



Council Agenda Report

Meeting Date: January 21, 2014

TO: HONORABLE MAYOR & COUNCILMEMBERS

FROM: JIM SADRO, INTERIM CITY MANAGER
By: Michael Haack, Director Of Community And Economic Development

SUBJECT: CONSIDERATION OF THE LA HABRA GENERAL PLAN 2035, 2014-2021 HOUSING ELEMENT, CLIMATE ACTION PLAN AND ENVIRONMENTAL IMPACT REPORT (SCH 2013051092)

SUMMARY RECOMMENDATION:

It is recommended that the City Council approve resolutions that certify the Final Environmental Impact Report (SCH 2013051092), and approve the La Habra General Plan 2035, the 2014-2021 Housing Element Update, and La Habra Climate Action Plan (CAP).

DISCUSSION:

Background

California law (Government Code §65300 et. seq.) requires every city and county to prepare and adopt a comprehensive, long-term general plan for their physical development. It requires the plan to include a statement of development policies, diagrams, and text setting forth objectives, principles, standards, and plan proposals addressing seven topics, or “elements”:

- Land Use
- Housing
- Circulation
- Conservation
- Open Space
- Noise
- Safety

Other elements related to the city’s physical development may be included and, when adopted, these have the same legal force and effect as the mandatory elements. The

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current La Habra General Plan 2020 was adopted in 1990. In addition to the seven mandatory elements, the La Habra General Plan 2020 includes Economic Development, Source Reduction and Recycling, Household Hazardous Wastes, Community Identity, Air Quality, and Growth Management as permissive elements. Government Code §65301 allows the general plan to be adopted in any format deemed appropriate or convenient by the legislative body, provided that all legislatively required elements are addressed. The General Plan 2020 organizes the mandatory and permissive elements in three major sections: Environmental Management Plan, Community Development Plan, and Regional Issues.

The Housing Element is statutorily required to be reviewed and updated on a regular cycle. This period was recently changed from five to eight years to coincide with the update of the Southern California Association of Governments' Regional Transportation Plan (RTP) in compliance with Senate Bill 375's requirements for the concurrent adoption of a "Sustainable Communities Strategy" (SCS) addressing climate change.

While there are no statutory requirements for the timing of updates of the remaining elements, the courts have held that plans that are not maintained to reflect current community values and issues could constitute a basis for finding a general plan to be inadequate, jeopardizing project entitlements and certification of documents prepared to satisfy California Environmental Quality Act (CEQA) requirements. The Governor's Office of Planning and Research and Attorney General's Office periodically inform communities of the risks of not monitoring a general plan.

The Draft La Habra General Plan 2035 represents the first comprehensive update since the adoption of General Plan 2020 in 1990. La Habra's population has grown from approximately 49,000 to 62,700 persons; most vacant properties have been developed and others with obsolete uses redeveloped; the market for retail uses, industries, and housing continues to change; new issues have surfaced such as public health and climate change; and community values and expectations have evolved with the changing demographics. Critical state legislative requirements affecting Plan content have been enacted since adoption, as exemplified by Executive Order S-3-05 (greenhouse gas emission targets); Senate Bill 32, The California Global Warming Solutions Act of 2006; Senate Bill 375 (linking SCAG's RTP with SCS and Housing Elements); Assembly Bill 1358 (The California Complete Streets Act); and various acts addressing affordable housing. Additionally, new approaches have been developed and successfully implemented by communities in guiding community growth, development practices, services and infrastructure, and other elements of the physical environment that serve as useful templates for La Habra. Cumulatively, these and other issues provide the foundation for the updated General Plan 2035.

To enable La Habra's compliance with the Executive Order and climate change legislation, a Climate Action Plan (CAP) has been prepared as a companion document for the General Plan 2035. It presents background information, technical analyses, and a detailed, action-oriented program to reduce greenhouse gas emissions. These programs are correlated with and reference applicable policies contained in the General Plan.

The California Environmental Quality Act requires the preparation, public review, and certification of an EIR for projects determined to have a potentially significant effect on the environment. By statute, a general plan is considered to qualify as a project. The Final Environmental Impact Report for draft General Plan 2035 has been prepared as a

programmatic document addressing the Plan, Housing Element, and Climate Action Plan.

Documents

Four documents have been presented for the City Council's consideration:

- a. The City of La Habra Final Environmental Impact Report for draft General Plan 2035, November 2013, SCH # 2013051092 (attachment 1)
- b. The City of La Habra Draft General Plan 2035, September 2013 (attachment 2)
- c. The 2014-2021 Housing Element Update, draft August 23, 2013 (attachment 3)
- d. The draft City of La Habra Climate Action Plan, August 7, 2013 (attachment 4)

GENERAL PLAN 2035

The draft La Habra General Plan 2035 reorganizes the content of General Plan 2020 into eight chapters. Three overarching themes are woven throughout the Plan's goals and policies: Developing a sustainable future, reducing greenhouse gas emissions, and maintaining a healthy community.

Chapter 1: Introduction

- a. Vision Statement: Defines expectations for what La Habra will be 25 to 30 years in the future as defined by its role in the region; physical character; quality of life; variety of businesses; and housing, economy, environmental, safety, and comparable indicators.
- b. Background information including an overview of the history and characteristics of the City and descriptions of the process for preparing the general plan, venues for public participation, plan organization, overarching themes guiding the Plan's goals and policies, applications for Plan users, related documents, and process for implementing and amending the Plan.

Chapter 2: Community Development

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

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

The policies build on the seeds of a “downtown” that has not functioned as such and adds higher intensity commercial and office uses with new housing that offers a critical mass of residents in proximity and walking distance of these businesses and the center of civic governance and administration. Street frontages will be animated with outdoor cafes, landscaping, and amenities that make them attractive places to walk and sit and enjoy the outdoors.

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

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

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

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

a. Land Use

General Plan 2035 indicates the location and extent of future development in the City and identifies standards for development (see subarea map listed as Exhibit B to attachment 22). It includes a diagram depicting the distribution of uses to be permitted; a classification system describing the types and densities/intensities for each use depicted on the diagram; citywide goals and policies addressing growth and change, land use mix, urban form, community character and compatibility, sustainable land use development, and equity; and goals and policies for residential neighborhoods, commercial corridors and districts, mixed-use corridors and districts, industrial and mixed-commercial-industrial districts, and public uses and facilities. A sub-set of goals and policies are defined to guide development of the Central District of the City.

As a change from General Plan 2020, the updated plan adds policies guiding the physical form, scale, and design of development and public streetscapes. These are grounded by contemporary principles of “placemaking” recognizing that “great” neighborhoods and districts are not achieved by use designations alone, but by the consideration of the cumulative relationship of buildings on multiple parcels to one

another, adjoining neighborhoods and public spaces, and their design and massing. These will contribute to the maintenance and enhancement of existing neighborhoods and improvement of commercial and mixed-use corridors and centers as vital, pedestrian-oriented places.

