1.1 Purpose and Authority

The City of La Habra Heights (referred to hereinafter as the Lead Agency) is undertaking a comprehensive update of the City of La Habra Heights General Plan. The draft General Plan will serve as the blueprint for the planning and continued development of the City. The General Plan, once adopted, will indicate the City's vision for the future through the policies and plans that are designed to guide the community's physical development. Public and private decision-makers will refer to the General Plan, once it is adopted, to identify the needs and desires of the City in terms of planning and development.

The La Habra Heights General Plan update builds upon previous planning that has occurred since the City's incorporation. As a result, the draft General Plan acknowledges the City's previous planning efforts, the established land use patterns, and the adopted development policy. The Land Use Plan, included in the Land Use Element, provides for limited changes in the City's overall land use policy. The draft General Plan maintains the location and extent of residential development in the City.

As part of the draft General Plan's environmental review, the City has authorized the preparation of this draft Environmental Impact Report (EIR) to ascertain the scope and extent of potential impacts and the nature of any mitigation.[1] The State of California, through the California Environmental Quality Act (CEQA), has provided local governments with specific guidance regarding the manner in which the environmental review process is to be implemented at the local level. The primary purpose of CEQA is to ensure that decision-makers, and the public, understand the environmental implications of a specific action or project. The purpose of this draft EIR is to determine whether the implementation of the draft General Plan will have the potential for significant adverse impacts on the environment.

1.2 Format and Scope of EIR

This draft EIR was prepared pursuant to the guidance provided in the State's Guidelines for the implementation of CEQA.[2] CEQA provides clear direction as to the format and scope of this EIR. This document was prepared in conformance with both State Guidelines and the City's environmental guidelines.

[1] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 2000. (CEQA Guidelines) § 15050

[2] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 2000. Article 7. § 15080.

This EIR consists of the following sections:

- **Section 1 - Introduction** provides an overview of the environmental review process and describes the purpose of this EIR. An *Executive Summary* of this EIR is provided as a separate attachment.

- **Section 2 - Description of the General Plan** describes the proposed "project". In this instance, the project is the comprehensive update of the City of La Habra Heights General Plan. In addition, this section indicates those policies the City intends to realize as part of the General Plan's implementation.

- **Section 3 - Environmental Analysis** evaluates the impacts associated with the approval and subsequent implementation of the General Plan. The analysis considers the existing conditions relative to each issue being discussed, the potential impacts related to the General Plan's approval and subsequent implementation, the level of potential impact weighed against thresholds considered to represent a significant adverse impact, and indicates the mitigation that will be effective in reducing or eliminating the potential impacts from future development.

- **Section 4 - Long-Term Impacts** discusses the manner in which the draft General Plan will contribute to long-term impacts and ways the General Plan may encourage additional growth and development (growth-inducing impacts) in the City. The potential cumulative impacts are also identified. Finally, this section also discusses long-term irreversible changes on the environment that will be a direct result of the proposed General Plan's adoption and subsequent implementation.

- **Section 5 - Alternatives Analysis** discusses various alternatives that could arise as part of the General Plan's implementation. The alternatives include the "No Project" alternative along with a range of potential build-out scenarios.

- **Section 6 - References** lists those individuals involved in the EIR's preparation along with the primary references consulted in the analysis.

This EIR, in addition to analyzing the impacts associated with the General Plan's implementation, also provides an overview of the existing conditions in the City with respect to a wide range of issues. This EIR contains much of the information and analysis required by the State of California for inclusion into General Plan elements. Table 1-1 describes the relationship among the various sections included in this EIR and the requisite technical analysis required for the Elements that comprise the draft La Habra Heights General Plan.

Table 1-1 Format and Scope of EIR		
General Plan Element	**EIR Issue**	**Section**
Land Use	Land Use	Section 3.2
	Development Trends	Section 3.2
Circulation	Traffic	Section 3.4
	Public Transit	Section 3.4
	Infrastructure	Section 3.12
Housing	Population	Section 3.3
	Housing	Section 3.3.
Air Quality	Air Quality	Section 3.7
Resource Management	Mineral Resources	Section 3.2
	Water and Hydrology	Section 3.4
	Solid Waste Management	Section 3.12
	Plant Resources	Section 3.8
	Open Space/Recreation	Section 3.15
	Cultural Resources	Section 3.14
Public Safety	Emergency Public Services	Section 3.12
	Seismic and Geology	Section 3.5
	Flooding	Section 3.6
	Hazardous Materials	Section 3.10
Noise	Noise	Section 3.11
Source: City of La Habra Heights General Plan 20021.		

1.3 Overview of Findings

The environmental analysis provided in Section 3.0 of this EIR indicates that the draft General Plan's implementation will not result in any unmitigable significant adverse impacts. For this reason, the City is contemplating the certification of this EIR without a Statement of Over-riding Considerations.[3] The following conclusions may be made with respect to the draft General Plan:

- The draft General Plan, the General Plan's policies, and the revisions to the land use plan, will not degrade the quality of the environment, especially in light of the policies it contains. The proposed land use policy largely mirrors the location,

[3] A statement of overriding considerations is required if a lead agency finds that a project's impacts will be significant and adverse following mitigation (reference § 15093 of the CEQA Guidelines). In otherwords, a project's potential for significant impact cannot be mitigated.

extent, and types of development and land uses currently permitted under the existing adopted General Plan.

- The draft General Plan will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals. The draft General Plan, is in fact, concerned with articulating the City's long-range vision with respect to planning and development. The potential "build-out" possible under the draft General Plan's implementation reflects the development that is possible under the current adopted City of La Habra Heights General Plan.

- The draft General Plan will not result in any additional significant cumulative impacts. The General Plan's land use policy promotes the preservation and maintenance of the existing lower density residential character of the community.

- The draft General Plan will not have environmental effects that will adversely affect humans, either directly or indirectly. The General Plan is a state-mandated, long-range planning document. The only aspect of the General Plan that may result in a physical change in the environment is the Land Use Plan (Land Use Element) and the Infrastructure Plan (Circulation Element). However, the draft La Habra Heights General Plan will not result in a change in the location and extent of land uses and development nor will it involve the construction or widening of any roadways.[4]

Based on the aforementioned conclusions, the following findings may be made with respect to the mandatory findings of significance required pursuant to Section 21083 of the Public Resources Code and Section 15065 of the CEQA Guidelines:

- The approval and subsequent implementation of the draft General Plan will not have the potential to degrade the quality of the environment;

- The approval and subsequent implementation of the draft General Plan will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals; and,

- The approval and subsequent implementation of the draft General Plan will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended policies and programs. The policies and programs will serve to mitigate the impacts associated with future residential development.

[4] Refer to the Land Use Element (Exhibit 2-1) and the Circulation Element (Exhibit 4-1).

Thus, this EIR determined that the proposed land use policy, and other potentially growth-inducing components of the draft La Habra Heights General Plan, would not result in any unmitigable adverse impacts on the environment for the issue areas evaluated herein. As part of the standard development approval process, future development permitted under the General Plan's implementation, must comply with other pertinent public agency regulations that may include, but not be limited to, those of the South Coast Air Quality Management District (SCAQMD) noise control regulations, the building and fire codes, the City of La Habra Heights Zoning Code requirements, the Clean Water Act requirements, school impact fee requirements, and connection permits that may be required from utility service providers.

1.4 Disposition and Use of the EIR

The City, acting as Lead Agency, is the public agency responsible for overseeing and managing the environmental review, and for considering the attendant approvals required to implement the General Plan.[5] The City of La Habra Heights, in its capacity as Lead Agency, has the authority to adopt the General Plan and to certify the final EIR.[6] The purpose of this draft EIR, therefore, is to provide information to the public, decision-makers, and other agencies concerning the General Plan update and the anticipated environmental changes associated with its implementation.

The City of La Habra Heights oversaw the preparation and circulation of a Notice of Preparation (NOP) that indicated the scope of the analysis required for this draft EIR. The NOP was circulated for public review, indicating the City's intention to prepare this draft EIR to consider the potential impacts of the draft General Plan. The draft EIR will be circulated for a minimum of 45 days, as required under State law. The City will then oversee the preparation of the final EIR following the conclusion of the 45-day review period.

Certain projects or actions undertaken by a Lead Agency may require oversight, approvals, or permits from other public agencies. These other agencies are referred to as "responsible agencies" and "trustee agencies". Pursuant to Sections 15381 and 15386 of the State CEQA Guidelines, as amended, responsible agencies and trustee agencies are defined as follows:

> "Responsible agency means a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing an EIR. For the purposes

[5] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines) Article 1. § 15050.

[6] Ibid. Article 4. § 15050

of CEQA, the term responsible agency includes all public agencies, other than the Lead Agency, that may have discretionary approval power over the General Plan's adoption," and "trustee agency means a State agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California."[7]

Responsible agencies, trustee agencies, and other entities that may use this EIR in their decision-making process or for informational purposes may include, but are not limited to, the following:

- The Metropolitan Transportation Authority;
- The California Department of Transportation;
- The State of California Department of Housing and Community Development;
- The Southern California Association of Governments;
- The Los Angeles County Department of Public Works;
- The State of California Office of Planning Research;
- Regional Water Quality Control Board; and,
- The South Coast Air Quality Management District.

[7] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. as Amended 1998 (CEQA Guidelines) Article 20. § 15381 and 15386. 1999.

2.1 Description of the Draft General Plan

The proposed "project" is the City of La Habra Heights General Plan Update. The City of La Habra Heights General Plan is mandated by the State of California. All cities and counties in the state are required to prepare, adopt, and maintain a general plan. The City of La Habra Heights General Plan will serve as a long-range guide for future planning and development in the City. The City of La Habra Heights draft General Plan consists of an integrated and internally consistent set of policies and plans that address the seven issue areas that the State requires local General Plans to consider. These State-mandated issues include land use, circulation, housing, noise, safety, conservation, and open space.[8] In addition, the draft General Plan addresses other issues of concern to the community, including resource management, air quality, and view preservation. The elements that comprise the draft La Habra Heights General Plan include the following:

- The **Land Use Element** indicates the general distribution and intensity of land use and development contemplated within the land area governed by the General Plan. This Element complies with the State requirements for a Land Use Element.

- The **Housing Element** was prepared and adopted prior to the current General Plan update that is the subject of this draft EIR. The current adopted Housing Element will be integrated into the draft General Plan.

- The **Circulation Element** identifies the location and extent of roadways and infrastructure in the City. This Element complies with specific State requirements for a Circulation Element.

- The **Environmental Resource Management Element,** or **ERME,** indicates the City's policies with respect to the conservation and preservation of important natural and man-made resources and complies with the State requirements for a Conservation Element and an Open Space Element.

- The **Public Safety Element** identifies the City's policies relative to the reduction and mitigation of natural and man-made hazards. This Element complies with the State's requirements for a Safety Element.

- The **Noise Element** indicates the nature and extent of environmental noise and establishes City policy to control noise. This Element complies with the State requirements for a Noise Element.

[8] State of California General Plan Guidelines (also refer to Government Code. Section 65302).

- The **Air Quality Element** establishes City policy with respect to air pollution and the improvement of air quality in the City and region. This Element is an optional element in that it is not specifically required under the State law. Once adopted by the City, it has the same standing as the mandatory elements.

In addition, an Implementation Program is being developed as part of the General Plan update. This Implementation Program will indicate those programs that will be effective in ensuring that the policies and plans contained in the City of La Habra Heights General Plan are implemented.

The General Plan's adoption, by itself, will not result in any physical changes in the environment. However, the General Plan will promote or otherwise permit certain actions that could result in a physical change in the environment. The components of the General Plan that could result in a physical change in the environment include the following:

- The Land Use Plan, included in the Land Use Element, indicates the location and extent of permitted land uses Citywide. The physical changes associated with the implementation of the Land Use Plan would be related to any new development that could arise as part of the General Plan's implementation. As indicated previously, the Land Use Plan included in the draft General Plan will not result in any substantive change in the location and extent of development in the City.[9]

- The Circulation Plan – Roadway Types (Exhibit 4-1 included in the Circulation Element), indicates the location and extent of new roadways, roadway widening, and other infrastructure. In the case of La Habra Heights, the status quo is maintained with respect to roadways. No new roadways, roadway extensions, or widening are contemplated as part of the Circulation Element's implementation.[10]

- The implementation of the General Plan's policies may also result in a physical change that will affect the environment. For example, a policy that calls for a specific type of improvement, while not shown on any map, may still result in a physical change in the environment once it is implemented.[11]

[9] The location and extent of land uses are depicted in the Land Use Element (Exhibit 2-1). The land uses shown in Exhibit 2-1 correspond to the permitted base land use designations indicated in the current adopted General Plan.

[10] The Circulation Element also includes a policy that calls for the elimination of roadway rights-of-ways shown on the Los Angeles County Master Plan that have not yet been constructed. Several of these "paper alignments" cross natural conservation areas and these roadways will never be constructed.

[11] A comprehensive list of those policies included in the draft General Plan are provided in Table 2-2 at the end of Section 2.0.

2.2 Assumptions Considered in EIR

The draft General Plan will not, by itself, lead to any new development or result in any physical environmental changes. The primary component of the draft General Plan that may contribute to a change in the physical environment is related to the Land Use Plan, included in the Land Use Element. As indicated previously, the Land Use Plan (Exhibit 2-1 and Exhibit 2-2) indicates the location and extent of permitted development throughout the City. The draft General Plan's Land Use Plan does not contemplate any changes in the base land use designations.[12] The proposed land use plan essentially mirrors the existing land uses and the entitlements permitted under the existing adopted General Plan and Zoning Map. A copy of the Land Use Plan is provided in Exhibit 2-1.

The Land Use Element does provide for land use designations that correspond to the existing oil production facilities, the institutional land uses, and public facilities. In addition, the proposed Land Use Element refines the "open space" land use categories. However, all of the existing parcels designated for residential development under the current adopted General Plan, will remain residential under the draft General Plan. For purposes of analysis, this EIR considers the development possible under the following scenarios:

- **Theoretical Build-out** refers to a build-out scenario that would result if all of the land area designated for residential development were to be developed to the maximum intensity theoretically possible under the draft General Plan. The potential build-out would result in an additional 559 housing units with a corresponding additional population of 1,937 persons.[13]

- **Effective Build-out** refers to the development that is more likely to occur recognizing the limited number of vacant parcels remaining in the City. Under this scenario, a maximum of 386 additional housing units could theoretically be added to the City's housing stock.[14] The potential population under this scenario is 7,335 persons.

- **Infill Build-out** corresponds to the potential infill development possible within the remaining vacant parcels, taking into account the significant constraints to

[12] The Land Use Element includes a number of "overlay" designations that are new. These overlay designations may broaden the scope of permitted uses (the Institutional Overlay) or identify additional development standards or review requirement above and beyond that typically required.

[13] The projected population for the three build-out scenarios was derived using the current average household size of 3.104 persons per housing unit. This average household size figure is derived from State of California Department of Finance estimates (Report E-5, Population and Housing Estimates for California Counties and Cities. May 2002),

[14] This figure was derived from the recently adopted City of La Habra Heights Housing Element.

development in the community. Under this scenario, an additional 200 units is assumed. The potential build-out population under this scenario is 6,757 persons.

As indicated previously, all of the aforementioned scenarios are theoretically possible under the current adopted General Plan's implementation. Table 2-1 outlines the number of housing units, the resulting population associated with each of the build-out scenarios, and the potential increases in housing and population over the existing (2002) levels.

Table 2-1
General Plan Build-out Scenarios

Scenario	Housing Units		Population	
	Total # Units	Change from Existing	Total Population [2]	Change from Existing
Existing (2002) [1]	1,977	--	5,935	--
Theoretical Build-out	2,536	559	7,822	1,937
Effective Build-out	2,363	386	7,335	1,400
Infill Build-out	2,177	200	6,757	822

Source: [1.] Department of Finance (DOF).[2.] Population projections assume an average household size of 3.104 derived from the 2002 State of California Department of Finance (DOF) estimates.

The policies and development standards contained in the draft General Plan are designed to preserve the existing character of development within the existing neighborhoods. No existing housing units will be lost or displaced under the draft General Plan's land use policy.

2.3 Location of the City and Environmental Setting

The City of La Habra Heights is located in the southeast portion of Los Angeles County, 25 miles southeast of the City of Los Angeles. La Habra Heights is bounded by the City of Hacienda Heights to the north, the community of Rowland Heights to the east, the City of Whittier to the west and southwest, and the City of La Habra to the south.[15] The City is not located adjacent to the network of freeways that serve the region. However, access to the regional freeway system is provided by the SR-60 (Pomona) Freeway located approximately 2.2 miles to the north and the SR-57 (Orange Freeway, located approximately 2.7 miles to the east.[16] The location of the City in a regional context is shown in Exhibit 2-2.

[15] United States Geological Survey. *La Habra 7.5 Minute Quadrangle.* Photo revised 1981.

[16] Distances shown are in nautical miles.

The City is, to a great extent, developed in lower-density residential uses. Much of the development in the City of La Habra Heights occurred prior to incorporation.[17] [6] Many recorded lots within the City are smaller than the minimum one-acre lot size. Approximately 20% of the City's land area is owned by the Puente Hills Landfill Native Habitat Preservation Authority (PHLNHPA).[18] An aerial photograph of the City is provided in Exhibit 2-3.

The City has a total area of 6.39 square miles or 4,090-acres. The City's relatively low development density is largely a reflection of the local topography. The City overlays the Puente Hills with elevations ranging from 520 feet above mean sea level (AMSL) to 1,039 feet AMSL.[19] The City's topography is illustrated in Exhibit 2-4.

According to the 2000 Census, the City's population was 5,712 persons.[20] The same Census figures indicated there were 1,951 housing units in the City. According to the most recent State of California Department of Finance (DOF) estimates, there were a total of 1,977 housing units and 5,935 persons living in the City as of January 1, 2002.

2.4 Objectives of the Draft General Plan

The City of La Habra Heights seek to accomplish the following goals as part of the General Plan's implementation:

- **Goal 1.** Protect, preserve and enhance the residential rural character and individualistic lifestyle of La Habra Heights.
- **Goal 2.** Minimize alteration of the natural terrain.
- **Goal 3.** Preserve scenic views.
- **Goal 4.** Preserve existing watercourses, scenic beauty, mature trees, and vegetation.
- **Goal 5.** Protect, preserve, and increase open space reserves within the City by acquisition, easements, and other means available to ensure the maintenance of

[17] The City of La Habra Heights was incorporated in 1978.

[18] The PHLNHPA is funded by a portion of the tipping fees collected at the Puente Hills Landfill. This conservation area is a component of a much larger preservation area and wildlife corridor that extends from the San Gabriel River to the Cleveland National Forest, in Orange County.

[19] TOPO USA. Computerized Mapping Program.

[20] U. S. Bureau of the Census. *American Factfinder* (Year 2000 Census Data)

wildlife habitats, wildlife corridors, natural drainage courses, and passive recreational resources.

- **Goal 6.** Encourage the expansion and use of the existing trail system for horseback riding, bicycling, and hiking.

- **Goal 7.** Require that future residential development continues the present variety and diversity of structural design and appearance, maintains residents' privacy with large distances between houses, and is harmonious with natural settings.

- **Goal 8.** Permit and encourage citrus, avocado, and walnut groves, tree farms, and other agricultural uses.

- **Goal 9.** Permit and encourage animal husbandry including keeping of horses, animals used for 4-H projects, and other livestock as allowed by local ordinance.

- **Goal 10.** Assure that local and regional traffic demands are accommodated in a manner consistent with the unique rural environment of La Habra Heights.

- **Goal 11.** Resist and discourage urban features such as curbs, gutters, sidewalks, and streetlights.

- **Goal 12.** Reduce potential fire hazards and recognize geological hazards.

The draft General Plan contains a number of policies that further underscores the City's vision with respect to land use planning and development. These policies are outlined in Table 2-2 provided at the end of this section.

2.5 Discretionary Actions

A discretionary decision is an action taken by a government agency (for this project, the government agency is the City of La Habra Heights) that calls for an exercise of judgment in deciding whether to approve a project. The "project" in this instance is the La Habra Heights General Plan. The City Council, as the decision-making body will be required to consider the adoption of the General Plan and the certification of the final EIR.

2.6 Issues to be Resolved and Areas of Controversy

As indicated in a preceding section, the initial study and the NOP were circulated for 30 days indicating the scope and content of the draft EIR's analysis. The responses to the

NOP, together with the public comments received at the public hearings will be considered as part of the Planning Commission and City Council's deliberations. The major issues of concern raised thus far in the development of the draft General Plan include the following:

- There is a perception among some individuals reviewing the draft General Plan and the record, that the Plan includes policies that will restrict the ability of property owners of legal nonconforming units to expand, rehabilitate, or modernize their properties.

- There is a perception among some individuals that the draft General Plan includes an extensive number of policies that will make the Plan's implementation difficult.

- The draft General Plan includes a number of overlay zones (the Conservation Overlay and the Ridgeline Overlay are the most often cited). Individuals have indicated concerns that the implementation of these overlay zones will represent a taking in that the property owner will not be afforded the full use of their property.

- Finally, testimony before the various community workshops have indicated there are concerns that the draft General Plan does not go far enough in establishing land use policy with respect to the larger homes. Others have indicated the General Plan should not regulate house size.

The analysis contained herein in Sections 3 and 4 have identified the environmental impacts anticipated to occur with the implementation of the General Plan. The above "unresolved issues" will be considered at the public hearings before the Planning Commission and City Council. The merits of the unresolved issues are policy-related and are only considered in the context of whether a specific policy will have a significant adverse impact.[21]

[21] CEQA requires EIR to identify potential areas of controversy. Section 15123 states that EIRs must include a discussion of issues to be resolved along with areas of controversy known to the Lead Agency including issues identified by other agencies and the public.

