

Envision Whittier Draft General Plan



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ACKNOWLEDGEMENTS

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LOU HENRY HOOVER SCHOOL



3302

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WHAT YOU WOULD HAVE IN THE LIFE OF A NATION
YOU MUST FIRST PUT INTO ITS SCHOOLS
VON HUMBOLT

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context

Whittier encompasses 14.6 square miles in southeastern Los Angeles County, bounded by the unincorporated community of Hacienda Heights and the cities of La Habra Heights and Industry to the north/northeast. The city of Pico Rivera lies to the west, city of La Habra to the southeast, and the city of Santa Fe Springs and Orange County to the south (Figure I-1). Several freeways and highways offer regional access to Whittier. Interstate 605 (I-605) runs along the western boundary. State Route 60 (SR-60), five miles north, offers access via Workman Mill Road and Colima Road. Access from Interstate 5 (I-5) is six miles south. Whittier Boulevard bisects Whittier from the northwest to the southeast and provides a freeway alternative into downtown

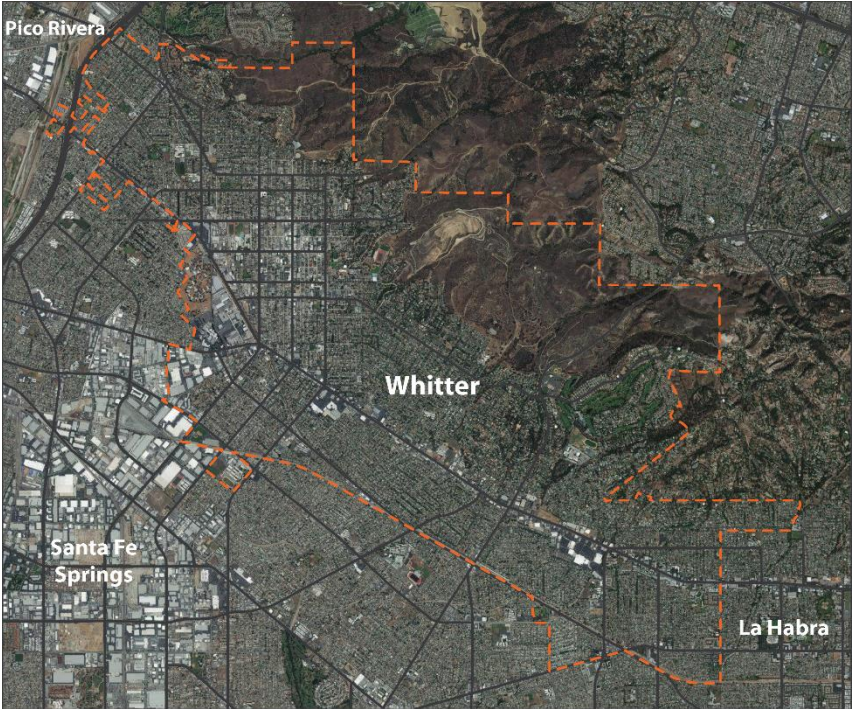


Figure I-1 Regional Location

Los Angeles to the west and the city of La Habra on the east. Colima Road runs north-south across the eastern portion of Whittier, providing access to the San Gabriel Valley communities to the north.

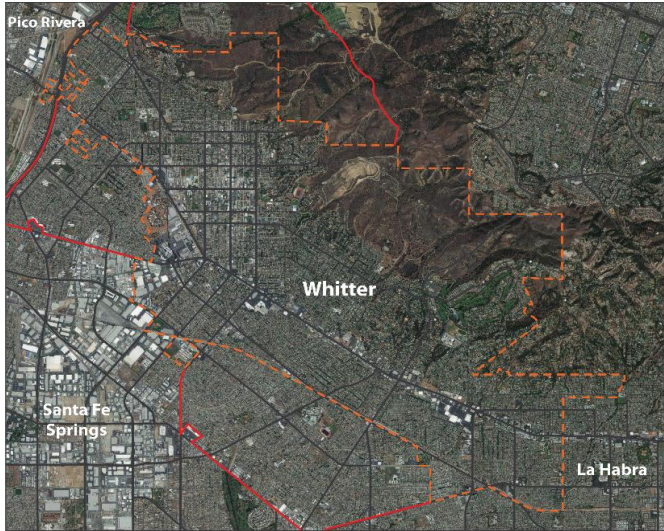


Figure I-2 Planning Area

This General Plan addresses all lands within the City’s corporate limits, as well as some unincorporated Los Angeles County neighborhoods near Whittier, within the City’s Sphere of Influence. In this General Plan, the combined City area and Sphere of Influence are termed the “planning area,” as illustrated (in red) in Figure I-2. While properties within the Sphere of Influence are under the jurisdiction of Los Angeles

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County agencies, these properties bear a critical relationship to Whittier's planning activities. Many of these areas already receive some services from Whittier and could be annexed into the city in the future. Planning for service extensions, integrated infrastructure, and high design quality is timely and prudent.

Whittier's General Plan, also known as "Envision Whittier", reflects the community's shared values of what Whittier is today and plans to be in future years. Often referred to as the community's "blueprint", a general plan establishes the basis for zoning regulations and provides guidance in the evaluation of development proposals. Additionally, it creates the framework for economic development, mobility improvements, and balancing the community's desires regarding sustainability, City services, and parks. The Envision Whittier General Plan will lead the community toward a more healthy and sustainable future.

community effort

In Whittier, we understand that community building and public participation is the cornerstone of a thriving city. The public participation effort arose from Whittier's fundamental belief that an active resident population must be integrally involved in important policy discussions. Envision Whittier's public participation program was multi-faceted and included the components described below.

stakeholder interviews

Two stakeholder interview sessions with a total of 24 participants representing 19 organizations were convened at the start of the General Plan update, in July and August 2017. The stakeholders were a diverse group of community representatives, including residents, developers, business owners, law enforcement, school administrators, and various Whittier-based organizations. The interactive sessions encouraged participants to share a wide range of perspectives and opinions regarding Whittier's assets, concerns, and opportunities.

launch workshops

Four Envision Whittier launch workshops were conducted to assess the community's view regarding what they value most about Whittier. The four workshops took place during September 2017. Community members were given passbooks and encouraged to visit the workshops' five stations: "Where do you live?", "What do you value most?", "How do you get around?", "How do we stay healthy?", and "What are Whittier's community assets and future opportunities?". These workshops were designed to educate community members about the General Plan, inform the public about the update process, and gather feedback from a wide cross-section of Whittier constituents. In total, more than 75 people provided input at the four workshops. Workshops were

advertised using City social media platforms (Facebook, Twitter, and Instagram), email blasts, and the city website.

questionnaires

Soon after the project's launch, in November 2017, a total of 491 Whittier residents, property owners, students, and workers responded to a questionnaire for Envision Whittier. The questionnaire's objectives were to understand the community's opinions on issues and opportunities in Whittier and solicit input on what community members value, building on perspectives collected during the launch workshops.



Questionnaire outreach during Whittier Earth Day Event 2018

A total of 403 community members participated in a second Envision Whittier questionnaire built from public input provided at previous outreach events and the first questionnaire. The purpose of this questionnaire was to shape the General Plan's vision and guiding principles. The City distributed and collected the 2nd round of questionnaires during the months of April and May 2018.

commission/committee workshop

A workshop for Whittier Commissions/Committees, convened in December 2017, gathered members' desired outcomes for the Envision Whittier process. Commissioners and committee members had the opportunity to direct the planning program and provide comment on the General Plan and input on key themes that would create the Plan's guiding principles. The following Commissions/Committees participated, represented by 25 members: Planning Commission; Historic Resources Commission; Parks, Recreation and Community Services Commission; Design Review Board; and the Parking & Transportation Commission. The workshop was open to the public and twelve community members participated.

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guiding principles public workshop

In June 2018, approximately 40 community members attended a public workshop held to draft Envision Whittier’s guiding principles and opportunities. The workshop consisted of three parts—an open house, presentation, and breakout group activities—and solicited public input on the Plan’s land use, transportation, and other planning issues. Workshops were advertised using City social media platforms (Facebook, Twitter, and Instagram), email blasts, and the City’s website.



Public Workshop at Parnell Park Community Center. June 20, 2018.

commissioners/public workshop

In September 2018, a joint Commissioners/Public workshop was held with 63 participants—43 community members and 20 commissioners/board members. The Commissions and Boards represented included the Planning Commission; Historic Resources Commission; Parks, Recreation and Community Services Commission; Parking & Transportation Commission; and the Design Review Board. The purpose of the workshop was to recommend General Plan policy ideas, framework ideas, and issues.



Commissioners/Public Workshop at Whittier Community Center. September 2018.

council study session

In March 2019, during the continued engagement process to identify community priorities, a City Council Study Session was held with City staff and included discussions about the following topics:

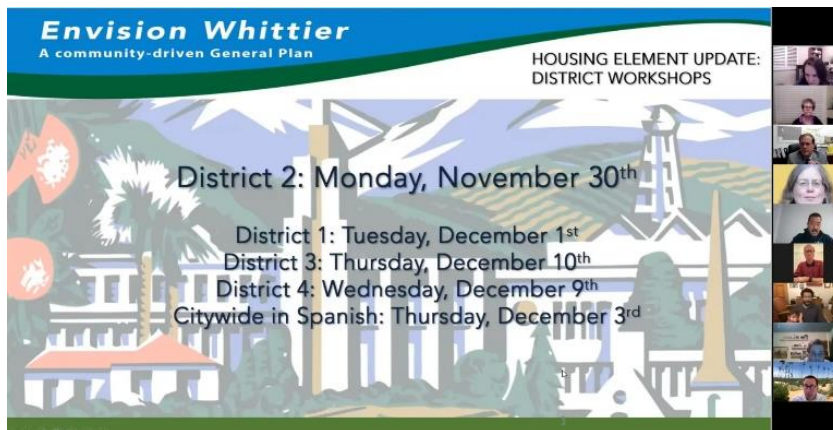
- PIH/ L-Line Station (formerly called the Gold Line) (Expanding Transit Oriented Corridors and Development)
- Whittier Boulevard (Specific Plan- Development priorities)
- Lambert Road (Mixed Use Development)
- Uptown (Specific Plan)
- Mobility (Vehicular, Bicycle, and Pedestrian Circulation)

- Health and Wellness (Park Improvements, Urban Greening, Recreational Activities, Food Options)
- Historic Resources (Preservation)

These topics and themes have informed the draft General Plan goals and policies, the draft land use policy map, and buildout estimate. Based on the study session discussion, the City initiated an extensive land use analysis, which resulted in a variety of programs and policies that aimed to strategically create and develop programs to enhance Whittier's unique character and quality of life.

A second City Council Study Session was held on October 13, 2020, to review progress with community outreach and to discuss next steps. This meeting with addressed key themes that were identified throughout all community meetings to date. This particular meeting also began discussion of community needs as repercussions of the COVID-19 global pandemic.

housing element update



District Housing Element Workshop Series, 2020.

As required for every California jurisdiction, the City of Whittier updates its General Plan Housing Element on an eight-year cycle. In November and December 2020, the City hosted five community workshops to collect input on housing challenges, needs, and strategies from a broad cross-section of residents and

stakeholders. Due to the constraints on public gathering imposed by the Center for Disease Control, as a result of the novel COVID-19 virus pandemic, an online workshop was held for each of the four Council Districts. The Housing Element presentations focused on legislative intent of housing law, population and housing characteristics in Whittier, how affordable housing is defined, and how the City can accommodate its Regional Housing Needs Assessment (RHNA) of 3,439 units. Workshops were advertised using City social media platforms (Facebook, Twitter, and Instagram), email blasts, and the City's website.

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social media and website

Online community engagement was being conducted throughout the Envision Whittier process. The multimedia campaign used the following social media platforms: Facebook, Twitter, and Instagram.

In addition, the City used the Envision Whittier website to provide current and ongoing information on the General Plan update. Public meetings summaries, questionnaires, technical documents, Envision Whittier documents, and information on the program's progress were posted for review. The public was asked to comment on various aspects of the Envision Whittier documents during their formation.

vision



City of Whittier

Based on the community input, the Envision Whittier's vision and guiding principles were developed. The Envision Whittier General Plan seeks to redefine what the City of Whittier will look like, and how the city is experienced in the generations to come. The General Plan Update defines and reflects the community values and aspirations of today. Through an intensive, inclusive, and creative community engagement process the City was able to identify key needs and identify areas of improvement throughout the many districts and neighborhoods of Whittier.

Topics identified for improvement included housing, parks and physical activity, transportation, safety, a clean environment, and sustainability.

guiding principles

The Guiding Principles direct the development of Envision Whittier’s goals and policies. They reflect the vision for Whittier, rather than describe Whittier as it exists today. The Guiding Principles were developed with community and staff input and were vetted by the community and City Council.

- Whittier has a small town feel with a strong sense of community where gathering spaces, engaging events, and attractive streetscapes and greenways connect the community physically and socially. Our vibrant Uptown, diverse commercial corridors, stable residential neighborhoods, and natural open spaces provide places where all community members feel at home.
- Whittier strives to preserve its historic landmarks and districts, protect its hillsides, grow local businesses, and promote quality neighborhood character while encouraging complementary, managed, and sustainable growth.
- Whittier embraces Uptown as its urban retail core with local businesses, events, civic institutions, and a safer environment. Whittier promotes a unified Whittier Boulevard as a corridor that efficiently connects our neighborhoods to adjacent communities and provides a diversity of commercial businesses and institutions for locals and visitors. The Boulevard also benefits from the presence of higher-density housing that offers homes to people of all income levels and lifestyles.
- Whittier strengthens its economic prosperity by leveraging local assets and establishing community partners to grow quality jobs, enhance services, and maintain stable revenues.
- Whittier offers attractive, convenient transportation options and provides walkable, cyclable, safer, and livable streets while continuing to strengthen access to the greater region. Community amenities are accessible by all residents.
- Whittier values and is committed to enhancing the Puente Hills Preserve, a safer and scenic trail system, and diverse recreational facilities where the community can experience nature and engage in healthy activities.
- Whittier wisely manages its open space, water, energy, and air resources for sustainable use.
- Whittier residents, business interests, and local decision makers come together and celebrate Whittier’s shared community values while working toward Whittier’s best community interests.

user's guide

The General Plan is a community document intended for use by all residents, business owners and employees, and decision-makers in Whittier. As such, Envision Whittier is written and organized for ease of use. Tables, diagrams, and maps help readers understand planning concepts, and sidebar notes define terms and direct users to Chapters addressing related topics or policies. A glossary provides further guidance and support to encourage a deeper understanding of all topic areas.

The organization of the General Plan allows users to turn to the element that interests them and quickly obtain a perspective of City policies on the subject. However, General Plan users should realize that the goals, policies, and programs throughout all elements are interrelated and should be examined comprehensively. These policy components must be considered together when making decisions.

The General Plan is intended to be both a long-term and a dynamic document and must be periodically updated to respond to changing community needs. Requests for amendments may be submitted by individuals or initiated by the City itself. Amendments may involve a land use designation change for a particular property, or policy/text changes applicable to larger areas or the entire city. Proposed amendments will be publicly reviewed to ensure consistency with all General Plan Elements and the General Plan EIR. Per State law, General Plans may be amended up to four times per year. A city is under no obligation to process General Plan amendments, as it constitutes a legislative act. To facilitate a larger number of amendment requests, a jurisdiction may group together several amendment requests to process together as one General Plan amendment.

administering the general plan

The Whittier City Council will implement this General Plan by establishing annual planning and budgeting goals based on the Plan, and by adopting implementing ordinances, regulations, and programs. City departments will use General Plan policies to guide their programming and planning and, importantly, to review development applications for consistency with the community's vision.

