 7:00 a.m. to 8:00 p.m. All construction work will be required to comply with the City of La Habra Noise Ordinance. (Source: City of La Habra Planning Department/City of La Habra Noise Ordinance)

- b) Exposure of persons to or generation of excessive ground-borne vibrations or ground-borne noise levels? NO IMPACT

No aspect of the project will involve the introduction of ground-borne vibration or ground-borne noise sources. Excessive ground-borne vibration is typically caused by activities such as blasting used in mining operations. The project will not require any blasting activities. (Source: City of La Habra Planning Commission)

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? NO IMPACT

No private development is proposed. Improvements are planned within the public right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard. Changes include the introduction of landscape planters and medians, signage, lighting and street furniture. No change in street designation is proposed and will continue to operate as a secondary arterial highway.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? LESS THAN SIGNIFICANT IMPACT

See Response XI a above.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? NO IMPACT

The project area is not located within an airport land use planning area. (Source: City of La Habra Planning Department/La Habra General Plan 2020)

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? NO IMPACT

The project area is not located in the vicinity of a private airstrip. (Source: City of La Habra Planning Department)

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Mitigation Measures:

The following a mitigation measure is recommended to minimize Noise impacts to the surrounding area.

1. The applicant shall comply with the City Noise Ordinance for all street improvement construction activities.

XII. POPULATION AND HOUSING – Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? **NO IMPACT**

The project does not involve the construction of any new homes or commercial properties. The project involves update the existing La Habra Boulevard Specific Plan to provide for greater flexibility for certain development standards and assisting property owners in determine appropriate architectural design features for new development. Improvements are planned within the existing public right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard. These improvements involve the installation of landscaping, sidewalk improvements, signage, lighting and street furniture. No new street extensions are planned. (Source: City of La Habra Planning Department)

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? **NO IMPACT**

No dwelling units are proposed to be removed at this time. As future improvements are made along the boulevard, the city may attempt to purchase existing vacant or abandoned properties for public use purposes. The numbers of properties that may be obtained are minimal in nature and would be strategically located within the project area. (Source: City of La Habra Planning Department)

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? **NO IMPACT**

It is not the intent of the City to displace people as a result of this project. If private property purchase is necessary for this project, it is the intent of the City to obtain properties vacant or abandoned for public use purposes. (Source: City of La Habra Planning Department)

Mitigation Measures:

The project will have no effect on Population and Housing and thus no mitigation measures are proposed.

XIII. PUBLIC SERVICES

- h) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performances objectives for any of the public services:

Fire protection? NO IMPACT

The project does not involve the construction of any new residential or commercial buildings that would place additional demands on fire protection. (Source: City of La Habra Fire Department)

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Police protection? NO IMPACT

The project does not involve the construction of any new residential or commercial buildings that would place additional demands on Police protection. The project may assist in providing police protection since increase pedestrian lighting is proposed along La Habra Boulevard from Monte Vista and Harbor Boulevard. (Source: City of La Habra Police Department)

Schools? NO IMPACT

The project does not involve the construction of any new residential or commercial buildings that would place additional demands on school facilities. (Source: City of La Habra Planning Department)

Parks? NO IMPACT

The project does not involve the construction of any new residential or commercial buildings that would place additional demands on park resources.

Other public facilities? LESS THAN SIGNIFICANT IMPACT

The project involves the improvement of the public right-of-way along La Habra Boulevard from Monte Vista to Harbor Boulevard. As part of these improvements, additional landscape areas, street lighting, signage and street furniture are planned. Additional maintenance demands will be placed on the Public Works Department to maintain these improvements. (Source: City of La Habra Public Works Department)

Mitigation Measures:

The following mitigation measures are proposed to reduce impacts to Public Services to a level of insignificance.

1. The applicant shall review manpower demands and provide appropriate resources for the maintenance of public improvements made within the public right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard.

XIV. RECREATION --

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? NO IMPACT

The project does not involve the construction of any new residential or commercial buildings that would place additional demands on existing neighborhood or regional park facilities. (Source: City of La Habra Planning Department)

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? NO IMPACT

The project involves update the existing La Habra Boulevard Specific Plan to provide greater flexibility to private property owners in terms of development standards and assistance in architectural design features. The project does not involve the construction or expansion of any existing recreational facilities.

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Mitigation Measures:

The project will not have any effect on Recreation and thus no mitigation measures are proposed.

XV. TRANSPORTATION/TRAFFIC – *Would the project:*

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? NO IMPACT

The project does not involve the construction of any new residential or commercial building that would add additional vehicle traffic to La Habra Boulevard. Improvements are proposed within the existing right-of-way of La Habra Boulevard from Monte Vista to Harbor Boulevard and includes left-hand turn pockets at critical intersections along with bus turnouts that would appear to improve the street system. (Source: City of La Habra Engineering Department)

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? NO IMPACTS

No new construction in regards to residential or commercial development is proposed as a result of this project that could add additional vehicles to the roadway. La Habra Boulevard is designated as a secondary arterial highway and the proposed project will not alter that designation. The project involves the placement of left-hand turns and bus turnouts that could improve the level of service of La Habra Boulevard. The City of La Habra has established acceptable level of service at intersections and the project will not impact those levels. (Source: City of La Habra Engineering Department/La Habra General Plan 2020)

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? NO IMPACT

There are no airstrips or airports in the vicinity of the project area. (Source: City of La Habra Planning Department)