Policy LU 1.2 establishes a cumulative limit (existing and future) of 24,850 housing units and 12.5 million square feet of non-residential development. These would result in increases of 4,213 units and 4.1 million square feet respectively above levels existing in January 2011. These represent “reasonable” projections of future growth exceeding current Southern California Association of Governments (SCAG) forecasts enabling La Habra to incentivize development of additional job-generating uses and accommodate a mix of uses that reduce commute distances and promote walking as an alternative to automobile use.

The following summarizes land use changes from the General Plan 2020:

Whittier Boulevard

In most cases where a change is proposed, the permitted land use has been retained but enhanced to allow for other development opportunities. The creation of Mixed Use Centers and Corridor Mixed Use designations continue to allow for commercial development, but now allow for residential development. Residential densities will vary from 24 to 50 units to the acre depending on the area. An increase in Floor Area Ratio (FAR) is proposed for the commercial area south of Whittier Boulevard, east and west of Beach Boulevard to promote additional commercial opportunities.

Beach Boulevard

Similar to the changes on Whittier Boulevard, the permitted land use has been retained but enhanced to allow for other development opportunities. The creation of the Mixed Use Centers designation allows for the continued commercial land use but allows for the development of residential units. Depending on the location, the density level for multi-family development ranges from 24 units to 36 units to the acre. Key commercial centers have been identified and the FAR has been increased to enhance the commercial activities in those centers. The most significant land use change involves the properties north of the Vons center to the residential homes south of Sheffield Drive. These properties are currently designated for commercial use and the Draft GP 2035 recommends a designation of Mixed Use Center 2, which would permit a maximum density of 36 units to the acre and/or commercial uses.

Imperial Highway

Key commercial centers have been identified and the FAR has been increased to enhance the commercial opportunities in those centers. The same applies to the large industrial areas along the eastern end of the City where the FAR has been increased in an effort to create additional jobs within the community.

Two significant land use changes are identified by the Plan. The first area is north of Imperial Highway and west of Euclid Street, currently designated for industrial use, and recommended for a Residential Multi-Family 1 designation, which would allow a maximum of 24 units to the acre. This would mirror the development pattern north of Imperial Highway just west of Walnut Street. The second area of change is located north of Imperial Highway from Cypress Street to the Union Pacific Railroad right-of-

way, currently designated for commercial use. The proposed Land Use designation would allow for both commercial and industrial development.

Harbor Boulevard

Similar to Whittier and Beach Boulevards, key areas along Harbor Boulevard have been identified to allow for mixed use development. In these areas, commercial development would continue to be permitted but enhanced by allowing for residential development. Depending on the area, the residential density level ranges from a maximum of 24 units to the acre to 50 units to the acre. The large industrial areas located at the southern end of the City are proposed to have their FAR increased in an effort to create additional jobs within the community.

La Habra Boulevard

The most significant changes proposed within the community occur along La Habra Boulevard. As a result of the elimination of redevelopment, the only substantive tool left to local government to promote change is Land Use. The changes recommended by the Draft Plan within the core of the City (Walnut Street, La Habra Boulevard, Cypress Street, and the Union Pacific Railroad) attempt to create economic incentives for the future redevelopment of the area by the private sector. This would enhance the significant investment made by Tri-Pointe Homes, Inc. (Brio project) and lead to the creation of a Downtown Area. Proposed for the core area are the Central District Mixed Use 1 that allows for both commercial and residential development and Commercial-Office Priority between La Habra Boulevard and First Avenue and Walnut Street and Cypress Street. South of this area between Euclid Street and Cypress Street to the Union Pacific Railroad, multi-family development is proposed that would permit up to 50 units to the acre.

Smaller areas at the western end of La Habra Boulevard are identified for a change in Land Use designation from commercial to multi-family development. The proposed density levels vary from 24 units to 30 units to the acre depending on the location.

A significant number of strip commercial areas were identified along the Boulevard (from Idaho Street to Sunset Street). The land use designation has been modified to Corridor Mixed-Use 1 that would continue to allow for commercial uses but encourages in the long term the development of residential units to a maximum density of 24 units to the acre.

b. Economic Development

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

To benefit from future growth that is anticipated, the economic development element identifies goals and policies to guide community leaders tasked with enriching the lives

of City residents and facilitating the success of local businesses. Increasing utilization of existing property and expanding overall capacity for economic growth reflects one focus of the Economic Development goals and policies. Balanced economic growth also requires goals and policies that support the improvement of the business environment, workforce engagement, real estate investment, lifestyle enrichment, and fiscal sustainability.

Goals include:

- diversifying the mix of business activity;
- implementing programs for business attraction, retention, and assistance;
- improving the skills of La Habra's workforce;
- expanding the base of well-paying jobs for residents;
- increasing the utilization of property through infill development and concentrated activity nodes;
- expediting development projects benefiting the community;
- improving the health and lifestyles of individuals and families;
- ensuring continuity of local fiscal resources and leveraging external funding to benefit community services; and
- strengthening La Habra's fiscal operating position over the long-run.

c. Housing

Because of the shorter update cycle and requirements for technical analyses of housing conditions and needs, the complete text of the Housing Element is presented in a separate volume with its goals, policies, and implementation programs incorporated in the General Plan 2035. Basic objectives include:

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

In accordance with State Housing Element law, this section conveys La Habra's plan to provide a variety of housing types for all economic segments of the community and serves as a framework or foundation for the evolution, initiation, and implementation of specific programs and actions to improve the existing housing stock, produce new housing, provide financial assistance, and mitigate the adverse impacts of economic and market constraints. Its goals and policies are closely linked to the Land Use Diagram and classifications defining areas of La Habra in which new housing development will be permitted and their densities. Consistent with policies defined by the 2008-2014 Housing Element, but not implemented, the Land Use Diagram's residential densities have been increased above the existing maximum of 23 units per acre to meet State accepted minimums for affordability of 30 units per acre.

On May 6, 2013, the City Council concurred with the Planning Commission's recommendation, approved the document and directed staff to forward the Element to the State Housing and Community Development Department (HCD) for their review and comment (see City Council staff report dated May 6, 2013, attachment 5). On September 4, 2013 HCD approved the City Housing Element (see HCD approval letter dated September 4, 2013, attachment 6).

d. Historic/Cultural Resources

Policies in this section recognize the history of La Habra as one of earliest developing communities in Southern California. They provide for the review of historic and cultural resources and ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented. Policies support the City identification of historic and cultural resources, including consultation with appropriate organizations and individuals early in the planning process to identify opportunities and minimize potential impacts to these resources.

e. Community Identity

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

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

f. Growth Management

Cumulatively, General Plan 2035's goals and policies manage growth and resource conservation to achieve objectives for environmental, economic, and human sustainability. They prescribe the location, densities, urban form, and timing of development and correlate these with the provision of adequate supporting infrastructure and services. As this represents a comprehensive approach to managing growth, the tradition of a separate growth management element would be redundant. However, as a city in Orange County, La Habra is eligible for a portion of monies received under Measure M and the Renewed Measure M Transportation Investment Plan (M2) subject to an approved, qualifying general plan growth management element.