State law provides direction on how cities can maintain the general plan as a contemporary policy guide. California requires each planning department to report annually to its city council on "the status of the plan and progress in its implementation". Moreover, it is the Whittier City Council's policy to review the General Plan periodically to maintain the currency of its goals and policies, as well as its background and technical information. Envision Whittier has been adopted pursuant to this policy.

The City of Whittier regulates the use of property within its jurisdiction through the General Plan in conjunction with the zoning and specific plans, subdivision, building codes, and other municipal code sections. Following the General Plan’s adoption, any regulations in zoning, subdivision, building, and other ordinances that are not consistent with the General Plan will be amended to ensure consistency.

envision whittier general plan v. state mandated elements

Table I-1: Envision Whittier Plan v. State-Mandated Elements Table

Elements of the Envision Whittier General Plan Update	State-Mandated General Plan Elements
Land Use and Community Character (Land Use, Urban Design, and Economic Development)	Land Use
Mobility and Infrastructure (Transportation, Sustainable Communities/Climate Protection, Supportive Infrastructure)	Circulation
Resources Management (Parks and Recreation, Natural Resources, Environmental Sustainability, Oil and Gas Resources)	Conservation Open Space
Historic Resources	Historic Resources
Public Safety, Noise, and Health	Noise Safety Air Quality
Implementation Plan	--
Housing Element (Housing Element is under a separate cover)	Housing

NOTE: Environmental Justice policies are woven throughout the Envision Whittier General Plan.

statutory requirements

Every California jurisdiction is required to adopt a general plan and update it at regular intervals. The purpose of the general plan is to anticipate and plan for “the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (California Government Code §65300). A general plan must address many issues that are related to and influence land use decisions. Specifically, California law requires the general plan to address land use, circulation, housing, conservation of natural resources, preservation of open space, noise environment, public safety, and environmental justice (Government Code §65302). Jurisdictions

INTRODUCTION

may prepare and adopt other general plan elements or address any other topics of relevance or interest to that community, with the understanding that these optional elements must be implemented with the same vigor – and are subject to the same legal scrutiny – as the mandatory elements or topics.

key focus symbols

Throughout the Envision Whittier General Plan, symbols are used to identify key focus policies and programs. The health and sustainability focus will be identified by a green leaf symbol. The Environmental Justice symbol will be identified using a green globe.

health and sustainability focus

Envision Whittier takes a holistic approach to community health, weaving principles of sustainability into every element. Sustainability is achieved through careful planning to meet the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainability issues are addressed throughout Envision Whittier. The General Plan’s sustainability

symbol, a green leaf, indicates the goals, policies, and/or programs that include specific attention to best practices from the perspective of reducing greenhouse gas emissions, conserving natural resources, or promoting a healthier lifestyle. Sustainability is a cornerstone of the General Plan.

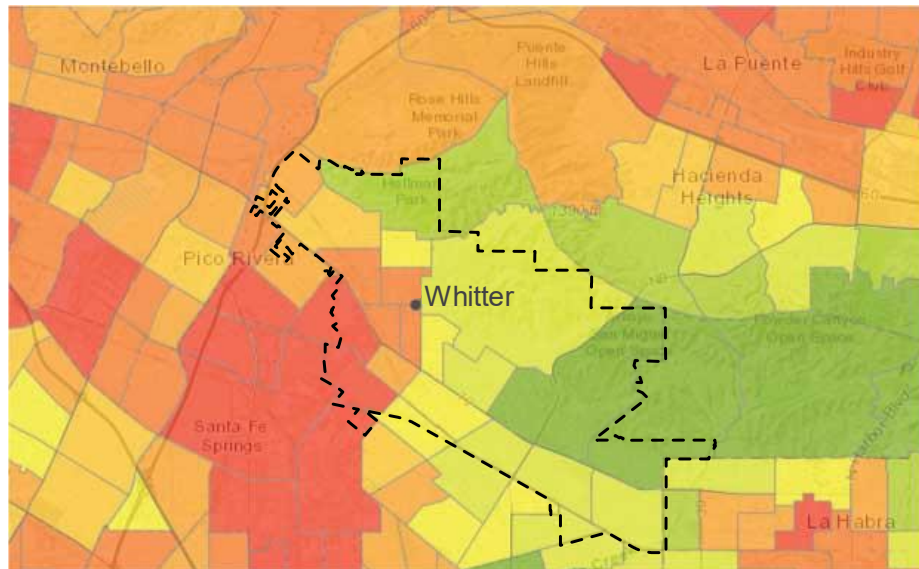


Whittier Greenway Trail



environmental justice focus

Envision Whittier, also, takes a holistic approach to environmental justice issues. Environmental justice issues are defined as those that promote community engagement in the public decision-making process, reduce the unique or compounded health risks in disadvantaged communities, and prioritize improvements and programs to address the needs of disadvantaged communities. Disadvantaged communities as defined by the State of California are communities (area, neighborhoods, or parts of neighborhoods) that are disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution.¹



CalEnviroScreen 3.0 Analysis of Whittier

Some of Whittier's western neighborhoods (including some SOI neighborhoods) are considered by the State to be disadvantaged communities in CalEnviroScreen 3.0². For all of Whittier, especially those western neighborhoods, it is critical that environmental justice be considered at every level of Envision Whittier's implementation. Like sustainability, environmental justice is also integrated into every Element. Envision Whittier policies and programs support the environmental justice goal by reducing pollution exposure; promoting public facilities, food access, safe and sanitary homes, physical activity, and adaptation to climate change; and by supporting civil engagement. These are all marked with a green globe symbol.

¹ "Disadvantaged communities" are defined as areas identified by the California Environmental Protection Agency as those in the top 25 percent of highest scoring census tracts in CalEnviroScreen. CalEnviroScreen calculates a score for each census tract in California based on both pollution levels and socioeconomic factors. For this document, we will be identifying the Disadvantaged communities as Environmental Justice communities.

² Several blocks located west of Painter Avenue and south of Whittier Boulevard are in the CalEnviroScreen 3.0 91-100 percentile range, while blocks north of Whittier Boulevard and between Broadway Avenue and Painter Avenue are in the 76 – 90 percentile range.

key terminology

goal

A goal is an ideal future end; it is a direction-setter. As such, a goal may be abstract in nature, and, generally, not quantifiable or time dependent.

policy

A policy is a specific statement that guides decision-making. It indicates a commitment of the City of Whittier City Council to a course of action. A policy implements a general plan's goal.

program

A program is a coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) that local government intends to use in carrying out the policies of the General Plan.

general plan reference documents

The General Plan is the result of thousands of hours of research and technical studies, the collective efforts of the diversity of elected decision-makers, individuals, and agencies who cumulatively guide and shape land use development and natural resource conservation, and the engagement of numerous individuals throughout the community who have articulated their hopes and expectations for the City's future.

Through the process, several related documents have been produced, that will provide resource material for years to come. These include:

- Envision Whittier Existing Conditions Atlas
- Envision Whittier Guiding Principles
- Public Engagement Summaries
 - Stakeholder Interviews Summary (2017)
 - General Plan Update Launch Workshop Summary (2017)
 - Envision Whittier Questionnaire #1 Summary (2017)
 - Commission/Committee Workshop Summary (2017)
 - Envision Whittier Questionnaire #2 Summary (2018)
 - Guiding Principles and Opportunities for the Future Public Workshop Summary (2018)
 - Options for Our Future Commissioners/Public Workshop Summary (2018)
- General Plan Environmental Impact Report
- ADK&A Market Analysis
- KMA Market Analysis



land use and community character

in this section

introduction

key terms

baseline issues

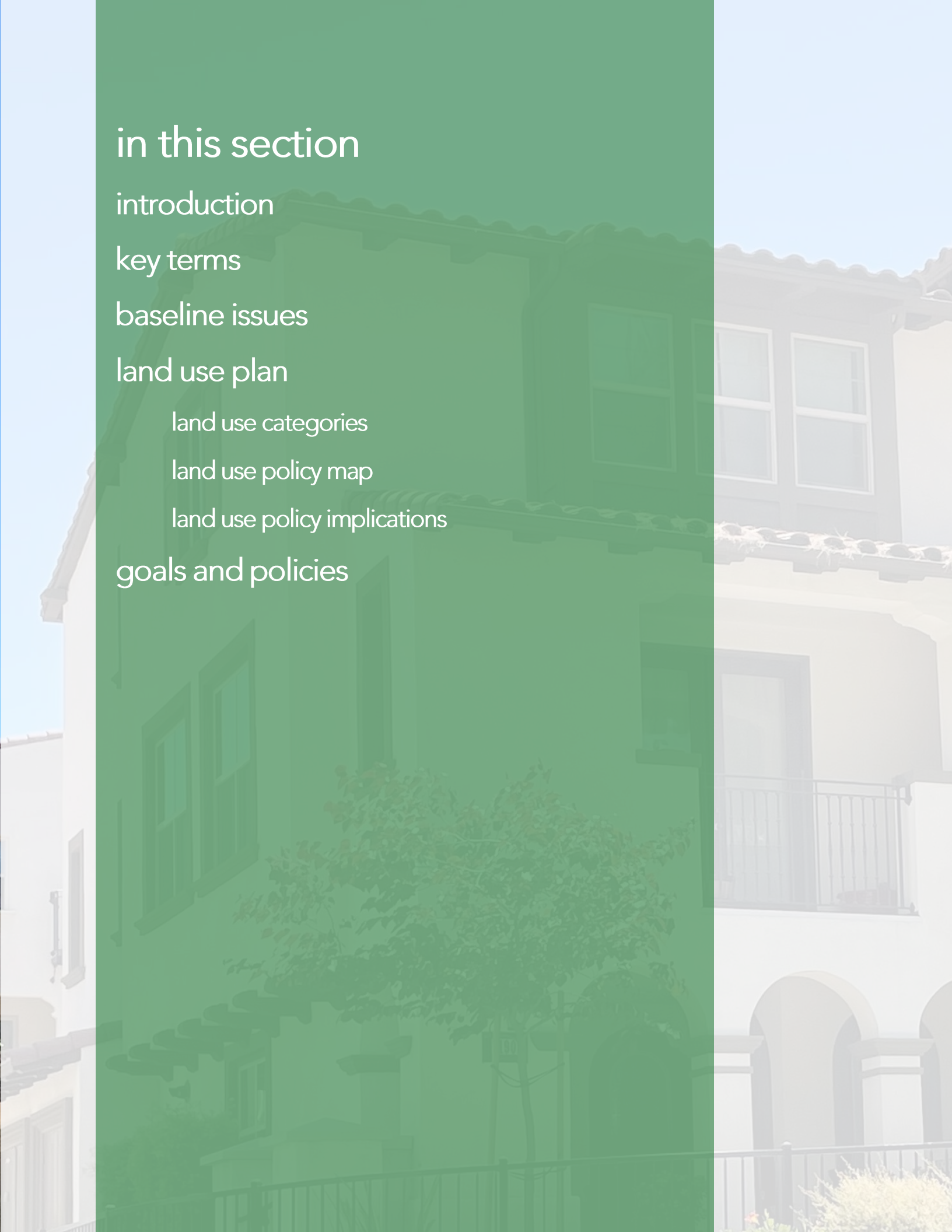
land use plan

- land use categories

- land use policy map

- land use policy implications

goals and policies



introduction

The types and distribution of land uses in Whittier affect the quality of life, health, and local experiences of residents, people who work here, and visitors to our city. By carefully shaping the interrelationship of uses and urban form—and the networks that connect the two—we can create distinct places, great streets, and complete neighborhoods. Together, these building blocks of a well-defined city can promote community pride, connect neighborhoods and districts, and support successful enterprises critical to a strong local economy.

This Land Use and Community Character Element directs Whittier’s long-term growth and physical development through the year 2040 by designating the future use of land within the corporate City limits and Whittier’s designated sphere of influence. The element identifies the planned locations, types, and intensity of housing, businesses, industries, open spaces, public buildings, and institutions. Policies intertwine land use and urban form by establishing building heights and orientation, design of the public realm (the space between buildings, including streets), and the public realm relationship to adjacent buildings.

This element frames all other General Plan elements since the use of land affects:

Complete Neighborhoods

In Whittier, complete neighborhoods offer diverse housing options, intentional urban design, historic character, street trees, parks and open spaces, walkable streets, and convenient access to services.

Great Streets

At their most basic function, streets provide the connections between neighborhoods and destinations. However, streets are more than simply places to drive cars and place public utilities. The physical design of a street impacts how and how often people use it based on comfort, access and mobility, and activity. Streets can promote business activity, provide a front yard for residents, be a distinct place and attraction independent of the nodes it connects, and provide a comfortable route for people using all travel modes—on foot, by bicycle, in a car, or using transit. The vitality of urban life is tied to design approaches that celebrate the multifaceted roles that streets play.

Complete Networks

Building out complete networks for all modes—pedestrians, bicycles, transit, autos, and goods movement—is essential to moving and connecting people throughout Whittier and activating urban streets. See the Mobility and Infrastructure Element.

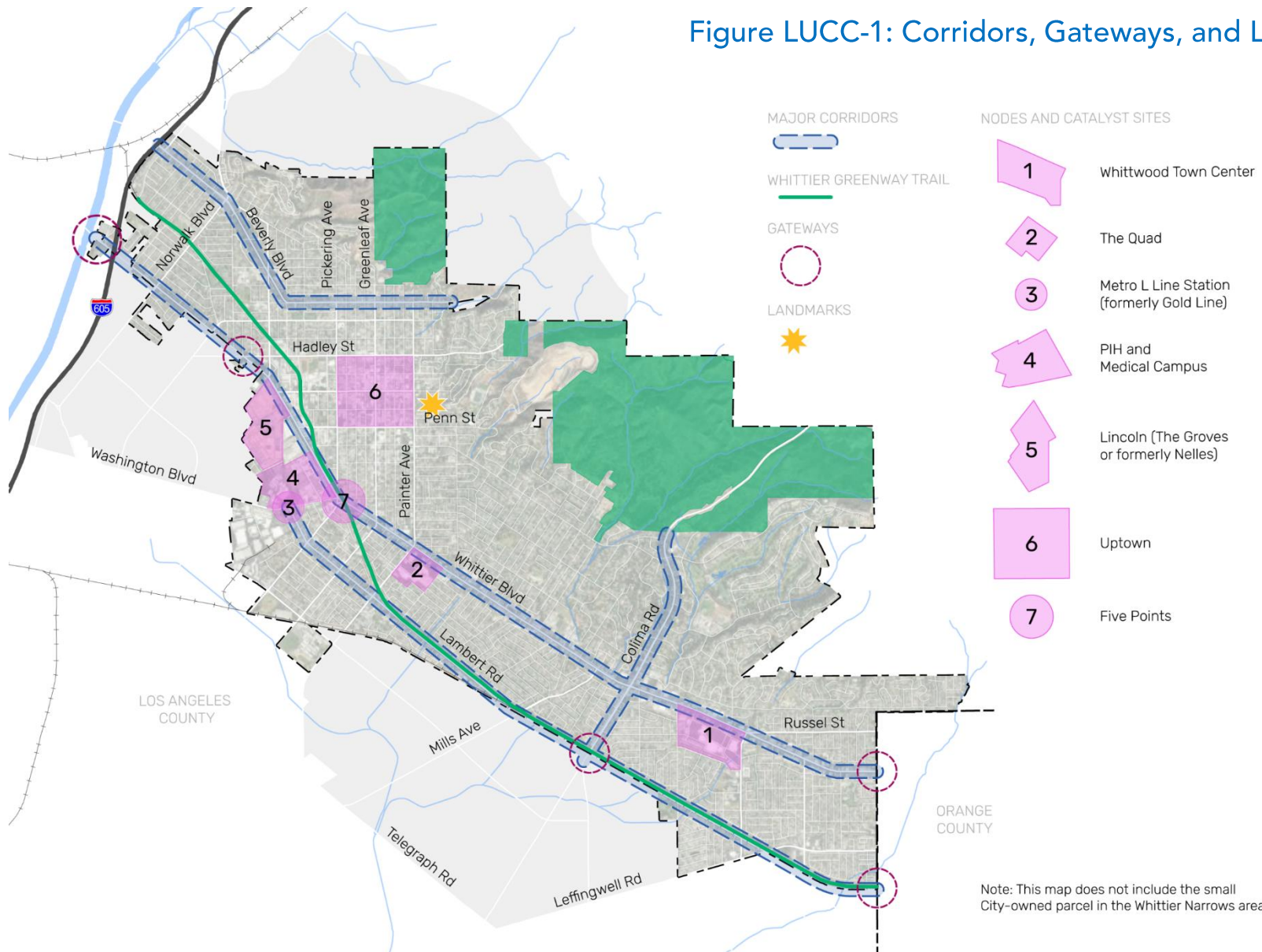
LAND USE AND COMMUNITY CHARACTER ELEMENT

- The design, location, and extent of the circulation system (Mobility and Infrastructure Element)
- Where new housing development occurs (Housing Element)
- The conservation and utilization of natural resources, including the allocation of parks and open space resources (Resource Management Element)
- Whittier’s identity of distinctive architecture and commitment to the preservation and restoration of landmarks, historic homes, and structures (Historic Resources Element)
- Quality of life indicators such as rates of chronic disease, local air quality, natural hazards, and exposure to contaminants (Safety, Noise, and Health Element)
- Extent of urban services and utilities (Mobility and Infrastructure Element)

In this element, the definition of each land use category includes not just the land use intent but also the three-dimensional aspects of development required to implement the vision for a district or neighborhood. For example, much of Whittier Boulevard is planned to accommodate mixed-use development at varying densities, dependent upon location along the boulevard. To implement the vision for an integrated, visually and physically connected mix of uses and attractive streetscape, the land use designations indicate the required urban design approaches. More specific implementing strategies—including the details for the community benefits incentives—are to be set forth in the zoning code and applicable specific plans.