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Table 2-2
La Habra Heights General Plan Update -Policies

Land Use Element Policies
Land Use Element Policy 1. New residential lots should only be allowed if it can be shown that the lot will not require significant variances to City ordinances.
Land Use Element Policy 2. Encourage the architecture of structures in the hillside areas to be consistent with the overall natural environmental qualities of the site. The architecture should meld itself to the topography rather than dominate it.
Land Use Element Policy 3. Houses that blend into the environment, that do not draw attention to themselves, and are not easily seen from public rights of way, will be favored during the permitting process.
Land Use Element Policy 4. No new structure shall exceed two stories (or 25 feet) in any single vertical plane.
Land Use Element Policy 5. Future hillside development will be permitted only if it involves minimal adverse impacts on the environment and natural topography, and does not affect natural ridgelines more than necessary to allow a reasonable economic use of privately held land.
Land Use Element Policy 6. Various proportional requirements such as floor area ratios, cubic content ratios, permeable soil area ratios, and other non-proportional requirements such as set-backs and screening shall be established and employed to ensure that residential structures are appropriately scaled to the lot on which they are located.
Land Use Element Policy 7. Landscaping plans for new residential development shall be required to ensure that the visual impact of new structures is softened by providing screening, privacy for adjoining structures, and preservation of the rural appearance of the community. Approved landscape plans shall be monitored to ensure they are implemented.
Land Use Element Policy 8. Views enjoyed by residents shall be protected from obstruction by any new development's structures or landscape elements.
Land Use Element Policy 9. All health and safety requirements noted in the Safety Element, the Noise Element, and the Circulation Element of this General Plan, and the ordinances that implement them, shall be observed and implemented in new residential development.
Land Use Element Policy 10. Lots that are smaller than one acre shall be required to meet established floor area ratios, setbacks, structural height limitations, screening, parking, operational leaching fields, and permeable surface standards.
Land Use Element Policy 11. A variance shall be required for the development of lots that are smaller than one acre and do not meet established performance standards. The legally noticed public hearing required for a variance will allow residents of nearby properties to work with the developer, planning officials, and staff to obtain optimum privacy, screening, and view preservation within the neighborhood.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Land Use Element Policy 12. Given the limited infrastructure available to serve residential development in the City, newly created lots must be at least one acre in size and a larger minimum applies for steep land. It is also the policy of this General Plan to forbid residential development of previously undeveloped sites of less than one-half acre in size. Such sites typically lack sufficient area to allow a leach field to dispose of wastewater, and further development of such sites would generate disproportionate traffic demand on the City's rustic road system. Such few undeveloped lots of this minimal size as exist in the City were typically created for water tanks, antenna sites, and other utility infrastructure use. Therefore, their owners do not have reasonable investment-backed expectations in residential development of those sites, in any event. Accordingly, if any such site is to be developed an amendment to this General Plan must be processed to allow development. The amendment process should look to: (i) capacity of the site to handle waste water; (ii) availability of sufficient road capacity to serve the land; (iii) sufficiency of other infrastructure to serve the site; (iv) any evidence submitted by the applicant which suggests that denial of development rights would work a taking or otherwise exceed the City's power; and (v) the goals and objectives of this General Plan, including preservation of residential privacy, community aesthetics, and preservation of private and public views.
Land Use Element Policy 13. All health and safety requirements noted in the Safety Element, the Noise Element, and the Circulation Element of this General Plan, and the ordinances that implement them, shall be observed and implemented when reviewing substandard lots for development.
Land Use Element Policy 14. Design all new development to minimize impacts on community character, surrounding neighborhoods, and natural features.
Land Use Element Policy 15. Preserve natural drainage courses in their existing state where safe to do so.
Land Use Element Policy 16. Establish a gradual topographic transition between structures in all development. The appearance of overly large or stepped pads shall be prohibited. Contour grading with varying radii in vertical and horizontal planes shall be required.
Land Use Element Policy 17. Limit grading to that necessary for the house itself. Accessory structures shall be placed at varying distances and elevations from the house to minimize the size of the graded pad supporting the house and resultant unnatural linear features.
Land Use Element Policy 18. Use landform or contour grading to present a rounded or undulating natural appearance to blend in with the natural grade.
Land Use Element Policy 19. Prohibit hillside grading and development practices that damage the integrity of hillside areas in order to provide off-site views.
Land Use Element Policy 20. Landscape all graded slopes to control erosion and restore the look of the natural terrain.
Land Use Element Policy 21. The City shall consider implementing a site plan review process of all proposed new structures in order to allow for alternatives in the placement of the structure and other development within the lot that will minimize the need for grading and the alteration of the natural topography in order to meet the goals of this General Plan.
Land Use Element Policy 22. The height, length and extent of retaining walls shall be limited. Upon completion, approved retaining walls shall be screened with landscaping.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Land Use Element Policy 23. All proposed development within a geologic hazard special study area must undergo an engineering study performed by a registered engineer concerning the potential impact of soil instability, liquefaction, and landslide and seismic potential.
Land Use Element Policy 24. All future lot splits shall be required to prove compliance with City ordinances in addition to compatibility with the slope density requirement.
Land Use Element Policy 25. Development in areas of local flooding must show adequacy of liquid waste disposal systems in times of high water table.
Land Use Element Policy 26. Eliminate the termination dates for nonconforming residential properties, so that nonconforming residential uses can continue in perpetuity.
Land Use Element Policy 27. Permit remodeling, expansion, and/or improvement of nonconforming residential structures so long as the nonconforming standard is not measurably extended by the requested changes. Should major extensions of the existing nonconforming standard be requested, those extensions shall be subject to review by the procedures for variance established by the State of California. The intent of this policy is to allow remodeling within the current dimensions of the existing nonconforming structure but require those projects that expand beyond the current nonconforming structure's dimensions to receive the full scrutiny and enforcement of the legally established planning process. An example of the kind of request that would "push the envelope" would be the replacement of a single story nonconforming structure with a two-story nonconforming structure.
Land Use Element Policy 28. Require that permits for significant remodeling, expansion and/or improvement for non-conforming residential properties are subject to the same requirements as other structural remodeling permits, including adequate fire flow, cesspool or septic tank inspection, fire retarding sprinkler systems, etc.
Land Use Element Policy 29. When a remodeling or rebuilding site plan fails to meet any performance standard a variance shall be required so that, during the public hearing, adjoining property owners can work with the petitioning property owner, planning officials and staff, to ensure that the proposed structure is compatible with neighborhood scale, privacy, view preservation and other amenities valued by residents.
Land Use Element Policy 30. Requests for significant rebuilding or remodeling permits shall include a landscape plan designed to soften the visual impact of the altered structure.
Land Use Element Policy 31. All health and safety requirements noted in the Safety Element, the Noise Element, and the Circulation Element of this General Plan, and the ordinances that implement them, shall be observed and implemented in remodeling existing residences.
Land Use Element Policy 32. At such time as oil or natural gas production is dwindling to uneconomical returns, the City shall contact appropriate State agencies to determine mandated procedures to remediate the land designated as "Open-Space-Resource."
Land Use Element Policy 33. At such time as the State of California or other appropriate authorities pronounce the land designated as "Open Space-Resource" to be remediated so that it is suitable for alternative uses, the City shall consider requests for a general plan amendment and rezoning from the owners of such properties.
Land Use Element Policy 34. Restrict the minimum lot size for recreational facilities of any kind, to one acre.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Land Use Element Policy 35. Protect and preserve the three existing recreational resources within the City: the Hacienda Golf Club, the Las Palomas Riding Ring, and the City Park.
Land Use Element Policy 36. New recreational facilities on undeveloped open space land shall be limited to passive recreation.
Land Use Element Policy 37. All health and safety requirements noted in the Safety Element, the Noise Element, and the Circulation Element of this General Plan and the ordinances that implement them shall be observed and implemented in recreational facilities development.
Land Use Element Policy 38. Preservation of the Puente Hills Landfill Native Habitat Preservation Authority's conservation area and its plant and animal communities in their natural state shall continue to be an important City objective.
Land Use Element Policy 39. The City shall support the designation of lands as open space for conservation, (Open Space-Conservation) at such time as additional areas are acquired and dedicated to that purpose.
Land Use Element Policy 40. Properties that adjoin the existing preserves shall be developed with consideration for prevention of adverse impacts upon the preserved plant and animal communities as shown on the Conservation Overlay. (Exhibit 2-2)
Land Use Element Policy 41. The minimum lot size for an institutional use is five acres.
Land Use Element Policy 42. For the safety of residents, institutional staff, and clients, all institutional uses must be located in an overlay zone which is located beside parts of Harbor Boulevard (refer to Exhibit 3-1).
Land Use Element Policy 43. Because of infrastructure constraints, only community-serving institutions will be permitted in the City: regional or larger entities' operations are prohibited.
Land Use Element Policy 44. All institutional structures must be visually compatible with their neighborhood, approved after site plan review, and must meet, and sometimes exceed, all the performance standards required for residential structures in relation to floor area ratio, proportional permeable land surfaces, screening, view preservation, on-site parking, landscaping and all other requirements appropriate to the institutional use.
Land Use Element Policy 45. Failure to meet any performance standard in development of new, or in the expansion of existing, institutional uses shall require a public-noticed hearing for a variance or conditional use permit.
Land Use Element Policy 46. Only on-site signs identifying institutional uses are permitted: such signs shall be in accordance with the City's sign ordinance.
Land Use Element Policy 47. All health and safety requirements noted in the Safety Element, the Noise Element, and the Circulation Element of this General Plan, and the ordinances that implement them, shall be observed and implemented in developing new, or remodeling existing institutional structures.
Land Use Element Policy 48. The City of La Habra Heights shall work with property owners and communications companies in designing and locating communications facilities, and shall regulate these facilities to the extent provided by law.

Table 2-2
La Habra Heights General Plan Update –Policies (Continued)

Land Use Element Policy 49. The La Habra Heights City Council, working with the La Habra Heights County Water District, shall appoint a committee formed of knowledgeable citizens charged with assessing the advantages and disadvantages of unification of the two entities and report their findings to the City and to the Water District for appropriate action.
Land Use Element Policy 50. Specific plans shall adhere strictly to the performance standards, view preservation, and other development requirements set forth in this General Plan and the ordinances that implement it.
Land Use Element Policy 51. Any specific plan under consideration by the City shall be prepared, adopted and amended in the same manner as the General Plan, with the requisite public notices, hearings and procedures that are required for the adoption of the General Plan.
Land Use Element Policy 52. Current City requirements for specific plan designation on large areas of undeveloped land shall continue to be enforced. For this purpose, a Specific Plan overlay zone shall be established which shall include, but not limit parcels, now known to require the specific plan.
Land Use Element Policy 53. All institutional structures must be visually compatible with their neighborhood, approved after site plan review, and must meet, and sometimes exceed, all the performance standards require for residential structures in relation to floor area ratio, proportional permeable land surfaces, screening, view preservation, on-site parking, landscaping and all other requirements appropriate to the institutional use.
Land Use Element Policy 54. Artificial lighting illuminating sports courts, household perimeters, residences, driveways, or other residential or institutional facilities must be extinguished by 10:00 P.M.
Land Use Element Policy 55. Allow an ordinance, when a nuisance is detected, to require the residents committing the nuisance to extinguish exterior lighting after 10:00 p.m.
Land Use Element Policy 56. Review site plans for lot development to require automatic timer shut-off switches for exterior lighting.
Land Use Element Policy 57. No new structure shall be permitted that significantly obstructs an existing view from a residence or a roadside. Similarly, landscape plans submitted as required in other provisions of the element shall be reviewed to prevent of significant view obstruction to neighbors.
Land Use Element Policy 58. The City shall attempt to mitigate and mediate between property owners of obtrusive landscaping and those who claim a loss of views due to the growth of landscaping materials. If the conflicts of landscaping materials and view preservation cannot be resolved by the City and the parties at issue, resolution must be remanded to the courts of justice in the State of California, with the City of La Habra Heights taking no further part in the dispute, other than provision of the specific ordinance establishing the cause of action.
Land Use Element Policy 59. The City of La Habra Heights should consider petitioning the Local Area Formation Commission to approve the annexation of the excluded street, Pine Edge Drive, and the properties abutting it, to the City of La Habra Heights.
Land Use Element Policy 60. Protect the ecology of wildlife habitat and natural conservation areas within open space areas adjacent to La Habra Heights.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Land Use Element Policy 61. When large tracts are to be developed adjacent to La Habra Heights, require that the least intensive, lowest density development occur in those areas adjacent to, and visible from, La Habra Heights so that the City's community and neighborhood character is preserved.
Land Use Element Policy 62. The City shall file reports with the City Council, the State of California Office of Planning and Research and any other appropriate governing bodies identifying the status of our General Plan and its implementation as required by law.
Environmental Resource Management Element
Environmental Resource Management Element Policy 1. Cooperate with state, federal and regional agencies to monitor water quality and protect it from contamination. Encourage the La Habra Heights Water District to provide an adequate supply of high quality water for local and regional needs. Encourage water conservation.
Environmental Resource Management Element Policy 2. Preserve and protect blue line streams, both from pollution, including contamination from liquid and solid waste disposal; and from streambed alterations such as change in course.
Environmental Resource Management Element Policy 3. Encourage practices that stress soil conservation as a means to retain native vegetation, maximize water infiltration, provide slope stabilization, allow scenic enjoyment, and reduce flood hazards.
Environmental Resource Management Element Policy 4. Preserve adequate open space areas for major habitat types, so as to maintain ecosystems in a natural balance for recreation, scientific, conservation, economic, educational, and scenic purposes.
Environmental Resource Management Element Policy 5. Work with appropriate land owners and government agencies to rehabilitate abandoned oil fields or encourage the rehabilitation of these lands within the planning area for open space, recreation, or other beneficial resource conservation uses after site reclamation.
Environmental Resource Management Element Policy 6. Encourage property owners to preserve and enhance areas with native vegetation, wildlife habitat, and visual beauty.
Environmental Resource Management Element Policy 7. Preserve mature trees and establish requirements for the replacement of more than one tree for every mature tree removed.
Environmental Resource Management Element Policy 8. Protect and preserve endangered species and sensitive native plant communities.
Environmental Resource Management Element Policy 9. Encourage energy conservation measures in existing and new developments, whether public or private, within the City.
Environmental Resource Management Element Policy 10. Encourage residents and new developments to take advantage of energy conservation programs.
Environmental Resource Management Element Policy 11. Protect existing wildlife habitats through the preservation of open space.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Environmental Resource Management Element Policy 12. Future hillside development will be permitted only if it involves minimal adverse impacts on the environment and natural topography, and does not affect natural ridgelines more than necessary to allow a reasonable economic use of privately held land.
Environmental Resource Management Element Policy 13. Participate with the County of Los Angeles, the Southern California Association of Governments, and other responsible agencies on all open space planning matters to the extent necessary to implement the City's General Plan policies regarding open space, construction, and wildlife preservation within its planning area.
Environmental Resource Management Element Policy 14. Establish and enforce mitigation measures for projects, which have the potential for significant and irreversible adverse environmental effects.
Environmental Resource Management Element Policy 15. The City shall encourage the dedication of open space land for public use and/or conservation purposes whenever possible.
Environmental Resource Management Element Policy 16. Retain existing open space in public ownership, wherever possible, including surplus land within the City limits offered for sale by other public agencies, including easements and rights of way.
Environmental Resource Management Element Policy 17. Encourage the retention of privately owned outdoor recreation uses and consider the public acquisition of such land when the open space uses located, thereon, may be discontinued by the owners.
Environmental Resource Management Element Policy 18. Actively pursue acquisition of open space areas not only to provide areas for recreation activities, but also to preserve environmental ecological features that are valuable for their scientific, educational, conservation, scenic, and cultural values.
Environmental Resource Management Element Policy 19. Pursue the use of open space land used for public and semipublic rights-of-way for possible multiple use which would complement the continuity of other designated open space areas, with the consent of the owners and other appropriate agencies.
Environmental Resource Management Element Policy 20. Make every effort to locate possible sources of funds for the acquisition of open space, including, but not limited to, Federal funds, State funds, County funds, and funds from private sources.
Environmental Resource Management Element Policy 21. Upon subdivision of large undeveloped parcels in the City or upon the approval of Conditional Use Permits for non-residential uses, the City may require the development of equestrian and pedestrian routes to provide access to Skyline and the Wildlife Corridor Trails where appropriate nexus can be shown between this mitigation and the impacts of the proposed development.
Environmental Resource Management Element Policy 22. Identify the needs and possible locations for walking trails, bicycle and equestrian trails in the City.
Environmental Resource Management Element Policy 23. Encourage cooperation between all user groups and agencies involved with parks and recreation.
Environmental Resource Management Element Policy 24. Integrate recreation planning efforts to consider conservation, open space, and scenic roadway areas and programs designed to conserve these resources.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Environmental Resource Management Element Policy 25. Support a system of continuous cross-town bicycle, equestrian, and hiking trails that will encourage the use and enjoyment of public open space in the City and the surrounding area.
Environmental Resource Management Element Policy 26. Cooperate with the County of Los Angeles and other entities in the establishment and acquisition of open space and park land, including but not limited to, greenbelts, trails, and wilderness preserves.
Environmental Resource Management Element Policy 27. Promote access within the existing parks for the physically challenged.
Environmental Resource Management Element Policy 28. Coordinate the use of parkland with other community concerns, such as air quality, traffic circulation, and safety.
Environmental Resource Management Element Policy 29. Encourage the use of parks by promoting a wide range of uses and activities for equestrians, hikers, children, joggers, cyclists, etc.
Environmental Resource Management Element Policy 30. Encourage the preservation of privately owned residential open space.
Environmental Resource Management Element Policy 31. No undeveloped land in the City that is approved for recreational use shall be used for "active" recreation.
Environmental Resource Management Element Policy 32. Protect scenic corridors to maintain their aesthetic, recreational, cultural, or historic values.
Environmental Resource Management Element Policy 33. Identify the portions of the street system that, together with the adjacent scenic corridors, require special scenic treatments.
Environmental Resource Management Element Policy 34. Discourage bright outside lighting and, to the extent consistent with the necessities of public safety, prohibit streetlights to preserve dark skies at night.
Environmental Resource Management Element Policy 35. Take reasonable measures to preserve scenic views.
Environmental Resource Management Element Policy 36. Work with land owners and government agencies in promoting land use plans that are sensitive to the environment and give maximum consideration to the preservation of natural habitats.
Environmental Resource Management Element Policy 37. Work with land owners and government agencies in identifying areas that should be preserved as open space for recreation, resource management, or public safety.
Environmental Resource Management Element Policy 38. Continue to work with Los Angeles and Orange Counties and other agencies in the preparation and review of development plans for land adjacent to PCHWC in identifying ways to ensure preservation and protection of the environment.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Environmental Resource Management Element Policy 39. Encourage the protection of existing wildlife in the Puente Chino Hills Wildlife Corridor (PCHWC).
Environmental Resource Management Element Policy 40. Support and complement existing recycling programs by public and private agencies (Girl Scouts, Boy Scouts, 4-H Club, etc.).
Environmental Resource Management Element Policy 41. Continue to implement the Source Reduction and Recycling element pursuant to AB 939.
Environmental Resource Management Element Policy 42. Encourage the reduction of green waste through composting.
Circulation Element
Circulation Element Policy 1. Maintain street widths and rights-of-way consistently with our rural environment, which will serve as the standard for any new or extended local streets.
Circulation Element Policy 2. Many local streets provide views of surrounding locale and of distant terrain; these views shall be preserved from obstruction by roadside structures.
Circulation Element Policy 3. Prohibit "keyhole courts" because they impede traffic circulation in times of emergencies.
Circulation Element Policy 4. Maintain schedules of street maintenance as necessary to keep roads in good repair.
Circulation Element Policy 5. Maintain clear road sides for safe vehicular, emergency vehicle, pedestrian, bicycle and equestrian travel. Property owners shall be required to clear debris, litter, brush, weeds and low overhanging branches from their properties that intrude onto the adjacent roadways.
Circulation Element Policy 6. Any new streets and future extensions of existing streets shall not disturb existing wildlife and sensitive habitats unless no feasible alternative is available and denial of the sought improvement would constitute a taking of property.
Circulation Element Policy 7. Limit use of local streets by trucks above specified weights and size, and require operators of heavy trucks shown to have damaged local streets to restore those streets to their previous condition.
Circulation Element Policy 8. East Road and West Road are local streets carrying a major share of cross-Heights traffic. Measures should be taken to enforce safe speeds on these streets such as periodic patrols or other appropriate measures.
Circulation Element Policy 9. It should be a goal of the City to monitor CHP advisories on hazardous materials transport within the City and act to protect residents.
Circulation Element Policy 10. Designate Harbor Boulevard as having scenic significance.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Circulation Element Policy 11. Designate Hacienda Road as having scenic significance.
Circulation Element Policy 12. Prohibit any change in the width, alignment, and number of lanes on Hacienda Road, as such changes would be inconsistent with the unique rural environment of La Habra Heights and would be detrimental to the City by increasing traffic on Hacienda Road and other City streets, and increasing pollution and noise throughout the City. Further, the present width and alignment of Hacienda Road is highly constrained by the presence of a deep canyon that overlies a trace of the Whittier Fault. Meaningful change to that width and alignment would require major earthwork, and would affect La Mirada Creek, a blue line stream. The road also crosses the wildlife corridor and changes in that area would be disruptive to a biological resource of State-wide significance.
Circulation Element Policy 13. Prohibit any change in the width, alignment, and number of lanes on Harbor Boulevard, as such changes would negatively impact the rural environment of La Habra Heights and would be detrimental to the City by increasing noise and pollution throughout the City. Further, the location of Harbor Boulevard is constrained by steep slopes on either side and by a major crossing of the wildlife corridor. Accordingly, alteration to this road would have environmental consequences similar to those noted above with respect to Hacienda Road.
Circulation Element Policy 14. Prohibit new streets crossing or exiting on Hacienda Road or Harbor Boulevard in order to conserve capacity during peak hours. In addition, new street crossings create the need for traffic lights. New traffic lights further impair traffic flows, cause additional air quality deterioration and increase noise levels.
Circulation Element Policy 15. Maintain clear rights of way for safe passage of pedestrian, bicycle and horseback riders using Harbor Boulevard and Hacienda Road.
Circulation Element Policy 16. Enforce weight and axle restrictions for trucks using City streets, with special emphasis accorded to Hacienda Road, given its unsuitability for heavy truck traffic.
Circulation Element Policy 17. Any designation of roads within Powder Canyon is obsolete due to the acquisition of that land for permanent habitat preservation, and such designations are hereby eliminated from the Circulation Map of this Plan and the City should encourage Los Angeles County to eliminate them from its plan of highways, as well.
Circulation Element Policy 18. The City should consider clearing a trail and erecting a protective rustic fence on one side of Hacienda Road for the use of pedestrians, bicyclists, and equestrians. Other appropriate measures to ensure safe access that are consistent with the aesthetic and environmental values expressed in this element should be employed by the City.
Circulation Element Policy 19. Consider implementing the additional traffic calming measures recommended in the "Traffic Calming Study of Hacienda Road," submitted to the City Council, dated June 7th, 2002.
Circulation Element Policy 20. Emergency vehicles serving La Habra Heights must have short wheel-base and high ground clearance in order to operate safely and expeditiously.
Circulation Element Policy 21. The City should review street naming systems to eliminate confusing duplications of street names on discontinuous streets.
Circulation Element Policy 22. The City should work with the Post Office to review house-numbering systems to assure a logical progression of numbers along every street.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Circulation Element Policy 23. The City should require new and existing private roads to be named, with the name posted at the entrance to the road.
Circulation Element Policy 24. The City should consider relocating the Fire Station to a more suitable location, or otherwise consider locating fire stations closer to the properties to be served.
Circulation Element Policy 25. Allow an ordinance, when a nuisance is detected, to prohibit the residents committing the nuisance from roadside and road way parking.
Circulation Element Policy 26. Prohibit all parking on Hacienda Road and Harbor Boulevard that present a community risk or intrude upon the roadway surface.
Circulation Element Policy 27. Continue to require new residential development to provide on-site visitor parking sufficient to serve each approved lot.
Circulation Element Policy 28. Create and maintain turnouts on Highways of Scenic Significance for scenic viewing where consistent with the aesthetic, environmental, and safety values expressed in this element.
Circulation Element Policy 29. Prohibit frequent parking or storage of commercial vehicles, except agricultural equipment, anywhere in areas designated as Residential-Agricultural.
Circulation Element Policy 30. Require institutional uses within the City to provide on-site parking sufficient to serve all employees and patrons, according to the Institute of Civil Engineers standards, or more restrictive standards.
Circulation Element Policy 31. Require institutional uses to provide landscaping, irrigation, and screening in required parking areas.
Circulation Element Policy 32. Encourage school districts serving La Habra Heights to use small buses, shuttle buses or minivans when transporting the City's school children.
Circulation Element Policy 33. Encourage carpools as an alternative to the single-occupant-vehicle in order to better manage regional demands on La Habra Heights circulation infrastructure
Circulation Element Policy 34. Continue to provide Dial-A-Ride services arranged with an appropriate agency.
Circulation Element Policy 35. Publicize taxi services and rates.
Circulation Element Policy 36. Publicize City transportation programs, such as the present availability of airport shuttle vouchers and their rates.
Circulation Element Policy 37. Consider establishing a volunteer chauffeur network for driving elderly and disabled residents to vital services, community events, and shopping.
Circulation Element Policy 38. Encourage the linkage of existing local trails to regional trail networks wherever possible.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Circulation Element Policy 39. To the extent possible, extend existing local trails through newly acquired open space and wildlife preserves, consistent with the requirements of wildlife habitat.
Circulation Element Policy 40. Treat wildlife corridors and trails as circulation requirements of equal importance to vehicular, horse, bicycle and pedestrian circulation.
Circulation Element Policy 41. Encourage the City to identify and retain easements and rights of way to allow their incorporation into trail networks.
Circulation Element Policy 42. Continue to require that all new residential development underground all utility lines.
Circulation Element Policy 43. Establish a serial undergrounding of utility trunk lines within the City, making use of the utility funds available for this purpose. Arrange for undergrounded connections to existing residential structures for those homeowners who request it.
Circulation Element Policy 44. Require that all significant remodeling improvement projects or significant additions to existing structures incorporate on-site undergrounded utility lines.
Circulation Element Policy 45. To the extent the City has the power to do so, establish requirements for the location, appearance and need for high voltage utility lines within the City.
Circulation Element Policy 46. Reduce, and eventually eliminate, utility poles within the City.
Circulation Element Policy 47. Require that all telephone lines serving future residences be undergrounded.
Circulation Element Policy 48. Establish a serial undergrounding of telephone trunk lines within the City, arranging for undergrounded connections to existing residential structures for those homeowners who request it.
Circulation Element Policy 49. Any new antennas necessary for telephone service should be placed in the existing antenna farm, established by Consent Agreement in 1985, or pursuant to a Conditional Use Permit or other regulatory device that will ensure that such antennas are located and designed so as to minimize their impact on community aesthetics and views and to limit intrusions into high fire-hazard areas.
Circulation Element Policy 50. Require that all significant remodeling improvement projects or significant additions to existing structures incorporate undergrounded telephone lines.
Circulation Element Policy 51. Reduce and eventually eliminate telephone poles within the City.
Circulation Element Policy 52. Establish a chain of command so that City officials and staff are apprised of all requests by cellular phone companies for the location of communications towers.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Circulation Element Policy 53. Establish ground rules for the appearance of such towers and other cellular equipment, wherever they are located within the City, or pursuant to a conditional use permit or other regulatory device that will ensure that such towers are located and designed so as to minimize their impact on community aesthetics and views and to limit intrusions into high-fire-hazard areas.
Circulation Element Policy 54. Require joint use of communications towers to the maximum extent feasible to prevent their proliferation within the City.
Circulation Element Policy 55. Ensure that provision for undergrounding telephone lines also applies to, and is coordinated with, cable services.
Circulation Element Policy 56. Keep cable contracts short term in order to provide flexibility for changes in technology, pricing, and competitive strategies among cable and other communications companies.
Circulation Element Policy 57. Review cable contracts and competitive bidding periodically to ensure that the most economical and efficient services are provided for City residents.
Circulation Element Policy 58. The City shall require that providers of cable television, broadband Internet, and other communications services shall consult with the City and with affected property owners before placing physical equipment, excepting cables, on telephone company infrastructure within the City.
Circulation Element Policy 59. Work with the Water District to ensure that City policies and Water District policies are mutually compatible.
Circulation Element Policy 60. Comply with state laws requiring coordination of land use approvals with water supply availability such as by requiring the La Habra Heights County Water District to certify that a request to install any new water meter can be accomplished without impacting existing customers or the District's ability to supply the water resources necessary for emergency use before a building permit can be issued for the property.
Circulation Element Policy 61. Ensure that Water District activities affecting road surfaces are repaired by the Water District to City Engineer standards.
Circulation Element Policy 62. Work with the Water District and Fire Department to identify and plan corrections to areas of inadequate domestic flow capacity in order to ensure that internal sprinkler systems work properly.
Circulation Element Policy 63. Consider means to coordinate the operations of the City and the District to reduce the total cost of government to the community by joint staff, joint purchases, or other means.
Circulation Element Policy 64. Continue to require adequate fire flow protection for each residential lot approved for new construction.
Circulation Element Policy 65. Continue to meet Fire Department requirements for the location of fire hydrants serving all new development.
Circulation Element Policy 66. Require annual reports from the Water District attesting to hydrant and reservoir capacities.
Circulation Element Policy 67. Work with the Water District and Fire Department to identify and plan corrections for zones of inadequate fire flow capacity.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Circulation Element Policy 68. Continue to weigh alternative policies to support optimal provision of trash removal services to residents.
Circulation Element Policy 69. Adopt reasonable regulations to prohibit unscreened dumpsters from storage at roadsides, and visible from the roads.
Circulation Element Policy 70. Encourage residents to continue their practice of composting and mulching their green wastes.
Circulation Element Policy 71. Encourage citizens to utilize available recycling programs.
Circulation Element Policy 72. Require testing of soils to assure their receptivity and appropriateness for leaching liquid waste for all lots at the time of sale, or before a building permit for new home construction is issued.
Circulation Element Policy 73. Require inspection of existing liquid waste disposal systems to determine their adequacy at the time of sale or before significant expansion remodeling permit is issued.
Circulation Element Policy 74. No future residential development shall be approved until soil and drainage conditions have been analyzed to assure that septic tank or cesspool liquid waste disposal systems can function adequately to protect the water table unless the development covers the cost of connection of new residences to a sewer system.
Circulation Element Policy 75. If there are areas of the City in which organic waste disposal systems are failing, special assessment districts shall be formed to finance small area sewage treatment facilities or connections to regional sewer systems.
Circulation Element Policy 76. The City shall provide information on the proper maintenance of cesspool and septic tank systems to all households.
Circulation Element Policy 77. Implement policies for the preservation of natural conditions leading to retention of storm water where it occurs.
Circulation Element Policy 78. Review hard surface limitations on all development to ensure compliance with the government's storm water retention policies.
Circulation Element Policy 79. Subject all development and significant remodel permit reviews to storm water retention policy requirements before approval.
Circulation Element Policy 80. Require property owners to keep the courses of blue line streams running clear and unimpeded through their properties.
Circulation Element Policy 81. Work with the oil companies to create a contingency plan to be implemented at the time of any disruption to the functioning of their pipelines.
Circulation Element Policy 82. Plan now for the time when resource production is abandoned and the site is converted to a future uses in order to prevent a brownfields area within the City.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Circulation Element Policy 83. The City shall work with appropriate State agencies, and with the property owner, to ensure the proper remediation of those areas within the property that have been polluted by resource extraction and distribution.
Circulation Element Policy 84. The City must be fully assured that remediation has been accomplished to the extent necessary for any proposed new use of the property before redesignation of the land use is considered.
Circulation Element Policy 85. Prohibit widening, straightening or leveling of local lanes and country roads; their current configuration is the most effective deterrent against inappropriate short-cutting commuter traffic.
Circulation Element Policy 86. Prohibit any new access roads into the City and encourage alternative transit policies at the local and regional level to meet regional traffic needs without the environmental degradation that new roadways would entail in the fragile environment of La Habra Heights.
Circulation Element Policy 87. Implement additional traffic calming measures on the north-south traffic corridors.
Circulation Element Policy 88. Post and enforce appropriate speed limits on East and West Roads.
Circulation Element Policy 89. Encourage frequent traffic surveillance on all lanes, country roads and the north-south traffic corridors or other means to discourage speeding or other unsafe driving.
Safety Element
Safety Element Policy 1. The City, through its Fire and Public Works Departments, shall continuously and vigorously enforce a program of brush and grass clearance as required by law on all lands, public and private, developed and undeveloped, along roadways and around any structure to such distance as established by the City.
Safety Element Policy 2. Building design standards for both new and significant remodeling projects shall incorporate aggressive fire prevention and suppression designs in accord with Fire Zone 4 standards.
Safety Element Policy 3. Fire Department equipment and personnel training should be specific to the narrow, steep, winding, dark and poorly marked streets and driveways of La Habra Heights.
Safety Element Policy 4. The City should ensure that the Fire Department has resources adequate to comply with response times established by the City and the Fire Department.
Safety Element Policy 5. Street names and residential addresses shall be visible and unambiguous.
Safety Element Policy 6. The City should work closely with the La Habra Heights County Water District to ensure adequate fire flow and reserve capacity for all areas of the City.
Safety Element Policy 7. The City shall monitor diligence of Puente Hills Landfill Native Habitat Preservation Authority brush clearance and fire prevention activities on their properties within and adjacent to the City.