To satisfy these requirements, this section of General Plan 2035 provides a table listing the five topics required by the Countywide Traffic Improvement and Growth Management Plan and lists the five principal topics to be covered in preparing local qualifying elements and references applicable goals and policies that address these. The topics include:

- Development phasing
- Balanced community development
- Traffic level of service
- Traffic improvement programs
- Public facility plans

In addition, four implementing programs are required and include, growth management areas, facility implementation plans (FIPs), countywide implementation of the Growth Management Program, and traffic improvement/public facility development agreements. These implementing programs are described in the General Plan 2035 Implementation Manual (Chapter 8).

Chapter 3: Mobility/Circulation

The Mobility/Circulation Chapter sets the vision for how La Habra will meet the future mobility needs of its residents, workers, and visitors while supporting the goals and policies of the Community Development Element (Chapter 2) Land Use section. The latter establishes policies for growth and land use development, while the Mobility/Circulation Element identifies proposed transportation strategies designed to meet the future transportation needs of these uses. To meet the mobility needs of all users, the General Plan 2035 defines a set of interrelated land use and transportation policies consistent with the Orange County Sustainable Communities Strategy (OC SCS). These are intended to meet mandated targets for the reduction of greenhouse gas emissions for compliance with Assembly Bill (AB) 32 and Senate Bill (SB) 375. The policies are grounded by a multi-modal approach that minimizes impacts on the environment and neighborhoods, supports increased land use density, and promotes efficient use of right-of-way throughout the City.

Consistent with State legislation, the Mobility/Circulation Chapter defines the locations and extent of existing and proposed major thoroughfares, transportation routes, and terminals. Complete streets provide for an interconnected street system for all modes of travel between neighborhoods, commercial areas, schools, parks, and other focal points of the City. They are designed to enable safe and convenient access for all users. A complete street typically includes sidewalks, bike lanes, transit stops, and frequent pedestrian crossing opportunities. It may also have median islands, pedestrian signals, curb extensions, lighting, and other amenities.

a. Regional and Local Roadway Network/Facilities

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

b. Future Conditions

Results of the modeling of traffic impacts indicate that all of the City's roadway segments and intersections are expected to operate at acceptable conditions (LOS D for City intersections and LOS E on State and CMP intersections). However, there are expected to be two State Highway intersections that will operate at an unacceptable level of service (LOS F) during the PM peak hour. However, proposed measures to improve operating conditions at these intersections are expected to mitigate the negative effects of increased traffic through incorporation of various intersection

capacity improvements and traffic control measures. The intersections and improvements include the following:

- Beach Boulevard at Imperial Highway: construct a fourth northbound through lane and a fourth southbound through lane
- Walnut Street at Imperial Highway: install a traffic signal

Two additional City and two additional state intersections may have marginal levels of service under 2035 General Plan conditions: Idaho Street at Whittier Boulevard, Harbor Boulevard at Whittier Boulevard, Cypress Street and Lambert Road, and Palm Street at Lambert Road. A change in traffic patterns may result in unacceptable operating conditions at one or more of these intersections. The Mobility/Circulation Chapter defines intersection improvements and construction of additional through and turn lanes at each of these intersections that would improve potentially deficient future operating conditions (see pages 3-9 through 3-13, attachment 2).

c. Goals and Policies

Goals and policies are intended to support the City's circulation system objectives while helping reduce traffic congestion and achieve greenhouse gas reduction goals. Primary goals include;

- Development of a balanced circulation system coordinated with land uses to ensure safe, efficient, and sustainable movement of people and goods in the community;
- Increase in ridership and improved public transit service and connections;
- Expansion and improvement of bicycle facilities to provide a safe and convenient alternative to the private automobile;
- Enhancement of pedestrian facilities to encourage walking as a mode of travel;
- Designation of routes for efficient truck movement that protect and reduce impacts to residential neighborhoods;
- Reduction of vehicle emissions and congestion through managing growth and transportation;
- Provision of convenient and effective alternatives to single occupant vehicles that reduce congestion, conserve energy, and contribute to clean air;
- Development of safer and more pleasant residential streets through reduced traffic speed, volume, and accidents;
- Provision of real-time information communication and control to achieve a safer and more efficient transportation system; and
- Development of an efficient parking management system that allocates scarce parking resources and reduces overall parking demand.

Chapter 4: Infrastructure

General Plan 2035 goals and policies correlate the provision of adequate infrastructure supporting existing and future development. This includes systems distributing water and energy; conveying stormwater runoff and sewage, and recycling and collection of solid waste. This chapter provides direction to maintain and enhance these key assets and services to keep pace with new development, population, and employment growth. Infrastructure goals and policies address the following:

a. Water System

- Provision of high-quality reliable potable water services, supply, and facilities meeting existing and future water demand; and
- Incorporation of water conservation methods and techniques in new development and rehabilitated structures.

b. Sewer System: Provision of adequate wastewater collection services that minimize adverse effects to water quality and meet existing and future sewer needs.

c. Storm Drain System: Provision of adequate storm drainage services and facilities that meet existing and future growth needs, and protect residents and property.

d. Water Quality: Provision for the protection and improvement of water and watershed supply and quality in compliance with state and federal standards.

e. Energy

- Provision of adequate and reliable energy services and facilities; and
- Improvement of energy efficient environment and reduction of energy consumption

f. Telecommunications: allow for state-of-the-art telecommunication systems that enhance economic development, governmental efficiency, and equitable access for all.

g. Solid Waste Management and Recycling

General Plan 2035 goals and policies build on the adopted Source Reduction and Recycling Element and address:

- Reduction of solid waste generation, disposal, and materials sent to landfills;
- Reduction of the amount of solid waste generated in the City at its source,
- Reduction of the amount of special wastes sent to landfills;
- Diversion of construction and demolition debris that reduces landfill waste; and
- Education of the public and increasing awareness of and participation in source reduction, recycling, compositing, and special waste reduction and recovery including construction and demolition debris.