Figure LUCC-1 illustrates the urban design framework for Whittier—the major corridors that support new mixed-use developments, focal activity areas and catalyst sites, City landmarks, greenways and parks that tie neighborhoods and districts together, and gateways.

Figure LUCC-1: Corridors, Gateways, and Landmarks



key terms

Building Façade refers to the side of a building that faces the public realm.

Community Benefits refers to an incentive zoning program that allows a developer to achieve higher development densities/intensities in exchange for providing defined community amenities (for example additional open space, affordable housing, publicly oriented plazas, etc.) beyond those otherwise required.

Density and Intensity are quantitative measures used to describe the degree to which land can be used and developed.

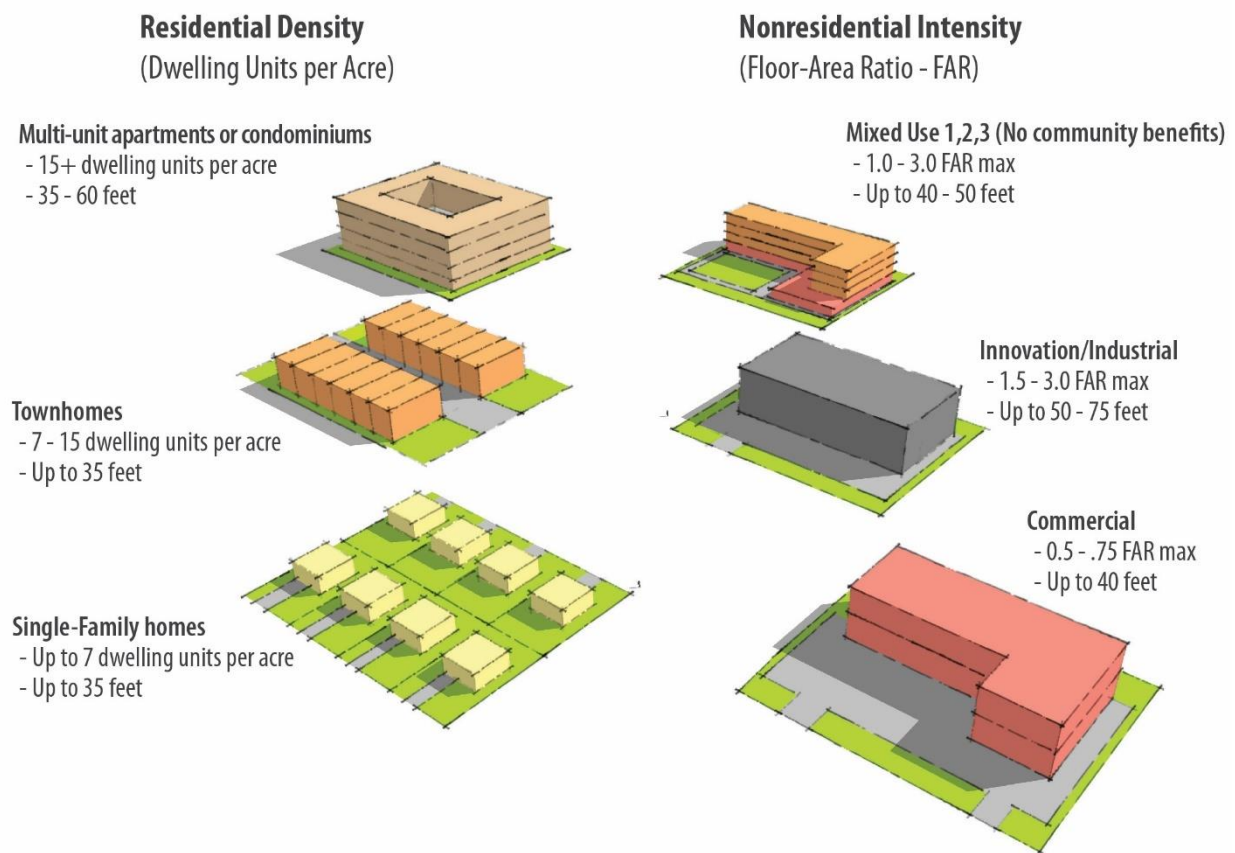


Figure LUCC-2: Density and Intensity

Dwelling Units per Acre (du/ac) refers to the maximum number of residences, or dwelling units, allowed per acre of developable land. Density is measured in du/ac and only applies to residential uses. In Whittier, densities are stated in terms of gross acres measured to the centerline of adjacent streets and alleys.

LAND USE AND COMMUNITY CHARACTER ELEMENT

Floor Area Ratio (FAR) is a ratio of the gross floor area permitted on a site divided by the total net area of the site (exclusive of streets, alleys, and easements). Intensity is measured in FAR and typically describes nonresidential uses. In Whittier, FAR calculations for residential uses are defined in the zoning regulations.

A **Goal** expresses general direction or vision. It is an ideal future end related to the public health, safety, and general welfare of people living in, working in, and visiting Whittier. A goal is a general expression of community values and may, therefore, be abstract in nature. Thus, a goal is generally not quantifiable or time dependent.

Green Infrastructure means a network of parks, street trees, landscaped areas, open spaces, drainageways, floodplains, and human-made facilities that help manage stormwater and provide vital environmental, economic, and social benefits, such as improved air and water quality, reduced flooding risk, urban heat mitigation, and climate resiliency.

Landmark means a physical element that provides a point of reference or serves as a community identity marker. A landmark can be a structure, space, or natural feature. This differs from a historical landmark which refers to an officially designated historic structure, landscape, or element.

Land Use Designation describes the type of activity allowed to occur on a parcel of land, which in turn dictates how a parcel and/or building will be occupied.

Natural Features include trees, landscaping, plants, water bodies, topography, and other non-human-made elements.

Planning Area refers to all properties within the City of Whittier corporate limits and within the City's designated sphere of influence.

A **Policy** is a specific statement that guides decision-making and is carried out by implementation measures. A policy indicates the City's commitment to a course of action. A policy is based on and helps implement the goals and the larger vision.

A **Program** is the actionable item intended to achieve stated policies and goals.

Social Spaces are places where people gather to interact and engage with each other in either an urban setting or the natural environment. These places can vary in size from a small plaza downtown to a neighborhood park in a more residential setting.

Travel Lanes move people in cars and buses, or people biking.

Urban Design focuses on spatial relationships within the public realm and how the built environment affects social interaction and human behavior.

Defining Physical Space

Built Environment (synonymous with Urban Form or Built Form) refers to the configuration of a place's physical components.

The **Public Realm** consists of all things within the public right-of-way between private buildings. This includes travel lanes, sidewalks, squares, paseos plazas, parks, recreational corridors, and other outdoor places available, without charge, for everyone to use.

An enjoyable pedestrian experience is different for each user and based on many factors. Encouraging Whittier residents to walk as part of their everyday routine can be achieved by providing the physical framework and making that space inviting. Sidewalks must be recognized not only as a pedestrian amenity, but as the foundation of Whittier's transportation network. To encourage people to linger, sidewalks need to be safe, comfortable, and attractive, with facilities that accommodate people of all ages and abilities, as well as wide enough to allow for a variety of activities to occur simultaneously. Transforming sidewalks into public spaces requires intentional design of the following basic components, illustrated to the right:

- **Building Frontage** (or Street Frontage) is the primary defining feature of a street. Vibrant urban thoroughfares are largely defined by the design and architectural details of buildings that make up the street edge and activate the street with windows, entries, and engaging ground floor uses. It is critical that the design of both the streetscape and adjacent buildings mutually reinforce one other.
- **Walkways** enable everyone, including those who use mobility-assist devices, to access destinations. They include sidewalks and street crossings. As all persons will be a



PUBLIC REALM
right-of-way



STREETSCAPE

Figure LUCC-3: Components of the Public Realm

pedestrian at some point, walkways are a fundamental element of the transportation system. They are also critical to creating active, vibrant street level spaces.

- **Pedestrian Amenities** contribute to a high-quality transportation system, including street trees and landscaping, bike racks, furniture (such as benches), fountains, paving material, wayfinding signs, and street lighting.

The **Streetscape** includes every individual component that makes up a street, both public and private. How those components work together define its character.

baseline issues

- **Cost and Shortage of Housing Options.** The high cost of housing—and lack of readily available (easy to develop) land to build new, more affordable housing—concerns many residents. All communities across California, including Whittier, face significant housing challenges: lack of supply, affordability, and a steady decrease in homeownership rates. Housing costs and supply issues particularly affect vulnerable populations that tend to have the lowest incomes and experience additional barriers to housing access.

Whittier is largely built out, with little land to accommodate new housing development. Most of the housing units in Whittier are single-family residences (65 percent as of 2020) in neighborhoods averaging 4.8 units per acre. Historically, the highest housing densities occurred in Uptown, at approximately 10 units per acre. Although this level of density might be relatively standard for suburban cities, it is low compared to Los Angeles County urban areas.

During the early 2010s, developer interest in properties along Whittier Boulevard, driven largely by demand for any type of new housing, resulted in construction of several projects at densities up to 30 units per acre. While marginal growth in the local housing stock between 2010 and 2020 relieved some pressures, demand remains. Lack of housing supply compounds affordability and homelessness issues. Looking forward, the City recognizes that diverse housing types and higher density residential development will be necessary to meet pent-up demand and ensure affordable housing options for people of all ages, family sizes, and incomes. Diverse housing types encourage diverse populations—a condition that enriches the community. Also, higher-density residential development typically is more affordable than lower-density development and the only path toward significantly contributing to housing affordability.

- **Ageing Building Stock and Infrastructure.** Housing age often has a direct correlation to the quality and condition of housing units. Approximately 60 percent of housing units in Whittier were built during or before the 1950s. Housing units 50 years old or older typically require rehabilitation to maintain compliance with building and safety codes. Most of the

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housing stock in Whittier is over 70 years old and may likely require significant repairs and/or modernization. The intense interest in preserving the historic architectural gems in many Whittier neighborhoods has resulted in significant investments in older homes that have sustained neighborhood quality. However, other concerns include the age and capacity of existing infrastructure (water lines, sewer lines, storm drainage, etc.) to handle additions and new development.

Older non-residential buildings with tired facades and outdated systems (plumbing, ventilation, etc.) are common along commercial corridors. Some buildings have not been improved for quite some time and, therefore, do not encourage the tenants to make improvements. As these buildings age, the properties may continue to attract marginal tenants, resulting in reduced sales tax revenue. As with houses, this is not necessarily the case for historic buildings, which property owners have taken great care to improve and maintain. Both above paragraphs may sound harsh, but older buildings are likely to require significant repair to ensure their longevity and to incorporate green building standards that could reduce operational costs.

- **Marginal Growth and Shifts in Composition.** Whittier experienced only moderate population growth between 2010 and 2020, when the City last comprehensively updated its Housing Element, with only 1.7 percent increase in population (or 1,470 people) and 0.4 percent increase in housing units during that decade (or 130 units)¹. Although the population is generally young (45 years old or younger), the population is aging and becoming more diverse. As a result, service demands (recreational, medical, etc.) and housing preferences will evolve and become more important to maintain a high quality of life.
- **Disparities in Disadvantaged Communities.** Several neighborhoods in the City and SOI are considered Disadvantaged Communities per the definition established by the State. As discussed in detail in the Public Safety, Noise, and Environmental Health Element, residents living in neighborhoods with elevated exposure to environmental hazards suffer most from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes, and high incidence of asthma and heart disease. Land use policies can address some of these conditions.
- **Poor “Walkability”.** Whittier lies nestled against the Puente Hills Preserve to the north and the San Gabriel River to the west. Shaped by these natural features and post-World

¹ California Department of Finance, 2010 – 2020.

War II priorities and values linked to the housing boom of the 1950s, development patterns in portions of Whittier lend themselves largely to car travel. Development patterns—the separation of uses, expansive single-family neighborhoods, wide thoroughfares with no sense of enclosure, and lack of street grid in some areas—discourage walking. When people cannot walk easily in their communities, they miss out on making connections with neighbors and opportunities to improve their health.

Of exception is Uptown, the pattern of which was established in the late 1890s/early 1900s, before most people owned automobiles. This neighborhood is extremely walkable. Also, the neighborhoods surrounding the Whittwood Center on Whittier Boulevard has a diversity of housing types within easy walking distance to shops and services.

- **Underutilized Public Realm.** Cities are often defined and remembered through the quality of their streets because we structure our experiences and memories of a community by moving along its pathways. Tenets of good street design beyond engineering tell us that:

 - Streets are public spaces and should be designed as such.
 - Streets are channels for movement and should be designed to ensure that a wide variety of users—people walking, parking, shopping, bicycling, driving, resting, eating, etc.—have their own designated space and can cross paths safely and comfortably regardless of age, ability, or mode.
 - Streets are an economic asset as much as a functional element. Well-designed streets generate higher revenues for businesses and higher value for surrounding homeowners.
 - Streets should be designed as ecosystems where human-made systems interface with natural systems. From pervious pavements and bioswales that manage stormwater run-off, to street trees that provide shade and are critical to the health of cities, ecology has the potential to act as a driver for long-term, sustainable design.
- **Auto-Oriented Commercial Corridors.** Since the 1940s, Whittier Boulevard and Lambert Road have developed much like a suburban commercial strip, resulting in scattered and unfocused auto-oriented retail and services, convenience and big-box uses, drive-through restaurants, and sporadic office and industrial uses. As the City’s main commercial thoroughfare and primary distributor within the City’s transportation network, Whittier Boulevard presents an opportunity to evolve from a commercial strip to a series of walkable mixed-use and employment districts.

