

## Introduction

California Government Code Section 65302(b) mandates local municipalities to include within their General Plans a Circulation Element as follows:

*“A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”*

The Circulation Element of a General Plan is often called “the infrastructure element” because it treats not only the movement of vehicles, but of pedestrians, of the several forms of energy, of water, including waste water and storm water, and of communications media. The State requirement to correlate these facilities with the Land Use Element is a precaution to ensure that planned development and growth within a city does not overwhelm the infrastructure necessary to serve a planned increase in population.

As has been noted in the Land Use Element, La Habra Heights is a mature city, already approaching complete build-out. Increasing the capacities of the City's existing infrastructure is not, therefore, a major concern. Instead, preserving, maintaining and improving what is already in place is the focus of this circulation element.

### Early Roads in the City

At the turn of the last century, roads in the area were nothing more than rutted and bumpy dirt wagon roads. What was later to become Hacienda Road was unimproved and extended only to individual ranches in the Heights. Other dirt wagon tracks followed what was later to become East Road, West Road, and Fullerton Road.

## Issues & Policies

The policies included in this section underscore the limitations and constraints associated with the development of new roadways and other infrastructure in the City. In addition, the policies address emergency services, transit, trails, and infrastructure.

### Issue – Vehicular Traffic on Local Streets

The City's narrow, winding roads, without conventional curbs, gutters or sidewalks are a point of pride to La Habra Heights' residents. They reaffirm the City's commitment to rural, country living. They provide arresting views of the rolling terrain of the City, and they are a signature differentiation to the development in surrounding suburbs. The City's roads are neither efficient nor time-saving; nonetheless, Dial-a-Ride, airport shuttle services, garbage trucks and school buses operate effectively in the City. Federal Express, United Parcel Services, the United States Post Office and other deliveries are provided without difficulty to La Habra Heights residents. And, as residents' vehicles slowly wind their way towards their destinations, the serenity and natural beauty afforded travelers is sufficient to justify the time lost, while many count it as value gained.

**Goal 11.** Resist and discourage urban features such as curbs, gutters, sidewalks, and street lights.

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

**Circulation Element Policy 2.** Many local streets provide views of the surrounding locale and of the distant terrain. Significant primary views enjoyed from public roadways by the residents shall be protected from obstruction by any new development's structures or landscape elements to the fullest extent possible consistent with the property rights of

the owner of the site on which the new development is to be located.

**Circulation Element Policy 3.** The use of cul-de-sacs should generally be discouraged because they impede traffic circulation in times of emergencies. Cul-de-sacs are appropriate where further development beyond the end of the proposed cul-de-sac is impractical because of the limitations imposed by topography or existing development.

**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.** 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 7.** East Road, West Road, and Avocado Crest are among a number of 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 8.** It should be a goal of the City to monitor CHP advisories on hazardous materials transport within the City and act to protect residents.

Old Hacienda Road

What is now Hacienda Road was once a steep and narrow, one-way horse trail. The roadway was ultimately graded in the early 1900's with equipment borrowed from La Habra on Sundays when the equipment was not in use. The Union Oil Company and the Fullerton Oil Company donated oil for the roadway's coat.

Issue – North – South Corridors

For historical reasons, sufficient north-south arterials within the region have not been developed. Heavy traffic, moving at unsafe speeds, now taxes the capacities of both Harbor Boulevard and Hacienda Road. Air quality within the City is threatened, and noise levels are increasing. In order to facilitate safe local access from and to east-west local streets, it has been necessary to install three traffic lights on Hacienda Road, increasing both noise and air pollution at these locations.

Hacienda Road is locally financed and maintained. Harbor Boulevard is County financed and maintained.

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

**Circulation Element Policy 9.** Designate Harbor Boulevard as having scenic significance.

**Circulation Element Policy 10.** Designate Hacienda Road as having scenic significance.

**Circulation Element Policy 11.** Prohibit any street crossings or increased change in the width, number of lanes, or change in the alignment of Hacienda Road and 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 Hacienda Road and Harbor Boulevard is constrained by steep slopes on either side and by a major crossing of the wildlife corridor.