Chapter 5: Community Services

General Plan 2035 goals and policies are intended to assure that future development supports the City’s commitment to high quality community services including open space, parks and recreational facilities; libraries, community education, police protection, and fire and emergency services.

a. Open Space, Parks, Trails, and Recreation

This section of General Plan 2035 addresses the provision and management of open spaces, parks, trails, and recreational facilities and programs providing visual relief from the built environment and contributing to residents’ quality of life through recreational programming and social value. These provide for:

- Preservation of existing and providing opportunities for the acquisition, maintenance, and management of open spaces;

- Development, maintenance, and operation of a comprehensive system of parks and recreation and community facilities that enhance livability, contribute to public health, provide opportunities for meeting and socializing, and are programmed to benefit all members of the community;
 - Maintain a standard of 2.5 acres per 1,000 residents for active and passive recreational use;
 - Encouragement of developers to provide land dedications of parks and improvements exceeding normally required City standards in exchange for incentives provided by the City;
 - Promotion of the development of small parks in the downtown core and other targeted growth areas;
 - Maintenance and expansion of recreational programs and services accessible to the diversity of La Habra's residents; and
 - Establishment of a citywide network of trails connecting recreational facilities, residential neighborhoods, and key commercial and activity centers including improvements along flood control channels and possible improvement of the railroad right-of-way as joint-use or on abandonment.
- b. Libraries:** supporting Orange County Public Library in the provision of library facilities and programs.
- c. Schools**
- Support for local school districts in assuring that adequate facilities are provided to meet the needs of current and projected populations;
 - Coordination with local school districts for the joint use of facilities for recreation and other community activities; and
 - Support for educational institutions to establish and provide services and facilities enabling post high school-aged residents to excel academically and secure quality jobs in La Habra.
- d. Police Service:** providing responsive and efficient police and law enforcement services protecting and providing for a safe and secure community.
- e. Fire Service:** supporting La Habra's fire service provider in providing fire protection and emergency medical services maintaining the safety of residents and property.

Chapter 6: Conservation/Natural Resources

General Plan 2035 goals and policies are intended to contribute to the conservation and protection of La Habra's biological resources and habitats, water, air, scenic amenities, and minerals.

- a. Biological Resources/Habitat:** As La Habra is largely urbanized with few remaining open spaces, General Plan 2035 provides for the conservation of existing biological resources and habitat; collaboration with federal, state, and/or local agencies to restore riparian communities along creek corridors and flood control channels; and establishment of an urban forest along commercial and mixed-use streets.

b. Water/Watershed/Groundwater Recharge.

- Provision for the conservation and protection of La Habra's watershed, surface water, and groundwater resources in partnership with the Orange County Public Works, Orange County Water District, private property owners, and neighboring jurisdictions;
- Require development to control stormwater runoff consistent with the City's National Pollutant Discharge Elimination System (NPDES) Permit; and
- Encourage the use of drought-tolerant and native landscaping to reduce water consumption and use of pervious surfaces to facilitate drainage as replenishment of groundwater basins.

c. Air Quality and Reduction of Greenhouse Gas Emissions

Goals and policies for the improvement of La Habra's air quality and reduction of greenhouse gas emissions (GHG) are presented in multiple sections of General Plan 2035. Appendix A, Addressing Climate Change, presents a comprehensive list of applicable strategies and references contributing goals and policies. This section of the Plan defines standards to be used as the benchmark for air quality and targets for GHG emission reduction to be accomplished through:

- Development of a mix and density of land uses supporting the reduction of automobile trips and commute distances;
- Improvements of municipal and private infrastructure;
- Development of a multi-modal transportation system and energy-efficient vehicles;
- Control of particulate emissions attributable to development and municipal operations and
- Administration of programs to increase awareness and educate the public regarding strategies to improve air quality and reduce GHG emissions.

d. Scenic and Mineral Resources

General Plan 2035 provides for the protection of the City's visual assets and views of these from public places such as the natural topography, La Habra basin, undeveloped creeks, and historic buildings (La Habra Children's Museum and Depot Theater). Views of the night sky will be enhanced by limitations on outdoor lighting and obtrusive glare.

e. Mineral Resources

General Plan 2035 requires that mineral extraction activities, including the reactivation of oil wells, are designed and operated to protect nearby land uses from adverse impacts.

Chapter 7: Community Safety

a. Natural Hazards

General Plan 2035 goals and policies are intended to protect the health and welfare of La Habra's residents and businesses from the risks of geologic and seismic, wildland and urban fire, and flooding hazards. These require development to be located and designed in accordance with applicable subdivision, building, and safety codes; public education regarding potential risks, and avoidance; and improvements to mitigate the hazards.

b. Emergency Preparedness

General Plan 2035 provides for the continued administration of programs for an appropriate and effective response to emergencies and disasters, including implementation of La Habra's Emergency Response Plan (ERP) and Hazard Mitigation Plan (HMP). These define actions to be taken to prevent disasters, reduce the vulnerability of residents to any disasters that cannot be prevented; establish capabilities for protecting citizens from the effects of disasters; respond effectively to the occurrence of disasters; and provide for recovery in the aftermath of an emergency involving extensive damage to the community. The City's participation in automatic and mutual aid agreements ensures adequate resources, facilities, and other support services necessary during and after disasters and emergencies.

c. Noise

This section identifies the noise environment occurring from mobile and stationary sources attributable to development and transportation improvements permitted by General Plan 2035, standards for land use compatibility, and measures to reduce noise generation and attenuate its effects on La Habra's residents.

d. Hazardous Waste

General Plan 2035 defines goals and policies built on La Habra's Household Hazardous Waste Element providing for the protection of the community from the production, use, storage, disposal, and transport of hazardous materials, and proper collection, handling, recycling, reuse, treatment, and long-term disposal of household hazardous waste. Policies, also, provide for locating and designing energy-related infrastructure to assure compatibility with residential neighborhoods and other land uses.

Chapter 8: Implementation Manual

This Implementation Manual describes the principal measures necessary to achieve the goals and policies set forth in the La Habra 2035 General Plan. Differing from General Plan 2020, all actions are consolidated in a single chapter. It begins with a table defining the time frames in which the programs will be implemented, first listing those to be undertaken in the first three years following adoption (2014–2017), followed by those to be administered annually, on a continuing basis, periodically, and beginning in the fourth and following years as priorities are established by the City Council. It should be noted that the timeline for the initiation or completion of a program is only an estimate and is dependent on the availability of funding resources. This is followed by detailed tables describing the action to be undertaken, responsible City department or external agency, and references to applicable policies (by number) that the program implements.

At a minimum, the programs and timeframes should be reviewed and updated at least once every five (5) years to reflect prevailing fiscal resources, community needs, and priorities. Revisions to these shall not constitute an amendment of the General Plan provided that they are consistent with and carry out its goals and policies. As such, they will not necessitate environmental review to conform to California Environmental Quality Act (CEQA) requirements.

Appendix A: Addressing Climate Change

The La Habra 2035 General Plan strives to establish development patterns consistent with the existing community character, provide multiple modes of transportation, and construct infrastructure that is more sustainable and environmentally friendly through

improvements that achieve reduction of such elements as energy use, water consumption, and greenhouse gas emissions. Based on the State Attorney General's interpretation of AB 32, local GHG reduction targets and strategies to achieve these must be addressed by the General Plan. Appendix A lists five primary climate change objectives and GHG reduction measures specified by the (separate) Climate Action Plan (CAP) and correlates these will applicable General Plan 2035 goals and policies. The objectives include reduction of vehicle trips and GHG emissions through land use mix and density, alternative transportation modes, and zero-emission vehicles; reduction of energy consumption and increased renewable energy generation contributing to the reduction of GHG emissions; reduction of GHG emissions from area sources; reduced water consumption and impacts on energy use and GHG emissions; reduced solid waste generation and increased materials recycling. See discussion of the Climate Action Plan below.