Table 2-2 La Habra Heights General Plan Update -Policies (Continued)
Safety Element Policy 8. The Fire Department shall prepare an inventory of all swimming pools and other significant water sources within the City and attempt to obtain owner consent to utilize such sources in the event of emergency need. Further, the City shall encourage owners of such water sources to obtain pumps adequate to provide local fire protection in an emergency.
Safety Element Policy 9. The City should consider the adequacy and location of the one Fire and Emergency Medical facility in the City in light of response times.
Safety Element Policy 10. The Fire Department shall review all development plans to ensure construction methods and activities are in accordance with standards and are not conducted in periods of high fire hazard.
Safety Element Policy 11. All development that requires load-bearing foundations shall include site-specific analysis of underlying soil conditions and potential seismic effect on the structure.
Safety Element Policy 12. All new impervious coverage shall drain into onsite impoundments adequate to contain all runoff as required by law.
Safety Element Policy 13. The City shall maintain a program to encourage all existing residences to have automatic seismic-safety shut off valves on the gas supply lines.
Safety Element Policy 14. Development shall be constrained in areas of historic landslides or in slope easement zones identified by the USGS, California Department of Conservation or by L.A. County. (Exhibit 5-1)
Safety Element Policy 15. The City shall maintain a map showing all constrained building zones including the Alquist Priolo Zone and other zones adjacent to fault traces discovered during construction of other projects.
Safety Element Policy 16. The City through its Emergency Preparedness Committee shall regularly inform the community of the proper strategy for seismic risk reduction to their residences.
Safety Element Policy 17. The City shall promote the study, adoption, and review of regulations designed to ensure appropriate and safe development in hazardous areas.
Safety Element Policy 18. Development shall be constrained in areas of historic flooding or in zones identified by the California Department of Conservation or by Los Angeles County as flood hazard zones.
Safety Element Policy 19. The City shall maintain a map showing all flood constrained building zones.
Safety Element Policy 20. Development in or influencing areas of flood potential shall include hydrologic analysis and remediation as required.
Safety Element Policy 21. The City shall develop remediation measures for all historical flood-prone areas.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Safety Element Policy 22. The City shall request that the La Habra Heights County Water District provide analysis of local flood potential form each of its reservoir tanks.
Safety Element Policy 23. The City shall continuously enforce a program of brush and debris clearance along the edges of all roadways, public and private.
Safety Element Policy 24. The City shall inspect all roads at least yearly and shall have provisions for the timely repair of all damages to existing pavement that could result in loss of driving surface.
Safety Element Policy 25. The City should consider erecting warning signs at entrances to the City advising of the one-way, multi-user lanes and the lower speed limits.
Safety Element Policy 26. The City shall prohibit use of roadways for routine disposal of water such as from swimming pools, filters, washing machines and other household devices.
Safety Element Policy 27. The City's policing agency shall enforce speed limits on all roads.
Safety Element Policy 28. Continue to study and implement traffic calming on Hacienda Road and Harbor Blvd and other roadways deemed by the City Council to carry substantial, high-speed traffic.
Safety Element Policy 29. The City shall strongly resist any expansion of traffic loads or number of lanes and lane widths on both Hacienda Road and Harbor Blvd. because of the cut through traffic that would result on the lanes and country roads of the City causing significant ecological damage and increased traffic–related accidents and roadway deterioration further increasing the risk of traffic accidents.
Safety Element Policy 30. The City or designee shall monitor any increase in level of traffic on local lanes and roads resulting from spill over of congestion on Hacienda Road and Harbor Blvd and develop preventative or remedial measures.
Safety Element Policy 31. The City shall provide an ordinance that can be invoked when a nuisance is detected to prohibit the residents committing the nuisance, from roadside and road way parking.
Safety Element Policy 32. The City shall strongly discourage non-residential uses to limit the growth of traffic.
Safety Element Policy 33. The City shall regularly review law enforcement services to determine the adequacy and quality of service and should consider a mechanism to encourage resident input to the City regarding their satisfaction with the services.
Safety Element Policy 34. The City shall continue to vigorously publicize and support neighborhood watch programs.
Safety Element Policy 35. The City shall continue to support active volunteer programs to assist law enforcement officials in crime prevention and law enforcement throughout the City, including in open spaces.
Safety Element Policy 36. The City shall continue its program of rapid removal of any graffiti to discourage crime and gang presence in the City.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Safety Element Policy 37. The City shall monitor the diligence of Puente Hills Landfill Native Habitat Preservation Authority and other public agencies in policing their properties within and adjacent to the City.
Safety Element Policy 38. The City shall discourage any activity that regularly attracts large numbers of people that could exacerbate traffic, crime or fire hazards.
Safety Element Policy 39. The City shall actively promote and support the continued operation of the La Habra Heights Emergency Preparedness Committee.
Safety Element Policy 40. The City shall regularly review its emergency medical and paramedic capabilities, including provision of increased emergency medical technicians (EMTs) and paramedic capabilities within the Fire Department.
Safety Element Policy 41. Promote emergency preparedness through public education and awareness programs on safety, earthquake preparedness, crime prevention, and fire hazard prevention.
Safety Element Policy 42. The City should make available a limited number of secure, heavy equipment storage spaces in exchange for the commitment that such equipment would be available for emergency use if after a disaster the City were isolated from outside support.
Safety Element Policy 43. The City should identify emergency resources including Doctors and other medical personnel who live within the City and that could be available in an emergency in which the City is isolated from outside support.
Safety Element Policy 44. The City Fire Department and Law Enforcement Agency shall during emergencies maintain major thoroughfares as evacuation routes.
Safety Element Policy 45. The City should yearly mail or otherwise make available to all residents a summary of emergency preparedness plans and procedures.
Safety Element Policy 46. Support the enforcement of state and federal environmental and pollution control laws. The City shall work with the Fire Department to require any hazardous materials users and generators to prepare procedures for responding to accidental spills and emergencies.
Safety Element Policy 47. Promote the proper disposal of hazardous materials. At the same time, publicize and support programs to allow residents to properly dispose of small quantities of household hazardous wastes.
Safety Element Policy 48. The City shall designate routes for trucks carrying hazardous materials and to the extent permitted by law prohibit those trucks from using City lanes, country roads and Hacienda Road (Exhibit 4-1).
Safety Element Policy 49. Work with the Fire Department and adjacent cities on emergency response plans for hazardous material accidents.
Safety Element Policy 50. The City Fire department should perform twice-yearly inspections of resource facilities to minimize chance of hazardous waste contamination or fire.
Safety Element Policy 51. The City shall, in light of the limited economic life remaining on resource operations in the City, require each oil and gas facility operator to provide long term remediation plans and guarantees for their facilities.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Safety Element Policy 52. Continue to support the Fire Department efforts in provision of Emergency Medical Services. Consider the establishment of in-City ambulance and paramedic services.
Safety Element Policy 53. Continue to publicize the proper use of the 911 emergency dispatch service.
Safety Element Policy 54. The City shall publicize and support programs to provide clearly visible street and address identification for all structures.
Safety Element Policy 55. The City should consider changing its zip code to prevent confusion during emergency or other disaster when outside services are required.
Safety Element Policy 56. Strongly support efforts to minimize state and federal mandates that interfere with local service delivery and seek reimbursement for such mandates pursuant to state law.
Noise Element
Noise Element Policy 1. When noise levels exceed acceptable community noise standards, mitigating actions should be implemented.
Noise Element Policy 2. Introduce traffic calming techniques that will reduce the average vehicle speed on our two north-south roadways, Hacienda Road and Harbor Boulevard, which will reduce the associated ambient noise from these sources.
Noise Element Policy 3. Enhance, as necessary, our building codes to require adequate structure insulation and additional setback requirements for homes impacted by the noise levels along our two major north-south arteries, Hacienda Road and Harbor Boulevard.
Noise Element Policy 4. Continue to develop and enhance regulations to protect residents from objectionable noise emanating from private property sources.
Air Quality
Air Quality Element Policy 1. Encourage participation in transportation Management Associations/Organizations.
Air Quality Element Policy 2. Encourage walking and bicycling.
Air Quality Element Policy 3. Encourage telecommuting, teleconferencing, and home office usage.
Air Quality Element Policy 4. Limit commercial activities at residences including the number of non-resident employees commuting to and working at home businesses within the City of La Habra Heights.
Air Quality Element Policy 5. Limit heavy equipment being driven to and stored at residences overnight. The equipment parking areas will be limited to the designated parking areas within the City.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Air Quality Element Policy 6. Encourage and support the installation of high-speed data transmission capability within the City to reduce the need for individual automobile trips for tasks which can be accomplished through Internet and similar electronic means.
Air Quality Element Policy 7. The City should consider using those commercially available vehicles which produce the least air pollution when it is economically feasible to do so.
Air Quality Element Policy 8. Require trucks and other vehicles operating within the city to maintain emissions control equipment so as to improve air quality.
Air Quality Element Policy 9. Support the use of energy-efficient equipment and design in City facilities and infrastructure.
Air Quality Element Policy 10. Encourage incorporation of energy conservation features in new developments and in the renovation of existing development.
Air Quality Element Policy 11. Support solar and similar emission-free energy sources in new construction.
Air Quality Element Policy 12. Support public participation in recycling programs to reduce emissions associated with new materials manufacture and in waste disposal.
Air Quality Element Policy 13. Support use of drought-resistant vegetation in city landscaping areas and in both new development as well as existing development to reduce the energy needed to pump water.
Air Quality Element Policy 14. Require feasible fugitive dust reduction techniques to be utilized during construction activities such as regularly watering down the construction area.
Air Quality Element Policy 15. Support the use of efficient equipment procedures in cleaning streets and parking areas.
Air Quality Element Policy 16. Support new construction and remodeling design that minimizes grading and maintains the natural topography to the maximum extent feasible.
Air Quality Element Policy 17. Support the use of low polluting construction materials and coatings.
Air Quality Element Policy 18. Discourage significant increase in non-resident commuter traffic through the City to limit air pollution in the City.
Air Quality Element Policy 19. Assess the air pollution impacts of all projects uniformly.

Table 2-2 La Habra Heights General Plan Update –Policies (Continued)
Air Quality Element Policy 20. Encourage public education regarding building materials, toxic materials and their management in residences and other structures.
Air Quality Element Policy 21. Participate in the SCAQMD rule development process on regulations, which impact the City of La Habra Heights to ensure that City concerns are resolved early in the process.
Air Quality Element Policy 22. Support state and federal legislation that results in improved air quality in the South Coast Air Basin.
Air Quality Element Policy 23. Participate with neighboring cities in efforts to improve regional and sub-regional transit.

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3.1 Scope of Environmental Analysis

This section of the draft EIR analyzes the potential environmental impacts that may result from the implementation of the draft General Plan. The issue areas evaluated in this EIR include the following:

- Land Use and Development (Section 3.2)
- Population and Housing (Section 3.3.)
- Transportation and Circulation (Section 3.4)
- Earth and Geology (Section 3.5)
- Water and Hydrology (Section 3.6)
- Air Quality (Section 3.7)
- Biological Resources (Section 3.8)
- Energy and Mineral Resources (Section 3.9)
- Risk of Upset/Human Health (Section 3.10)
- Noise (Section 3.11);
- Public Services and Utilities (Section 3.12);
- Aesthetics (Section 3.13);
- Cultural Resources (Section 3.14); and,
- Recreation (Section 3.15).

In terms of the evaluation of potential environmental effects, there are four possible outcomes:

- **No Impact.** The draft General Plan's implementation will not have any measurable environmental impact on the environment, and no further analysis is required.

- **Less Than Significant Impact.** The draft General Plan's implementation may have the potential for impacting the environment, although these impacts are likely to be below levels or thresholds that the City or other responsible agencies consider to be significant.

- **Potentially Significant Impact Unless Mitigated.** The draft General Plan's implementation may have the potential to generate impacts that are considered to represent a significant impact on the environment. However, the level of impact may be reduced to levels that are considered to be less than significant with the implementation of mitigation measures.

- **Potentially Significant Impact.** The draft General Plan's implementation may, or is known to represent impacts, which are considered significant, even with mitigation. In these instances, the City Council would be required to make findings related to a Statement of Over-riding Considerations.

With regard to the identification of significant effects, CEQA provides the following guidance:

> "The determination of whether a project (in this instance, the draft General Plan update) may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of a significant effect is not possible because the significance of a particular activity may vary with the setting."

Specific thresholds of significance are indicated under each issue area analyzed herein. These thresholds include criteria and standards used by the City, responsible agencies, and trustee agencies in the identification of potentially significant effects. Sources are identified through the use of footnotes. Additional references consulted during this EIR's preparation are listed in Section 6.2.

3.2 Land Use Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy, or regulation of the agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating and environmental effect;
- A conflict with any applicable habitat conservation plan or natural community conservation plan;
- The conversion of prime farmland, unique farmland, or farmland of statewide importance, to urban uses;
- A conflict with existing zoning for agricultural use, or a Williamson Act contract; or
- Involves changes to the existing environment, due to their location or nature that may result in the conversion of farmland to non-agricultural uses.

Environmental Setting

The City of La Habra Heights has a total land area of 4,090-acres (6.39 square miles). Of this total, approximately 2,570-acres (62.8%) are devoted to residential development and vacant parcels where residential development is permitted. Open space dedicated to resource conservation accounts for an additional 1,094-acres (26.7%). The balance of the City's land area includes institutional uses (churches and a school), public facilities (City Hall and the City Park), other open space areas, and roads.[22] Excluding the existing oil and natural gas facilities, there are no commercial or industrial uses in the City.[23] The only significant non-residential land holdings include properties used for resource extraction and the Hacienda Golf Club. As indicated in Table 3-1, approximately 57.6% of the City is developed as residential and all of this residential development consists of lower density, single-family detached housing.