**Circulation Element Policy 12.** Seek to provide clear rights-of-way for safe passage of pedestrian, bicycle and horseback riders using Harbor Boulevard and Hacienda Road.

**Circulation Element Policy 13.** 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 14.** 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 General Plan and the City should encourage Los Angeles County to eliminate them from its plan of highways as well.

**Circulation Element Policy 15.** 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 is consistent with the aesthetic and environmental values expressed in this Element should be employed by the City.

**Circulation Element Policy 16.** Continue to study and implement traffic calming on Hacienda Road and Harbor Boulevard and other roadways deemed by the City Council to carry substantial, high speed traffic.

<p><b>Regional Transportation Planning</b></p> <p>The development of a regional transportation plan for Southern California is mandated by Section 65809 of the Government Code, which requires that regions address traffic congestion issues in conjunction with the consideration of transportation facilities, land use, and air quality. The first Congestion Management Plan (CMP) for Los Angeles County was adopted in 1993. The CMP is updated every five years.</p>
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**Issue – Emergency Services**

Emergency service vehicles, including fire engines, paramedical emergency units, ambulances, and Law Enforcement personnel may be constrained in the swift delivery of their services by the character of local streets. Although the City operates a 24-hour manned fire station, it is not ideally located in the City at present, so that fire engines and Emergency Medical Technicians, part of the fire station

teams, may have a long and difficult run to the site of an emergency. Paramedic and ambulance services, under contract from outside agencies, may be unfamiliar with the eccentricities of private, unnamed roads and erratic street numbering. Similarly, road signage and address numbering is a significant problem in La Habra Heights. Mitigation of these problems is addressed in the following policies.

**Circulation Element Policy 17.** The City of La Habra Heights emergency vehicles should have short wheel-base and high ground clearance in order to operate safely and expeditiously.

**Circulation Element Policy 18.** The City should review street naming systems to eliminate confusing duplications of street names on discontinuous streets.

**Circulation Element Policy 19.** The City should review house-numbering systems to assure a logical progression of numbers along every street.

**Circulation Element Policy 20.** 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 21.** 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.

**Issue – Parking**

Although narrow, winding local streets are not intrinsically unsafe, because they demand slow speeds and cautious maneuvering around curves, coming upon a car parked at roadside beyond a curve can be a serious hazard, particularly when there is an opposing approaching vehicle. For this reason, ample on-site parking spaces are required on residential and non-residential lots for the use of the occupants and their visitors. There are, and will

continue to be, events when a large number of people invited to a location will overwhelm the on-site parking spaces and must park along the road. Parking for such events will continue to be permitted; the long line of parked cars slows passing traffic, but does not present the danger of a single, unexpected obstacle on the road.

On Hacienda Road, traffic moves at far higher speeds than on local streets, and on Harbor Boulevard it moves even faster. Occasionally bicyclists or pedestrians can be seen on the rights-of-way of both Harbor Boulevard and Hacienda Road. For their safety, and the safety of passing vehicles, parking must be restricted in the rights-of-way of these streets.

**Circulation Element Policy 22.** The City will develop an ordinance to define, prohibit, and penalize nuisances created by illegal street and/or roadside parking or, if found appropriate, to ban such parking entirely in all or part of the City to the extent permitted by law.

**Circulation Element Policy 23.** Prohibit all parking on Hacienda Road and Harbor Boulevard that presents a community risk or intrude upon the roadway surface.

**Circulation Element Policy 24.** Continue to require new residential development to provide on-site visitor parking sufficient to serve each approved lot.

**Circulation Element Policy 25.** Prohibit frequent parking or storage of commercial vehicles, except agricultural equipment, anywhere in areas designated as Residential-Agricultural.

**Circulation Element Policy 26.** Require institutional uses within the City to provide on-site parking sufficient to serve all employees and patrons, according to the Institute of Transportation Engineers standards, or more restrictive standards.

**Circulation Element Policy 27.** Require institutional uses to provide landscaping,

irrigation, and screening in required parking areas.

Issue – Transit and Paratransit Services

The only scheduled mass transit within the City is the school buses serving the children of La Habra Heights. According to a recent survey, conducted by the General Plan Advisory Committee, the overwhelming majority of parents with children using the school buses are well satisfied with the service.