Appendix B: Addressing Healthy Communities

The La Habra 2035 La Habra General Plan contains goals and policies throughout its chapters and sections establishing an environment that promotes physical activity, reduces air pollution, provides transportation choices, promote healthy food availability, maintains public safety, and access to necessary health services. Appendix B summarizes the principal objectives for health and identifies the Plan's goals and policies contributing to meet these, many of which duplicate those addressing Climate Change as listed in Appendix A.

Appendix C: Glossary of Terms

Terminology used in General Plan 2035 text, goals, and policies are defined in this appendix.

CITY OF LA HABRA CLIMATE ACTION PLAN

The City of La Habra is committed to providing a more livable, equitable, and economically vibrant community through the incorporation of sustainability features and reduction of greenhouse gas (GHG) emissions. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, conserving water, and enhancing access to sustainable transportation modes, La Habra will keep dollars in the local economy, create new green jobs, and improve the community's quality of life. The efforts toward reducing GHG emissions described in the Climate Action Plan (CAP) must be done in coordination with the City's land use decisions, and the foundation for planning and land use decisions is the City's 2035 General Plan goals, policies, and implementation programs. Through the CAP, La Habra has established goals and policies that incorporate environmental responsibility into its daily management of transportation, energy, water, and solid waste to further the City's commitment.

The CAP was designed under the premise that the City and the community it represents are uniquely capable of addressing emissions associated with sources under the City's jurisdiction. The City's emission reduction efforts should coordinate with the State strategies in order to accomplish emission reductions in an efficient and cost effective manner. The City developed this document with the following purposes in mind:

- create a GHG baseline from which to benchmark GHG reductions;

- provide a plan that is consistent with and complementary to: the GHG emissions reduction efforts being conducted by the State of California through the Global Warming Solutions Act (AB 32); the Federal Government through the actions of the Environmental Protection Agency; and the global community through the Kyoto Protocol;
- guide the development, enhancement, and implementation of actions that aggressively reduce GHG emissions; and
- provide a policy document with specific implementation measures meant to be considered as part of the planning process for future development projects.

The first step in completing the CAP was to inventory the City's GHG emissions. Sources of emissions include transportation, electricity, and natural gas use; landscaping, water and wastewater pumping and treatment; and treatment and decomposition of solid waste. La Habra's community-wide GHG emissions for 2010, the base year, amounted to 284,089 metric tons of Carbon Dioxide Equivalent (CO₂e).

The projected business-as-usual emissions for the year 2020, based on population and housing growth estimates, are 316,935 metric tons of CO₂e. In order to reach the GHG reduction target, La Habra must offset this growth in emissions and reduce community-wide emissions to 241,476 metric tons of CO₂e by the year 2020. This 2020 reduction target is a 15% decrease from 2010 levels.

At the General Plan's horizon year of 2035, the projected business-as-usual emissions, based on population and housing growth estimates, are 333,694 metric tons of CO₂e. In order to continue reductions toward the ultimate 2050 statewide goal, and achieve within La Habra the regional 2035 reduction target set by the Southern California Association of Governments in the Sustainable Communities Strategy of the 2012 Regional Transportation Plan, La Habra must continue to offset the growth in emissions and reduce community-wide emissions to 198,862 metric tons of CO₂e by the year 2035. This 2035 reduction target is a 30% decrease from 2010 levels.

In order to reach the reduction target laid out in this Climate Action Plan, La Habra will need to implement the reduction measures described in this report. These measures encourage such strategies as energy efficient retrofits, land use and transportation coordination, water conservation, increased efficiency of the waste-to-energy process, and expanding tree planting.

Table 1 (Net Total Emissions Comparison) summarizes the community wide emissions for the 2010 base year, 2020 business-as-usual, and the reduced 2020 inventory with the inclusion of the reduction measures. In this CAP, business-as-usual (BAU) refers to continued operations and development of the City without the inclusion of recently-adopted or proposed sustainability initiatives. The BAU scenario describes how emissions would be in year 2020, if the emissions inventory continued to grow strictly based upon the land use growth projections for the City and the naturally occurring events that might change the character of emissions. Therefore, BAU follows a predominantly linear growth pattern.

Table 1 Net Total Emissions Comparison					
Source Category	Metric tons of CO₂e				
	2010	BAU 2020	Reduced 2020	BAU 2035	Reduced 2035
Transportation	106,146	124,054	80,826	128,104	83,268
Energy	126,532	137,161	89,131	145,449	87,270
Area Sources	30,249	32,790	25,664	35,391	10,910
Water	5,312	5,758	3,739	6,215	3,729
Solid Waste	15,850	17,172	11,262	18,534	11,120
Total	284,089	316,935	210,622	333,694	196,297
Emission Reduction Target	N/A	241,476	241,476	198,862	198,862
SOURCE: Atkins (2013). NOTE: Mass emissions of CO ₂ e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding. BAU: business-as-usual.					

The City's 2035 General Plan presents two tables summarizing, by Chapter and Section, applicable General Plan goals and policies that address sustainability and will help La Habra develop a sustainable future (General Plan 2035) and the reduction of GHG emissions (see General Plan 2035, Appendix A: Addressing Climate Change, attachment 2).

Various federal and State policies have enacted programs that will also contribute to reduced GHG emissions in La Habra by the year 2020. Some of these policies include updated California building codes for energy efficiency, statewide recycling goals, renewable fuel standard, and federal Corporate Average Fuel Economy (CAFE) standards for cars and light trucks. By supporting the implementation of these measures, La Habra will experience substantial emissions reductions.

In addition to the emission reductions, this Climate Action Plan describes the cost savings associated with each of the reduction measures. The financing opportunities and strategies for implementing the reduction measures are described in Chapter 7 of the CAP (see Climate Action Plan, attachment 4).

ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires the preparation, public review, and certification of an Environmental Impact Report (EIR) for projects determined to have a potentially significant effect on the environment. As stated in Section 15378 of the CEQA Guidelines, a general plan is considered to qualify as a project.

An EIR is the most comprehensive form of environmental documentation identified in CEQA. The CEQA Guidelines provides details as to the type of the information needed to assess the environmental consequences of a proposed project, to the extent feasible.

EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

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

The EIR for General Plan 2035 has been prepared as a program-level document analyzing both the General Plan and the CAP. Technical Background Reports for each element of the General Plan were created that served as the baseline of existing conditions from which the EIR project impacts were evaluated against (see Technical Background Reports, attachment 7)

Initial Study and Notice of Preparation

The first step in the environmental documentation for a General Plan project is distribution of an Initial Study and Notice of Preparation (NOP). In accordance with CEQA Guidelines Section 15063, an Initial Study and NOP for General Plan 2035 were circulated for a 30-day public review period between May 31, 2013, and June 29, 2013. The Initial Study found that implementation of General Plan 2035 could result in potentially significant impacts in the following areas: aesthetics, air quality, cultural resources, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic, and utilities/service systems.

The City received eight comment letters from responsible and interested agencies regarding the "scope" (or breadth) of the EIR.

Scoping Meeting

In addition to public input solicited by the NOP, an EIR "scoping meeting" was held on June 12, 2013, at the La Habra Community Center to determine the concerns of the community regarding the environmental analysis of General Plan 2035. Public testimony was collected and used in preparation of the Draft EIR.

Draft EIR

A Draft EIR was prepared in accordance with state CEQA requirements and the City of La Habra's CEQA procedures. The Draft EIR presents an overview of the project, analyzes potential impacts of the General Plan 2035 and those of three alternatives, and describes the implications and significance of potential impacts. Where applicable, General Plan 2035 policies are identified to address potential impacts, and, as such, contribute to the reduction or elimination of those impacts.

Buildout projections were used to estimate the magnitude of development that would likely occur in La Habra upon implementation of General Plan 2035. Environmental analysis in the Draft EIR compares these buildout projections with existing conditions.

Land use calculations were used to estimate the number of dwelling units, residents, square feet of nonresidential uses, and employees that would be generated by the proposed land uses. These projections were then used to determine how much noise, traffic, and other impacts would occur due to these changes. While buildout projections are unable to foretell exactly how the built environment in La Habra will change over time, they allow the potential environmental effects of General Plan implementation to be analyzed. Because buildout to the maximum levels permitted by the proposed land use plan is not anticipated to occur in the future, 2035 buildout projections for La Habra were adjusted based on the feasibility and likelihood that specific parcels would be developed or redeveloped.

The Draft EIR for General Plan 2035 was circulated for a 45-day public period review between September 20, 2013, and November 4, 2013. A Notice of Availability (NOA) was distributed on September 19, 2013, notifying the public and other interested parties that the Draft EIR was completed and available for public review. The NOA was published in the Orange County Register on September 20, 2013. The NOA also solicited public input on the Draft EIR and provided notice that the Planning Commission would consider recommendations to the City Council on the General Plan, CAP, and EIR during its meeting that occurred on December 9, 2013.

Final EIR

After the public comment period for the Draft EIR closed on November 4, 2013, a Final EIR was prepared, including a formal response to comments received during the public review period for the Draft EIR (see Response to Comments, attachment 8) and a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is a tool, in conformance with Public Resources Code Section 21081.6, to verify compliance with the mitigation measures outlined in the Final EIR (see Mitigation Monitoring Program, attachment 9).

Findings and Statements of Overriding Considerations (SOCs) have been prepared (see Resolution EIR Exhibits B and C, attachment 22). These documents will allow the Planning Commission and City Council to determine if potentially significant impacts disclosed in the EIR would be offset by mitigating circumstances outlined in the SOCs, including achievement of City goals.

EIR Conclusions

Significant and Unavoidable Impacts

The Draft EIR found that, while mitigation measures would reduce the level of impact, the following impacts would remain significant and unavoidable after mitigation measures are applied. Note that GHG impacts would only be significant and unavoidable if the CAP is not adopted at the time of General Plan adoption.

Air Quality

- Impact 5.2-1: The proposed General Plan Update would not be consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan, because buildout of the land use plan would exceed the current population and employment estimates and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SoCAB). These estimates were based on forecasts for the General Plan 2020, fifteen years earlier than General Plan 2035, and did not account for the latter's intensified

mixed-use infill development reducing vehicle trips consistent with SCAG's and SCAQMD's policies for more compact, walkable communities.

Mitigation measures incorporated into future development projects for the operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the proposed General Plan Update. Goals and policies included in the proposed General Plan 2035 Update would facilitate continued City cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP. Therefore, Impact 5.2-1 would remain significant and unavoidable.

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

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

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

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

- Impact 5.2-4: Buildout of the proposed General Plan Update could result in new sources of criteria air pollutant emissions and/or toxic air contaminants (TACs) near existing or planned sensitive receptors.

Goals and policies are included in the proposed General Plan Update that would reduce concentrations of criteria air pollutant emissions and TACs generated by new development. Review of projects by SCAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure 2-2 would ensure mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects may achieve the incremental risk thresholds established by SCAQMD.

However, the incremental increase in health risk associated with individual projects is considered cumulatively considerable and would contribute to already elevated levels of cancer and noncancer health risks in the SoCAB. Therefore, Impact 5.2-4 would remain significant and unavoidable.

Greenhouse Gas Emissions

- Impact 5.5-1: Implementation of the City of La Habra CAP would ensure that buildout of the proposed General Plan would not result in a substantial increase in greenhouse gas emissions.

The City's CAP includes mandatory measures for future development and existing land uses. The CAP is an enforceable document that the City is required to track and monitor as set forth within the CAP. In accordance with the implementation chapter of the CAP, the City will periodically update the community-wide GHG emissions inventory in 2015 and 2020. The City will also implement a monitoring and reporting program to evaluate the effectiveness of reduction measures with regards to progress towards meeting the goals of the CAP. GHG emissions reductions from growth within the City with implementation of the City's CAP would achieve the City's 2020 and 2035 GHG reduction targets. Furthermore, compared to existing conditions, GHG emissions with implementation of state measures and local GHG reduction measures identified in the City's CAP would be less than current emissions levels. Consequently, impacts from the General Plan would be less than significant.

The City fully anticipates that the CAP will be adopted concurrently with the General Plan. However, if the CAP is not adopted at the time of the General Plan Update, then GHG emissions within the City would not achieve the GHG reduction targets for 2020 and 2035. This would result in a substantial adverse impact related to GHG emissions and would be significant and unavoidable.

Project Alternatives

CEQA requires that an EIR include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6). Chapter 7 of the Draft EIR identifies the following three project alternatives for the proposed project:

- *No Project/2020 Adopted General Plan Alternative:* Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the "No-Project" Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no-project alternative is the continuation of the plan, policy, or operation into the future. Therefore, in the No Project/2020 Adopted General Plan Alternative, the current land use plan would remain in effect. All proposed land use changes would not occur. Development in accordance with the 2020 General Plan would continue to occur, allowing for a total of: 28,274 residential units and 14.4 million square feet of commercial and industrial uses. This alternative would not include adoption of the CAP.
- *Reduced Intensity Alternative:* The Reduced Intensity Alternative was selected to reduce significant and unavoidable impacts related to air quality, GHG emissions, and noise. This alternative would reduce development intensity at General Plan buildout by 20 percent for both residential and nonresidential uses.