Table 3-1
Land Use Designations and Standards (Base Land Use Designations)

Land Use	Land Area (in acres)	% of Total Land Area
Residential Land Uses	2,356.03 acres	57.6%
Institutional (Churches)	20.68 acres	0.5%
Public Facilities	15.27 acres	0.4%
Vacant Land (Private)	394.00 acres	9.6%
Oil and Resource Production	208.21 acres	5.1%
Recreation (Parks and Golf Course)	166.21 acres	4.1%
Habitat Conservation Areas	720.07 acres	17.6%
Roads Easements	209.53 acres	5.1%
Total	4,090.00 acres	100.00%
Source: City of La Habra Heights. Draft General Plan. September 2002		

A substantial portion of the City is devoted to open space either for resource conservation related to oil and natural gas extraction or the preservation of natural habitat. A total of 208.21 acres is involved in oil and natural gas extraction. In addition,

[22] The distribution of land uses was calculated using a computerized mapping program developed by ISMS in Redlands, California. ISMS was responsible for the creation of the maps used in both the draft General Plan and the EIR.

[23] No refining or processing activities are located in the City. These uses are limited to extraction, distribution (pipeline), and limited storage uses.

large tracts of land in the City, totaling 720.07 acres has been acquired by the Puente Hills Native Habitat Preservation Authority. These parcels have been incorporated into a large conservation area that will ultimately extend from the Whittier Narrows area to the Cleveland National Forest, in Orange County.

Environmental Impacts

The Land Use Element provides for six categories of land use.[24] These land use categories include the following:

- **Residential.** This land use category applies to the residential uses in the City. A total of 2,570 acres of the City are included in this category.

- **Institutional.** Institutional uses include those activities involved in educational, health, religious, and cultural pursuits. Private and quasi-public institutions are permitted only in areas served by Harbor Boulevard. Residential uses are also permitted within the institutional category. A total of 20.68 acres are included in this category.

- **Public Facilities.** The Public Facilities land use designation provides for a variety of local public facilities that serve the community. These facilities include the Community Center, City Hall, the Fire Department Headquarters building, the Water District offices, and other Water District properties. A total of 15.27 acres are included in this category.

- **Open Space-Resource.** This land use category includes sites located throughout the City that contain producing natural gas and oil wells and their support facilities. A total of 208.21 acres are included in this category.

- **Open Space-Recreation.** This category includes the Hacienda Country Club, the City Park and Golf Course, and other facilities. This land use category includes 166.21 acres.

- **Open Space-Conservation.** This land use designation applies to that land area dedicated to the protection of the 720.07 acres owned by the Puente Hills Native Habitat Preservation Authority. This land will permanently remain in open space.

Table 3-2 indicates the land area devoted to the various land use designations permitted under the Land Use Element.[25] The table also indicates the maximum permitted development intensity possible within a particular land use category. As is evident from

[24] City of La Habra Heights. *Draft La Habra Heights General Plan Land Use Element.* September 2002.
[25] This table replicates a table included in the Land Use Element (Table 2-1, page 2-11).

examination of Table 3-2, there are no commercial, industrial or higher density residential uses permitted under the draft General Plan. The location and extent of permitted development and land uses are shown in Exhibit 3-1.

Table 3-2
Land Use Designations and Standards (Base Land Use Designations)

General Plan	Zoning Designation	Development Intensity Standard	Population Density Standard	Land Area
RA 1 – Residential Agriculture	Residential Agricultural	1 or fewer units/gross acre	3 persons/acre	2,570.03 acres
I- Institutional	I - Institutional	1 or fewer units/ gross acres	NA	20.68 acres
PF –Public Facilities	PF - Public Facilities	1 or fewer units/gross acre	NA	15.27 acres
O-1 Resource	O-1 Resource Production	0	NA	208.21-acres
O-2 Recreation	O-2 Recreation	0	NA	166.21-acres
O-3 Conservation	O-3 Conservation	0	NA	720.07-acres

Source: City of La Habra Heights. 2002

As indicated in the above table, a total of 2,570 acres of land area is designated for residential development. Assuming that all of the land area designated for residential development is developed to the maximum density permitted, a total of 2,570 units is theoretically possible. According to the 2000 Census, there were 1,951 housing units in La Habra Heights. The General Plan Housing Element estimates that a maximum of 386 additional housing units could theoretically be added to the City's housing stock, based on buildable acreage available for development. Finally, more conservative figure that takes into account the City's topographical constraints contemplates an additional 200 units over the existing number.

The proposed Land Use Plan included in the Land Use Element will not result in any significant changes in the location and extent of permitted land uses. The proposed Land Use Plan provides for the continued maintenance of the residential properties in the City. All of the residential properties currently designated as residential under the existing adopted General Plan, will continue to remain in the residential land use designation. As a result, the draft General Plan's land use policy will not adversely impact any existing residential neighborhoods or result in the division of any established or planned residential community. Access to the existing residential neighborhoods in the City will also remain unchanged since no new roadways or roadway extensions are contemplated under the Circulation Element.

The Land Use Plan of the draft General Plan also indicates the location and extent of the various overlay designations. These overlay designations includes a Prominent Significant Ridgeline Overlay (refer to Land Use Element Policy 5), a Conservation Overlay (Land Use

Element Policy 40), an Institutional Overlay (Land Use Element Policy 42), and the parcels that will be subject to existing requirements of the Specific Plan Overlay designation.[26] While these overlay designations indicate additional development standards and/or review requirements for the designated properties, they will not preclude the development on any property where such development is permitted. Numerous policies are included in the General Plan that protect property rights. These policies limit the application of any overlay designation if it results in inverse condemnation.[27]

The draft General Plan will not result in any significant impact on the applicable regional environmental plans. In fact, there are a number of General Plan policies that directly support regional planning efforts (refer to Table 2-2 provided at the end of Section 2.0). In addition, there are several other regional environmental plans that are applicable to the City, including the Regional Comprehensive Plan, the Congestion Management Program, and the Air Quality Management Plan. The adoption and subsequent implementation of the draft General Plan will be consistent with the original environmental plans and, therefore, there are no impacts on regional environmental plans.

Significant Impacts and Mitigation Measures

The analysis of land use and development impacts indicated that no significant adverse impacts would result from the draft General Plan's adoption and subsequent implementation. The proposed Land Use Plan maintains the location and extent of existing land uses and development. As a result, no mitigation is required with respect to land use and development.

3.3 Population and Housing Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

[26] City of La Habra Heights. *Draft La Habra Heights General Plan Land Use Element*. September 2002. Page 2-13.

[27] Ibid. Page 2-3. There are a number of policies included in this section of the Land Use Element that specifically deal with new residential development on non-conforming lots.

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

Environmental Setting

According to the 2000 Census, the City's population was 5,712 persons.[28] The same Census figures indicated there were 1,951 housing units in the City. According to the most recent State of California Department of Finance (DOF) population and housing estimates, there were a total of 1,977 housing units in the City as of January 1, 2002. The average household size is 3.104 persons per unit.[29]

The City's population growth rates have been relatively stable since incorporation. As indicated in Table 3-3, the City's population has increased by 488 persons since 1990, an increase of 8.9%. During this same period, the number of housing units increased by 341 units, an increase of 20.8%. In 1990, the City's average household size was 2.978 persons per unit in 1990 compared to 3.104 persons per unit in 2002. Table 3-3 summarizes the recent population and housing trends.

Table 3-3
Housing and Population Trends – 1990-2002

Year	Population		Housing Units	
	# Persons	Change	# Units	Change
1990	5,447	--	1,636	--
2000	5,712	265	1,951	315

[28] U. S. Bureau of the Census. Factfinder Census 2000. 2002

[29] Sate of California Department of Finance. Housing and Population Estimates for Cities and Counties. Report E-5. May 2002.

Current (2002)	5,935	223	1,977	26
1. Includes single-family detached and attached units and mobile homes. Sources: U.S. Bureau of the Census, 1990 and 2000.				

Environmental Impacts

As indicated in the previously, the proposed land use policy does not represent a significant change in either the existing character of development or the development permitted under the current adopted General Plan. The draft General Plan does not increase the development intensity of one unit per acre beyond that currently permitted in the adopted General Plan. Furthermore, the land use policy with respect to residential land uses, is not substantially different from that anticipated under the City's current adopted General Plan.

Under a theoretical development scenario, where all of the 2,536 acres of land in the City were to be developed as single-family residential at a density of one unit per acre, a total of 2,536 housing units would be possible. This translates into an additional 1,937 units over the existing number. However, the City's adopted Housing Element estimates that a maximum of 386 additional housing units could theoretically be added to the City's housing stock, based on the developable acreage available in the City. An even more conservative scenario that takes into account the City's topographical constraints, contemplates an additional 200 units over the existing figure.

Table 3-4 indicates the potential residential development possible under the full implementation of the draft General Plan for the aforementioned three scenarios. Depending on the build-out scenario ultimately realized, between 200 and 559 additional housing units are theoretically possible. This translates into a potential additional population between 822 persons and 1,937 persons. This population projection assumes that the existing average household size of 3.104 persons per unit will continue to be applicable.[30]

Table 3-4
Current and Draft General Plan Build-out Population

Development Scenario	Housing		Population	
	# Units	Change	# Persons	Change
Existing Development	1,977	--	5,935	--
Theoretical Build-out	2,536	559	7,822	1,937
Buildable Scenario	2,363	386	7,335	1,400

[30] This average household size corresponds to the average household size figures taken from the most recent Department of Finance Statistics.

Table 3-4 Current and Draft General Plan Build-out Population				
Development Scenario	Housing		Population	
	# Units	Change	# Persons	Change
Vacant Parcel Infill	2,177	200	6,757	822
Source: Blodgett/Baylosis Associates. 2002				

As indicated previously, the potential development contemplated under the draft General Plan mirrors that of the current adopted general plan. As a result, the draft General Plan's impacts on housing and population are comparable to those anticipated under the existing adopted General Plan.

Significant Impacts and Mitigation Measures

The analysis of housing and population impacts indicated that no significant adverse impacts would result from the draft General Plan's adoption and subsequent implementation. As a result, no mitigation with respect to housing and population, is required.

3.4 Transportation and Circulation Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- An increase in traffic that 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);

- An exceedance, individually or cumulatively, in the level of service standard established by the County congestion management agency for designated either roads or highways;

- Substantially increased hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Inadequate emergency access;

- Inadequate parking capacity; or,

- A conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

To understand how well a roadway or intersection is handling traffic, several concepts have been devised. The first is a qualitative measure, referred to as Level of Service (LOS) that evaluates a roadway's operation based on observations. A LOS "A" is an optimal traffic condition, while a LOS "F" represents severe congestion. A second more quantitative measure, referred to as Volume to Capacity Ratio (V/C Ratio), is the ratio of an intersection or roadway's traffic volumes to its design capacity.

Environmental Setting

The City of La Habra Heights contains two roadways that carry substantial volumes of through traffic: Harbor Boulevard and Hacienda Road. Both of these roadways are north-to-south collectors. The remaining roadways in the City are local streets that serve individual parcels. The dominant roadways within the City include the following:

- **Harbor Boulevard** is a four-lane divided highway oriented in a north/south direction. The roadway is divided by a 14-foot raised median and is striped for northbound two lanes and southbound two lanes. The speed limit is posted at 45 mph. Harbor Boulevard was improved to four-lane standards in the early 1990's and was constructed on a new alignment north of Fullerton Road. Average traffic volumes on this roadway range from 25,000 to 32,000 vehicles per day.

- **Hacienda Road** is a two-lane roadway that functions as a collector roadway. The speed limit varies along the roadway though the majority of the roadway segment through La Habra Heights has a posted speed limit of between 25 and 35 mph.

- **East Road** is a two-lane roadway that extends from Hacienda Road on the west to Fullerton on the west. In addition to serving as a collector for the eastern half of the City, the roadway provides access to numerous parcels located in the eastern half of the City.

- **West Road** is also a two-lane roadway that extends from Hacienda Road on the east to Whittier Boulevard on the west. This roadway serves as both a collector for the westerly half of the City, as well as providing access to numerous parcels located in the western half of the City.

Table 3-5 indicates the daily traffic volumes for key segments of Harbor Boulevard and Hacienda Road.

Table 3-5
Existing Traffic Volumes on Harbor Blvd. and Hacienda Road

Roadway Segment[1]	ADT
Harbor Boulevard	
North of Harbor/Whittier intersection	32,000
South of Fullerton/Harbor intersection	27,000
Between Fullerton/Harbor & Pathfinder/Harbor intersection	30,400
North of Pathfinder Rd./Harbor Blvd. intersection	24,400
Hacienda Road	
Hacienda Rd. north of Whittier Blvd.	12,800

[1]ADT – average daily traffic volumes. These traffic counts were taken in 2000 as part of the Sam Sung Church traffic study.
Source: Blodgett/Baylosis Associates

The intersection's ability to handle current traffic loads may also be described in terms of Level of Service, or LOS. The LOS is simply the ratio of an intersection's design capacity to the existing traffic volumes. For example, an intersection with a design capacity of 24,000 vehicles per day with a current traffic volume of 20,000 vehicles per day, has a resulting LOS ratio of 0.83. Ratio ranges may be used to describe actual traffic operating conditions for the roadway. A ratio of 0.83 corresponds to LOS D, which is characterized by unstable traffic flows.

Within the study area, four intersections were considered and these intersections are noted in Table 3-6. As indicated in the Table, the intersections of Hacienda Road/Whittier Boulevard and Harbor Boulevard/Whittier Boulevard are operating at a LOS F, indicating severe congestion. The evening (PM) peak hour levels of service for those intersections located outside of the City are operating substandard level of service. These conditions underscore the substantial volumes of through traffic these intersections are handling. Hacienda Road experiences significant congestion during the weekday morning and evening peak hour traffic periods. At those intersections controlled by stop signs, the vehicle waiting times can be excessive.

Table 3-6 Existing PM Peak Hour ICU/LOS for Major Intersections			
Intersection	**Traffic Volumes**	**ICU**	**LOS**
Harbor Boulevard			
Whittier Blvd./Harbor Blvd.	4,956	1.01	F
Fullerton Rd./Harbor Blvd.	2,881	0.20	A
Pathfinder Rd./Harbor Blvd.	3,642	0.81	D
Hacienda Road			
Hacienda Rd./Whittier Blvd.	7,250	1.45	F
Source: Blodgett/Baylosis Associates			

As indicated previously, residential development is the predominant land use in the City, accounting for approximately 57% of the City's total land area. There are no commercial or industrial uses located in the City. Institutional land uses (churches and the school) and public uses account for less than 1% of the City's total land area. As a result, the only significant traffic generators in the City are the residential land uses. The existing residential land uses generate an estimated 18,920 trips on a daily basis with 1,483 AM peak hour trips and 1,997 PM peak hour trips.[31] Table 3-7 indicates the traffic generation factors (defined as the number of trips per unit), the AM peak hour trips, the PM peak hour trips, and the total average daily trip (ADT) trip generation.

Table 3-7 Existing Traffic Generation in La Habra Heights						
Land Use	**Traffic Generation Rates Trips/Unit**			**Traffic Generation Volumes**		
	Peak Hour		**ADT**	**Peak Hour**		**ADT**
	AM	**PM**		**AM**	**PM**	
Residential (1,977 units)	0.75	1.01	9.57	1,483	1,997	18,920
Source: Institute of Transportation Engineers 6th Edition.						

[31] The traffic generation figures were developed using TripGen, a computerized traffic generation program developed by the Institute of Transportation Engineers (ITE). The trip rate factors used in this program are based on data taken from the ITE's Trip Generation, 6th Edition. The traffic generation is expressed as " trip ends" with a round trip consisting of 2 trip ends.

Environmental Impacts

The Circulation Element of the draft General Plan establishes a hierarchy of roadways that indicates the function of each roadway in the City. This roadway classification system provides a framework for the design and operation of roadways serving La Habra Heights. The roadway system in the City serves two distinct and equally important functions: the roadways provide access to individual properties and they provide a means to transport people and goods through the City. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the City of La Habra Heights are also classified according to their primary function.[32] The following roadway classifications apply (refer to Exhibit 3-2) and they are described below.

- **Arterial Road.** This roadway classification applies only to Harbor Boulevard. Harbor Boulevard carries both local traffic and through traffic. This roadway classification typically consists of four travel lanes (two in each direction). Parking may be permitted on both sides of the roadway.

- **Traffic Corridor.** This roadway designation applies only to Hacienda Road. This roadway classification consists of two travel lanes (one in each direction). Parking lanes are not provided on this roadway.

- **Country Road.** This type of roadway typically provides access to individual residential properties while, at the same time, serving as a collector for smaller local streets. East Road and West Road are examples of this classification of roadway. Roadways in this classification consist of two travel lanes (one in each direction).

- **Lanes.** This roadway classification applies to those local streets that provide access to the individual residential properties. These roadways typically have a single lane.

- **Private Roads.** These roads include those that are privately owned. Their function is similar to that described above for "Lanes."

- **Trails.** This classification refers to hiking and equestrian trails located within the City. The use of these trails by vehicles is restricted to fire control and trail maintenance.

The location and extent of these roadways are depicted in Exhibit 3-2.

[32] City of La Habra Heights. *Draft La Habra Heights General Plan Circulation Element*. September 2002. Page 4-11 and 4-12.

Table 3-8 indicates the projected traffic volumes for the three build-out scenarios. As indicated in the table, the potential City-wide traffic generation from the three potential build-out scenarios range from 20,834 trips per day up to 24,270 trips per day. The trip generation rates used in the calculation of peak hour and daily trips for the three build-out scenarios correspond to those used to estimate the existing Citywide traffic generation.

Table 3-8
Potential Future Traffic Generation in La Habra Heights

Land Use Scenario	Traffic Generation Rates Trips/Unit			Traffic Generation Volumes		
	Peak Hour		ADT	Peak Hour		ADT
	AM	PM		AM	PM	
Theoretical Build-out (2,526 units)	0.75	1.01	9.57	1,902	2,561	24,270
Effective Build-out (2,363 units)	0.75	1.01	9.57	1,772	2,387	22,614
Infill Build-out (2,177 units)	0.75	1.01	9.57	1,633	2,199	20,834

Source: Institute of Transportation Engineers

Table 3-9 compares the potential net increase in traffic generation from the existing traffic (refer to Table 3-7) for the three build-out scenarios considered in this analysis. As indicated in the Table, the net increase in daily traffic Citywide from the existing levels will range from 1,914 trips to 5,350 trips. Under the most conservative build-out scenario, the AM peak hour traffic will increase by 150 trips, the PM peak hour will increase by 302 trips, and the daily traffic will increase by 1,914 trips. Overall, the Citywide growth in the traffic will increase by between 10.1% to 28.3%, depending on the build-out scenario ultimately realized.

Table 3-9
Increase in Traffic Voles from Existing Traffic Generation (No. of Trips)

Scenario	Change in Peak Hour Volumes Trips/Unit		Change in ADT Volumes
	AM Pk. Hr.	PM Pk. Hr.	
Theoretical Build-out	419	564	5,350
Effective Build-out	289	390	3,694
Infill Build-out	150	302	1,914

Source: Blodgett/Baylosis Associates.

The draft General Plan does provide for an Institutional overlay designation along a portion of Harbor Boulevard. This land use designation applies to approximately 20-acres located adjacent to Harbor Boulevard. The majority of the parcels included in this designation are presently developed in institutional uses (churches) though some infill development is possible.[33] These uses typically generate most of their traffic during non-peak hours. Typically, the trip generation ranges from one trip-end for every 3 to 4 seats.

Significant Impacts and Mitigation Measures

The traffic generated by future development permitted under the general plan will be distributed throughout the City. Furthermore, the residential development contemplated under the draft General Plan corresponds to that anticipated under the existing General Plan. As a result, no additional traffic will be generated under the draft General Plan compared to that possible under the existing adopted General Plan. For this reason, no significant adverse traffic impacts are anticipated under the draft General Plan's implementation. While future development will result in increased traffic, the additional project trips do not represent a significant adverse impact in the operating levels of service (LOS) of any area intersections. There are a number of policies that will be effective in mitigating the effects of future development on traffic. These policies include the following:

- **Circulation Element Policy 1.** Maintain street widths and rights-of-way consistent with our rural environment that serves as the standard for any new or extended local streets.

- **Circulation Element Policy 2.** Many local streets provide views of surrounding local and of distant terrain; these views shall be preserved from obstruction by roadside structures.

- **Circulation Element Policy 4.** Maintain schedules of street maintenance as necessary to keep roads in good condition.

- **Circulation Element Policy 7.** Limit use of local streets by trucks above specified weights and size, and require operators of heavy trucks shown to have damaged local streets to restore those streets to their previous condition.

- **Circulation Element Policy 8.** East Road and West Road are local streets carrying a major share of cross-Heights traffic. Measures should be taken to enforce safe speeds on these streets such as periodic patrols or other appropriate measures.

[33] City of La Habra Heights. *Draft La Habra Heights General Plan Land Use Element*. September 2002. Page 2-12

- **Circulation Element Policy 15.** Maintain clear rights of way for safe passage of pedestrian, bicycle, and horseback riders using Harbor Boulevard and Hacienda Road.

- **Circulation Element Policy 16.** Enforce weight and axle restrictions for trucks using City streets, with special emphasis accorded to Hacienda Road, given its unsuitability for heavy truck traffic.

- **Circulation Element Policy 19.** Consider implementing the additional traffic calming measures recommended in the "Traffic Calming Study of Hacienda Road," submitted to the City Council, dated June 7th, 2002.

3.5 Earth Resources and Geology Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, or death related to fault rupture from a known earthquake fault;

- Substantial soil erosion resulting in the loss of topsoil;

- Development within a geologic or soils unit that is unstable, or that would become unstable as a result of the project, potentially resulting in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

- Development on an expansive soil, creating substantial risks to life or property;

- Development on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater;

Environmental Setting

The City is located within the Puente Hills, within the northeasterly part of the Los Angeles basin, in the Peninsular Range province of Southern California. The Puente Hills have been uplifted along the Whittier fault zone at the southerly edge of the hills.

Movements along the Whittier fault trace within the past 12,000 years is reported by the age dating of faulted sediments. Other faulted soils and alluvium may be younger. As a result, the Whittier fault trace within the City is considered active and capable of generating a large earthquake with ground surface rupture within the planning period governed by the draft General Plan.[34] Because this fault is considered active, it has been placed in an Alquist-Priolo Special Study Zone (APSSZ).