Dial-A-Ride, available only to the aged and disabled, and taxicabs offer some mobility. However, an aging population may require additional transportation services so that they are not isolated from shopping, medical services, and social events.

**Circulation Element Policy 28.** 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 29.** Continue to provide Dial-A-Ride services arranged with an appropriate agency as funding allows.

**Circulation Element Policy 30.** Publicize City transportation programs, such as the present availability of airport shuttle vouchers and their rates.

**Circulation Element Policy 31.** Consider establishing a volunteer chauffeur network for driving elderly and disabled residents to vital services, community events, and shopping.

Equestrian Character of the Area

From the earliest days, horses and horsemanship were an important facet of rural life in "the Heights." By the late 1960's the horse population in La Habra Heights had reached a total of 600. At that time there were many miles of trails that traversed the local hills and valleys.

### Issue - Trails

Opportunities for horseback riding, hiking and bicycling are among the expected benefits of living in a rural community. Within the City, some trails have been established and there is interest in extending and linking these trails within wider areas of open space and wildlife preserves.

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

**Circulation Element Policy 32.** Encourage the linkage of existing local trails to regional trail networks wherever possible.

**Circulation Element Policy 33.** 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 34.** The existing wildlife corridors will be considered to be of equal importance to those facilities that accommodate vehicular, horse, bicycle, and pedestrian circulation.

**Circulation Element Policy 35.** Encourage the City to identify and retain easements and rights-of-way to allow their incorporation into trail networks.

### Issue – Electrical Utilities

Provision of electrical energy for City residents is of utmost importance to the health, safety and welfare of our citizens. On frequent occasions high winds, fires, rain storms, traffic mishaps and other conditions disrupt the flow of electrical energy to City residents.

**Circulation Element Policy 36.** Continue to require that all new residential development underground all utility lines.

**Circulation Element Policy 37.** 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 38.** Require that all significant remodeling improvement projects or significant additions to existing structures incorporate on-site undergrounded utility lines.

**Circulation Element Policy 39.** 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 40.** The City will consider the elimination of utility poles within the City.

### Issue – Telephone Service

Telephone lines within the City are vulnerable to wind, rain, traffic accidents, fire, and even squirrels, that may eat the insulation. In order to improve telephone service and Internet capabilities and maintain this vital link to emergency services in times of crisis, the following policies are necessary.

**Circulation Element Policy 41.** Require that all telephone lines serving future residences be undergrounded.

**Circulation Element Policy 42.** The City will explore, initiate, and if possible, 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 43.** 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 44.** Require that all significant remodeling improvement projects or significant additions to existing structures incorporate undergrounded telephone lines.

**Circulation Element Policy 45.** Reduce and eventually eliminate telephone poles within the City.

Issue – Wireless Communication Facilities

Mobile telephones are a growing segment of the communications industry. Communications towers, necessary for mobile phone communications and other data transmission, have been largely exempted from local control by federal and state statute. Nonetheless, opportunities exist for local agencies to work with mobile telephone companies on the location and appearance of these towers and other cellular equipment.

**Circulation Element Policy 46.** Establish ground rules for the appearance and landscaping of transmission towers and other wireless 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, antenna, and support equipment 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 47.** Require the joint use of communications towers to the maximum extent feasible to prevent their proliferation within the City.

Issue – Cable Television and Broadband Internet Communications

The City is located in a hilly area that makes good television reception problematical so that cable or other technologies are a necessity for many City households. Because of its relatively

low density of users, and the difficulty of installing fiber optic cable systems in the area, the City is not an ideal location for cable services wishing to maximize their profits. Currently, the telephone companies and the cable networks are in competition for the provision of residential Internet services and other data services. Balancing these conditions against one another, the City may be able to procure a more economical, state-of-the-art service for its residents.

**Circulation Element Policy 48.** Ensure that the provision for undergrounding telephone lines also applies to, and is coordinated with, cable services.

**Circulation Element Policy 49.** 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 50.** Review cable contracts and competitive bidding periodically to ensure that the most economical and efficient services are provided to City residents.