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? NO IMPACT

The proposed improvements within the public right-of-way of La Habra Boulevard between Monte Vista to Harbor Boulevard have been reviewed to assure design features that do not create a hazard. The firm of AAE Incorporated have incorporated left-hand turn pockets at critical intersections and proposed bus turn out locations to improve current circulation patterns. (Source: City of La Habra Engineering Department/AAE Incorporated report titled "Traffic Flow Analysis and Conceptual Design Plans for La Habra Boulevard from Harbor Boulevard to Monte Vista Street")

- e) Result in inadequate emergency access? NO IMPACT

No commercial or residential development is planned as part of this project. Proposed improvements have been reviewed by appropriate emergency response agencies and minimal impact is anticipated. (Source: City of La Habra Planning Department)

- f) Result in inadequate parking capacity? LESS THAN SIGNIFICANT IMPACT

The proposed improvements to the public right-of-way along La Habra Boulevard between Monte Vista and Harbor Boulevard will eliminate all on-site parking on La Habra Boulevard. The firm of AAE Incorporated was retained to determine impacts resulting from the elimination of on-site

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parking along La Habra Boulevard. Based on the numbers provided within the report, sufficient parking exists within the project area to accommodate the elimination of on-site parking. The report indicates that the block areas that make up the Specific Plan from Monte Vista to Harbor Boulevard contain a total of 607 on-street parking spaces. When you eliminate parking along La Habra Boulevard the total number of available on-street parking spaces is reduced by 246 spaces. A total of 361 on-street parking spaces remain and the study indicates that a total of 192 cars were parked along La Habra Boulevard. When you subtract 192 vehicles from the 361 spaces available, a total of 169 spaces still remain unused. The consultant has indicated that if the City wished to utilize a 45% use threshold (to retain on-street parking on a particular block), certain pockets of on-site parking would remain. It should be noted that the study did not include parking available to property owners on their specific site. This analysis provides worse case given the data deals only with on-street parking and does not consider off-street parking. (Source: AAE Incorporated report titled, "Traffic Flow Analysis and Conceptual Design Plans for La Habra Boulevard to Monte Vista Street")

Mitigation Measures:

Since the project has no significant impact on Transportation/Traffic, no mitigation measures are proposed.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **NO IMPACT**

The subject project does not involve the construction of any residential or commercial buildings. Improvements are planned within the public right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard. Improvements involve construction of landscape areas, signage, sidewalk improvements, lighting and street furniture. These improvements will not result in exceeding wastewater treatment requirements as established by the Regional Water Quality Control Board. (Source: City of La Habra Planning Department)

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **NO IMPACT**

The subject project does not involve the construction of any residential or commercial buildings. Improvements are planned within the public right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard. Improvements involve construction of landscape areas, signage, sidewalk improvements, lighting and street furniture. These improvements will not result in the need to construct new water or wastewater treatment facilities or expand existing facilities. (Source: City of La Habra Planning Department).

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **NO IMPACT**

The subject project does not involve the construction of any residential or commercial buildings. Improvements are planned within the public right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard. Improvements involve construction of landscape areas, signage, sidewalk improvements, lighting and street furniture. These improvements will not result in the need to construct new storm water drainage facilities or expand existing facilities. (Source: City of La Habra Planning Department).

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **NO IMPACT**

The subject project does not involve the construction of any residential or commercial buildings. Improvements are planned within the public right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard.

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Improvements involve construction of landscape areas, signage, sidewalk improvements, lighting and street furniture. The city will be utilizing water conservation measures to minimize the usage of water for landscape areas. The project has been reviewed by the City and will not impact the existing water supplies. (Source: City of La Habra Public Works Department)

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **NO IMPACT**

The subject project does not involve the construction of any residential or commercial buildings. Improvements are planned within the public right-of-way of La Habra Boulevard between Monte Vista and Harbor Boulevard. Improvements involve construction of landscape areas, signage, sidewalk improvements, lighting and street furniture. These improvements will not result in the need to construct new water or wastewater treatment facilities or expand existing facilities. (Source: City of La Habra Planning Department).

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **NO IMPACT**

The nearest landfill to the project area (within Orange County) is the Olinda Alpha Landfill located north of Valencia Avenue, near the City of Brea. Olinda Alpha is currently (1998) authorized to receive an annual average of 7,000 tons of trash per day (TPD) and is permitted to receive a daily maximum of no more than 8,000 TPD. Olinda Alpha, which opened in 1960, is scheduled to close in approximately 2013. Residential and commercial wastes in the City are collected by USA Waste, under contract to the City.

As required under the California Integrated Solid Waste Management Act of 1989 (AB 939), all cities and counties are required by State law to reduce the amount of waste entering the landfills by 50 percent by the year 2000. Although the quantity of wastes generated will not be significant relative to community-wide levels and will not substantially impact the City's progress toward attainment of its AB 939 waste diversion objectives, the City will continue to integrate effective waste management considerations into all public and private planning endeavors. (Source: City of La Habra Planning Department)

- g) Comply with federal, state, and local statutes and regulations related to solid waste? **NO IMPACT**

The City has adopted a "Source Reduction and Recycling Element" (SRRE) outlining the City's strategy to fully comply with the source reduction requirement of AB 939. (Source: City of La Habra General Plan 2020)

Mitigation Measures:

The project will have no impacts on Utilities and Service Systems and thus no mitigation measures are proposed.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? **NO IMPACT**

No aspect of the project has a potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)? **LESS THAN SIGNIFICANT IMPACT**

The assessment has noted Less than Significant Impacts in the areas of Aesthetics, Air Quality, Noise, Public Services and Transportation/Traffic. Collectively, the impacts produced by these activities would not generate a significant effect on the environment. Mitigation measures have been developed to further reduce potential impacts of the project on the surrounding area.

- c) Dose the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? **LESS THAN SIGNIFICANT IMPACT**

See response XVII b, above.