The Whittier fault zone is a major geologic feature of the Los Angeles Basin. The fault extends from an area located near Whittier Narrows to the Santa Ana River, a distance of 40 miles. The fault may also connect to the Elsinore fault near the Santa Ana River on the south and to the Montebello Hills fault structures located north of Whittier Narrows. The Whittier fault is a right-lateral strike slip fault with a slip rate of between 2.5 mm and 3.0 mm per year. The interval between ruptures is unknown though the probable magnitudes range between M_w 6.0 to 7.2.[35] Other important faults that may affect the City in the future include the following:

- **Sierra Madre Fault.** The Sierra Madre fault is a reverse fault located approximately 13 miles to the north of the City, possessing a maximum credible magnitude of about 7.2 on the Richter scale. This left lateral reverse (strike slip) fault has a potential for a maximum credible magnitude of 6.7.

- **San Andreas Fault.** The aforementioned San Andreas fault is considered most likely to produce a large earthquake sometime within the next 100 years. The San Andreas fault lies approximately 31 miles north of the City. Geologic evidence suggests that a major earthquake (7.5 to 9.5 Richter magnitude) has a 50% chance of occurring within the next 30 years. An earthquake of this magnitude is comparable to the 1906 San Francisco earthquake and has the potential for causing considerable damage in the Southern California region.

- **Newport-Inglewood Fault.** An earthquake occurring along the Newport-Inglewood fault could impact La Habra Heights more severely than a San Andreas induced earthquake. The Newport-Inglewood fault is located approximately 18 miles southwest of the City, and it is estimated that 6.0 to 6.5 Richter magnitude earthquakes on this fault have a 15% to 50% probability of occurrence within the next 100 years. A 6.5 magnitude earthquake could produce strong ground shaking lasting from 12 to 18 seconds. The Long Beach earthquake of 1933 registered 6.3 on the Richter scale.

[34] U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360*, 1985.

[35] California Divisions of Mines and Geoligy. Description of Whittier-Elsinore Fault.

In addition to the above faults, a substantial number of previously unknown blind-thrust faults are now suspected to traverse the Los Angeles region. These faults are very deep and generally do not exhibit surface displacement commonly found with the other types of faults. The two most recent damaging earthquakes in the Southern California region, the 1987 Whittier earthquake and the 1994 Northridge earthquake, originated from previously unknown blind thrust faults. In the late 1990's a new fault system, the Puente Hills Fault, was discovered. This fault system is composed of three district sections and extends from downtown Los Angeles continuing through Santa Fe Springs and extending into the Coyote Hills in the southerly portion of La Habra. This fault is the likely candidate for the 1987 Whittier Narrows earthquake.[36] Seven earthquakes with magnitudes ranging between 4.4 and 6.4 have occurred in the greater Los Angeles Basin from 1987 to 1994, involving at least five different faults. Major faults found in or within the vicinity of the City are noted in Table 3-10.

Table 3-10
Major Active Faults in the La Habra Heights Region

Fault Name	Distance from City	MCR	Fault Type	Most Recent Activity
Northridge Fault	29 west	6.7	Reverse Oblique	1994
Elysian Park Zone	10 east	6.9	Blind Thrust-Reverse	1987 (Whittier)
Sierra Madre Fault	13 miles north	7.2	Reverse	1971
San Andreas	31 north-west	9.0	Strike Slip	1857
Newport Inglewood	18 south-west	7.0	Strike Slip	N/A
Whittier/Elsinore	9 south in the City	7.0	Strike Slip	N/A

Source: United States Geological Survey

Environmental Impacts

The effects of an earthquake may take many forms depending on a number of factors including distance from the epicenter, the characteristics of the underlying soils, the presence of groundwater, and the local topography. The primary affects of an earthquake include the following:

- **Surface Rupture.** Surface rupture refers to the actual "tearing apart" of the ground surface along a fault trace resulting from an earthquake. The affects of surface rupture may be mitigated by placing structures at a specified distance from the known fault trace. The State of California has promulgated regulations prohibiting the placement of structures over or in close proximity to a known fault

[36] Worldwide Disaster Aid and Information VIA The Internet. *Research Uncovers New Fault in Earthquake-Prone Los Angeles.* March 1999.

trace through the implementation of the Alquist-Priolo Special Studies Zones (APSSZ). The Whittier fault trace through the City is included within an APSSZ. A total 337 residentially developed parcels and 85 underdeveloped parcels are located within the Whittier Fault APSSZ (refer to Exhibit 3-3).

- **Ground Shaking.** The energy created from earthquakes mitigates out from the epicenter in waves that affect the various rock and soil types differently. In some instances ground shaking may cause unconsolidated soils to settle, which can result in significant damage to structures. The City will experience intense ground shaking in the event of a major earthquake occurring on a nearby fault. However, ground shaking in the City overall, will be less than that for the surrounding cities that overlay alluvium.

- **Liquefaction.** Liquefaction results when seismic induced ground shaking causes water-laden, cohesion-less soils, to form a quicksand-like soil condition below the ground surface. Structural damage may ensue as building foundations lose ground support. Liquefaction typically occurs in areas where groundwater exists within 30 to 50 feet of the ground surface and where poorly consolidated, cohesion-less soils predominate. According to seismic safety maps completed by the State of California, those areas prone to liquefaction in the City are found in the vicinity of Fullerton Road and Harbor Boulevard (refer to Exhibit 3-3).

- **Slope Failure.** The ground motion generated by an earthquake may result in landslides and/or slope failure. The State of California has prepared preliminary maps indicating those areas that may be prone to slope failure in the event of an earthquake. Given the City's topographic, a substantial portion of the City's land area has been identified as having a potential slope failure (refer to Exhibit 3-3).

The analysis of the regional seismicity indicates that ground shaking of generally moderate intensity from any of the three major active fault zones may be expected to affect the City. These seismic parameters relate to the probability of an earthquake originating on any one of the principal faults found within the region, each having recurrence intervals on the order of 50 to 200 years. As indicated previously, the City is considered to have a limited liquefaction hazard. According to more recent studies completed by the State of California Division of Mines and Geology's (CDMG) Seismic Hazard Zones Mapping Program.[37] The potential ground motion affects (lateral movement, fault creep, ground-shaking) in the City are no greater than those expected for the surrounding region.[38]

Any future development in the City arising as part of the General Plan's implementation will result in lower-density residential development. The minimum lot size for this future

[37] Leighton & Associates, *Los Angeles County Safety Element of the General Plan, Technical Appendix*, 1990.
[38] Leighton & Associates, *Los Angeles County Safety Element of the General Plan, Technical Appendix*, 1990.

development will be one-acre. As a result, the future development arising as part of the General Plan's implementation will not result in any significant additional soil erosion or loss of topsoil following development. Thus, no unusual soil constraints to future development in the City are anticipated. Given the character of soils in the City, no significant adverse constraints related to expansive soils are anticipated.

Significant Impacts and Mitigation Measures

The analysis of the draft General Plan's impact on earth and geology indicated that no unmitigable significant adverse impacts would result from the proposed draft General Plan's adoption. There are a number of Safety Element policies that address the issue of potential seismic impacts on development in the future. The policies include the following:

- **Safety Element Policy 11.** All development that requires load-bearing foundations shall include site-specific analysis of underlying soil conditions and potential seismic effect on the structure.

- **Safety Element Policy 12.** All new impervious coverage shall drain into onsite impoundments adequate to contain all runoff as required by law.

- **Safety Element Policy 13.** The City shall maintain a program to encourage all existing residences to have automatic seismic-safety shut off valves on the gas supply lines.

- **Safety Element Policy 14.** Development shall be constrained in areas of historic landslides or in slope easement zones identified by the USGS, California Department of Conservation or by L.A. County. (Refer to Exhibit 5-1)

- **Safety Element Policy 15.** The City shall maintain a map showing all constrained building zones including the Alquist Priolo Zone and other zones adjacent to fault traces discovered during construction of other projects.

- **Safety Element Policy 16.** The City through its Emergency Preparedness Committee shall regularly inform the community of the proper strategy for seismic risk reduction to their residences.
- **Safety Element Policy 17.** The City shall promote the study, adoption, and review of regulations designed to ensure appropriate and safe development in hazardous areas.

3.6 Water and Hydrology Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

Environmental Setting

Water is supplied to the City of La Habra Heights by the La Habra Heights County Water District. Currently the District supplies water to over 2,000 customers. The Water District is a semiautonomous special district, separate from the City and subject to its own and State and County regulations and requirements. The District relies upon local groundwater resources and imported water to supply its customers and draws from four

wells located adjacent to the San Gabriel River in the vicinity of the I-605 freeway. The water withdrawn from these wells must be transported approximately 8 miles to the first service connection. Imported water is purchased from the Metropolitan Water District of Southern California (MWD). This water is conveyed via the Colorado River Aqueduct and the State Water Project from Northern California. The cost of water provision is operated on a two tier system, with those residences at lower elevations paying a lower rate for water than those at higher elevations. During drought conditions, the District monitors water use and encourages, and may mandate, water conservation. Water quality is reported to have improved in recent years.

The reported groundwater elevations within the City range between 50 to 150 feet below the ground surface. The City is located within Region 4, Regional Water Quality Control Board, and Los Angeles Region (LA-RWQCB). The LA-RWQCB's Basin Plan was designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The LA-RWQCB divides the surface waters into "hydrologic units," "areas," and "sub areas" and groundwater into major "groundwater basins."[39]

The average annual rainfall in the La Habra Heights area ranges between 19-20 inches. The range of annual precipitation for the area as a whole, averaged between 10 to 40 inches for the period between 1972 and 1994. Virtually all of the annual rainfall in the region occurs during the months of November through April. Rainfall during the summer months is generally limited to widely scattered thundershowers. There are approximately ten days per year that include light to moderate rainfall of 0.5 inches or more in a 24-hour period, and another ten days that have very light to less than 0.5 inches per day.

The City is not located within any designated 100-year or 500-year flood zone as defined by the Federal Emergency Management Agency (FEMA). Throughout the City, storm runoff collected from the hills and the developed areas and this runoff is conveyed into unimproved drainage channels. During heavy rainstorms, stormwater flows down natural drainage courses and is collected in storm drains located in the foothills of La Habra Heights.[40] Drainage from the north-facing slopes in the City generally flow northward into San Jose Creek, which flows east-west, between the City of Industry and Hacienda Heights. Drainage from the south-facing slopes in the City flow southerly into La Mirada Creek.

Environmental Impacts

Future residential development will not generate any significant quantities of runoff to the storm water system other than from the runoff from building roofs, driveways, private roads, patio areas, and other impervious surfaces. In addition, future

[39] Water Quality Control Plan, Los Angeles Regional: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties Regional Water Quality Control Board, Los Angels Region (4). 1994

[40] Federal Emergency Management Agency, *Flood Insurance Rate Map,* 1998.

development will not contribute any significant incremental increases in the quantity of pesticides, fertilizers, and detergents into the storm drain system. Any future development supported as part of the General Plan's implementation will continue to be lower density residential development. As a result, no water quality impacts beyond that possible under the current adopted General Plan, are anticipated as part of the draft General Plan's implementation.

Future development will be required to employ applicable water conservation measures for interior plumbing and landscaping. No existing wells will be impacted by future development. Given the nature and extent of the existing development within the City, no net increase in the amount of storm water runoff is anticipated. Furthermore, no degradation in the quality of storm water runoff is expected since future development will be required to demonstrate compliance with the National Pollutant Discharge Elimination System (NPDES) requirements. As indicated previously, there are no areas within the City that are located within a designated flood hazard area as identified by FEMA.[41] New residential development in the City will not impede or redirect the flows of potential floodwater. Therefore, no flooding impacts are anticipated to impact future development.

Significant Impacts and Mitigation Measures

The draft General Plan's implementation will not result in any adverse significant impacts on water or hydrology. As a result, no mitigation is required. The Circulation Element includes a number of policies that relate directly to water and hydrology:

- **Circulation Element Policy 77.** Implement policies for the preservation of natural conditions leading to retention of storm water where it occurs.

- **Circulation Element Policy 78.** Review hard surface limitations on all development to ensure compliance with the government's storm water retention policies.

- **Circulation Element Policy 79.** Subject all development and significant remodel permit reviews to storm water retention policy requirements before approval.

- **Circulation Element Policy 80.** Require property owners to keep the courses of blue line streams running clear and unimpeded through their properties.

[41] Federal Emergency Management Agency. *Flood Insurance Rate Map,* 1998.

In addition to the aforementioned policies, the Safety Element includes the following policies that will, if implemented, mitigate the effects of flooding on future development:

- **Safety Element Policy 18.** Development shall be constrained in areas of historic flooding or in zones identified by the California Department of Conservation or by Los Angeles County as flood hazard zones.

- **Safety Element Policy 19.** The City shall maintain a map showing all flood constrained building zones.

- **Safety Element Policy 20.** Development in or influencing areas of flood potential shall include hydrologic analysis and remediation as required.

- **Safety Element Policy 21.** The City shall develop remediation measures for all historical flood-prone areas.

- **Safety Element Policy 22.** The City shall request that the La Habra Heights County Water District provide analysis of local flood potential from each of its reservoir tanks.

The Environmental Resource Management Element includes the following policies that deal with water quality:

- **Environmental Resource Management Element Policy 1.** Cooperate with state, federal, and regional agencies to monitor water quality and protect it from contamination. Encourage the La Habra Heights Water District to provide an adequate supply of high quality water for local and regional needs. Encourage water conservation.

- **Environmental Resource Management Element Policy 2.** Preserve and protect blue line streams, both from pollution, including contamination from liquid and solid waste disposal, and from streambed alterations such as change in course.

3.7 Air Quality Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- Conflict with or obstructing the implementation of, the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations;
- The creation of objectionable odors affecting a substantial number of people; or,
- The alteration of air movement, moisture, temperature, or cause any change in climate.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants, and the daily thresholds of significance, include the following:

- *Sulfur Dioxide* (So❸) is a nearly colorless gas that irritates the lungs and damages materials and vegetation. The daily emissions thresholds for SO❸ is 150 lbs.
- *Carbon Monoxide (CO),* a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The daily emissions threshold for CO is 550 lbs.
- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas, which, at high levels, can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The daily emissions threshold for NOx is 55 lbs.
- *PM_{10}* refers to particulate matter less than ten microns in diameter. PM_{10} causes a greater health risk than larger- sized particles, since fine particles can more easily cause irritation. The daily emissions threshold for PM10 is 150 lbs.

Environmental Setting

The City is located within the South Coast Air Basin and the basin's climate is semi-arid and characterized by moist, mild winters and hot, dry summers accompanied by sea

breezes. Wind patterns vary seasonally; westerly winds predominate in the summer months and northeasterly winds in the winter months. Local Southern California weather is affected by winter storms moving along the Pacific Coast, warm tropical air masses, and hot, dry Santa Ana winds caused by high-pressure systems in the Great Basin.[42] The dominant daily wind pattern consists of a daytime sea breeze blowing inland from the ocean followed by a nighttime land breeze blowing from the inland areas toward the coast. The climate in La Habra Heights is consistent with the surrounding area's weather patterns. The average daily temperatures range between 40 F. and 90°F. with an average annual temperature of 64.4°F. Annual precipitation averages approximately 20 to 18 inches per year with most of this precipitation occurring during the winter months.[43]

Air pollutants, within the basin are transported and dispersed by meteorological processes. Meteorological factors important to the transport of air pollution within the South Coast Air Basin include wind speed, wind direction, and the presence of atmospheric temperature inversions. Wind conditions control both the local and regional trajectory of emissions. The problem of a long transport distance over many pollution sources in summer is compounded by temperature inversions that exacerbate the pollution problem. In summer, the air within the high-pressure center over the ocean sinks and warms.[44]

Table 3-11 indicates the current mobile and stationary emissions being generated by the existing residential land uses in the City. Mobile emissions refer to vehicle tail-pipe emissions while stationary emissions refer to those emissions being generated by "point-sources." The major point-sources within the City include the oil and natural gas facilities (refer to Exhibit 3-4) and the fire places attached to the residential units. As indicated in Table 3-11, the existing residential uses in the City generate 1,656 pounds of carbon monoxide, 338 pounds of reactive organic gasses, 124 pounds of particulates (PM_{10}), and 390 pounds of nitrogen oxide. Sensitive receptors are shown in Exhibit 3-4.

Table 3-11
Existing Operational Emissions (lbs/day)

Source	CO	ROG	PM_{10}	NO_x
Residential Uses				
Mobile	1,612.75	235.51	124.25	365.18
Stationary	43.14	102.56	0.12	25.12
Subtotal	1,655.89	338.07	124.37	390.30

[42] South Coast Air Quality Management District. *Climatological Profile of the Southern California Region*. 1995

[43] Ibid.

[44] South Coast Air Quality Management District, *CEQA Air Quality Handbook,* 2000.

Table 3-11 Existing Operational Emissions (lbs/day)				
Source	**CO**	**ROG**	**PM_{10}**	**NO_x**
Source: California Air Resources Board (URBEMIS)				

Environmental Impacts

The air quality impacts associated with the draft General Plan's implementation include short-term (construction-related) and long-term (operational) emissions. As indicated previously, short-term emissions will occur during the construction phases of future development. These short-term emissions will be related to the following activities:

- *Grading Activities*. On-site grading will typically result in fugitive dust emissions. The SCAQMD estimates that, in general, 110 pounds of dust per acre can be generated daily by grading activities. This amount can be reduced by as much as 50% with regular watering and other mitigation.[45]

- *Construction Equipment Emissions*. Equipment used in the construction phases will also generate emissions. This equipment, consisting of graders, bulldozers, cranes, trucks, etc., is generally diesel-powered, resulting in high NO_x and particulate emissions.

- *Mobile Emissions.* Vehicle trips associated with deliveries and workers traveling to and from the work site will also result in mobile emissions.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The draft General Plan does not involve any land use changes that would place sensitive receptors in areas subject to high pollutant concentrations from either mobile or stationary sources. The land uses permitted under the draft General Plan will be comparable to that permitted under the current adopted General Plan.

Future development, contemplated as part of the General Plan's implementation, will consist of residential infill.[46] This future residential development will not be large enough to alter air movement, moisture, or temperature, or cause changes in climate, either locally or regionally. As a result, no impacts upon climate or temperature are expected. The total future development possible under the draft General Plan's implementation may

[45] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Chapter 11. Mitigating the Impact of a Project*. April 1993. (p. 11-15)

[46] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9.* 1993.

lead to daily mobile emissions that will exceed the SCAQMD's thresholds of significance. However, any impacts, and any requisite mitigation must be indicated on a project specific basis. Table 3-12 estimates the emissions from existing and potential development within the City.

Table 3-12
Long-Term Emissions (lbs/day) for Build-out Scenarios

Source	CO	ROG	PM_{10}	NO_x
Theoretical Build-out - 2,536 units (559 additional units)				
Mobile	2,025.71	297.05	156.07	458.69
Stationary	55.34	131.56	0.16	32.22
Total	2,081.05	428.61	156.23	490.91
Effective Build-out – 2,363 units (386 additional units)				
Mobile	1,899.32	278.17	146.33	430.07
Stationary	51.56	122.59	0.14	30.02
Total	1,950.88	400.76	146.47	426.34
Infill Build-out – 2,177 units (200 additional units)				
Mobile	1,760.68	257.55	135.33	398.68
Stationary	47.51	112.94	0.13	27.66
Total	1,808.19	370.49	135.78	426.34
Change from Existing Levels				
Theoretical Build-out	425.16	90.54	31.86	100.61
Effective Build-out	294.99	62.69	22.10	69.79
Infill Build-out	152.30	32.42	11.41	36.04
Thresholds	550	55	150	55

Source: California Air Resources Board (URBEMIS)

The most likely scenario, the Infill Build-out scenario, will result in total emissions that will be below the SCAQMD's thresholds. The higher intensity scenarios will result in exceedances for reactive organic gasses and nitrogen oxide emissions. However, the development contemplated under the draft General Plan will mirror that currently permitted under the adopted General Plan. As a result, the draft General Plan will not introduce any additional air quality impacts beyond that currently permitted under the existing entitlements.

Mitigation Measures

As indicated previously, the development possible under the draft General Plan's implementation will not result in any significant adverse air quality impacts. However, the Air Quality Element includes a number of policies that will be effective in mitigating future stationary and mobile emissions arising from future development. The following policies will mitigate the potential impacts from mobile sources:

- **Air Quality Element Policy 1.** Encourage participation in transportation Management Associations/Organizations.
- **Air Quality Element Policy 2.** Encourage walking and bicycling.
- **Air Quality Element Policy 3.** Encourage telecommuting, teleconferencing, and home office usage.
- **Air Quality Element Policy 4.** Limit commercial activities at residences including the number of non-resident employees commuting to and working at home businesses within the City of La Habra Heights.
- **Air Quality Element Policy 7.** The City should consider using those commercially available vehicles, which produce the least air pollution when it is economically feasible to do so.
- **Air Quality Element Policy 8.** Require trucks and other vehicles operating within the City to maintain emissions control equipment so as to improve air quality.

The following policies included in the Air Quality Element focus on energy conservation that will be effective in reducing stationary emissions:

- **Air Quality Element Policy 9.** Support the use of energy-efficient equipment and design in City facilities and infrastructure.
- **Air Quality Element Policy 10.** Encourage incorporation of energy conservation features in new developments and in the renovation of existing development.
- **Air Quality Element Policy 11.** Support solar and similar emission-free energy sources in new construction.

- **Air Quality Element Policy 12.** Support public participation in recycling programs to reduce emissions associated with new materials manufacture and in waste disposal.

- **Air Quality Element Policy 13.** Support use of drought-resistant vegetation in City landscaping areas and in both new development as well as existing development to reduce the energy needed to pump water.

The draft General Plan acknowledges that air quality is a regional issue that the City of La Habra Heights cannot address alone. The following policies underscore the City's commitment to regional efforts to improve air quality.

- **Air Quality Element Policy 21.** Participate in the SCAQMD rule development process on regulations, which impact the City of La Habra Heights to ensure that City concerns are resolved early in the process.

- **Air Quality Element Policy 22.** Support state and federal legislation that results in improved air quality in the South Coast Air Basin.

- **Air Quality Element Policy 23.** Participate with neighboring cities in efforts to improve regional and sub-regional transit.

3.8 Biological Resources Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- 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 the U.S. Fish and Wildlife Service;

- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

- A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act;

- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;

- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,

- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved Local, Regional, or State Habitat Conservation Plan.

Environmental Setting

The undeveloped northerly portion of the City contains seven relatively distinct plant communities (refer to Exhibit 3-5). Three of these communities are designated by the California Department of Fish and Game (CDFG) as "communities with the highest priority". In some areas, these plant communities are intermingled and form highly diverse mixed communities where dominant plants from two or more communities may be found together. In other places, there are distinct communities. Both types of habitats are biologically resourceful and important to animals.

Most of the undeveloped areas consist of coastal sage mixed chaparral or scrub habitats. The diversity and vigor of the chaparral community within the undeveloped portions of the City are excellent, with many areas remaining undisturbed. Some of the shrubs, such as the elderberry, toyon, lemonade-berry, and holly-leaved cherry, reach heights of 15 feet. Annual shrubs are not common in the dense chaparral due to lack of direct sunlight, but the sparser vegetation contains annuals such as sunflower, horehound, wild pea, and chia. The mixed chaparral and scrub communities are disappearing from Southern California and therefore has been designated by CDFG as a community of highest priority. The Coastal sage scrub is the preferred habitat of several sensitive animal species, including the San Diego horned lizard and California gnatcatcher.