**Circulation Element Policy 51.** The City shall require that providers of cable television, broadband Internet, and other communications services consult with the City and with affected property owners before placing physical equipment, excepting cables, on telephone company infrastructure within the City.

Water Reaches the Heights

The early development resulted in an increasing need to obtain water for the Heights. Water rights were finally purchased along the San Gabriel River in 1921 after protracted negotiations and legal battles. Four water companies were ultimately formed, including the La Mirada Mutual, the La Habra Highland Mutual, the La Habra Heights Mutual, and the Hillside Distribution Company.

### Issue – Domestic Water Supplies and Fireflow

The La Habra Heights County Water District provides potable water to City residents. 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 periodically to users, and is generally conceded to have improved in recent years. The Water District is a special district, separate from the City and subject to its own and State and County regulations and requirements. The District is governed by a Board of five members elected by residents located within the service area. It is also essential in a City where wild land fires occasionally threaten residences, that sufficient water volume from fire hydrants be provided to protect the homes in La Habra Heights.

**Circulation Element Policy 52.** Work with the Water District to ensure that City policies and Water District policies are mutually compatible.

**Circulation Element Policy 53.** The City, together with the La Habra County Heights Water District, shall work to ensure that adequate supplies of water are available to meet existing and projected demand.

**Circulation Element Policy 54.** Ensure that Water District activities affecting road surfaces are repaired by the Water District to City Engineer standards.

**Circulation Element Policy 55.** 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 fire sprinkler systems work properly.

**Circulation Element Policy 56.** 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 57.** The City will continue to require that proposals for new residential units have adequate fire flow prior to approval.

**Circulation Element Policy 58.** Continue to meet Fire Department requirements for the location of fire hydrants and flow capacities serving all new development.

**Circulation Element Policy 59.** Request annual reports from the Water District attesting to hydrant and reservoir capacities.

**Circulation Element Policy 60.** Work with the Water District and Fire Department to identify and plan corrections for zones of inadequate fire flow capacity.

### Issue – Solid Waste Management

The City of La Habra Heights does not provide trash removal services to its residents. Rather, residents contract individually with trash removal companies for this service. The City has adopted multiple franchising, allowing competition between waste removal services. Currently, residents are served by two waste removal companies. Both are subject to State law relevant to recycling and trash removal. Most City households are now separating their trash to meet State requirements. The volume of green waste, a major component of local wastes, is much reduced by residents who practice composting and mulching, according to a survey of La Habra Heights residents performed in 2000.

**Circulation Element Policy 61.** Continue to weigh alternative policies to support optimal provision of trash removal services to residents.

**Circulation Element Policy 62.** Adopt reasonable regulations to prohibit the storage of unscreened dumpsters from being placed at

road sides that are visible from the roads and the surrounding neighbors.

**Circulation Element Policy 63.** Encourage residents to continue their practice of composting and mulching their green wastes.

**Circulation Element Policy 64.** Encourage citizens to utilize available recycling programs.

Issue – Sanitary Sewer Systems

Most residences within the City are served by septic tanks. There are now some instances in the City in which these systems are failing. The costs of urban sanitary sewer systems are very high and beyond the ability of the City to meet. Health issues make this a problem that the City must confront. It is, therefore, essential that the receptivity of soils for the leaching of liquid wastes, the proper functioning of cesspool and septic systems, and the safe distancing from neighboring liquid waste systems all be determined to be satisfactory before the development of new residences, any significant expansion or remodeling, or the sales of existing residences.

**Circulation Element Policy 65.** 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 66.** Require inspection of existing liquid waste disposal systems to determine their adequacy at the time of sale or before a significant expansion or remodeling permit is issued.

**Circulation Element Policy 67.** 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 68.** 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 69.** The City shall provide information on the proper maintenance of cesspool and septic tank systems to all households.

Issue - Storm Water Drainage

The City now has ordinances to minimize hard surface areas and maximize surface penetration of rain water into the water table. These policies, along with goals which seek to preserve natural terrain, existing water courses, open spaces, and mature trees and vegetation, all work to preserve natural resources for the penetration and storage of rain water, and the minimization of run-off from impermeable surfaces.