The reduction would occur citywide. Note that this alternative would result in lower buildout development intensity than allowed under the 2020 General Plan; for instance, at buildout this alternative would permit development of 20,122 residential units and about 10 million square feet of nonresidential land uses; corresponding figures for the 2020 General Plan are 28,274 units and 14.4 million square feet.

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

Environmentally Superior Alternative

CEQA requires a lead agency to identify the “environmentally superior alternative” and, in cases where the “No Project” Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. The Draft EIR for General Plan 2035 identifies the Reduced Intensity Alternative as environmentally superior to the proposed project.

The Reduced Intensity Alternative would have the greatest effect on reducing the significant air quality impacts associated with the project. However, it would not reduce these impacts to a less than significant level. Impacts related to aesthetics, cultural resources, geology, hazards and hazardous materials, land use, public services, recreation, and utilities and service systems would also be slightly reduced. Impacts to GHG and traffic would also be substantially reduced, although these impacts were determined to be less than significant with the proposed project.

The Reduced Intensity Alternative would not meet the project objectives to the same degree as the proposed project. The reduction in nonresidential square footage and mixed uses may reduce the City’s ability to support a diversity of uses, lifestyle choices, and amenities (4th Objective), encourage the development of new housing and businesses (5th Objective), or create a community that is balanced with places for living, working, and shopping (8th Objective). Further, this alternative would reduce housing and mixed use opportunities, which is one of the goals of SCAG’s Compass Blueprint for High Quality Transit Areas. Because this alternative would result in lower buildout development intensity than allowed under the 2020 Adopted General Plan, it would not provide as many new opportunities to prioritize reinvestment and revitalization of the community to improve the vitality of commercial corridors (10th Objective) or expand businesses that offer jobs to residents and lessen the need to commute to other communities (11th Objective). Due to the significant reduction in residential and nonresidential square footage, the Reduced Intensity Alternative would alter land uses but would not provide the same degree of flexibility in locating future businesses. Since there would be less opportunity to locate new nonresidential uses or increase intensity

within commercial corridors of the city, this alternative would not promote financial stability and revitalization to the same degree as the proposed project (1st and 10th Objectives).

Public Involvement

The process for preparing the General Plan 2035, the 2014-2021 Housing Element Update, Climate Action Plan, and Environmental Impact Report involved a broad spectrum of community input. The public was provided opportunities to participate throughout their preparation at key benchmarks. The engagement of community members was achieved through the several outlets described below.

General Plan Advisory Committee

The General Plan Advisory Committee was appointed by the City Council to provide input throughout the planning process including defining community issues, the Vision, Plan options, preferred land use alternatives, and the direction for goals and policies. Committee members served as liaisons to their respective constituencies, providing information about the General Plan Update, key planning issues and options under consideration, and soliciting input that is brought back to the full committee.

The GPAC representatives included the following:

- Two City Councilmembers, selected by the City Council
- Two Planning Commissioners, selected by the Planning Commission
- One Community Services Commissioner, selected by the Community Services Commission
- One youth representative, selected from and by the Community Services Youth Committee
- One Chamber of Commerce representative, selected by the Board of Directors of the Chamber of Commerce
- Five community resident representatives, one selected by each of the five Councilmembers

A total of 19 GPAC meetings were held, beginning in March 2011 and ending in November 2013 (see GPAC minutes, attachment 10). For a complete listing of the GPAC members that served over the course of the General Plan Update process, refer to the Acknowledgements at the beginning of the General Plan 2035 (attachment 2). The GPAC concerned all communications received from the public as they considered each element that make up the General Plan (see Public comments received by the GPAC, attachment 11).

Community Workshops

Community workshops were held at varying stages of the General Plan 2035 process to provide engagement and input opportunities for residents, businesses, and other interested parties. Each workshop was advertised through various public forums in English and/or Spanish including postings on the City's and General Plan Update websites; flyers in the utility bills and La Habra Chamber of Commerce Newsletters; emails sent to individuals who had registered on the City's General Plan Update e-mailing list; announcements at Planning Commission, City Council, and GPAC meetings; Cable Channel 3 public service announcements; advertisements in the La

Habra Journal; and press releases to the Orange County Register and the Los Angeles Times.

- May 18, 2011: Planning Issues and Visions: At this workshop participants provided input on the City of La Habra today and in the future, including input on the City's General Plan Update Vision Statement (see Summary Input Workshop #1, attachment 12).
- September 21, 2011: Framework for Planning: At this workshop participants provided input on what areas of La Habra should be preserved for its existing uses, what areas should change, and what uses should be seen within the change areas (see Summary Input Workshop #2, attachment 13).
- September 13, 2012: Land Use Alternatives Review: At this workshop participants reviewed maps depicting choices for how La Habra could grow in the future including neighborhoods and districts to be preserved and areas where new housing, commercial uses, and jobs may be targeted. These options were analyzed for potential impacts on La Habra's economy, traffic, environment, and quality of life and workshop participants helped select the preferred land use strategies for the City's future (see La Habra Survey Results, attachment 14).
- March 27, 2013: Housing Element Update: At this workshop participants learned more about the Housing Element Update process, the City housing programs, and were asked to provide ideas and strategies for increasing the supply of affordable housing and views on La Habra's housing needs and concerns.
- June 12, 2013: Environmental Impact Report Scoping Meeting: This workshop provided the opportunity for the community to be informed regarding the purposes, scope, and schedule for the preparation of the CEQA-required analysis of the Draft General Plan 2035, 2014-2021 Housing Element Update, and Climate Action Plan and comment on issues of concern that should be addressed.
- July 17, 2013: Citywide Policy Direction to Guide Future Decisions in La Habra: At this workshop participants provided input on La Habra's future planning goals and policies that affect La Habra's land use and economic development, housing, traffic, community services and safety, environment, and infrastructure (see Policy Workshop Comments and Recommendations, attachment 15).

Community Telephone Survey

La Habra's residents were surveyed to assist in the identification of community strengths, issues, and opportunities as a framework in updating the goals, policies, and implementation programs of the General Plan. Telephone interviews were conducted in English and Spanish from March 2, 2011, to March 9, 2011 with a statistically valid sample of 400 residents (see 2011 Community Survey, attachment 16). Questions were asked regarding four basic topics: quality of life in La Habra, priorities for the future, shopping in La Habra, and revitalization of La Habra and Whittier Boulevards. The survey found that:

- La Habra residents are highly satisfied with the overall quality of life in the city and share an optimistic outlook toward the future.
- Residents have a relatively positive opinion of traffic conditions in La Habra. Additionally, while a majority indicated they never use alternative transportation, many would be encouraged to use alternative transportation more often if access were improved.