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While a mix of land uses is encouraged along most of Whittier Boulevard, concentrated activity hubs provide opportunities for clustering similar and compatible uses, supporting economic development and creating brand identity. Designated nodes and catalyst sites include (see Figure LUCC-1):

- (1) Whittwood Town Center
- (2) The Quad
- (3) Metro L Line (formerly Gold Line) station site
- (4) PIH and Medical Campus
- (5) Lincoln (The Groves or formerly Nelles)
- (6) Uptown
- (7) Five Points

As one of the only parallel streets to Whittier Boulevard, and adjacent to the Greenway Trail, Lambert Road has the potential to evolve into a vibrant neighborhood-serving commercial corridor.

Colima Road connects Whittier to neighboring communities in both Los Angeles and Orange Counties, with motorists using the road as a by-pass route when freeways are clogged. A unifying streetscape theme would distinguish the route as it traverses Whittier and could encourage increased investment in the commercial nodes.

- **Distribution of Parks and Recreation.** While Whittier has well-used parks, establishing new green space will be difficult given the community's built-out character. Additionally, over 70 percent of Whittier's total park acreage consist of natural parks in the Puente Hills Preserve. A limited number of residents have direct access to trails and open space within the Puente Hills Preserve, and those who do are largely higher-income households. In addition, access is limited by the lack of trailhead parking and designated connections. The Greenway Trail, however, connects many neighborhoods to destinations across the city, and its extension will improve connections and access to green space.
- **Evolving Economy.** Whittier long relied on the economic success of the Whittier Boulevard corridor and to a lesser extent, Uptown, to provide jobs and generate tax revenues. As businesses moved toward increased automation, the nature of retail shifted to on-line sales and the COVID-19 pandemic of 2020-21 demonstrated the ease with which many knowledge workers (versus skilled workers) can work from home. Whittier has found the need to increase capacity for businesses that sustain through economic transformations: healthcare, experiential retail, technology, and creative and maker industries at all scales.

land use plan

This Land Use Plan guides the development, maintenance, and improvement of land and properties in Whittier. The Land Use Plan comprises the following components:

- **Land Use Categories** (Table LUCC-2): Establishes the general intent, character, built form, and development regulations for each land use category
- **Land Use Policy Map** (Figures LUCC-4 and LUCC-5): Illustrates the planned distribution of land uses throughout the Planning Area
- **Implications and Buildout** (Table LUCC-3): Summarizes projected population growth and the capacity created for residential and non-residential development through 2040, assuming development at the permitted densities and intensities

Together, these components define how Whittier will achieve its vision.

The land use categories are implemented via the zones in zoning and specific plan regulations. More than one zone may implement a single General Plan land use designation. Zones and specific plan regulations are more detailed than the General Plan land use designations but, in all circumstances, development must be consistent with General Plan policies.

The Land Use Policy Map consists of two maps. Figure LUCC-4 identifies land use policy for properties within the Whittier corporate limits (as they existed in 2020). Figure LUCC-5 indicates policy for properties within the City's sphere of influence. The land use designations on Figure LUCC-5 reflect designations from the Los Angeles County General Plan. If at any time a property is proposed for annexation to Whittier, the land use equivalencies shown in Table LUCC-1 will be used to apply City land use designations to the property(ies) being annexed.

Table LUCC-1: County/City Land Use Category Equivalencies

LOS ANGELES COUNTY GENERAL PLAN LAND USE CATEGORY	CORRESPONDING CITY OF WHITTIER GENERAL PLAN LAND USE CATEGORY
Residential 5	Low Density Residential
Residential 9	Medium Density Residential
Residential 18	Medium High Density Residential
Residential 50	Very High Density Residential
General Commercial	General Commercial
Light Industrial	Innovation
Conservation	Open Space
Parks and Recreation	Park
Public and Semi-Public	Public and Quasi-Public
Water	Public and Quasi-Public

Figure LUCC-4: Land Use Policy Map

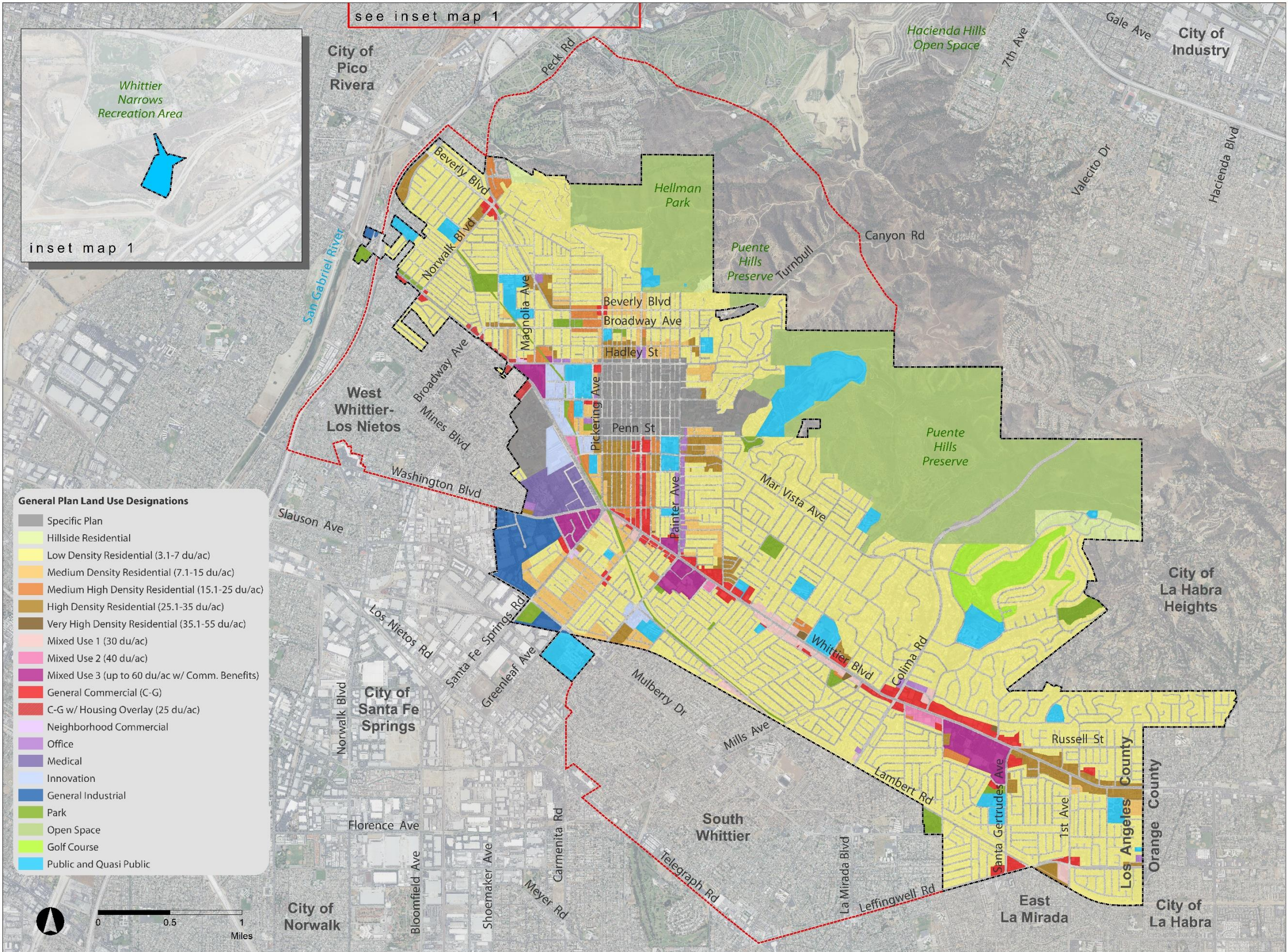
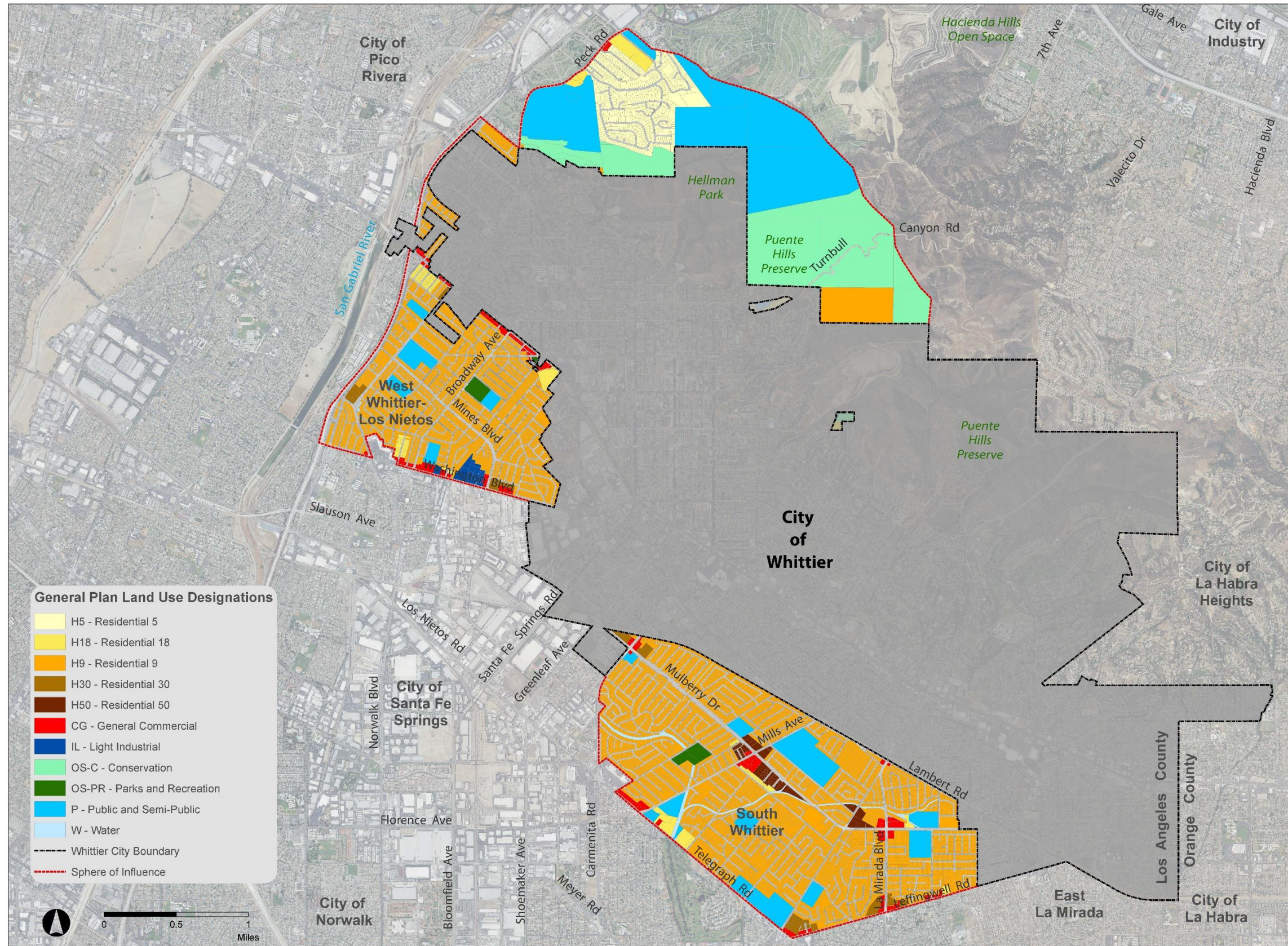


Figure LUCC-5: Land Use Policy Map – Sphere of Influence



land use categories

These land use categories identify the general purpose of each district, maximum densities and intensities, and guidance for structure height, which is addressed in detail in the Zoning Code. The descriptions also define intended character and built form in text and illustrations.

The descriptions apply to all new development proposals and substantial rehabilitation and alterations of existing land uses and structures, whether these actions are permitted as a matter of right or require discretionary approval by the City.

By defining intent, character, and the expected built form, the City establishes its desired urban design framework and expected design quality. The design quality of new development significantly impacts the overall character of Whittier’s neighborhoods and business districts. Well-designed places function well and invite people to interact with the spaces and others using the space. Well-designed buildings are more cost-effective to maintain, provide flexible spaces that can be easily adapted to meet the community’s changing needs, and incorporate sustainable materials and practices.

Table LUCC-2: At a Glance: Land Use Categories

LAND USE CATEGORY	DENSITY/ INTENSITY	HEIGHT (MAXIMUM)
Hillside Residential	0 - 3 du/ac	30 feet
Low Density Residential	3.1 - 7 du/ac	35 feet
Medium Density Residential	7.1 - 15 du/ac	35 feet
Medium High Density Residential	15.1 - 25 du/ac	35 feet
High Density Residential	25.1 - 35 du/ac	50 feet
Very High Density Residential	35.1 - 55 du/ac	60 feet
Mixed Use 1	20 - 30 du/ac 1.00 FAR	40 feet
Mixed Use 2	25 - 40 du/ac 1.00 FAR	50 feet
Mixed Use 3	25 - 40 du/ac 1.00 FAR	50 feet
Mixed Use 3 - Tier 1	50 du/ac 2.00 FAR	60 feet
Mixed Use 3 - Tier 2	60 du/ac 3.00 FAR	75 feet
Neighborhood Commercial	0.50 FAR	40 feet
General Commercial	0.75 FAR	40 feet
General Commercial with Housing Overlay	25 du/ac 0.75 FAR	40 feet
Office	1.50 FAR	40 feet
Medical	3.00 FAR	125 feet
Innovation	3.00 FAR	75 feet
General Industrial	1.50 FAR	50 feet
Parks and Urban Trails	N/A	N/A
Open Space	N/A	N/A
Golf Course	N/A	35 feet
Public and Quasi Public	0.35 FAR	75 feet

Note: Maximum heights may change when granted a Conditional Use Permit and/or adjacent use is single family residential

residential categories

Each residential neighborhood in Whittier is recognizable by its character and personality, unique architecture, varying densities, and street treatments. During the public engagement process for this General Plan, residents expressed the importance of preserving the distinct character of neighborhoods. Residents appreciate Whittier's small-town feel and strong community ties. They embrace the opportunities to connect residential neighborhoods to local hiking trails, the Greenway Trail, shops and restaurants, and local businesses.

Six residential categories accommodate a range of housing types and densities to reflect long-established development patterns and to allow new higher-density housing near commercial activity and transit corridors/hubs.

- Hillside
- Low Density
- Medium Density
- Medium High Density
- High Density
- Very High Density

Within all residential neighborhoods, additionally allowed uses (subject to Zoning Code regulations) include public and private schools, religious institutions, and public facilities/infrastructure.