**Goal 5.** Protect, preserve, and encourage open space within the City to ensure the maintenance of wildlife habitats, wildlife corridors, natural drainage courses and passive recreational resources.

**Circulation Element Policy 70.** Implement policies for the preservation of natural conditions leading to retention of storm water where it occurs.

**Circulation Element Policy 71.** Review hard surface limitations on all development to ensure compliance with the government's storm water retention policies.

**Circulation Element Policy 72.** Review all building permits related to new construction and significant remodels, to ensure storm water retention requirements are adhered to.

**Circulation Element Policy 73.** Require property owners to keep the courses of blue line streams running clear and unimpeded through their properties.

### Issue – Pipelines and Resource Production Facilities

The City contains producing natural gas and oil fields served by pipelines for the transport of their product. Recent disruption of one of those pipelines necessitated trucking for the transport of oil, causing disturbance, road damage, and air and noise pollution in the adjacent residential areas.

Natural gas is produced at several sites in the City. The largest property once devoted to natural gas production or storage, 99 acres owned by the Sempra Energy Company, is now used only for the limited production or storage of natural gas. Other uses for the property may soon be contemplated.

**Circulation Element Policy 74.** Work with the resource companies to create a contingency plan to be implemented at the time of any disruption to the functioning of their pipelines, tanks, or other facilities.

**Circulation Element Policy 75.** Plan now for the time when resource production is abandoned and the site is converted to future uses in order to prevent a brownfields area within the City.

**Circulation Element Policy 76.** The City shall continue to 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 77.** 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. Any necessary remediation must occur prior to the consideration of any Zone Change or General Plan Amendment.

### Issue – Regional Planning

New development in city and county areas adjoining La Habra Heights is occurring at a rapid pace. New high-density suburban housing tracts and large, multi-stored commercial malls are generating growing volumes of traffic, and more development is planned. Some of the increased volume of traffic will pass through our City. Higher traffic volume creates additional congestion on our roads, deteriorates air quality, and adds markedly to ambient noise levels.

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

**Circulation Element Policy 78.** 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 79.** 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 80.** Implement additional traffic calming measures on the north-south traffic collectors.

**Circulation Element Policy 81.** Post and enforce appropriate speed limits on East and West Roads.

**Circulation Element Policy 82.** Encourage frequent traffic surveillance on all lanes, country roads and the north-south traffic collectors or other means to discourage speeding or other unsafe driving.

## Circulation Plan

Much of the infrastructure that serves the people of La Habra Heights could appear to be an anomaly within the metropolitan area of Los Angeles. There is no grid of streets anywhere in the City because many of the narrow, winding roads are the paths of previous farm lanes, following the canyons and ridges of the western Puente Hills.

The City enjoys a modern and efficient potable water distribution system, but most of its wastewater is processed through individual cesspool and septic tank systems. Storm water is not piped into sewer outfalls but filters into the water table through generous areas of undisturbed open space, permeable to receive and filter the rainfall into aquifers.

The correlation of these conditions with the Land Use Element is direct. Large lot residential land use is necessary because an adequate area is needed for the cesspool and septic tank leaching fields to operate without impinging on neighbors or on the water table. Large residential lots and natural conservation areas generally provide sufficient open land to handle storm water drainage and filtration. Resident population is limited by the City's area, its geological constraints of earthquake fault zones and landslide-prone areas, its dedicated open space, and its residential land use requirements so that the roadway system of former farm lanes, now paved, is adequate to serve its users. This environmental balance that operates within the City is a valuable and irreplaceable part of the quality of life in La Habra Heights.

Another instance of the unusual conditions in La Habra Heights is the concern for wildlife. While wildlife is not generally of importance within suburban developments, it is in La Habra Heights. The open space and the areas in the City facilitate wildlife movement within a corridor that extends from the Cleveland National Forest to the southeast of the City and to the Whittier Narrows to the northwest. Accordingly, the movement of wildlife through the City is a part of this element.

### Roadway Classifications

To aid in future transportation planning, roadways have been classified according to a definite hierarchy that indicates the optimal configuration of the street. This classification includes the roadway's actual width, the number of travel lanes, and its function.