The non-native grasslands also account for a substantial portion of the undeveloped areas of the City with much of these areas having been disturbed by grazing, contain mostly annual plants, including red brome, short-pod mustard, slenderwild oats, fox-tail fescue, western ragweed, and wild lettuce. The best floristic resources found within the City occur in the coast live oak woodland. Most of the coast live oaks occur in the north-central and northeastern portions of the City. Some of the oak woodlands are mixed with California walnut woodland. The coast live oak and walnut provide a canopy layer, with smaller oaks, elderberries, and willows comprising the understory. Sensitive species within the area include the following:

- **Sensitive Reptiles and Amphibians.** A single sensitive amphibian (western spadefoot toad) and two sensitive reptile species (the northern red-diamond rattlesnake and southwestern pond turtle) are known to inhabit the Puente Hills and are likely to inhabit the La Habra Heights area.

- **Sensitive Avian Species.** Six sensitive bird species have been documented within the City or in the surrounding area. The most commonly observed species in the area were coastal cactus wrens, a species previously considered for listing by the United States Fish and Wildlife Service (USFWS). Other avian species that are likely to be found in the area include the least Bell's vireo, southwestern willow flycatcher and California gnatcatcher. The closest gnatcatcher occurrences documented are include a single observation in La Habra Heights and two in Whittier. The next documented occurrences are located northwest of the City and includes a sizable population located in Montebello Hills, approximately 11 miles to the west.

- **Sensitive Mammal Species.** Two sensitive mammal species (San Diego pocket mouse and San Diego desert woodrat) are known to inhabit the Puente Hills area. These species are also expected to occur, based on similar habitat types, within the City.

Major plant communities shown in the City are indicated in Exhibit 3-6. This exhibit also indicates the location and extent of the Powder Canyon/Puente Hills Significant Ecological Area (SEA).

Environmental Impacts

The Land Use Element includes an Open Space-Conservation land use designation that is dedicated to the protection of the 600+ acres of land owned by the Puente Hills Native Habitat Preservation Authority. This land holding is included within a wildlife corridor and natural conservation area that extends from the Whittier Narrows area to the Cleveland National Forest, in Orange County. The Open Space-Conservation land use designation is designed to conserve the natural vegetation and wildlife associated with the natural environments of the Puente Hills region of Southern California. The Land Use Element states the following:

> "Within the lands designated as Open Space-Conservation, the beneficial preservation and maintenance of all components of the natural environment shall be the mandated first priority to be considered in any issues involving these areas."

The Environmental Resource Management Element, or ERME, also recognizes the importance of the Puente-Chino Hills Wildlife Corridor by stating the following:

"The corridor is an important ecological and scenic resource for the City. The area has even been identified as having worldwide importance because of its biodiversity. Without adequate controls and proper planning, the Puente-Chino Hills Wildlife Corridor and its resources could be lost, or destroyed forever."

The Environmental Resource Management Element also includes the following policies that will be effective in preserving these important natural resources:

- Protect and preserve the Puente-Chino Hills Wildlife Corridor.
- Protect, preserve, and increase open space reserves within the City by acquisition, easements, and other means available to ensure the maintenance of wildlife habitats, wildlife corridors, natural drainage courses, and passive recreational resources. (Goal 5)
- Work with land owners and government agencies in promoting land use plans that are sensitive to the environment and give maximum consideration to the preservation of natural habitats. (Environmental Resource Management Element Policy 36)
- Work with land owners and government agencies in identifying areas that should be preserved as open space for recreation, resource management, or public safety. (Environmental Resource Management Element Policy 37)
- Continue to work with Los Angeles and Orange Counties and other agencies in the preparation and review of development plans for land adjacent to PCHWC in identifying ways to ensure preservation and protection of the environment. (Environmental Resource Management Element Policy 38)
- Encourage the protection of existing wildlife in the Puente-Chino Hills Wildlife Corridor. (Environmental Resource Management Element Policy 39)

The proposed land use plan will not introduce any development in areas that are protected. Furthermore, the potential for residential development will reflect the location and extent of such uses permitted under the current General Plan.

Significant Impacts and Mitigation Measures

No significant adverse impacts on biological resources were identified in this analysis, and no mitigation measures or standard conditions are required. The Environmental Resource Management Element includes the following policies that deal with biological resources in the City:

- **Environmental Resource Management Element Policy 3.** Encourage practices that stress soil conservation as a means to retain native vegetation, maximize water infiltration, provide slope stabilization, allow scenic enjoyment, and reduce flood hazards.

- **Environmental Resource Management Element Policy 4.** Preserve adequate open space areas for major habitat types, so as to maintain ecosystems in a natural balance for recreation, scientific, conservation, economic, educational, and scenic purposes.

- **Environmental Resource Management Element Policy 5.** Work with appropriate land owners and government agencies to rehabilitate abandoned oil fields or encourage the rehabilitation of these lands within the planning area for open space, recreation, or other beneficial resource conservation uses after site reclamation.

- **Environmental Resource Management Element Policy 6.** Encourage property owners to preserve and enhance areas with native vegetation, wildlife habitat, and visual beauty.

- **Environmental Resource Management Element Policy 7.** Preserve mature trees and establish requirements for the replacement with more than one tree for every mature tree removed.

- **Environmental Resource Management Element Policy 8.** Protect and preserve endangered species and sensitive native plant communities.

- **Environmental Resource Management Element Policy 11.** Protect existing wildlife habitats through the preservation of open space.

- **Environmental Resource Management Element Policy 12.** Future hillside development will be permitted only if it involves minimal adverse impacts on the environment and natural topography, and does not affect natural ridgelines more than necessary to allow a reasonable economic use of privately held land.

- **Environmental Resource Management Element Policy 13.** Participate with the County of Los Angeles, the Southern California Association of Governments, and other responsible agencies on all open space planning matters to the extent necessary to implement the City's General Plan policies regarding open space, construction, and wildlife preservation within its planning area.

- **Environmental Resource Management Element Policy 14.** Establish and enforce mitigation measures for projects that have the potential for significant or irreversible adverse environmental effects.

- **Environmental Resource Management Element Policy 36.** Work with land owners and government agencies in promoting land use plans that are sensitive to the environment and give maximum consideration to the preservation of natural habitats.

- **Environmental Resource Management Element Policy 37.** Work with land owners and government agencies in identifying areas that should be preserved as open space for recreation, resource management, or public safety.

- **Environmental Resource Management Element Policy 38.** Continue to work with Los Angeles and Orange Counties and other agencies in the preparation and review of development plans for land adjacent to PCHWC in identifying ways to ensure preservation and protection of the environment.

- **Environmental Resource Management Element Policy 39.** Encourage the protection of existing wildlife in the Puente-Chino Hills Wildlife Corridor (PCHWC).

3.9 Energy and Mineral Resources Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state;

- The loss of availability of a locally-imported mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan;

- A conflict with adopted energy conservation plans; or,

- The use of non-renewable resources in a wasteful and inefficient manner.

Environmental Setting

Oil production in the City began at the turn of the century and there are a number of producing oil fields in the region. Producing oil fields in the City or in surrounding areas include the West Coyote, Leffingwell, Whittier, Sansinena, and Brea-Olinda oil fields. The majority of the wells included in the Sansinena field are in La Habra Heights.[47]

Open Space devoted to resource production includes a number of larger sites located throughout the City. These areas have long been the sites of producing natural gas and oil wells and it is anticipated that that use will remain for the next ten to fifteen years. One of the largest sites designated as Open Space-Resource includes a 99-acre parcel owned by the Southern California Gas Company (SCG). This property is located in the northwesterly corner of the City. Currently, natural gas production or storage at this site is minimal, and other uses are being considered. A portion of the SCG property, 29 acres, is leased to the City of Whittier to form part of Murphy Ranch Park. A portion of the SCG property is also leased to the Highland Riders on a year-to-year basis for their use of the Los Palomas Riding ring.

Environmental Impacts

Natural resources that would be utilized by any future development include air, mineral, water, sand and gravel, timber, energy, and other resources used for construction and operation.[48] The resources and materials that will be used in future construction will not involve the use of any materials that are considered rare or unique. The construction materials needed for future development represent an insignificant amount of available resources in the region. Future development would not involve any uses or activities that would preclude energy conservation. Any future residential development permitted under the draft General Plan will be required to implement energy conservation measures pursuant to Title 24 requirements.

The Land Use Element includes an Open Space land use designation that is designed to protect and maintain those areas that are devoted to resource production. The Open Space-Resource (O-1) is applicable to those sites in the City that contain producing natural gas and oil wells and their support facilities.[49] The Land Use Element goes on to state that...

> "At such time as the resources are depleted and after an area has been remediated to restore its suitability for a different use, it is expected that a request for a change in the General Plan land use designation will be entertained by the City."

[47] State of California. Department of Conservation Division of Oil and Gas. *Wildcat Map 104.*

[48] California Department of Conservation, Division of Oil, Gas, Geothermal Resources, *1995 Preliminary Report,* 1996.

[49] City of La Habra Heights. *Draft La Habra Heights General Plan Land Use Element*. September 2002. Page 2-13

The rational for this approach is to ensure that all of the sites historically used for resource production undergo review prior to committing the properties for redevelopment. This will ensure that the sites are restored and remediated pursuant to the applicable regulations.

Significant Impacts and Mitigation Measures

No significant adverse impacts on energy and mineral resources were identified in this analysis, and no mitigation measures or standard conditions are required. However, the Environmental Resource Management Element includes the following policies that will be effective in addressing energy and mineral resources impacts:

- **Environmental Resource Management Element Policy 9.** Encourage energy conservation measures in existing and new developments, whether public or private, within the City.

- **Environmental Resource Management Element Policy 10.** Encourage residents and new developments to take advantage of energy conservation programs.

In addition, the following policies included in the Air Quality Element, will also be effective in reducing potential energy consumption:

- **Air Quality Element Policy 9.** Support the use of energy-efficient equipment and design in City facilities and infrastructure.

- **Air Quality Element Policy 10.** Encourage incorporation of energy conservation features in new developments and in the renovation of existing development.

- **Air Quality Element Policy 11.** Support solar and similar emission-free energy sources in new construction.

3.10 Risk of Upset & Human Health

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- The creation of 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;
- The emission of hazardous materials or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Development on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- Development within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport and would result in a safety hazard for people residing or working within the project area;
- Development in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

Environmental Setting

The predominant land use in the City is lower density residential. Commercial, and industrial land uses are not permitted under either the current adopted or proposed General Plan. The City is home to numerous oil wells in addition to oil and high and low

pressure gas lines. Hazardous materials present health risks due to contamination, prolonged exposure, or potential fire or explosion. While there are safety precautions for hazardous materials use and disposal, the mishandling or accidental release of these materials can compromise the health and safety of residents. Hazardous materials users and/or handlers in the City are identified below in Table 3-13.

Table 3-13
Hazardous Materials Sites in the City of La Habra Heights

So. Cal Gas Co/Whittier station	2490 Las Palomas	Small Generator
McFarland Energy Reilly	650 W Skyline Dr.	Small Generator
McFarland Energy Shanahan	205 Encanada Dr.	Small Generator
McFarland Energy EDCO	429 Encanada Dr.	Small Generator
Crimson Resource Mgmt. Corp.	459 West Rd.	Small Generator
Hacienda Golf Club	718 East Rd.	Small Generator
Crimson Resource Mgmt. Corp.	153 Canada Sombre Rd.	Emission above thresholds
Source: Environmental Protection Agency. 2002		

The transportation of chemicals and other hazardous substances through the City is another local safety concern. Two major freeways are located in the region, railway lines are located in the region (these rail lines are located in the cities of La Habra and Industry), and Harbor Boulevard carries traffic that is involved in the transport of hazardous materials. The City is not located within two miles of an operational public airport. The nearest airport is Fullerton Airport, located approximately 7 miles to the southwest. The nearest major airport is located in Long Beach, approximately 18 miles to the southeast. Los Angeles International Airport (LAX) is located approximately 28 miles to the northwest.[50]

Environmental Impacts

As indicated previously, there are a number of land uses in the City that have historically used hazardous materials. The potential for risk of upset impacts from future development arising from the implementation of the draft General Plan may be related to the following:

- During future site development, contaminated soils may be encountered during grading and excavation. The potential for contamination is greatest within those properties previously used for oil and natural gas extraction.

[50] Rand McNally. *Street Finder.* 1999.

- There may be improperly or unrecorded abandoned wells located within a future development site. Should any abandoned wells be encountered during construction, procedures for proper abandonment must be adhered to.

- Asbestos was commonly used for insulation, ceiling tiles, and floor tiles prior to the 1960's. As a result, limited residual asbestos containing materials (ACM's) may be encountered during future building demolition or remodels.

- Other potential contaminants include lead residue from paints, PCB residue from older transformers, and volatile organic chemicals from solvents. These materials are more likely to be encountered in those buildings located in the City that are more than 40 years old.

- Prior to the commencement of any new development, a thorough investigation of building interiors must be undertaken to ascertain whether ACMs or other residual contaminants are present. Should these contaminants be identified as part of the site investigation, remediation and disposal must be undertaken pursuant to CalEPA (Department of Toxic Substances Control) and Federal EPA requirements.

The Circulation Element acknowledges the presence of a number of major natural gas pipelines in the City. Natural gas transmission lines are found along Harbor Boulevard, portions of Hacienda Road, Cypress Street, Hyatt Street, Walnut Street, Solejar Drive, Ejar Drive, and Leflore Drive. Oil lines are located under a number of streets in the City including East Road, West Road, and Hacienda Road.[51] The implementation of the draft General Plan will not impact these existing lines. The Safety Plan also recognizes the County's jurisdiction over Harbor Boulevard and its use by traffic that is involved in the transport of hazardous materials. The only route in the City where the transport of such materials is acknowledged or permitted is Harbor Boulevard. The Safety Plan included in the Safety Element states the following:

> "Hazardous Transport Route. The only roadway in the City where there is a potential for the transport of hazardous materials is Harbor Boulevard."

Furthermore, Safety Element Policy 47 indicates that the City will...

> "Promote the proper disposal of hazardous materials. At the same time, publicize and support programs to allow residents to properly dispose of small quantities of household hazardous wastes."[52]

Significant Impacts and Mitigation Measures

[51] City of La Habra Heights. *Draft La Habra Heights General Plan Circulation Element.* September 2002. Exhibit 4-2

[52] City of La Habra Heights. *Draft La Habra Heights General Plan Safety Element.* September 2002. Page 5-9

No significant adverse impacts related to risk of upset were identified in this analysis, and no mitigation measures or standard conditions are required. However, the following policies will be effective in mitigating potential impacts in the future:

- **Safety Element Policy 46.** Support the enforcement of State and Federal environmental pollution control laws. The City shall work with the Fire Department to require any hazardous materials users and generators to prepare procedures for responding to accidental spills and emergencies.

- **Safety Element Policy 47.** Promote the proper disposal of hazardous materials. At the same time, publicize and support programs to allow residents to properly dispose of small quantities of household hazardous wastes.

- **Safety Element Policy 48.** The City shall designate routes for trucks carrying hazardous materials, and to the extent permitted by law, prohibit those trucks from using City lanes, country roads, and Hacienda Road (refer to Exhibit 4-1).

- **Safety Element Policy 49.** Work with the Fire Department and adjacent cities on emergency response plans for hazardous material accidents.

- **Safety Element Policy 50.** The City Fire department should perform twice-yearly inspections of resource facilities to minimize chance of hazardous waste contamination or fire.

- **Safety Element Policy 51.** The City shall, in light of the limited economic life remaining on resource operations in the City, require each oil and gas facility operator to provide long term remediation plans and guarantees for their facilities.

3.11 Noise Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local General Plan or noise ordinance or applicable standards of other agencies;

- The exposure of people to, or generation of, excessive ground-borne vibration or noise levels;

- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project; or,

- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Environmental Setting

Noise levels may be described by using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used units for measuring the level of sound is the decibel (dB), Equivalent Noise Level (Leq), and the Community Noise Equivalent Level (CNEL). The predominant sound level criteria in use in California at the present time utilizes the Equivalent Noise Level (Leq), and the Community Noise Equivalent Level (CNEL). A decibel is a unit used for measuring the intensity of sound. Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB.[53]

The Leq is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction that corresponds to the optimal frequency response of the human ear. The CNEL is based upon 24 one-hour Leq measurements. The average noise levels for the late evening and early morning hours (the period between 10:00 PM and 7:00 AM are weighted 10 decibels). The rationale for this adjustment is to take into consideration a person's increased sensitivity to noise during the late evening and early morning periods. Noise associated with daytime activities are typically a greater nuisance during the late evening and early morning periods.[54] Noise ordinances are typically specified in terms of the percent noise levels. As indicated previously, the two major North/South roadways in the City serve as a connection for those urban areas located north and south of the Puente Hills. Because of the limited number of north/south connections, these roadways are presently carrying relatively high traffic volumes. For this reason, these two roadways were selected for analysis of existing and future traffic noise.

The existing traffic noise levels from major roadways in the City were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the Leq noise level. The model has been fashioned so that it computes equivalent noise

[53] Bugliarello, et. al., *The Impact of Noise Pollution,* Chapter 127, 1975.

[54] Bugliarello, et. al., *The Impact of Noise Pollution,* Chapter 127, 1975.

levels in CNEL units for each of the time periods used. Weighting these noise levels and summing them results in the CNEL for the traffic projections used. Table 3-14 indicates the average distance of a noise contour from the roadway centerline. For example, the 55 CNEL noise contour along the southerly segment of Harbor Boulevard extends 2,157 feet on either side of the roadway's centerline, while the 70 CNEL contour extends just beyond the roadway's right-of-way (110 feet). The 65 CNEL noise contours are noted in Exhibit 3-6.

Table 3-14
Traffic Noise Levels Along Major Arterial Roadways Serving the City

Roadway Segment	Distance to CNEL Contour (in feet)				CNEL (dBA) 50' from Centerline
	55 CNEL	60 CNEL	65 CNEL	70 CNEL	
Harbor Boulevard					
Southerly City boundary to Kashlan Rd.	2,157	1,930	993	110	72.3
Fullerton Rd. to northerly City boundary	1,215	727	493	27	61.7
Hacienda Boulevard					
Southerly City boundary to West Rd.	1,201	693	373	19	61.3
West Rd. to Canada Sombre Rd.	501	320	110	0	60.5
Skyline Rd. to northerly City boundary	275	101	47	0	58.2
Source: FHWA Noise Prediction Model.1981					

The noise environment in La Habra Heights was determined through a comprehensive noise measurement survey with ten sites selected for the measurement of the ambient noise levels. The measurement locations were selected based on their proximity to major noise sources and the noise sensitivity of the land use. Each site was monitored for a minimum of 15 minutes. The quantities measured were the Equivalent Noise Level (Leg) and the Percent Noise Levels (L%). Percent Noise Levels characterize ambient noise where, for example, L90 is the noise level exceeded 90% of the time, L50 represents the noise level exceeded 50%, and L10 is the level exceeded 10% of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels. The results of the noise measurement survey are indicated in Table 3-15. Exhibit 3-6 indicates the noise measurement locations.

Table 3-15
Noise Measurement Survey Results

Map Reference No. and Location	Measured Noise Levels (in dBA)	Noise Characteristics of the Measurement Site

	L10	L50	L90	
1. Adjacent to Harbor Blvd. @ Kashlan Rd.	73.3	71.7	69.5	Traffic on Harbor Blvd.
2. Fullerton Rd. near Harbor Blvd.	74.1	73.0	70.1	Traffic on Fullerton Rd. and Harbor Blvd.
3. Hacienda Rd. (at City Hall)	71.3	69.7	65.7	Traffic on Hacienda Rd.
4. Hacienda Rd. @ East Rd.	69.1	67.2	64.3	Traffic on Hacienda Rd.
5. West Rd. @ Los Palomas Dr.	65.5	62.3	59.4	Relatively quiet neighborhood
6. West Rd. @ Calle Jucca Dr.	62.3	60.1	58.7	Land mowers/aircraft
7. Hacienda Rd. @ West Skyline Dr.	67.1	65.3	62.1	Traffic
8. East Rd. @ Deep Canyon Rd.	61.5	59.3	52.1	Distant traffic, aircraft
9. East Rd. @ Fullerton Rd.	60.7	58.7	54.3	Equipment noise, passing truck
10. End of Skyline Dr. (northern terminus)	61.4	59.8	55.2	Distant traffic
Source: Blodgett/Baylosis Associates				

The results of the noise measurements survey indicate that, overall, the noise environment is relatively quiet when considering the City's location in a larger urban setting. Key findings of the field surveys include the following:

- Those areas located near Hacienda Road and Harbor Boulevard (or those areas with a direct line-of-sight to these roadways) experience significantly greater levels of noise compared to other areas of the City.

- The widening and straightening of Harbor Boulevard has resulted in increased traffic volumes and vehicle speeds, causing increased traffic noise.

- Those neighborhoods that are located in the interior portions of the City experience substantially lower levels of traffic noise due to the attenuation provided by the local topography and landscaping.

The aircraft noise from over-flights approaching LAX was an additional source of continuous noise over the course of the measurement period.

Environmental Impacts

A critical policy component of the draft General Plan is concerned with reducing potential noise impacts through proper land use planning. This may be accomplished in several

ways. First, noise sensitive land uses are not to be located in areas subject to high ambient noise levels, as much as this is possible. Secondly, activities and/or land uses that generate high levels of noise are not located near sensitive receptors. Finally, the draft General Plan promotes measures that will reduce noise exposure through the use of site planning and construction techniques that consider noise exposure. Three types of noise impacts are likely to occur in the future:

- Construction noise impacts from any future development;
- Traffic noise impacts from new residential development and from other new development in the surrounding communities; and,
- Stationary noise impacts associated with onsite activities.

Short-term noise impacts associated with demolition and construction will increase ambient noise in the immediate area to levels between 70-90 dBA at 50 feet from the noise source. Noise levels from typical construction equipment at 50 feet from the noise source are shown in Table 3-16.[55]

Table 3-16
Construction Equipment Noise Ranges

Activity or Equipment	Minimum Range (dBA)	Maximum Range (dBA)
Backhoes	70	95
Compactors	70	75
Concrete Mixers	75	88
Jack-hammers	80	92
Pavers	82	98
Front end Loaders	72	84
Tractors	88	90
Source: National Technical Information Service. 1971.		

Future traffic noise was estimated by adding future traffic to existing traffic. As indicated previously, future traffic levels are projected to increase by between 10% to 23%.[56] The change in traffic noise levels from existing levels are not expected to be perceptible over the long-term. As a result, no significant adverse impacts related to traffic noise are

[55] Environmental Protection Agency. *Noise from Appliances and Construction Equipment.* 1982.