HILLSIDE RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
0 - 3 du/ac	up to 9 pp/ac	N/A	30 feet

Intent and Character

- Support established development patterns, densities, and scale
- Maintain design character of established neighborhoods: single-unit detached residences on large lots, low-scale buildings, and generous setbacks
- Fire-safe development approaches in wildland/urban interface areas



Whittier residences

LAND USE AND COMMUNITY CHARACTER ELEMENT

LOW DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
3.1 - 7 du/ac	up to 21 pp/ac	N/A	35 feet

Intent and Character

- Support established development patterns, densities, and scale
- Maintain design character of established neighborhoods
- Preserve the integrity of historic districts
- Maintain the predominance of single-unit detached residences



Illustrative of low density residences in Whittier

MEDIUM DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
7.1 - 15 du/ac	up to 45 pp/ac	N/A	35 feet

Intent and Character

- Support established development patterns, densities, and scale
- Maintain character of established neighborhoods: single-unit detached and lower-scale multi-unit residential buildings, such as duplexes, triplexes, quadplexes, townhomes, and small-lot subdivisions
- Includes a combination of on-site private and common open spaces
- Parking that is well-integrated into building design rather than provided as shared parking facilities



Single-family residences



Illustrative of medium density multi-family residences



LAND USE AND COMMUNITY CHARACTER ELEMENT

MEDIUM HIGH DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
15.1 - 25 du/ac	up to 75/pp/ac	N/A	35 feet

Intent and Character

- Variety of building forms, including units with direct access to a public street and units with common interior access
- Characterized by two- to three-story multi-unit residential buildings, including townhomes, small lot subdivisions, quadplexes, garden apartments, and stacked flats
- Includes a combination on-site private and common open spaces
- Parking that is well-integrated into building design



Illustrative of medium high density multi-family residences

LAND USE AND COMMUNITY CHARACTER ELEMENT

HIGH DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
25.1 - 35 du/ac	up to 105 pp/ac	N/A	50 feet

Intent and Character

- Variety of building forms, including units with direct access to a public street and units with common interior access
- Characterized by two- to three-story multi-unit residential buildings, with four stories acceptable where context appropriate, such as garden apartments and stacked flats
- Includes on-site private and common open spaces
- Parking facilities provided as shared or private facilities, all well integrated into building design



High-density multi-family residences along Greenway Trail in Whittier



Illustrative of high-density multi-family residences

LAND USE AND COMMUNITY CHARACTER ELEMENT

VERY HIGH DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
35.1 - 55 du/ac	up to 165 pp/ac	N/A	60 feet

Intent and Character

- Variety of building forms, largely with common interior access but with a clear interaction with the street
- Characterized by multi-unit residential buildings up to five stories based on context and direct access with the street, where possible
- Building heights transition to adjacent lower-density development using such approaches increased setbacks and tiered buildings
- Includes on-site private and common open spaces
- Parking facilities largely provided as shared facilities in structures rather than surface lots, either underground or as a wrapped podium and well-integrated into building design
- Parking facilities largely provided as shared facilities in structures rather than surface lots, either underground or as a wrapped podium and well-integrated into building design



Illustrative of high density and very high-density multi-family residences

mixed use categories

Mixed-use development is characterized by pedestrian-oriented environments that integrate residential, commercial, cultural, and institutional uses. Mixed-use development creates vibrant, compact, and walkable environments, with comfortable pedestrian connections between neighborhoods and destinations and interesting, engaging, and place-distinctive urban design features, including public art. Uptown Whittier exemplifies a mixed-use district that has a diversity of housing types and commercial businesses that both cater to everyday needs and attract visitors to Whittier. The availability of large lots along Whittier Boulevard with aging shopping centers lends opportunities to create new smaller-scale mixed-use developments that can complement surrounding residential neighborhoods.

Three mixed-use designations allow for compatible retail, entertainment, office, residential, hotel, civic, cultural, and recreation uses at varying context-sensitive development densities/intensities, ranging from 20 to 60 dwelling units per acre and FARs of 1.00 to 3.00. Regarding use, the intent for each area is similar: provide places to integrate housing with concentrated activity and business hubs in a walkable/bikeable environment.

To promote added amenities within mixed-use districts and developments, a tiered development system—a Community Benefits program—applies to the Mixed Use 3 designation. The Community Benefits program, to be defined in the Zoning Code, provides the City with the capacity and tools to shape how private development contributes to the urban fabric, ensuring that new development creates special places that enhance Whittier. A two-tier system of benefits allows developers to achieve higher densities and intensities when defined public realm and community-serving amenities are provided.

Allowed uses within the Mixed-Use categories include:

- Residential, commercial goods and services, and entertainment/recreation businesses that are compatible with residential use
- Public and private schools
- Religious institutions
- Public facilities/infrastructure

Specifically prohibited are industrial uses, freight and trucking operations, and warehousing/storage.

LAND USE AND COMMUNITY CHARACTER ELEMENT

MIXED USE 1			
Density	Population Density	Intensity	Height (Maximum)
20 - 30 du/ac	up to 90 pp/ac	1.00 FAR	40 feet

Intent and Character

- Variety of building forms, with reduced scale adjacent to lower-density neighborhoods
- Stand-alone residential and commercial development types are allowed
- Accommodates small-scale, neighborhood-serving commercial storefronts
- Residential units with direct street access

Built Form

Building Orientation

- Orient buildings toward the primary street corridor to define the public realm and concentrate pedestrian and retail activity by:
 - Creating a clear building frontage and designated pedestrian walkway
 - Framing the primary street corridor
 - Framing and enclosing gathering spaces, plazas, parks, etc. located along the primary street corridor

Building Massing and Treatments

- Create articulation with intentional use of different materials and building form with such treatments as:
 - Variation in colors, materials, and textures
 - Vertical and horizontal projections (for example, columns or banding that help create a rhythm on the façade)
 - Base element/treatment
 - Four-sided architecture, with additional treatments on all street- and alley-facing elevations
 - Private open space (balconies, terraces, etc.)
 - Variation in roof forms and/or window composition
- Prohibit blank facades along major corridors

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Require upper-level setbacks to transition scale and intensity between land uses
- Pedestrian Circulation and Amenities
 - Create a clear and distinct pedestrian corridor by defining minimum pedestrian walkway and amenity zone widths
 - Help distinguish zones with different use of pavement materials
- Consider traffic-calming measures and roadway design element approaches, such as:
 - Minimize curb cuts
 - Slow traffic at intersections with tight curb radii, curb extensions, raised intersections/crosswalks, and signage
- Maximize sightlines, activity, and access points along major corridors by creating pedestrian pass-throughs between properties and mid-block crossings, and reduced crossing distances at intersections
- Provide landscaped buffers to separate pedestrians from the flow of traffic, pollution, and noise
- Encourage consistent pedestrian amenities along Whittier Boulevard and Lambert Avenue (size, shape, colors, materials, etc.) to establish a streetscape continuity and identity
- Provide coordinated pedestrian amenities pursuant to master design plans: lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Connections to the Greenway Trail for properties abutting the trail

Parking and Buffers

- Use of alleyways for access to parking areas wherever possible
- Public parking structures and facilities, where provided, that are easily accessible and attractively designed
- Surface parking located along the side or at the rear of buildings to minimize visibility from public roadways
- Use of buffers (walls, fences, and landscaping) to separate pedestrians from any surface parking lot(s) along the streetscape
- Buffers designed to maintain building and site visibility
- Fences and walls consistent with style, materials, and design of buildings on the site

LAND USE AND COMMUNITY CHARACTER ELEMENT

MIXED USE 2			
Density	Population Density	Intensity	Height (Maximum)
25 - 40 du/ac	up to 120 pp/ac	1.00 FAR	50 feet

Intent and Character

- Variety of building forms, with reduced scale adjacent to lower-density neighborhoods
- Stand-alone residential and commercial development types are allowed
- Accommodates small-scale, neighborhood-serving commercial storefronts and regional-serving centers
- Accommodates diverse housing types that provide opportunities for home ownership and that appeal to a spectrum of household sizes and incomes
- Encourages new retail activity, complementing well-established commercial districts and surrounding residential neighborhoods

Built Form

Building Orientation

- Orient buildings toward the primary street corridor to define the public realm and concentrate pedestrian and retail activity by:
 - Creating obvious building frontages and designated pedestrian walkways
 - Framing the primary street corridor
 - Framing public spaces, plazas, parks, etc. along the primary street corridor
- Align, arrange, and group buildings along major corridors toward the street so that their primary orientation creates a well-defined building frontage



Illustrative of building orientation to define pedestrian walkways

Building Massing

- Create articulation with intentional use of different materials and building form with such treatments as:
 - Variation in colors, materials, and textures
 - Vertical and horizontal projections (for example, columns or banding that create textures and variation on the façade)
 - Private open space (balconies, terraces, etc.)
 - Variation in roof forms and/or window composition
- Prohibit blank facades on all elevations

Require upper level stepbacks or increased setbacks to transition scale and intensity between land uses

LAND USE AND COMMUNITY CHARACTER ELEMENT

Pedestrian Circulation and Amenities

- Wide sidewalks along Whittier Boulevard with pedestrian amenities and protection zones (from traffic flow)
- Well-defined on-site pedestrian corridors distinguished by use of different pavement materials
- Consider traffic calming measures and roadway design element approaches, such as:
 - Minimize curb cuts
 - Slow traffic at intersections with tight curb radii, curb extensions, raised intersections/crosswalks, and signage
- Maximize sightlines, activity, and access points along major corridors by creating pedestrian pass-throughs between properties, mid-block crossings, and reduced crossing distances at intersections
- Consider landscaped buffers to separate pedestrians from the flow of traffic, pollution, and noise
- Provide coordinated pedestrian amenities pursuant to master design plans: lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Pedestrian amenities to consider include lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Connections to the Greenway Trail for properties abutting the trail



Illustrative concept for buildings with roof variations and balconies

Parking and Buffers

- Use of alleyways for access to parking areas wherever possible
- Parking structures and facilities that are easily accessible and attractively designed
- Surface parking located along the side or at the rear of buildings to minimize visibility from public roadways
- Use of buffers (walls, fences, and landscaping) to separate pedestrians from any surface parking lot(s) along the streetscape
- Buffers designed to maintain building and site visibility
- Fences and walls consistent with style, materials, and design of buildings on the site

Draft

LAND USE AND COMMUNITY CHARACTER ELEMENT

MIXED USE 3			
Density	Population Density	Intensity	Height (Maximum)
25 - 40 du/ac	up to 120 pp/ac	1.00 FAR	50 feet
TIER 1 - DENSITY BONUS WITH COMMUNITY BENEFITS			
50 du/ac	up to 150 pp/ac	2.00 FAR	60 feet
TIER 2 - DENSITY BONUS WITH COMMUNITY BENEFITS			
60 du/ac	up to 180 pp/ac	3.00 FAR	75 feet

Proposed Community Benefits Program Framework

The Mixed Use 3 category allows for increased densities through a community benefits incentive system. Tier 1 and 2 densities may only be achieved with provision of community benefits in accordance with the program outlined in the Zoning Code. Any density and intensity bonuses associated with the provision of community benefits are supplementary to density bonus provisions established by State law.

Development must provide a measurable and/or clearly identifiable community benefit in the form of affordable housing, jobs generation, parkland or open space, and/or other criteria established in the Zoning Code. Community benefits are not tied to income restrictions or senior housing. Examples include:

- Publicly accessible plazas, paseos, seating areas, playgrounds, parks, etc. along Whittier Boulevard, Lambert Road, Washington Boulevard, and Greenleaf Avenue, particularly near larger residential and mixed-use developments and in underutilized parking areas within commercial centers
- New connections to the Greenway Trail
- Inclusion of arts and local culture, such as sculpture gardens, local art installations, and outdoor amphitheaters
- Lot consolidation
- Innovative use of shared parking, including parking structures
- Sustainable, energy-efficient buildings beyond standard CALGreen requirements
- Shuttle/transit hub, including shuttle stops and designated areas for people to gather (bike parking, seating options, trash receptacles, shade, etc.). Potential stops for the shuttle, once established, are the Metro Line L station, PIH, Whittwood Center, the Quad, Lincoln (Nelles), and trailheads

Intent and Character

- Variety of building forms, with context-sensitive heights and site planning adjacent to lower-scale residential uses
- Stand-alone residential and commercial development approaches allowed on smaller-acreage development sites, with integrated uses required on larger sites, as defined in the Zoning Code
- Regional high-activity nodes with an expansive draw, attracting Whittier residents and people all over the region
- Employment hubs
- Major transit stops within a larger connected multimodal network
- Opportunity for highest density and intensity of mixed uses citywide, in support of and adjacent to the Metro Line L station and PIH Health Campus
- Redevelopment and reorientation of aging shopping centers (Whittwood and the Quad) toward Whittier Boulevard



Illustrative concept for ground-level façade treatments and landscaping

- Small civic and urban recreation spaces within walking distance from residential uses and employment centers

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Clear and distinct street edge with active ground floor uses, limited setbacks, and engaging facades (windows, entries, consistent signage and building materials that create visual continuity, etc.). See Built Form for additional design considerations.
- Defined transition areas between established lower-density residential neighborhoods adjacent to Mixed Use 3, with design approaches that soften the change in scale and intensity, such as ground-level façade treatments, upper-level setbacks, and landscaped buffers to address privacy, noise, and other concerns.

Built Form

Building Orientation

- Orient building frontages toward Whittier Boulevard, Washington Boulevard, Painter Avenue, and Lambert Road (other than adjacent to the Greenway Trail) to define the public realm and concentrate pedestrian and retail activity by:
 - Creating well-defined building frontages and designated pedestrian walkways
 - Framing the building's relationship to Whittier Boulevard and other major frontage streets
- Framing and where appropriate, enclosing public spaces, plazas, parks, etc. oriented toward Whittier Boulevard and other major frontage streets

Building Massing

- Create articulation with intentional use of different materials and building form, such as:
 - Variation in colors, materials, and textures
 - Vertical and horizontal projections (e.g., columns or banding that help create a rhythm on the façade)
 - Private open space (balconies, terraces, etc.)
 - Variation in roof forms and/or window composition
- Four-sided architectural treatments

Pedestrian Circulation and Amenities

- Wide sidewalks with pedestrian amenities and protection zones (from traffic flow on major corridors)
- Well-defined on-site pedestrian corridors distinguished by use of different pavement materials
- Consider traffic calming measures and roadway design elements, such as:

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Minimize curb cuts
- Slow traffic at intersections with tight curb radii, curb extensions, raised intersections/crosswalks, and signage
- Maximize sightlines, activity, and access points along Whittier Boulevard by creating pedestrian pass-throughs between properties, mid-block crossings, and reducing crossing distances at intersections
- Use landscaped buffers to separate pedestrians from the flow of traffic, pollution, and noise
- Provide coordinated pedestrian amenities pursuant to master design plans: lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Pedestrian amenities to consider include lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Connections to the Greenway Trail for properties abutting the trail

Parking and Buffers

- Use of alleyways for access to parking areas wherever possible
- Parking structures and facilities that are easily accessible and attractively designed
- Locate surface parking along the side or at the rear of buildings
- Buffers (walls, fences, and landscaping) should be used to separate pedestrians from surface parking lot(s) that line the streetscape
- Buffers should be designed to maintain building and site visibility. Fences, walls, etc. should be consistent with style, materials, and design of buildings

commercial and industrial categories

Whittier’s commercial and industrial districts provide places for businesses of all varieties to thrive and opportunities for people to work in diverse professions. The City looks to attract and retain businesses that contribute substantially to the local tax base, offer jobs for people of all skills and education levels, and provide complementary goods and services. The City recognizes that industries constantly change, particularly due to advances in automation, changing shopping habits, and work-at-home options. Thus, flexible land use regulations are critical to allow commercial and industrial spaces to be adapted over time. While economic development and diversity are key City goals, the City will also focus on ensuring compatibility of commercial/industrial uses and districts with adjacent residential neighborhoods.

The commercial and industrial land use categories may be implemented by a series of zones, allowing for lower-intensity and lower-scale commercial uses to be integrated within neighborhoods and more intense uses to be focused along Whittier Boulevard and the southern portions of Colima Road.

In all categories, government facilities, utility operations, schools, and similar complementary uses are permitted where considered appropriate per zoning regulations.

NEIGHBORHOOD COMMERCIAL			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	0.50 FAR	40 feet

Note: Maximum height exceptions can occur with a Conditional Use Permit or located near single family residential.