- Residents ascribed high importance to a number of issues in planning for the future of La Habra, most notably issues related to public safety, emergency services, and revitalization projects.
- A majority of residents would support and use a walking and biking path across the central section of La Habra; however, this issue is relatively less important than other issues in planning for the future.
- A majority of residents attend community events in La Habra and an overwhelming majority are supportive of using City resources to hold these events.
- Overall, residents were more likely to report they purchase their less expensive consumer products in La Habra, though providing a wider variety of stores would encourage them to do more of their shopping locally.
- Only a small proportion of residents rely on La Habra and Whittier Boulevards for their household shopping needs; however, most residents reported a wider variety of stores would encourage them to shop along these streets more often.
- Residents largely share the City's vision to improve and revitalize development along La Habra and Whittier Boulevards, and residents were most likely to support commercial development.

General Plan 2035 Website and Mailing List

A General Plan Update website (<http://www.lahabrageneralplanupdate.com/>) was established providing residents, business persons, and other interested parties comprehensive information regarding the City's General Plan Update process. Information posted on the website described the purposes and scope of a general plan, the purpose for its update, the process and schedule, reports and documents developed during the planning process, and notices of public community workshops and events. Via the website, community members were encouraged to become a part of the City's General Plan Update e-mailing list to receive direct e-mail notifications about project activities. Requests for translation into Spanish were also welcomed.

City Council and Planning Commission Joint Study Sessions

Members of the Planning Commission and City Council participated in joint study sessions that acted as briefings on the General Plan Update process and provided the opportunity for review and input on General Plan 2035 documents. These sessions were scheduled at key benchmarks in the planning process.

- July 18, 2011: Community Survey and Vision Statement: At this study session the City Council and Planning Commission received a briefing on the results of the Community Telephone Survey and discussed and approved the General Plan Update Vision Statement (see City Council minutes 7/18/11, attachment 17).
- February 4, 2013: Land Use Recommendations: At this study session the City Council and Planning Commission reviewed the GPAC's land use recommendations on the preferred General Plan Update Land Use Plan and provided direction regarding the appropriateness of the suggested Land Use changes for the purpose of evaluating the environmental impacts in the PEIR (see City Council minutes 2/4/13, attachment 18).
- April 8 and May 6, 2013: Public hearings by the Planning Commission and City Council respectively to receive comments on the Draft 2014-2021 Housing

Element and recommend its submittal to the HCD for review for conformance with State legislation (see Planning Commission minutes 4/8/13 and City Council minutes 5/6/13, attachments 19 and 20).

Planning Commission Action

On December 9, 2013, the Planning Commission conducted a public hearing on the draft Environmental Impact Report SCH 2013051092, the draft La Habra General Plan 2035, draft 2014-2021 Housing Element, and draft Climate Action Plan. Mr. Woodie Tescher (The Planning Center) presented the documents to the Planning Commission. The Planning Commission received public comment from the property owner at 320 South Cypress (Mrs. Castilla) who opposed the land use change for their site from Light Industrial to Residential Multi-Family 3 (31-36 units/ac). The property is used for their landscape business. Staff explained that all industrial sites located north of the Union Pacific Railroad right-of-way are proposed as Multi-Family 3 since those properties are now surrounded by residential developments and the railroad right-of-way will serve as a buffer between industrial and residential uses. The property owner was advised that the use could continue as legal non-conforming so long as all necessary permits for its operation are in place. However, future development of the site will be restricted to residential. No other comment in support or opposition to the Plan was received. The Planning Commission, by a 5-0 vote, recommended that the City Council certify the final Environmental Impact Report (SCH 2013051092) and approve the draft La Habra General Plan 2035, draft 2014-2021 Housing Element, and Climate Action Plan (see Planning Commission Minutes 12/9/13, attachment 21).

FISCAL IMPACT / SOURCE OF FUNDING:

All actions taken by the City Council, including appropriation of funds, are guided by the goal and policies of the General Plan. Implementation of programs to carry out the goal and policies of the General Plan will be presented to the City Council as part of the annual budget process. The City Council at that time will determine what programs can be implemented based on available funding resources.

Each year the City is required to report to the State Governor's Office of Planning and Research on the City's progress on implementing the goals and policies of the General Plan. In addition, the Climate Action Plan contains benchmark years for the review and reporting of the progress made to implement the measures contained within the document. It is expected additional staffing resources may be required to implement the Climate Action plan and monitor General Plan progress.

RECOMMENDATION / REQUESTED ACTION:

It is recommended that the City Council approve the following resolutions:

EIR

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA HABRA CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR #13-01), SCH 2013051092 WHICH INCLUDES FINDING AND FACTS, STATEMENT OF OVERRIDING CONSIDERATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE LA HABRA GENERAL PLAN 2035, 2014-2021 HOUSING ELEMENT, AND CLIMATE ACTION PLAN.

General Plan

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA HABRA ADOPTING THE LA HABRA GENERAL PLAN 2035, AS SET FORTH IN EXHIBITS "A" AND "B".

Housing Element

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA HABRA ADOPTING THE 2014-2021 HOUSING ELEMENT, AS SET FORTH IN EXHIBIT "A" AND DIRECT SUBMITTAL OF THE DOCUMENT TO THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR CERTIFICATION AS REQUIRED BY STATE LAW.

Climate Action Plan

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA HABRA ADOPTING THE CLIMATE ACTION PLAN, AS SET FORTH IN EXHIBIT "A"

- ATTACHMENTS:**
- These attachments are on file in the City Clerk's Office.
1. The City of La Habra Final Environmental Impact Report for Draft General Plan 2035, November 2013, SCH # 2013051092. (Forwarded in September 2013)
 2. The City of La Habra Draft General Plan 2035, September 2013 (Forwarded in September 2013)
 3. The 2014-2021 Housing Element Update, Draft August 23, 2013 (Forwarded in April 2013)
 4. The Draft City of La Habra Climate Action Plan, August 7, 2013 (Forwarded in September 2013)
 5. City Council staff report May 6, 2013
 6. HCD approval letter dated September 4, 2013
 7. Technical Background Reports (Forwarded August 2012)
 8. Response to Comments
 9. Mitigation Monitoring Program
 10. GPAC Minutes (Meeting 1 to 19)
 11. Public Comments received by the GPAC
 12. Summary Input Workshop #1
 13. Summary Input Workshop #2
 14. La Habra Survey Results
 15. Policy Workshop Comments and Recommendations
 16. 2011 Community Survey (Forwarded in July 2011)
 17. City Council Minutes 7/18/11
 18. City Council Minutes 2/4/13
 19. Planning Commission Minutes 4/8/13
 20. City Council Minutes 5/6/13
 21. Planning Commission Minutes 12/9/13
 22. Public Comments received since 12/9/13
 23. Resolution-EIR
 24. Resolution-General Plan
 25. Resolution-2014-2021 Housing Element
 26. Resolution-Climate Action Plan
 27. PowerPoint Presentation
 28. Legal