### Roadway Classifications

The roadway classification system described herein is used to identify the function of each roadway in the City. The classification system provides a logical framework for the design and operation of roadways serving La Habra Heights. The functional classification system permits residents, staff, and elected officials to identify the preferred characteristics of each street.

The roadway system in the City of La Habra Heights serves two distinct and equally important functions: 1) providing access to individual properties, and, 2) the transport of people and goods into and through the City. The design and operation of each roadway depends on the importance placed on each of these functions. For example, Harbor Boulevard is designed to carry larger traffic volumes and has more lanes, higher speed limits, and fewer curb-cuts or driveways. In contrast, the other streets in the City have fewer lanes, reduced speed limits, and more driveways as a means to provide access to individual properties.

The roadway system in the City has been defined using a classification system that describes a hierarchy of roadway types (See Table 4-1). 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. The following roadway classifications apply to the City (shown in Exhibit 4-1) and 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).

**Collector.** 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. These roadways consist of two travel lanes (one in each direction).

**Lanes.** This 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 those hiking, biking, 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 4-1. These roadways are shown in typical cross-section views in Exhibit 4-1.

The functional designation of a roadway does not necessarily indicate the existing conditions (i.e., traffic volume, width, and available right-of-way). Instead, the classification indicates the intended use and ultimate design of the roadway to accommodate the anticipated travel demand. In addition, the typical cross-section of the roadway does not necessarily mean that the roadway should be redesigned or widened to meet its typical cross-section. Rather, the typical cross-section serves as a benchmark in the planning of future roadway improvements.

**Table 4-1  
Roadway Classification Standards**

	<b>Arterial</b>	<b>Collector</b>	<b>Country Road</b>	<b>Lanes</b>
Travel Lanes	4-6	2 lanes	2 lanes	1 lane
Parking Lanes	0 lanes	0-lanes	0 lanes	0 lanes
Volumes ADT	20,000- greater	Up to 10,000	2,000 or less	500 or less
ROW width	100 ft.	40-60 ft.	40 ft.	40 ft.
Pavement Width	84 ft.	22-36 ft.	20-35 ft.	12 ft. to 18 ft.

Note: ADT refers to average daily traffic volumes. ROW refers to right-of-way

**Roadway Level of Service Standards**

Evaluating the ability of the circulation system to serve existing and projected traffic demands requires the establishment of suitable "performance criteria." These performance criteria serve as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections), and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. Performance criteria have a policy component, which establishes a desired "Level of Service," and a technical component, which provides a more quantified measure. A qualitative measure, Level of Service, or LOS, is often used in describing the operating condition of a roadway segment or intersection. The LOS is a sliding scale (A through F), where LOS A represents optimal traffic conditions, while LOS F equates to significant congestion.

A more quantitative measure used to define an intersection's level of service employs a ratio between an intersection's design capacity (as measured in traffic volumes) and the existing and/or projected traffic volumes. This method, referred to as the Intersection Capacity Utilization, or ICU, is correlated to LOS definitions in Table 4-2.

The performance criteria used for evaluating volumes and capacities of the City street and highway system include both average daily traffic (ADT) volumes for individual roadway segments and peak hour intersection volume criteria. ADT capacities represent the general level of daily traffic that each roadway type typically handles, and should be used only as a general design guideline. LOS standards for intersections are more precisely determined by examining peak hour intersection volumes.

<b>LOS</b>	<b>V/C Ratio</b>	<b>Definition</b>
A	0.00-0.60	Free flow traffic conditions
B	0.61-0.70	Stable flow, some restrictions
C	0.71-0.80	Satisfactory operating speeds
D	0.81-0.90	Unstable conditions beginning
E	0.91-1.00	Significant delays
F	1.01-	Severe congestion

### Scenic Corridors

The following policies identified a number of roadways as warranting special consideration due to their significance as scenic corridors:

- Designate Harbor Boulevard as having scenic significance. (Circulation Element Policy 10).

- Designate Hacienda Road as having scenic significance. (Circulation Element Policy 11)

The roadways designated as Scenic Corridors are depicted in Exhibit 4-1.

### Infrastructure

Exhibit 4-2 indicates the location and extent of domestic water lines, major sewer lines, and major natural gas and oil pipelines in the City.

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