[56] The net increase in daily traffic Citywide will range from 1,914 trips to 5,350 trips. Under the most conservative build-out scenario, the morning (AM) peak hour traffic will increase by 150 trips, the evening peak hour will increase by 302 trips, and the daily traffic will increase by 1,914 trips. Overall, the Citywide growth in the traffic will increase by between 10.1% to 28.3%, depending on the build-out scenario ultimately realized.

anticipated. Typically, a doubling in traffic volumes is required to change noise levels to the extent so that they are perceptible.[57]

Table 3-17
Future Noise Levels Along Major Arterial Roadways Serving the City

Roadway Segment	Distance to CNEL Contour (in feet)				CNEL (dBA) 50' from Centerline
	55 CNEL	60 CNEL	65 CNEL	70 CNEL	
Harbor Boulevard					
Southerly City boundary to Kashlan Rd.	2,258	1,967	1,114	116	73.1
Fullerton Rd. to northerly City boundary	1,242	743	510	31	62.1
Hacienda Boulevard					
Southerly City boundary to West Rd.	1,248	709	389	25	61.8
West Rd. to Canada Sombre Rd.	525	333	126	0	60.9
Skyline Rd. to northerly City boundary	281	126	61	0	58.7
Source: FHWA Noise Prediction Model.1981					

New development contemplated under the General Plan may result in increased noise levels due to increased traffic volumes, intensification of development in neighboring communities, equipment and appliance use, construction noise, and other activities in open areas. However, a critical policy component of the General Plan is concerned with reducing potential noise impacts through proper land use planning. This is accomplished in the following ways.

- As much as possible, noise sensitive land uses will be discouraged from being located in areas subject to high ambient noise levels.
- Activities and/or land uses that generate high levels of noise will not be permitted in the City. Sensitive receptors include the homes located in the City.
- This Noise Element promotes measures that will reduce noise exposure through the use of site planning and construction techniques that consider noise exposure.

The land use policy included in the La Habra Heights General Plan will not involve any commercial or industrial development and, as a result, there will not be an introduction of new sources of stationary noise typically associated with these uses. However, new residential development may lead to new sources of noise though the noise from any new development will be comparable to that of the existing residential uses. In addition,

[57] Changes in noise levels of between 3.0 to 5.0 dBA generally represent the lower level of perception.

there are no land use plan changes that involve the introduction of commercial or industrial uses into the noise sensitive residential neighborhoods of the City.

Significant Impacts and Mitigation Measures

The analysis determined that the draft General Plan would not result in any significant adverse noise impacts. However, a number of policies contained in the Noise Element of the General Plan will be effective in reducing potential noise impacts. These policies include the following:

- **Noise Element Policy 1.** When noise levels exceed acceptable community noise standards, mitigating actions should be implemented.

- **Noise Element Policy 2.** Introduce traffic calming techniques that will reduce the average vehicle speed on our two north-south roadways, Hacienda Road and Harbor Boulevard, which will reduce the associated ambient noise from these sources.

- **Noise Element Policy 3.** Enhance, as necessary, our building codes to require adequate structure insulation and additional setback requirements for homes impacted by the noise levels along our two major north-south arteries, Hacienda Road and Harbor Boulevard.

- **Noise Element Policy 4.** Continue to develop and enhance regulations to protect residents from objectionable noise emanating from private property sources.

3.12 Public Services/Utilities Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, or the need of physically altered government facility, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire protection services;

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, or the need of physically altered government facility, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to police protection services;

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, or the need of a physically altered government facility, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to school services;

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, or the need of a physically altered government facility, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to library services;

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, or the need of physically altered government facility, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to other government services.

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;

- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;

- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

- An overcapacity of the storm drain system causing area flooding;

- A determination by the wastewater treatment provider that serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;

- Non-compliance with federal, state, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

Environmental Setting

Fire protection services in the City are provided by the City of La Habra Heights Fire Department. The City's Fire Department is staffed by volunteers and a full-time Captain. The main station, and the only operational facility in the City, is located within the City Hall complex next to Hacienda Road. The Fire Department also maintains other facilities in the City for the storage of equipment. The equipment at the main station includes engines, a water truck, a rescue unit manned by emergency medical technicians (EMTs), and a patrol unit. The Department operates on a 24-hour basis with approximately 100 volunteers.

Law enforcement services in La Habra Heights are provided by the Los Angeles County Sheriffs Department. The station that serves the City is located at 150 North Hudson Avenue in the City of Industry. The Industry Station also provides law enforcement for the cities of Industry and La Puente, and the unincorporated County areas.

Educational services in the City are provided by schools operated and maintained by the Lowell Joint Union School District and the Fullerton Union High School District. The Lowell Joint Union School District serves the City of La Habra Heights and portions of Whittier, La Habra, and unincorporated Los Angeles and Orange counties. The service area for the Lowell Joint Union School District is several square miles. District officials indicate that La Habra Heights and the unincorporated areas account for approximately 60% percent of student enrollment. Within the Lowell Joint Union School District, Macy Elementary School, located at 2301 West Russell, La Habra, serves the City of La Habra Heights and provides kindergarten through sixth grade education. Current enrollment at Macy Elementary School is 511 students.

Southern California Edison Company (SCE) provides basic electrical service for all residential and non-residential customers within the City. Power is available to most service areas, with underground lines situated along several of the major streets. There are no under-served areas, and there are no constraints to additional electric service needed for future development. The Southern California Gas Company (SCG) provides basic residential gas services. The SCG maintains lines ranging in size from 2-inch medium pressure through 9-inch high pressure to serve La Habra Heights customers. General Telephone Exchange (GTE) provides home phone service, as well as offering

fiber optics capabilities. Video and data lines are also accessible to each residence via an existing network. There are currently no under-served areas.

Water is supplied to the City of La Habra Heights by the La Habra Heights County Water District. Currently, the District supplies water to approximately 2,000 customers. The District relies upon local groundwater resources and imported water to supply its customers and draws from four wells located adjacent to the San Gabriel River and Interstate 605. The water withdrawn from these wells must be transported approximately 7.5 miles to the first service connection. Imported water is purchased from the Metropolitan Water District of Southern California (MWD). This water travels through cement lined channels of the Colorado River Aqueduct and the State Water Project from Northern California.

Most residences within the City are served by septic tanks. Existing sewer lines are limited to a single line in the westernmost portion of the City, a trunk line in Hacienda Road that extends to the Hacienda Golf Club, and a third Sierra Vista Drive and Alnut Street. These existing lines are provided by Sanitation District 22. The Los Angeles County Sewer Maintenance District, located in Alhambra, provides maintenance for the City's sewers on a contract basis, including emergency services on a 24-hour basis.

The City of La Habra Heights does not provide trash removal services to its residents. Instead, City residents contract individually with trash removal companies for this service. The City has adopted a multiple franchising process that permits competition between waste removal service providers. Currently, residents are served by two waste removal companies and both are subject to State law relevant to recycling and trash removal. Furthermore, most City households are now separating their trash. The volume of green waste, a major component of local waste, is much reduced by residents that practice composting and mulching, according to a survey of La Habra Heights residents performed in 2000.

Table 3-18 summarizes the existing utility consumption and generation rates for the existing residential uses in the City. The Table indicates both the generation and consumption rate for a particular utility, and the overall rate for the existing uses. Major infrastructure is shown in Exhibit 3-7.

Table 3-18
Existing Utilities Consumption/Generation

Utility	Generation/Consumption Factor	Consumption/Generation
Water Consumption	250 gallons/day/unit	494,250 gallons/day
Effluent Generation	180 gallons/day/unit	355,860 gallons/day
Solid Waste Generation	4.0 pounds/day/unit	7,908 pounds/day
Electrical Consumption	7,554 KwH/year/unit	40,916 KwH/day

Natural Gas Consumption	6,665 cubic feet/month/unit	36,101 cubic feet/day
Note: Worksheet and sources are provided in Appendix B. Source: Blodgett/Baylosis Associates. 2001.		

Environmental Impacts

Any development within the City contemplated, as part of the draft General Plan's implementation will replace substandard and dilapidated uses, resulting in a beneficial impact in terms of eliminating existing potential fire hazards. The rehabilitation of older structures as part of any new development will reduce potential fire hazards by removing older electrical systems and requiring compliance with current electrical systems standards, building that is more stringent codes in the new construction. The La Habra Heights Fire Department will also review all new development plans and new residential development will be required to conform to applicable fire protection and prevention requirements including, but not limited to, building setbacks, emergency access, interior sprinklers, etc.

The new residential development that may occur under the draft General Plan may lead to indirect increases in the student population requiring school services. This impact is largely due to the potential increase in new residential units. However, this new development within the City will be implemented over a relatively lengthy period of time; thus, impacts on school services will be incremental in nature. In addition, any new development will be required to pay the applicable development fees. Pursuant to SB50, the school development fees are considered sufficient in mitigating the impacts of new development on schools. As a result, the impacts are considered to be less than significant. Table 3-19 indicates the projected utility consumption and generation rates for the three build-out scenarios. The bottom of the Table indicates the net change in consumption for the three build-out scenarios.

Table 3-19
Projected Utilities Consumption/Generation

Utility	Existing (1,977 units)	Theoretical (2,536 units)	Buildable (2,363 units)	Infill (2,177 units)
Projected Consumption and Generation				
Water Consumption (gals/day)	494,250	634,000	590,750	544,250
Effluent Generation (gals/day)	355,860	456,480	425,340	391,860
Solid Waste Generation (lbs./day)	7,908	10,144	9,452	8,708
Electrical Consumption (KwH/day)	40,916	52,485	48,904	45,055
Natural gas Consumption (cu. ft./day)	36,101	46,308	43,149	39,763

Net Change in Utilities Consumption and Generation from Existing				
Water Consumption (gals/day)	--	139,750	96,500	50,000
Effluent Generation (gals/day)	--	100,620	69,480	36,000
Solid Waste Generation (lbs./day)	--	2,236	1,544	800
Electrical Consumption (KwH/day)	--	11,569	7,988	4,139
Natural gas Consumption (cu. ft./day)	--	10,207	7,048	3,662
Note: Worksheet and sources are provided in Appendix B. Source: Blodgett/Baylosis Associates. 2001.				

Significant Impacts and Mitigation Measures

The analysis determined that the proposed project would not result in any significant adverse impact on emergency services and other public services. The potential development permitted under the draft General Plan essentially mirrors that development contemplated under the existing adopted General Plan. The following policies included in the Safety Element are specifically concerned with emergency services (police and fire):

- **Safety Element Policy 33.** The City shall regularly review law enforcement services to determine the adequacy and quality of service and should consider a mechanism to encourage resident input to the City regarding their satisfaction with the services.

- **Safety Element Policy 34.** The City shall continue to vigorously publicize and support neighborhood watch programs.

- **Safety Element Policy 35.** The City shall continue to support active volunteer programs to assist law enforcement officials in crime prevention and law enforcement throughout the City, including in open spaces.

- **Safety Element Policy 39.** The City shall actively promote and support the continued operation of the La Habra Heights Emergency Preparedness Committee.

- **Safety Element Policy 40.** The City shall regularly review its emergency medical and paramedic capabilities, including provision of increased Emergency Medial Technicians (EMT) and paramedic capabilities within the Fire Department.

- **Safety Element Policy 52.** Continue to support the Fire Department efforts in provision of Emergency Medical Services. Considering the establishment of in-City ambulance and paramedic services.

The following policies, included in the Circulation Element, will be effective in mitigating the potential impacts of future development on infrastructure:

- **Circulation Element Policy 59.** Work with the Water District to ensure that City policies and Water District policies are mutually compatible.

- **Circulation Element Policy 60.** Comply with state laws requiring coordination of land use approvals with water supply availability such as by requiring the La Habra Heights County Water District to certify that a request to install any new water meter can be accomplished without impacting existing customers or the District's ability to supply the water resources necessary for emergency use before a building permit can be issued for the property.

- **Circulation Element Policy 61.** Ensure that Water District activities affecting road surfaces are repaired by the Water District to City Engineer standards.

- **Circulation Element Policy 62.** Work with the Water District and Fire Department to identify and plan corrections to areas of inadequate domestic flow capacity in order to ensure that internal sprinkler systems work properly.

The following policies, included in the Circulation Element, focus on the mitigation of future development on water quality and sanitary sewers:

- **Circulation Element Policy 72.** Require testing of soils to assure their receptivity and appropriateness for leaching liquid waste for all lots at the time of sale, or before a building permit for new home construction is issued.

- **Circulation Element Policy 73.** Require inspection of existing liquid waste disposal systems to determine their adequacy at the time of sale or before significant expansion remodeling permit is issued.

- **Circulation Element Policy 74.** No future residential development shall be approved until soil and drainage conditions have been analyzed to assure that septic tank and cesspool liquid waste disposal systems can function adequately to protect the water table unless the development covers the cost of connection of new residences to a sewer system.

- **Circulation Element Policy 75.** If there are areas of the City in which organic waste disposal systems are failing, special assessment districts shall be formed to finance small area sewage treatment facilities or connections to regional sewer systems.

- **Circulation Element Policy 76.** The City shall provide information on the proper maintenance of cesspool and septic tank systems to all households.

The following Circulation Element policies seek to reduce the risk from flooding and ponding through the following policies:

- **Circulation Element Policy 77.** Implement policies for the preservation of natural conditions leading to retention of storm water where it occurs.

- **Circulation Element Policy 78.** Review hard surface limitations on all development to ensure compliance with the government's storm water retention policies.

- **Circulation Element Policy 79.** Subject all development and significant remodel permit reviews to storm water retention policy requirements before approval.

- **Circulation Element Policy 80.** Require property owners to keep the courses of blue line streams running clear and unimpeded through their properties.

The following policies included in the Circulation Element and Environmental Resources Management Element are related to solid waste and the successful implementation of these policies will have beneficial impact for mitigating any potential impacts from future development:

- **Circulation Element Policy 68.** Continue to weigh alternative policies to support optimal provision of trash removal services to residents.

- **Circulation Element Policy 69.** Adopt reasonable regulations to prohibit unscreened dumpsters from storage at roadsides, and visible from the roads.

- **Circulation Element Policy 70.** Encourage residents to continue their practice of composting and mulching their green wastes.

- **Circulation Element Policy 71.** Encourage citizens to utilize available recycling programs.

- **Environmental Resource Management Element Policy 40.** Support and complement existing recycling programs by public and private agencies (Girl Scouts, Boy Scouts, 4-H Club, etc.).

- **Environmental Resource Management Element Policy 41.** Continue to implement the Source Reduction and Recycling element pursuant to AB 939.

- **Environmental Resource Management Element Policy 42**. Encourage the reduction of green waste through composting.

3.13 Aesthetic Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- A substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or,

- A new source of substantial light and glare that would adversely affect day or nighttime views in the area.

Environmental Setting

The City has a distinct rural character due to the substantial open space areas, the lower density of residential development, the absence of commercial and industrial development, and the lack of improvements (street lights, curbs, etc.) commonly found in suburban settings. The area was developed incrementally over a long period of time that has resulted in individual parcels being developed as opposed to larger tract developments. Subdivisions that did occur in the City were smaller compared to the larger subdivisions that occurred in neighboring Whittier, La Habra, Rowland Heights, and Hacienda Heights. In addition, many of the parcels that have been developed consist of lots in excess of one acre.

The City's topography has also contributed to the City's amenity package. The hillsides and steep topography, in addition to contributing to the lower density of development and has afforded some residences with panoramic views of surrounding region.

Environmental Impacts

The draft General Plan will maintain the current location and extent of development permitted under the adopted General Plan. The draft General Plan maintains the lower density character of the City by maintaining a long-standing development policy that requires a minimum lot size of one-acre.

In La Habra Heights, specific plans are required when large parcels of land are to be developed, or when the property contains environmentally sensitive resources. The Specific Plan is applicable to those parcels with a minimum area of 5-acres. The draft General Plan, Specific Plans will continue to be used as a means to mitigate the aesthetic impacts of future development pursuant to the following General Plan requirements:

- Specific plans shall adhere strictly to the performance standards, view preservation, and other development requirements set forth in this General Plan and the ordinances that implement it. (Land Use Element Policy 50).

- Any specific plan under consideration by the City shall be prepared, adopted, and amended in the same manner as the General Plan, with the requisite public notices, hearings, and procedures that are required for the adoption of the General Plan. (Land Use Element Policy 51).

- Current City requirements for specific plan designation on large areas of undeveloped land shall continue to be enforced. For this purpose, a Specific Plan overlay zone shall be established which shall include, but not limit parcels, now known to require Specific Plans. (Land Use Element Policy 52).

- All institutional structures must be visually compatible with their neighborhood, approved after site plan review, and must meet, and sometimes exceed, all the performance standards required for residential structures in relation to floor area ratio, proportional permeable land surfaces, screening, view preservation, on-site parking, landscaping, and all other requirements appropriate to the institutional use. (Land Use Element Policy 53).

The proposed Land Use Plan also contains numerous policies designed to protect the night skies from further light pollution. Relevant policies the draft General Plan seeks to implement include the following:

- Artificial lighting illuminating sports courts, household perimeters, residences, driveways, or other residential or institutional facilities must be extinguished by 10:00 P.M. (Land Use Element Policy 54).

- The City will, allow an ordinance, when a nuisance is detected, to require the residents committing the nuisance to extinguish exterior lighting after 10:00 p.m. (Land Use Element Policy 55).

- The City will, review site plans for future development to require automatic timer shut-off switches for exterior lighting. (Land Use Element Policy 56).

The Land Use Element also includes an overlay designation that is designed to protect the visual integrity of locally significant ridgelines. Exhibit 3-8, included in the Land use Element, indicates the location and extent of the Prominent Significant Ridgeline Overlay designation. This designation is designed to implement Land Use Element Policy 5 that states the following:

> "Future hillside development will be permitted only if it involves minimal adverse impacts on the environment and natural topography, and does not affect natural ridgelines more than necessary to allow a reasonable economic use of privately held land."

Significant Impacts and Mitigation Measures

The following policies included in the Environmental Resources Management Element will address the visual and aesthetic impacts of future residential development permitted under the General Plan:

- **Environmental Resource Management Element Policy 32.** Protect scenic corridors to maintain their aesthetic, recreational, cultural, or historic values.

- **Environmental Resource Management Element Policy 33.** Identify the portions of the street system that, together with the adjacent scenic corridors, require special scenic treatments.

- **Environmental Resource Management Element Policy 34.** Discourage bright outside lighting and, to the extent consistent with the necessities of public safety, prohibit streetlights to preserve dark skies at night.

- **Environmental Resource Management Element Policy 35.** Take reasonable measures to preserve scenic views.

The following Land Use Element policies will be effective in reducing potential light and glare impacts:

- **Land Use Element Policy 1.** New residential lots should only be allowed if it can be shown that the lot will not require significant variances to City ordinances.

- **Land Use Element Policy 2.** Encourage the architecture of structures in the hillside areas to be consistent with the overall natural environmental qualities of the site. The architecture should meld itself to the topography rather than dominate it.

- **Land Use Element Policy 3.** Houses that blend into the environment, that do not draw attention to themselves, and are not easily seen from public rights of way, will be favored during the permitting process.

- **Land Use Element Policy 4.** No new structure shall exceed two stories (or 25 feet) in any single vertical plane.

- **Land Use Element Policy 5.** Future hillside development will be permitted only if it involves minimal adverse impacts on the environment and natural topography, and does not affect natural ridgelines more than necessary to allow a reasonable economic use of privately held land.

- **Land Use Element Policy 6.** Various proportional requirements such as floor area ratios, cubic content ratios, permeable soil area ratios, and other non-proportional requirements such as set-backs and screening shall be established and employed to ensure that residential structures are appropriately scaled to the lot on which they are located.

- **Land Use Element Policy 7.** Landscaping plans for new residential development shall be required to ensure that the visual impact of new structures is softened by providing screening, privacy for adjoining structures, and preservation of the rural appearance of the community. Approved landscape plans shall be monitored to ensure they are implemented.

- **Land Use Element Policy 8**. Views enjoyed by residents shall be protected from obstruction by any new development's structures or landscape elements.

- **Land Use Element Policy 9.** All health and safety requirements noted in the Safety Element, the Noise Element, and the Circulation Element of this General Plan, and the ordinances that implement them, shall be observed and implemented in new residential development.

- **Land Use Element Policy 54.** Artificial lighting illuminating sports courts, household perimeters, residences, driveways, or other residential or institutional facilities must be extinguished by 10:00 P.M.

- **Land Use Element Policy 55.** Allow an ordinance, when a nuisance is detected, to require the residents committing the nuisance to extinguish exterior lighting after 10:00 p.m.

- **Land Use Element Policy 56.** Review site plans for lot development to require automatic timer shut-off switches for exterior lighting.

The following Land Use Element policies will be effective in addressing potential viewshed impacts resulting from future development.

- **Land Use Element Policy 57.** No new structure shall be permitted that significantly obstructs an existing view from a residence or a roadside. Similarly, landscape plans submitted as required in other provisions of the element shall be reviewed to prevent of significant view obstruction to neighbors.

- **Land Use Element Policy 58.** The City shall attempt to mitigate and mediate between property owners of obtrusive landscaping and those who claim a loss of views due to the growth of landscaping materials. If the conflicts of landscaping materials and view preservation cannot be resolved by the City and the parties at issue, resolution must be remanded to the courts of justice in the State of California, with the City of La Habra Heights taking no further part in the dispute, other than provision of the specific ordinance establishing the cause of action.

3.14 Cultural Resources Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines;

- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;

- The direct or indirect destruction of a unique paleontological resource, site or unique geologic feature;

- The disturbance of any human remains, including those interred outside of formal cemeteries;

- A physical change that would affect unique ethnic cultural values; or,

- The restriction of existing religious or sacred uses within the potential impact area.

Environmental Setting

The land area occupied by the City of La Habra Heights project area is in territory that was inhabited by the Gabrielino Native American group at the time of Spanish contact in 1769 A.D. The Gabrielino peoples were organized into small autonomous political groups, each of which controlled a specific territory. Each territory had a principal permanent village occupied year-round and smaller seasonal camps for food gathering and processing activities.

Spanish Franciscan missionaries established missions along the coast of California beginning in 1769. San Gabriel Mission, east of downtown Los Angeles, was the nearest mission to the project area. Native Americans were taken to the missions, converted to Christianity and were taught agriculture and European crafts. This resulted in destruction of much of the native culture. In addition, the native population had little resistance to European diseases. The native population was decimated as a result of exposure to smallpox, measles, malaria, and other diseases. The missions were secularized and closed by the Mexican government in 1832 and mission lands were granted to Mexican citizens. Some of the remaining native population became ranch hands working on the large cattle ranches that occupied the land grants. California became part of the United States in 1848 as a result of the Treaty of Guadalupe Hidalgo that ended the war with Mexico. The nearby towns of Whittier and La Habra remained rural until the 1870s and 1880s. In 1919, much of the land in what is now La Habra Heights, was acquired by Edwin G. Hart. Mr. Hart subdivided his 3,000-acre land-holding into large, five-acre lots that would contain abundant avocado groves. Mr. Hart believed that, over time, the area's amenities would attract prominent families into the area who would ultimately convert the avocado groves into well-manicured estates. The local towns remained small, and agriculture was the principal economic activity in the area until after World War II. Rapid urbanization characterized the areas surrounding the City of La Habra Heights during the 1950s and 1960s.