Intent, Character, and Built Form

- Allowed uses focused on low-impact businesses with operating characteristics compatible with adjacent residential uses, with an emphasis on local-serving uses. Specifically allowed uses focused on low-impact businesses with operating characteristics compatible with adjacent residential uses, with an emphasis on local-serving uses. Prohibited vehicle repair and servicing, public storage facilities, and any business with late-night hours of operation.
- Lower-scale commercial buildings on small lots.

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Site and building design that emphasize quality and timelessness
- Access and circulation that prioritize the needs of pedestrians and cyclists over cars
- Landscaping used to soften buildings and pavement treatments
- Surface parking located along the side or at the rear of buildings



Softening landscape and building designs in Whittier



Pedestrian-oriented building designs in Whittier

LAND USE AND COMMUNITY CHARACTER ELEMENT

GENERAL COMMERCIAL			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	0.75 FAR	40 feet

Note: Maximum height exceptions may occur with a Conditional Use Permit or located near single family residential.

Intent, Character, and Built Form

- Allowed commercial uses include a full range of retail, service, office, entertainment, and automotive-related uses, but specifically exclude heavy-duty vehicle repair and warehousing/storage uses (inclusive of personal storage businesses)
- Commercial development scaled to reflect surrounding sites and buildings
- Businesses with operating characteristics compatible with adjacent residential uses
- Site and building design that emphasize quality and timelessness
- For sites on major travel corridors, access and circulation that accommodate cars while safely integrating the needs of pedestrians and cyclists
- Use of landscaping to soften buildings and pavement treatments
- Cohesively designed shopping centers, with buildings that relate well to each other and to on-site signage and landscaping
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design



Classic design components for commercial areas



Adaptive reuse

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Minimized presence and public view of parking lots and structures, with surface parking located along the side or at the rear of buildings
- Use of alleyways for access to parking areas wherever possible

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LAND USE AND COMMUNITY CHARACTER ELEMENT

GENERAL COMMERCIAL WITH HOUSING OVERLAY			
Density	Population Density	Intensity	Height (Maximum)
25 du/ac	up to 75 pp/ac	0.75 FAR	40 feet

Note: Maximum height exceptions may occur with a Conditional Use Permit or located near single family residential.

Intent, Character, and Built Form

- Allowed commercial uses include a full range of retail, service, office, entertainment, and automotive-related uses with operating characteristics compatible with residential uses, but specifically exclude heavy-duty vehicle repair and warehousing/storage uses (inclusive of personal storage businesses)
- Residential uses that accommodate diverse housing types sufficiently buffered from intense commercial businesses
- Commercial and residential development scaled to reflect surrounding sites and buildings
- Site and building design that emphasize quality and timelessness
- For sites on major travel corridors, access and circulation that accommodate cars while safely integrating the needs of pedestrians and cyclists
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design



Building design with soft landscaping in Whittier



Illustrative of building design methods to define walkways

- Use of landscaping to soften buildings and pavement treatments
- Cohesively designed shopping centers, with buildings that relate well to each other and to onsite signage and landscaping

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Cohesively designed shopping centers, with buildings that relate well to each other and to onsite signage and landscaping
- Well-marked and safe pedestrian travel paths from parking lots to the main building entrance(s)
- Use of alleyways for access to parking areas wherever possible
- Surface parking located along the side or at the rear of buildings



Illustrative of landscape designs to emphasize building and pedestrian corridors

LAND USE AND COMMUNITY CHARACTER ELEMENT

OFFICE			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	1.50 FAR	40 feet

Intent, Character, and Built Form

- Allowed uses are primarily offices for all types of businesses—professional, medical/dental, service—characterized generally by low-intensity use throughout the day
- Mid-rise structures, with new construction to include architectural detailing to distinguish the base floor from upper stories
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design
- Building entrances generally limited to main entrance(s) from a street or parking lot, with doors to individual businesses on the interior
- Landscaping and signage coordinated with building architecture
- Use of landscaping to soften buildings and pavement treatments
- Use of alleyways for access to parking areas wherever possible
- Well-marked and safe pedestrian travel paths from parking lots to the main building entrance(s)
- Minimized presence and public view of parking lots and structures, with landscaping and architectural treatments used to help disguise parking structures and surface parking located along the side or at the rear of buildings



Commercial building spaces with entrances from street and parking lots

MEDICAL			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	3.00 FAR	125 feet

Intent and Character

- Intended to accommodate master-planned medical facility complexes such as hospitals and nearby complementary medical office and medical research uses
- Developments within a district of a similar use/nature allow for easy pedestrian access from one site to another
- Use of distinctive landscaping to highlight buildings
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design
- Minimized presence and public view of parking lots and structures, with landscaping and architectural treatments used to help disguise parking structures and surface parking located along the side or at the rear of buildings



Design concept for medical facilities with a defined pedestrian corridor and landscaping

LAND USE AND COMMUNITY CHARACTER ELEMENT

INNOVATION			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	3.00 FAR	75 feet

Intent, Character, and Built Form

- Intended to accommodate creative design and manufacturing businesses focused on new technologies, maker industries, research and development, and craft businesses such as breweries/wineries/distilleries, and specifically excluding heavy-duty vehicle repair and warehousing/storage uses (inclusive of personal storage businesses)



Illustrative of a building with intricate use of materials to create an interesting design aesthetic

- Adaptive reuse of historic and industrial buildings, with new construction echoing the scale and design aesthetic of long-established character buildings
- Reduced parking requirements when within a 15-minute walk of a light rail station
- Use of alleyways for access to parking areas wherever possible
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design
- Use of landscaping to accent buildings

GENERAL INDUSTRIAL			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	1.50 FAR	50 feet

Intent and Character

- Allowed industrial uses are best characterized as light manufacturing and assembly businesses, and vehicle servicing and repair, as well as supportive commercial service uses and indoor recreation facilities. Trucking, freight uses, and warehousing/storage uses (inclusive of personal storage businesses) allowed on a very limited basis.
- May be developed as stand-alone buildings or master-planned business parks
- Buildings display design character through at least two complementary exterior finishing treatments
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design
- Use of landscaping to accent buildings



Industrial building space

LAND USE AND COMMUNITY CHARACTER ELEMENT

open space and public facilities designations

Whittier’s open spaces include parks, recreation facilities, urban trails, golf courses, and natural habitats. Public facilities comprise government, civic, cultural, public school, and infrastructure uses that support community needs.

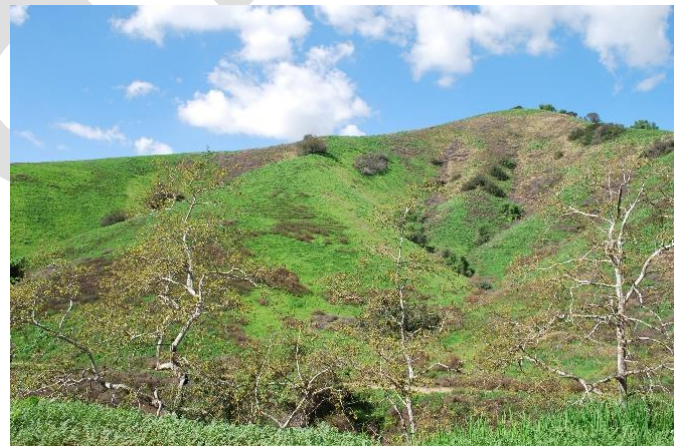
PARKS AND URBAN TRAILS			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	N/A	N/A

Intent and Character

- Designates areas for active recreation use by all members of the public
- Improved open space with or without recreation fields and courts, play spaces, community buildings, public swimming pools, and trail amenities



Michigan Park



Wildlife habitats and green spaces at Turnbull Canyon



Open spaces to promote recreational activities

LAND USE AND COMMUNITY CHARACTER ELEMENT

OPEN SPACE			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	N/A	N/A

Intent and Character

- Generally, unimproved open space areas are established for purposes of preservation of natural resources, managed production of resources, outdoor recreation, health and safety, and scenic landscape protection
- Development limited generally to trails, trailheads, and related support buildings, as well as utilities and telecommunications infrastructure



Golf course illustrative

GOLF COURSE			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	N/A	35 feet

Intent and Character

- Golf courses and associated buildings and other improvements such as clubhouses, sports courts, and swimming pools
- Low-scale buildings that are compatible with surrounding residential neighborhoods

LAND USE AND COMMUNITY CHARACTER ELEMENT

PUBLIC AND QUASI PUBLIC			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	0.35 FAR	75 feet

Intent and Character

- Applies to land uses operated and maintained for public administration and welfare.
- Accommodates government, civic, cultural, schools, public library, post offices, public utility, public parking, religious institution, and infrastructure uses that support community needs
- Development scale that is compatible with surrounding neighborhood and districts



Whittier City Hall



One of the Public Water Utility Companies in Whittier

land use policy implications

Over time, as properties recycle to new development and uses, the distribution of uses within the community will change. Application of the Land Use Plan will facilitate the evolution toward the mix of uses Whittier envisions. Table LUCC-3 summarizes the capacity created for development through 2040. If Whittier is developed in accordance with this Land Use and Community Character Element at the densities and intensities permitted, the Planning Area is anticipated to have approximately 53,649 dwelling units, 161,291 residents, approximately 13.1 million square feet of nonresidential use, and 35,160 jobs.

Table LUCC-3: Land Use Plan Buildout, 2040 Projections

	Residential		Non-Residential	
	Units	Population	Square Feet	Jobs
City of Whittier	36,487	106,014	9,509,576	26,525
Sphere of Influence	17,162	55,278	3,584,793	8,635
Planning Area (Whittier + SOI)	53,649	161,291	13,094,369	35,160

Source: City of Whittier Land Use and Community Character Element GIS data; California Department of Finance, 2020; Southern California Association of Governments, 2018 and 2019.

Note: 1) Nonresidential buildings include commercial, office, industrial, hotels/motels, and public facility buildings.

goals and policies

Goal 1: A city of complete neighborhoods

- LUCC-1.1: Retain the unique characters of long-established residential neighborhoods.
- LUCC-1.2: Maintain the quality and character of established housing stock and historic residential neighborhoods.
- LUCC-1.3: Accommodate population growth and projected demographic shifts with a range of housing options.
- LUCC-1.4: Require new and infill development be sensitive to neighborhood context, building form, and scale.
- LUCC-1.5: Ensure all residential streets provide a safe, comfortable, and enjoyable pedestrian experience, with design elements to include street trees and sidewalks.
- LUCC-1.6: Identify transition areas between lower-density land uses adjacent to higher-intensity development to ensure new and infill development transitions well to established uses.
- LUCC-1.7: Provide City programs that encourage neighborhood beautification and residents' efforts to participate and take pride in their neighborhoods.



Goal 2: A network of great streets and public spaces that encourage social and economic activity

- LUCC-2.1: Activate and improve the pedestrian experience along Whittier Boulevard and Lambert Road (see Figure LUCC-1) by applying the following:
 - Separate potentially conflicting uses (vehicular, pedestrian, bicycle, etc.).
 - Prioritize pedestrian facilities and amenities.
 - Implement designated land uses (scale, density/intensity, intent, character, and built form).
- LUCC-2.2: Establish a continuity of streetscapes along Whittier Boulevard and Lambert Road that define the public realm, are scaled to the pedestrian experience, and reflect the City's cultural identity through public art, street furniture, landscaping, architectural character, materials, etc.
- LUCC-2.3: Concentrate mixed-use development at designated nodes and catalyst sites (see Figure LUCC-1) along Whittier Boulevard and Lambert Road to provide opportunities for clustering similar and compatible uses, support economic

development, and create and maintain vibrant pedestrian-oriented spaces and experiences.

- LUCC-2.4: Develop objective design standards and guidelines for each land use designation within the Whittier Municipal Code, ensuring the integration of the intent, character, and built form considerations outlined in this General Plan.

Goal 3: Distinctive and successful mixed-use and transit-oriented districts

- LUCC-3.1: Continue to encourage private and public investment in Uptown, with public improvements that support pedestrian activity, park-once strategies, and the enjoyment of being outdoors. Ensure that land use policies for Uptown allow for a diversity of businesses and residential densities that meet housing needs for people in all life stages.
- LUCC-3.2: Support the reinvention of aging commercial properties as mixed-use developments and districts that integrate housing, retail, dining, entertainment, and office in both vertical and horizontal configurations, and that provide connections among all uses within the developments/districts.
- LUCC-3.3: Promote development surrounding the Metro L Line station that provides transit-supportive housing types/densities and businesses that contribute to a lively living environment.
- LUCC-3.4: Encourage the growth of medical-related and health care businesses surrounding the PIH Health Hospital – Whittier to create a regional center for medical care, research, and technology businesses.
- LUCC-3.5: Prepare a Whittier College Master Plan to provide for the college to integrate well into the surrounding neighborhood and serve as a continuing asset to the greater Uptown area and Whittier as a whole.

Goal 4: A dynamic mix of businesses, uses, and employment that sustains a strong local economy, with design qualities that contribute to their success



- LUCC-4.1: Advocate for and support local and small businesses and business owners.
- LUCC-4.2: Provide a balance of business opportunities and housing choices that make it easy for persons of all income ranges to live and work in Whittier.
- LUCC -4.3: Facilitate the growth of a diverse business sector resilient to change over time and compatible with a broad range of skills and workers.

LAND USE AND COMMUNITY CHARACTER ELEMENT

- LUCC-4.4: Create concentrated employment centers along major corridors to provide opportunities for innovation, investment, and growth.
- LUCC-4.5: Require new and renovated employment center developments along Whittier Boulevard, Colima Road, and Lambert Road to:
 - Incorporate accessory uses such as public open space and/or trails, transit amenities, childcare facilities, and supportive retail uses based on the size and location of development.
 - Include design features to accommodate safe and convenient walking, biking, and transit use, including:
 - interconnected system of streets and walkable blocks with ample space for walking, a landscaped buffer protecting pedestrians from street activity, and street furniture and amenities
 - innovative parking solutions that reduce surface parking lots, relocate parking away from the street edge, and encourage parking structures and shared parking programs
 - buildings with primary entrances facing public streets and/or sited around public plazas, courtyards, walkways, the Greenway Trail, parks, open spaces, etc.
 - extensive on-site landscaping
 - coordinated and well-designed wayfinding signage
 - pedestrian-scaled lighting to promote activity
- LUCC-4.6: Sustain Whittier as a center for goods and people movement by protecting land designated as Industrial and concentrate all scales of industrial activity within these areas.
- LUCC-4.7: Improve and maintain the visual and aesthetic qualities of commercial and industrial districts through the control of design, signs, parking, landscaping, architecture, and property maintenance.
- LUCC-4.8: Require high-quality design in commercial and industrial development.

Goal 5: Urban recreation and open spaces and experiences that contribute to complete neighborhoods for all residents

LAND USE AND COMMUNITY CHARACTER ELEMENT



- LUCC-5.1: Encourage active living, physical activity, health, and wellness by creating and maintaining a green network that provides equitable access to recreational facilities, parks, trails, greenways, open spaces, gardens, etc.



- LUCC-5.2: Encourage new uses along Lambert Road to orient or otherwise provide direct public access to the Greenway Trail to activate the corridor, provide a link between Lambert Road and Whittier Boulevard, and promote walking, biking, and alternative modes of travel citywide.

Goal 6: An inclusive and equitable community



- LUCC-6.1: Develop a variety of housing types for low-income groups, seniors, and other special needs populations.

- LUCC-6.2: Facilitate safe, convenient, and affordable access to basic services and community-based amenities.



- LUCC-6.3: Engage residents, property owners, business owners, and organizations in planning processes.

- LUCC-6.4: Ensure residents are engaged in languages that allow for their full participation in community events and engagement activities.



- LUCC-6.5: Ensure safe and sanitary housing conditions, redevelopment of vacant and underutilized infill areas, and land use decisions that prioritize health equity, well-being, and economic vitality.