The California State Historic Resources Inventory lists no properties that have been evaluated for historical significance within the City. The National Register of Historic Places lists no properties within the City. The listings of the California Historical Landmarks (1990) of the Office of Historic Preservation, California Department of Parks and Recreation, indicate that there are no California Historical Landmarks within the City. Finally, the California Points of Historical Interest (1992) identifies no historically significant properties within a one mile radius of the project area.

Environmental Impacts

Future development within the City may lead to the demolition or alteration of existing structures. However, the implementation of the draft General Plan will promote the maintenance and preservation of the existing cultural resources in the City. As a result,

no significant adverse impacts on historic resources are anticipated to result from the implementation of the draft General Plan.

The potential for paleontological resources in the City is considered low due to the geological and topographical characteristics of the area. In addition, no paleontological resources have been uncovered in the area. Thus, any future development is not expected to disturb any paleontological resources within future construction projects.

Significant Impacts and Mitigation Measures

Should fossils be found within an area being cleared or graded, earth-disturbing activities will be diverted elsewhere until appropriate personnel has completed salvage. Major salvage time may be shortened by the grading contractor's assistance (e.g., removal of overburden, lifting and removing large and heavy fossils).

The City may contain cultural resources that could be encountered during grading and excavation. In the event these resources are encountered, the following measures have been recommended:

- *(Archaeological Resources)* An archaeological monitor must be present during all ground clearance activity on the project site. The monitor shall survey the site once vegetation (grasses and shrubbery) has been removed.

- *(Archaeological Resources)* In the event buried cultural materials are exposed during construction, work must be halted in the immediate vicinity of the find until the monitor can assess the significance.

- *(Archaeological Resources)* If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 states that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA Appendix K and Public Resources Code Section 5097.98.

3.15 Recreation Impacts

Thresholds of Significance

According to the City of La Habra Heights, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- The use of existing neighborhood, regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,

- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Environmental Setting

The City currently owns and maintains a single City Park located on the west side of Hacienda Road. In addition to the community center building, the park also includes picnic tables located throughout the grounds, as well as a picnic shelter for group gatherings complete with gas ranges and electrical capabilities.

Environmental Impacts

The draft General Plan is not expected to result in a significant increase in the demand for the park facilities since the potential " build-out " population ranges between 822 and 1,937 persons. The draft General Plan also outlines a number of park facility improvements that will be scheduled for the implementation.

Mitigation Measures

There are a number of policies included in the Environmental Resource Management Element that will be effective in maintaining and preserving important recreational resources in the City. These policies are identified below.

- **Environmental Resource Management Element Policy 22.** Identify the needs and possible locations for walking, bicycle, and equestrian trails in the City.

- **Environmental Resource Management Element Policy 23.** Encourage cooperation between all user groups and agencies involved with parks and recreation.

- **Environmental Resource Management Element Policy 24.** Integrate recreation planning efforts to consider conservation, open space, and scenic roadway areas and programs designed to conserve these resources.

- **Environmental Resource Management Element Policy 25.** Support a system of continuous cross-town bicycle, equestrian, and hiking trails that will encourage the use and enjoyment of public open space in the City and the surrounding area.

- **Environmental Resource Management Element Policy 26.** Cooperate with the County of Los Angeles and other entities in the establishment and acquisition of open space and park land, including but not limited to, greenbelts, trails, and wilderness preserves.

- **Environmental Resource Management Element Policy 27.** Promote access within the existing parks for the physically challenged.

- **Environmental Resource Management Element Policy 29.** Encourage the use of parks by promoting a wide range of uses and activities for equestrians, hikers, children, joggers, cyclists, etc.

- **Environmental Resource Management Element Policy 30.** Encourage the preservation of privately owned residential open space.

4.1 Potential Effects that Cannot be Avoided

This section indicates those potential irreversible environmental effects that result from the approval and subsequent implementation of the draft General Plan. The draft General Plan represents a continued commitment to the continued rural character of the City. The environmental analysis completed in Section 3 of this EIR characterizes the impacts that may result from future development arising from the draft General Plan's implementation. The potential irreversible changes, with respect to the draft General Plan's implementation, are indicated below:

- **Land Use and Development.** Future development would result in the development of the existing undeveloped parcels in the City. While any new residential development is theoretically "reversible", it is likely that any new development will remain over the life of the plan.

- **Population and Housing.** No direct residential displacement is anticipated to occur as part of the draft General Plan's implementation. The population and housing possible under the General Plan's implementation mirrors that permitted under the current adopted General Plan.

- **Earth and Geology.** Future residential development will involve grading and excavation. This grading will represent a permanent and irreversible alteration of the existing topography within those parcels undergoing such hillside development.

- **Energy and Mineral Resources.** Future residential development will use energy throughout the operational life of the uses contemplated under the draft General Plan's implementation.

- **Utilities and Service Systems.** Future development will use water, electricity, and natural gas, as well as generate effluent and solid waste. However, the consumption and generation are not expected to exceed capacity of the affected systems. The future residential development will be consistent, in terms of location and intensity, with that anticipated under the current adopted General Plan.

- **Traffic and Circulation.** The increase in traffic that will be generated by future residential development will continue over the operational life of the development.

4.2 Growth-Inducing Impacts

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. The variables that typically contribute to growth-inducing impacts are identified in Table 4-1. The General Plan's land use policy compliments, and is consistent with, the regional policies governing employment, housing, and population.

Table 4-1
Potential Growth-Inducing Impacts

Factor Contributing to Growth Inducement	Project's Potential Contribution	Basis for Determination
New development in an area presently undeveloped and economic factors which may influence development.	The proposed General Plan will permit the development of vacant parcels.	The new development contemplated, as part of the proposed project's implementation will mirror the development contemplated under the City of La Habra Heights General Plan.
Extension of roadways and other transportation facilities.	The draft General Plan does not contemplate any substantial roadway improvements.	Any roadway and intersection improvements are related to on-going maintenance and those improvements needed to serve the public safety.
Extension of infrastructure and other improvements.	No significant water, sewer, and other critical infrastructure improvements are required to serve the future development permitted under the draft General Plan.	No adverse growth-inducing impacts are anticipated. This infrastructure is serving existing development.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time. All of the proposed improvements will be located within the City of La Habra Heights.	No adverse growth-inducing impacts are anticipated. The public work projects will be required regardless of the draft General Plan's adoption.
Removal of housing requiring replacement housing elsewhere.	The draft General Plan's implementation will not require the replacement of any housing.	No housing displacement will occur. No adverse growth-inducing impacts are anticipated.
Additional population growth leading to increased demand for goods and services.	The draft General Plan promotes the existing land use patterns that preclude commercial and industrial development.	No significant increase in employment is anticipated to result from the draft General Plan.
Short-term growth inducing impacts related to the project's construction.	New development will result in the creation of a limited number new construction-related employment.	Short-term increases in construction employment are not anticipated to result in significant growth-inducing impacts.

Source: Blodgett/Baylosis Associates. 2001.

4.3 Cumulative Effects

CEQA requires that an EIR consider not only project-specific impacts, but the cumulative impacts of the proposed project in conjunction with other projects in the area as well. Cumulative projects are defined as "two or more individual effects which, when considered together, are considerable or compound or increase environmental effects." The potential related projects for those jurisdictions located in the immediate area of the City of La Habra Heights are indicated below in Table 4-2. These related projects were selected because of their location with respect to the City and the likelihood of project traffic using either Hacienda Road or Harbor Boulevard.

Table 4-2
Related Projects

Jurisdiction	Name	Description
La Habra	Residential (Condominiums)	8 units
La Habra	Residential (Condominiums)	55 units
La Habra	Residential (Single-family)	230 units
La Habra	Residential (Single-family detached)	51 units
La Habra	Retail (Rite Aid Pharmacy)	18,100 sq. ft.
La Habra	Retail (Home Deport Retail Center)	61,100 sq. ft.
La Habra	Alpha 4 – Subarea 1	4,763 sq. ft.
La Habra	Alpha 4 – Subarea 21	58,087 sq. ft.
La Habra	Alpha 4 – Subarea 31	27,599 sq. ft.
La Habra	Alpha 4 – Subarea 41	27,599 sq. ft.
La Habra	Alpha 4 – Subarea 51	63,933 sq. ft.
La Habra	Alpha 4 – Subarea 1	302,000 sq. ft.
La Habra	Car Wash	2,300 sq. ft.
La Habra	Fast Food Restaurant (Kentucky Fried Chicken)	3,197 sq. ft.
La Habra	Retail (La Habra Westridge Plaza)	695,000 sq. ft.
La Habra	Retail (La Habra Ranch Produce Market)	19,564 sq. ft.
La Habra	Restaurant (IHOP)	4,073 sq. ft.
Whittier	Residential (Apartments)	31 units
Whittier	Retail (Whittwood Town Center)	800,000 sq. ft.
Fullerton	West Coyote Hills Specific Plan	830 units
Los Angeles County	Community Park (Soccer Fields, etc.)	--
Los Angeles County	Yuan Yung Buddhist Temple	57,433 sq. ft.
Los Angeles County	Aera Development (Master Planned Community)	3,300 units

Sources: City of La Habra, City of Whittier, and Los Angeles County

The related projects identified in Table 4-2 would result in a substantial amount of both infill development and new development within large tracts of land that have been either underdeveloped or used for grazing or resource production. The proposed project that has the greatest potential for affecting the City of La Habra Heights is a master planned community being advanced by Aera Energy. The 2,935-acre Aera Energy land holding is located immediately east of the City. This master planned community, if implemented, will take access from both the SR-57 freeway (on the east) and Harbor Boulevard (on the west). The proposed master plan is in the early stages of planning though 3,300 homes are currently proposed along with commercial development located in close proximity to the Freeway. If implemented, the related projects identified in Table 4-2 translate into an additional 4,505 housing units, 1,495,000 square feet regional commercial retail development, 592,315 square feet of smaller commercial development, and 57,433 square feet of institutional uses.

The related projects identified in Table 4-2, would result in the construction of 4,505 housing units. Assuming an average household size of 3 persons per unit, the potential increase in population would be 13,515 persons. This is a very conservative figure since the majority of the housing units will consist of larger single-family detached housing that typically contains four or more bedrooms. The majority of this new residential development, 3,300 units or 73.3% of the total, will be located within the Aera Master Planned community. Approximately 300 units will be situated in the area located adjacent to La Habra Heights. The projected increases in housing and population contemplated under the draft General Plan are compared with the projected increased for the related projects (residential only).

Table 4-3
Comparison of Cumulative and City Development

	La Habra Heights	Cumulative Projects
Housing Units	200-599	4,505
Population	822-1,937	13,515
Sources: City of La Habra, City of Whittier, and Los Angeles County		

The related projects identified in Table 4-2, would result in the construction of 4,505 housing units, 1,495,000 square feet of regional commercial retail development, 592,315 square feet of smaller commercial development (less than 100,000 square feet of floor area), and 57,433 square feet of institutional uses. This new development would result in significant levels of new traffic. Table 4-4 indicates the projected traffic generation for the related projects would be 43,113 trips per day with 3,379 trips occurring during the AM peak hour and 7,929 trips occurring during the PM peak hour. If only 5% of the total cumulative trips use Harbor Boulevard, 2,157 additional daily trips would be added to this roadway.

Table 4-4 Comparison of Cumulative and City Traffic Impacts			
Use	**Vehicle Trips**		
	AM	**PM**	**ADT**
Related Projects	3,379	7,929	43,113
City of La Habra Heights (Net Increase Over Existing)			
Theoretical Build-out	419	564	5,350
Effective Build-out	289	390	3,694
Infill Build-out	150	302	1,914
Sources: City of La Habra, City of Whittier, and Los Angeles County			

Table 4-5 indicates the short-term construction emissions anticipated to result from the related projects, the projected area source (stationary) emissions, and the long-term mobile emissions. The combined emissions from the related projects will exceed the SCAQMD's thresholds for significance.

Table 4-5 Cumulative Air Quality Impacts (lbs/day)				
Source	**CO**	**ROG**	**PM_{10}**	**NO_x**
Construction Emissions	86.05	21,000.65	8.72	45.65
Stationary Source Emissions	107.95	2350.41	0.32	77.42
Mobile Emissions	6,891.08	999.19	508.69	1,567.12
Thresholds	550	55	150	55
Source: California Air Resources Board (URBEMIS)				

Table 4-6 indicates the projected utility consumption and generation for the related projects. The rates are then compared to the three draft General Plan build-out scenarios.

Table 4-6 Projected Utilities Consumption/Generation				
Utility	**Related Projects (Table 4-2)**	**La Habra Heights General Plan Build-out Scenarios**		
		Theoretical (2,536 units)	**Buildable (2,363 units)**	**Infill (2,177 units)**
Water Consumption (gals/day)	1,337,068	634,000	590,750	544,250
Effluent Generation (gals/day)	915,266	456,480	425,340	391,860
Solid Waste Generation (lbs./day)	51,867	10,144	9,452	8,708
Electrical Consumption (KwH/day)	266,242	52,485	48,904	45,055
Natural gas Consumption (cu. ft./day)	98,847	46,308	43,149	39,763
Note: Worksheet and sources are provided in Appendix B.				

The related projects that are currently planned will likely result in greater environmental impacts on the City compared to that projected for the three General Plan build-out scenarios. The cumulative noise, air quality, and traffic impacts will be greater than that projected for the remaining development possible under the three General Plan development scenarios that project between 200 and 559 additional units in the City. That portion of the Aera development that will take access from Harbor Boulevard will consist of approximately 300 units. This figure exceeds the Infill Build-out scenario (200 units) and is slightly less than the Effective Build-out scenario (386 units).

While the City's General Plan may take 10-years or more to realize, the cumulative development (refer to Table 4-2) represents those projects that are proposed at this time. In the course of the General Plan's implementation, additional development will be undertaken in the adjacent communities that will result in impacts that will exceed those identified in this section.

5.1 Alternatives Analysis

According to CEQA, an EIR must describe a range of reasonable alternatives to the project, or the location of a project, which would attain most of the basic objectives while avoiding significant environmental effects. An EIR need not consider every conceivable alternative. Rather, a reasonable range of alternatives that will foster informed decision-making and public participation should be considered.[58] Case law further defines reasonable alternatives as those that may be feasibly accomplished in a successful manner, considering the economic, environmental, social, and technological factors involved. (*Citizens of Goleta Valley v. Board of Supervisors* 52 Cal.3d 553, 556 [276 Cal. Rptr. 410]). The Guidelines further require that the discussion focus on alternatives capable of avoiding or substantially lessening significant effects of the project. In addition, the "No Project" alternative must be discussed as a baseline for comparison. If the environmentally superior alternative is the "No Project" alternative, the EIR also must identify another environmentally superior alternative from among the other alternatives.

According to CEQA, the range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making. An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. [CEQA Guidelines, Section 15126 (d)(5)]. The "No Project" alternative, required by law to be considered in the EIR, must include a description of existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services [Section 15126(d)(4)].

5.2 No Project Alternative

Under CEQA, the "No Project" alternative assumes that existing conditions within the planning area will remain static. For this alternative to be implemented, several distinct elements must be considered. First, this alternative assumes that the City of La Habra Heights would suspend any further actions related to the proposed General Plan update, and the proposed draft General Plan would not be adopted. Under this alternative, no actions would be taken by the City to implement the policies and program outlined in the draft General Plan.

The environmental setting discussion for each impact area describes existing conditions. Throughout this EIR, the environmental setting is used as the baseline against which the General Plan's potential impacts are analyzed. Maintaining existing conditions, including blighted, underused, and nonconforming properties, would not meet any of the General

[58] State of California. *Title 14. California Code of Regulations. Chapter 9. Guidelines for the Implementation of the California Environmental Quality Act, § 15126.6*. 1999.

Plan's objectives. In addition, although the "No Project" alternative is environmentally superior (from a potential build-out standpoint) to the proposed project, it is not consistent with the City's goals, policies, and economic development strategy. In addition, the alternative is inconsistent with the State planning law that requires the periodic updating of General Plans.

5.3 General Plan Alternatives

The draft General Plan contemplates no changes in the base land use designations. The proposed land use plan essentially mirrors the existing land uses and the entitlements permitted under the existing adopted General Plan and Zoning Map. The Plan does provide for land use designations that correspond to the existing oil production facilities, the institutional land uses, and public facilities. All of the existing parcels designated for residential development under the current adopted General Plan, will remain residential under the draft General Plan. For purposes of analysis, this EIR considers the development possible under the following scenarios:

- **Theoretical Build-out** refers to a build-out scenario that would result if all of the land area designated for residential development were to be developed to the maximum intensity theoretically possible under the draft General Plan. The potential build-out would result in 2,536 housing units with a corresponding population of 7,822.

- **Effective Build-out** refers to the development that is more likely to occur recognizing the significant constraints related to topography and other environmental constraints. Under this scenario, a maximum of 386 additional housing units could theoretically be added to the City's housing stock. The potential build-out population is 7,335 persons.

- **Infill Build-out** corresponds to the potential infill development possible within the remaining vacant parcels. Under this scenario, an additional 200 units is assumed. The potential build-out population under this scenario is 6,757 persons.

As indicated previously, all of the aforementioned scenarios are possible under the current adopted General Plan's implementation. Table 5-1 outlines the number of housing units and the resulting population associated with each of the build-out scenarios, and the potential increase in housing and population over the existing levels.

Table 5-1
General Plan Build-out Scenarios

Scenario	Housing Units		Population	
	Total # Units	Change from Existing	Total Population [2]	Change from Existing
Existing (2002) [1]	1,977	--	5,935	--
Theoretical Build-out	2,536	559	7,822	1,937
Effective Build-out	2,363	386	7,335	1,400
Infill Build-out	2,177	200	6,757	822

Source: [1.] Department of Finance (DOF).

[2.] Population projections assume an average household size of 3.104 derived from the 2002 State of California Department of Finance (DOF) estimates.

Table 5-2 compares the potential net increase in traffic generation from the existing traffic (refer to Table 3-7 in Section 3.0) for the three build-out scenarios considered in this analysis. As indicated in Table 5-2, the net increase in daily traffic City-wide from the existing levels will range from 1,914 trips to 5,350 trips. Under the most conservative build-out scenario, the AM peak hour traffic will increase by 150 trips, the PM peak hour will increase by 302 trips, and the daily traffic will increase by 1,914 trips. Overall, the City-wide growth in the traffic will increase by between 10.1% to 28.3%, depending on the build-out scenario ultimately realized.

Table 5-2
Traffic Impacts from Alternatives (No. of Trips)

Scenario	Change in Peak Hour Volumes Trips/Unit		Change in ADT Volumes
	AM Pk. Hr.	PM Pk. Hr.	
Theoretical Build-out	419	564	5,350
Effective Build-out	289	390	3,694
Infill Build-out	150	302	1,914

Source: Blodgett/Baylosis Associates.

The total future development possible under the draft General Plan's implementation may lead to daily mobile emissions that will exceed the SCAQMD's thresholds of significance. However, any impacts, and any requisite mitigation must be indicated on a project specific basis. Table 5-3 estimates the emissions from the three build-out scenarios.

Table 5-3 Long-Term Emissions (lbs/day) for Build-out Scenarios				
Source	**CO**	**ROG**	**PM_{10}**	**NO_x**
Theoretical Build-out - 2,536 units (559 additional units)				
Mobile	2,025.71	297.05	156.07	458.69
Stationary	55.34	131.56	0.16	32.22
Total	2,081.05	428.61	156.23	490.91
Effective Build-out – 2,363 units (386 additional units)				
Mobile	1,899.32	278.17	146.33	430.07
Stationary	51.56	122.59	0.14	30.02
Total	1,950.88	400.76	146.47	426.34
Infill Build-out – 2,177 units (200 additional units)				
Mobile	1,760.68	257.55	135.33	398.68
Stationary	47.51	112.94	0.13	27.66
Total	1,808.19	370.49	135.78	426.34
Change from Existing Levels				
Theoretical Build-out	425.16	90.54	31.86	100.61
Effective Build-out	294.99	62.69	22.10	69.79
Infill Build-out	152.30	32.42	11.41	36.04
Thresholds	550	55	150	55
Source: California Air Resources Board (URBEMIS)				

Table 5-4 indicates the projected utility consumption and generation rates for the three build-out scenarios. The bottom of the Table indicates the net change in consumption for the three build-out scenarios over the existing levels.

Table 5-4 Projected Utilities Consumption/Generation				
Utility	**Existing (1,977 units)**	**Theoretical (2,536 units)**	**Buildable (2,363 units)**	**Infill (2,177 units)**
Projected Consumption and Generation				
Water Consumption (gals/day)	494,250	634,000	590,750	544,250
Effluent Generation (gals/day)	355,860	456,480	425,340	391,860
Solid Waste Generation (lbs./day)	7,908	10,144	9,452	8,708

Table 5-4 Projected Utilities Consumption/Generation (Continued)				
Utility	**Existing (1,977 units)**	**Theoretical (2,536 units)**	**Buildable (2,363 units)**	**Infill (2,177 units)**
Electrical Consumption (KwH/day)	40,916	52,485	48,904	45,055
Natural gas Consumption (cu. ft./day)	36,101	46,308	43,149	39,763
Net Change in Utilities Consumption and Generation from Existing				
Water Consumption (gals/day)	--	139,750	96,500	50,000
Effluent Generation (gals/day)	--	100,620	69,480	36,000
Solid Waste Generation (lbs./day)	--	2,236	1,544	800
Electrical Consumption (KwH/day)	--	11,569	7,988	4,139
Natural gas Consumption (cu. ft./day)	--	10,207	7,048	3,662
Note: Worksheet and sources are provided in Appendix B. Source: Blodgett/Baylosis Associates. 2001.				

The term “environmentally superior” refers only to the comparative environmental effects of the proposed project and alternatives. The project objectives, and whether a particular alternative meets the objectives, must also be considered in the evaluation of alternatives. An alternative may be considered environmentally superior to the proposed project, but the alternative may not meet most of the basic objectives required to make the project feasible as defined by the Lead Agency. Such an alternative would be considered infeasible in accordance with CEQA Guidelines Section 15126(d). Therefore, decision-makers must carefully weigh environmental impacts and project objectives before an informed decision is made.

In general, the Infill Build-out scenario, consisting of 200 units will result in less environmental impacts compared to the other build-out scenarios. As a result, this alternative is considered the “environmentally superior” alternative.

6.1 Prepares

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6.2 References

Documents may be viewed at the offices of Blodgett/Baylosis Associates (BBA) at 6709 Greenleaf Avenue, Suite 314, Whittier, California 90601. The BBA office is open for business Monday through Friday, 8:00 a.m. to 5:00 p.m. Review of reference information at BBA can be arranged by appointment. Please call (562) 907-4541.

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