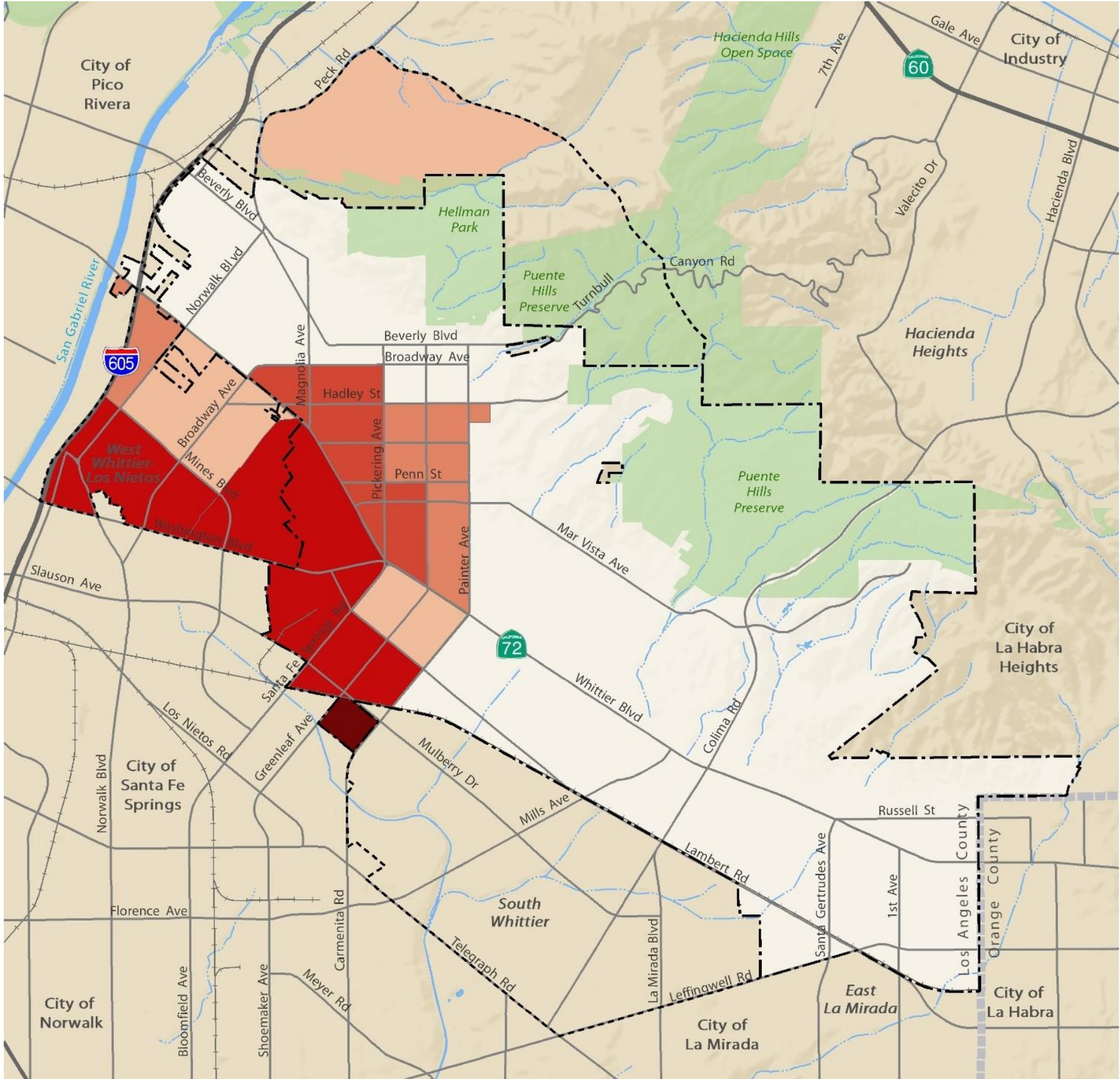
- LUCC-6.6: Consider proximity to environmental health risks when planning for residential uses and address potential health risks at sites previously occupied by nonresidential land uses.

- LUCC-6.7: In areas identified as Disadvantaged Communities (see Figure LUCC-6), emphasize walkable and compact development patterns to reduce total vehicle miles traveled, improve air quality, and encourage physical activity.

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Figure LUCC-6: Disadvantaged Communities



Disadvantaged Communities

CalEnviroScreen 3.0 Results

- 76-80%
- 81-85%
- 86-90%
- 91-95%
- 96-100% (highest scores)

CalEnviroScreen 3.0 uses statewide indicators to characterize both pollution burden and population characteristics. A formula is used to produce a CalEnviroScreen scoring system in which percentiles are averaged for a set of indicators under four components: exposures, environmental effects, sensitive populations, and socioeconomic factors. This map identifies the CalEnviroScreen scoring results.

Base Map Features

- Whittier City Boundary
- Whittier Sphere of Influence
- County Boundary
- Major Streets
- Freeways
- Railroads
- River and Creeks
- Waterbodies
- Open Space/Natural Areas

Source: City of Whittier, CalEPA, and Office of Environmental Health Hazard Assessment, 2017.

Prepared by MIG, July 2017.

Note: Due to exhibit scale, the Whittier Narrows parcel is not shown on this exhibit.

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mobility and infrastructure

in this section

mobility

introduction

baseline considerations

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goals and policies

infrastructure

introduction

baseline considerations

key terms

goals and policies

mobility introduction

Moving around, to, and through Whittier is facilitated by many modes of transport: car, bus, bike, electric bike/scooter, and our own two feet. Whittier residents and businesses also have ready access to airports in Burbank, Ontario, Santa Ana, and Los Angeles. Coordinated transportation planning has created a relatively efficient system of freeways, roads, sidewalks, and trails, that give residents and the business community many mobility choices, including choices for recreation. Even so, the private automobile continues to dominate as the mode of choice; and local, regional, and national agencies traditionally have focused both planning efforts and spending on freeway and roadway improvements. This auto- and truck-centric model has contributed to congestion, pollution, and elevated CO2 levels, leading to increasing concerns regarding health and the environment. As such, Whittier's model for mobility in the 21st century deviates from traditional transportation planning. We propose to shift circulation and associated land use planning toward options that will improve environmental quality, encourage healthier lifestyles, support economic development, and provide options for safe alternative modes of transportation.

We recognize the freedom of movement cars provides – and the fact that people often use cars as expressions of status and personality. This freedom of travel will continue to influence circulation infrastructure investment choices, resulting in significant funds that will be spent over the next 20 to 30 years on roads and freeways. The City supports investment to remedy traffic congestion spots. However, in Whittier, such spending will be balanced with commitments to improve access to bus, local shuttle, and future light rail transit, improve bicycle access and safety, and enhance the pedestrian experience.

Whittier's overarching mobility goal is to establish and maintain a balanced, multi-modal transportation network which enables residents to travel safely and minimizes environmental and neighborhood impacts.

baseline considerations

Most trips begin and/or end with a person walking to/from a destination, at least for a short distance. Thus, the walking environment is one of the most basic elements of public space. Whittier's pedestrian network consists primarily of sidewalks provided along most roadways in commercial districts and residential neighborhoods. Sidewalks vary in width and physical conditions, making some more attractive to walking than others. Sidewalks also provide a primary transportation mode for mobility-impaired population groups such as youth, seniors, and disabled persons. In addition, Class I bicycle paths are designed as multi-use trails that

MOBILITY AND INFRASTRUCTURE ELEMENT

pedestrians can also use. The many neighborhoods, centers, and corridors throughout the city offer different levels of “walkability.” Factors affecting walkability include sidewalk condition, destinations to walk to (parks, schools, and commercial areas), ease in crossing streets, connectivity between areas and modes of transportation, good lighting, and an overall perception of safety. Improving pedestrian accessibility, amenities, and walkability is key to the Envision Whittier General Plan.

Uptown Whittier is one of the most walkable areas: pedestrian visibility and access are prioritized at most pedestrian/vehicle conflict locations. Uptown’s commercial and entertainment destinations, combined with easy access to transit, flat terrain, short blocks, wide sidewalks, street trees, pedestrian-scale lighting, convenient parking, frequent crosswalks, and low-speed roadways all contribute to create a safe and inviting pedestrian environment that encourages walking. Initiatives to link pedestrians from Uptown to surrounding neighborhoods including the nearby Disadvantaged communities, local trails, and other Whittier destinations is paramount. This connectivity is the basis for pedestrian planning, which includes the proposed local circulator (shuttle), enhanced parking strategies, and a ride/car sharing policy.

Physical barriers such as major roadways discourage or in some places prohibit pedestrian access, and they limit pedestrian connectivity between many neighborhoods. Wide roadways with high speeds and long blocks, such as segments of Whittier Boulevard, discourage pedestrian crossings. Many intersections along wide arterials prohibit pedestrian crossings at one or more approaches to signalized intersections, forcing pedestrians to take indirect routes or dash dangerously across busy roadways outside of crosswalks. Pedestrian improvements are important to better facilitate movement between the residential neighborhoods flanking the commercial corridor, proposed mixed-use development, and existing commercial destinations.

Whittier has many features that make cycling pleasurable: a mild climate, relatively flat or gently sloping terrain, and proximity to many recreational and shopping destinations. Whittier’s commitment is to accommodate all categories of bicycle riders, encourage healthier lifestyles and a healthier environment. Whittier seeks to make safety a goal for “8-80” riders, making bicycle riding in the city comfortable and safe for 8 year old children as well as 80 year old adults.

Whittier has adopted three classes of bicycle facilities, which mirror the standard classifications used by Caltrans and commonly adopted by other jurisdictions.

Class I Bikeway (Bike Path): A separate facility designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. An example of a Class I facility is the Greenway Trail.

Class II Bikeway (Bike Lane): A striped lane designated for the use of bicycles on a street. Vehicle parking and vehicle/pedestrian cross-flow are permitted at designated locations. Examples of Class II facilities are Broadway Avenue, Greenleaf Avenue, and First Avenue.

Class III Bikeway (Bike Route): A route designated by signs or pavement markings for bicyclists within the vehicular travel lane (i.e., shared use) of a roadway. Portions of Penn Street, Painter Avenue, and Mulberry Drive/Slauson Avenue are examples of bicycle routes.

In addition, several recreational paths are provided in Whittier including the Whittier Greenway Trail. However, bicycle access to the Whittier Greenway Trail from other parts of Whittier is limited. Although bicycle facilities are provided along many roadways, the bicycle network in Whittier does not serve all areas. In addition, potential conflicts with buses or trucks on heavily traveled commercial corridors, turning vehicles, and steep terrain in the northern area of Whittier serve as bicycle barriers.

Figure MI-2 identifies a conceptual bikeway network. The Envision Whittier Plan puts forth policy to address the barriers, and enhance bicycle safety and connectivity, including extending the Greenway Trail further east to the County border.

Public transit takes many forms, including light rail, bus, and paratransit. Whittier looks to expand public transit to include the proposed eastside light rail extension Metro “L” Line (formerly Gold Line) and a local circulator (shuttle); creating easier access to all types of transit is a key goal.

While public transit is provided and maintained by other agencies, the City can greatly influence ridership through land use and zoning decisions, connectivity to other modes (including biking and walking), providing a shuttle service linking key destinations, and improving traffic operations within strategic corridors to facilitate bus headways. The City can also dedicate rights-of-way for new systems where appropriate and continue extensive consultation with various agencies to expand transit service and accessibility.



Cyclist on Greenway Trail near Mar Vista Street

Whittier’s well-developed street system allows people to travel from their homes and businesses to destinations within the community with relative ease and to access the freeways that link the community to the region.

Historically, Whittier defined its roadway network according to the classification system used by State highway departments: freeways, expressways, arterials, collectors, and local streets. This

MOBILITY AND INFRASTRUCTURE ELEMENT

traditional approach is primarily focused on ensuring access and mobility for automobiles, and generally does not account for other travel modes or the surrounding context. Whittier has a variety of different contexts, however, and each one deserves a different type of transportation focus. For instance, in the Uptown context, a much greater emphasis is placed on pedestrian mobility, amenities, and on-street parking, whereas in an industrial or strip commercial district, focus is typically on automobile mobility and off-street surface parking.

To ensure a balanced, multi-modal transportation network, the Envision Whittier General Plan organizes streets and other transportation facilities according to typologies that consider the context and prioritize different travel modes for each street. Together, the typologies provide a network of “complete streets” to accommodate all types of local transportation modes. These typologies will guide the development of standards, to ensure transportation plans and improvements consider relationships to surrounding land uses, appropriate travel speeds, and the need to accommodate multiple travel modes and various users.

The following typology definitions apply to the streets and other facilities that make up the Whittier vehicle circulation plan.

Major arterials are designed to move large volumes of traffic through the community to other major arterial roadways or freeways. Whittier Boulevard is Whittier’s only major arterial; it provides access to I-605 and connects with the adjacent cities of Montebello, Pico Rivera, and La Habra. Whittier Boulevard provides two travel lanes in each direction with limited street parking. Whittier Boulevard’s posted speed limit is 35 to 45 miles per hour.

Minor arterials are designed to move traffic from major arterials to secondary streets. Beverly Boulevard; Norwalk Boulevard; Hadley Street; Painter Avenue; Colima Road; portions of Lambert Road, Washington Boulevard, Mulberry Drive; and Santa Fe Spring Road are minor arterials.

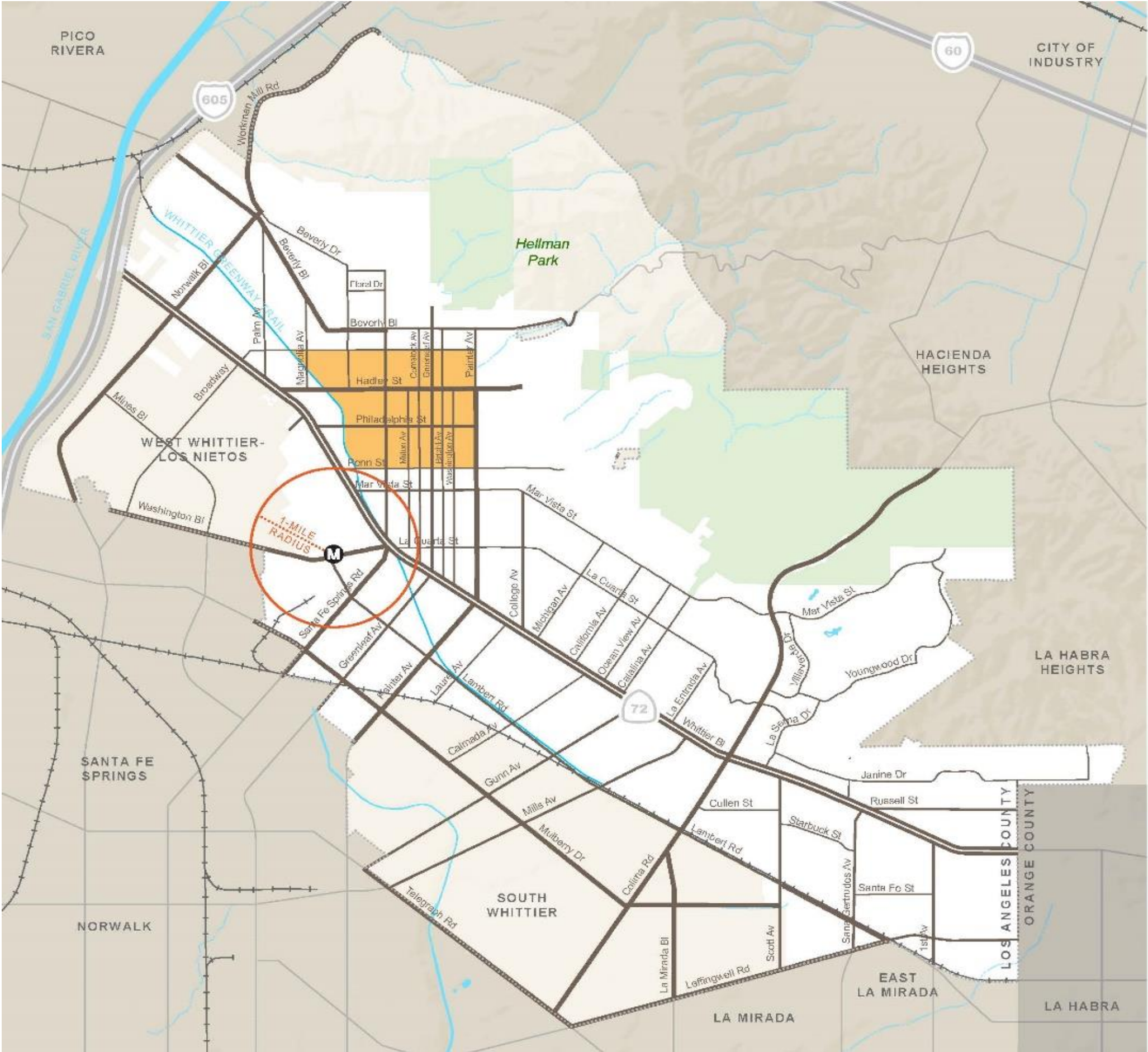
Secondary streets are designed to collect and distribute traffic from major highways and arterials to community destinations. Greenleaf Avenue, Santa Gertrudes Avenue, and Mar Vista Street are secondary streets.

Collector streets are designed to move traffic from local streets to secondary major arterials. Janine Drive, La Cuarta Street, and Washington Avenue are classified as collector streets.

Local streets provide access to individual parcels and generally provide one travel lane in each direction, with on-street parking permitted on both sides of the street.

The Envision Whittier General Plan looks to improve connectivity, reduce neighborhood intrusion, “right size” rights-of-way, and improve parking management to balance automobile vehicle needs with other transportation modes while improving access in all neighborhoods, including the Disadvantaged communities, and enhancing pedestrian, bicyclist, and automobile safety.

Figure MI-1:
Street Classification



Street Classification

- Major Arterial
- Minor Arterial
- Secondary Street
- Collector Street
- Transit Priority Area
- Uptown Whittier
- City Boundary
- Sphere of Influence
- Railroads
- Waterways
- Open Space

Source: Whittier General Plan, 1993
Prepared by: Fehr & Peers, 2021



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The City of Whittier does not have designated truck routes; however, the Whittier Municipal Code provides truck traffic restrictions on the streets. Typically, truck routes are established to facilitate the movement of vehicles, which exceeding a maximum gross weight of three tons. Routes are designated based on the industrial districts served, access to freeways, industrial, and connector streets, and avoidance of residential neighborhoods. Identifying truck routes is important not just to preserve dedicated routes to serve industrial districts and reduce land use conflicts, but also to allow for proper street construction and maintenance, given that heavy truck traffic impacts physical street conditions more quickly than automobile traffic. An effective and efficient goods movement system is essential to the economic livelihood of all districts in the city. Policies for goods movement address all transportation facilities' abilities to accommodate the effective and efficient movement of goods, while balancing the needs of other travel modes.

key terms

Complete Streets. A comprehensive approach to the practice and related policies of mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., pedestrians, bicyclists, transit riders, and drivers) that need to be accounted for.

Corridor. Major commercial or mix-use streets that connect centers and neighborhoods and have their own identity.

Environmental Justice. Environmental justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental regulations and policies implemented by local agencies.

Disadvantaged Communities. Areas and people throughout California suffering most from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes, and high incidence of asthma and heart disease.

Level of Service (LOS). A qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, etc.

Multi-Modal. The utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized, and demand

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management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas. (Government Code §65088)

Paratransit. An alternative mode of passenger transportation that does not follow fixed routes or schedules, and consists typically of mini-vans or cutaway-buses. Paratransit services are operated by public transit agencies, community groups or not-for-profit corporations, and for-profit private companies or operators.

Right-of-Way. Any place which is dedicated to use by the public for pedestrian and vehicular travel. A right-of-way may include, but is not limited to, a street, sidewalk, curb, and gutter. A right-of-way may be a crossing, intersection, parkway, median, highway, alley, lane, mall, court, way, avenue, boulevard, road, roadway, railway, viaduct, subway, tunnel, bridge, thoroughfare, park square, or other similar public way.

Smart Cities. An urban area that uses technology and data to improve the efficiency of city service delivery, enhance equity of life, and increase equity and prosperity for all residents and businesses.

Traffic Calming. The combination of policies and measures that reduce the negative effects of motorized vehicle use by improving livability in the surrounding neighborhood. With traffic calming, accessibility and mobility are not reduced, they are modified to fit needs of neighborhood. Traffic calming achieves this by modifying the design of streets to serve a broad range of transportation, social, and environmental purposes.

Transit. The conveyance of persons or goods from one place to another by means of a local public transportation system (e.g., Metro Bus, Dial-A-Ride and L Line).

Transit-Oriented Development (TOD). Moderate- to higher-density development, located within an easy walk of a major transit stop (Gold Line or L Line future station, shuttle or bus stops), generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

Transportation Demand Management (TDM). A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM). Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

Vehicle Miles Traveled (VMT). The total distance traveled in miles by all motor vehicles of a specific group in a given area at a given time.

Vision Zero. A strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all.

Walkability. A measure of how friendly an area is for walking. Factors affecting walkability include but are not limited to: land use mix; street connectivity; residential density (residential units per area of residential use); "transparency" which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of places to go to near the majority of homes; placemaking, street designs that work for people, not just cars; and nonresidential floor area ratio. Major infrastructural factors include access to mass transit, presence and quality walkways, buffers to moving traffic (planter strips, on-street parking, or bike lanes) and pedestrian crossings, aesthetics, nearby local destinations, shade or sun in appropriate seasons, street furniture, and traffic volume and speed.

Wayfinding. All the ways in which people orient themselves in physical space and navigate from place to place, including signage and other graphic communication.



Traffic signal maintenance along Lambert Road

goals and policies

Goal 1: A connected, balanced, integrated, safe, and multi-modal transportation system that accommodates all travel options

- MI-1.1: Establish Whittier's transportation network as a Complete Streets system and maintain the system in excellent condition to ensure that motor vehicle drivers, cyclists, pedestrians, transit users, goods movement, and people using any other mobility mode can easily and safely reach their destinations in the City. This includes:
 - developing street design standards on arterial corridors that are context sensitive to adjacent land uses and districts, and to all roadway users including transit, bicycles, and pedestrians;

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- maintaining or improving the level of service to acceptable levels on major streets and intersections throughout the community. Level of Service D or better is the goal, except for areas with a multi-modal priority, including Uptown, Whittier Boulevard, and the area surrounding the planned L Line rail station;
- prioritizing roadway safety by such means as minimizing and mitigating neighborhood intrusion by commuter traffic, moving commuter traffic through Whittier on arterial streets, and improving conditions for pedestrians and cyclists;
- reviewing the safety and functioning of the street system on a regular basis to identify problems and develop solutions;
- considering applying traffic calming concepts adjacent to schools
- designating local truck routes;
- upgrading existing ITS systems with new technologies such as traffic signal heads, roadside units, traffic management systems, digital signages, transit Signal prioritization, V2X communication, etc. to increase vehicular capacity efficiencies and make the ITS infrastructure future ready for autonomous vehicles (AV)s and CVs; specific locations include Colima Road, Whittier Boulevard, Lambert Road, Five Points, and areas near freeway ramps;
- coordinating with regional authorities and adjacent jurisdictions for regional highway network improvements, regional multi-modal programs, and signage programs;
- developing a comprehensive wayfinding signage program for motor vehicles, cyclists, and pedestrians that directs people to efficient travel routes to reach key destinations;
- requiring all new and substantially renovated office, retail, industrial, and multi-family developments to: a) install transit amenities such as bus turnouts, pedestrian shelters, and other elements, b) include bicycle and pedestrian amenities on and off site such as on-site bike paths, sidewalk improvements, benches, and pedestrian signal push-buttons at nearby signals; c) install and connect to open space areas (parks, dog parks, or other open spaces);
- requiring all new and substantially renovated office, retail, industrial, mixed-use, and multi-family developments adjacent to the Greenway Trail to provide pedestrian and bicycle access to the Trail; and



- incorporating planning and design principles to promote healthy physical and economic activities that serve all users (all ages and abilities) and trip types (all travel modes and consideration of non-commute trips) through the investment in public infrastructure.



- MI-1.2: Establish a citywide pedestrian network consisting of both on-street (sidewalks) and off-street (trails or paths) facilities to connect neighborhoods, schools, open space, and major destinations. This includes:

- enhancing pedestrian access to local and regional transit, known as “first/last mile” strategies that can help make taking transit a more convenient option;
- improving the pedestrian experience by providing benches, street trees, wayfinding signs, trash receptacles, adequate lighting using design tools to enhance safety and comfort through “eyes on the street. Focus should be given to the pedestrian circulation and amenities in and adjacent to the areas most deficient particularly Disadvantaged communities;
- encouraging the use of outdoor seating and parklets in Uptown; and
- requiring all new and substantially renovated office, retail, industrial, multifamily, and mixed-use developments to provide pedestrian amenities on and off-site including paths, benches, trash receptacles, and pedestrian signal push-buttons at nearby signals.



- MI-1.3: Develop and maintain a citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets. Including:



- enhancing existing and proposed Class II bike lanes to protected bike lanes and bike routes to bike lanes or bike boulevards on streets such as Colima Road, Russel Street, Mills Avenue, Washington Boulevard, Broadway Avenue, and Norwalk Boulevard;
- enhancing bicycle access to local and regional transit, known as “first/last mile” strategies that can help make taking transit a more convenient option;



Whittier bus stop with bench, shade structure, and trash bin

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- improving network by including supportive bicycle facilities, such as bike stations and secure bike storage, to encourage cycling as a key travel mode. Focus should be given to the bicycle network and amenities in and adjacent to the Disadvantaged communities and within one mile of the proposed L Line station; and
- the bicycle master plan.

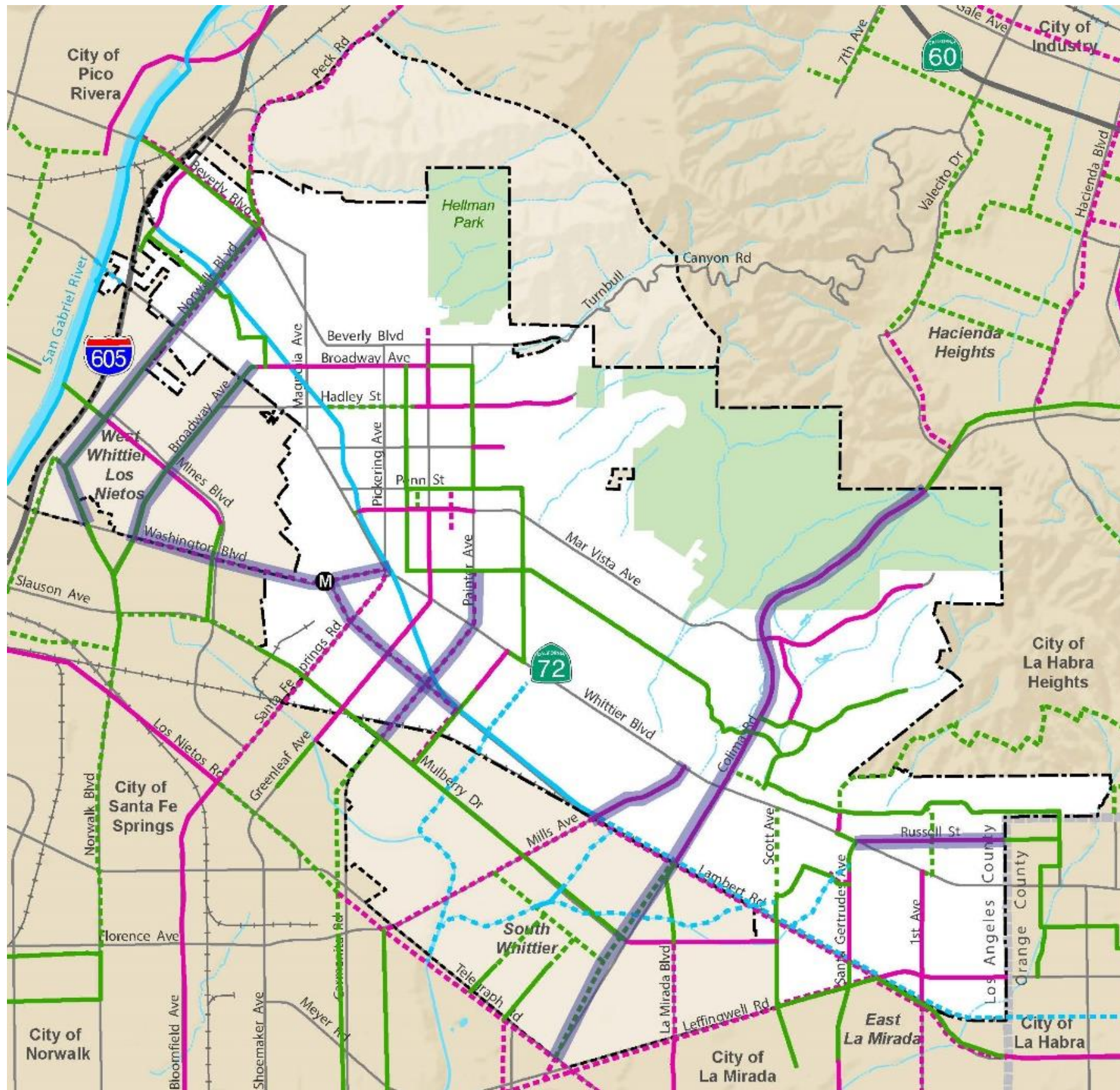


- MI-1.4: Establish a Safe Routes to School Program, including:
 - forming a Safe Routes to School Task Force (“Task Force”) to develop and implement strategies grounded in the “E’s” (education, encouragement, engineering, engagement, evaluation, economics, and equity) that address Safe Routes to School planning, funding, and policies. The Task Force should be composed of City staff, staff representing the school districts in Whittier, students, and parents; and
 - ensuring that Safe Routes to School resources are distributed equitably across all Whittier school districts and schools including those serving the Disadvantaged communities. Any prioritization considers, among other things, personal and traffic safety concerns, crash data, infrastructure deficiencies, equity issues such as free/reduced lunch status, and existing and potential patterns of students walking and bicycling to school.

Goal 2: Easy access to regional and local transit service for all residents and people working in Whittier

- MI-2.1: Establish a local transit circulator system that connects residents and visitors to the City to shopping and employment districts, regional transit facilities, schools, and recreation destinations.
- MI-2.2: Establish a transit hub near Metro’s planned L Line light rail station; connect local transit circulator services at the future station.

Figure MI-2: Existing and Proposed Bike Facilities



Bike Path Status and Class

- Existing Class I Bike Path
- Existing Class II Bike Path
- Existing Class III Bike Path
- - - Proposed Class I Bike Path
- - - Proposed Class II Bike Path
- - - Proposed Class III Bike Path
- Proposed Facility Enhancement
- Whittier City Boundary
- Whittier Sphere of Influence
- County Boundary
- Major Streets
- Freeways
- Railroads
- River and Creeks
- Open Space
- Waterbodies

Source: City of Whittier, 2017.
 Prepared by Fehr & Peers, July 2017.



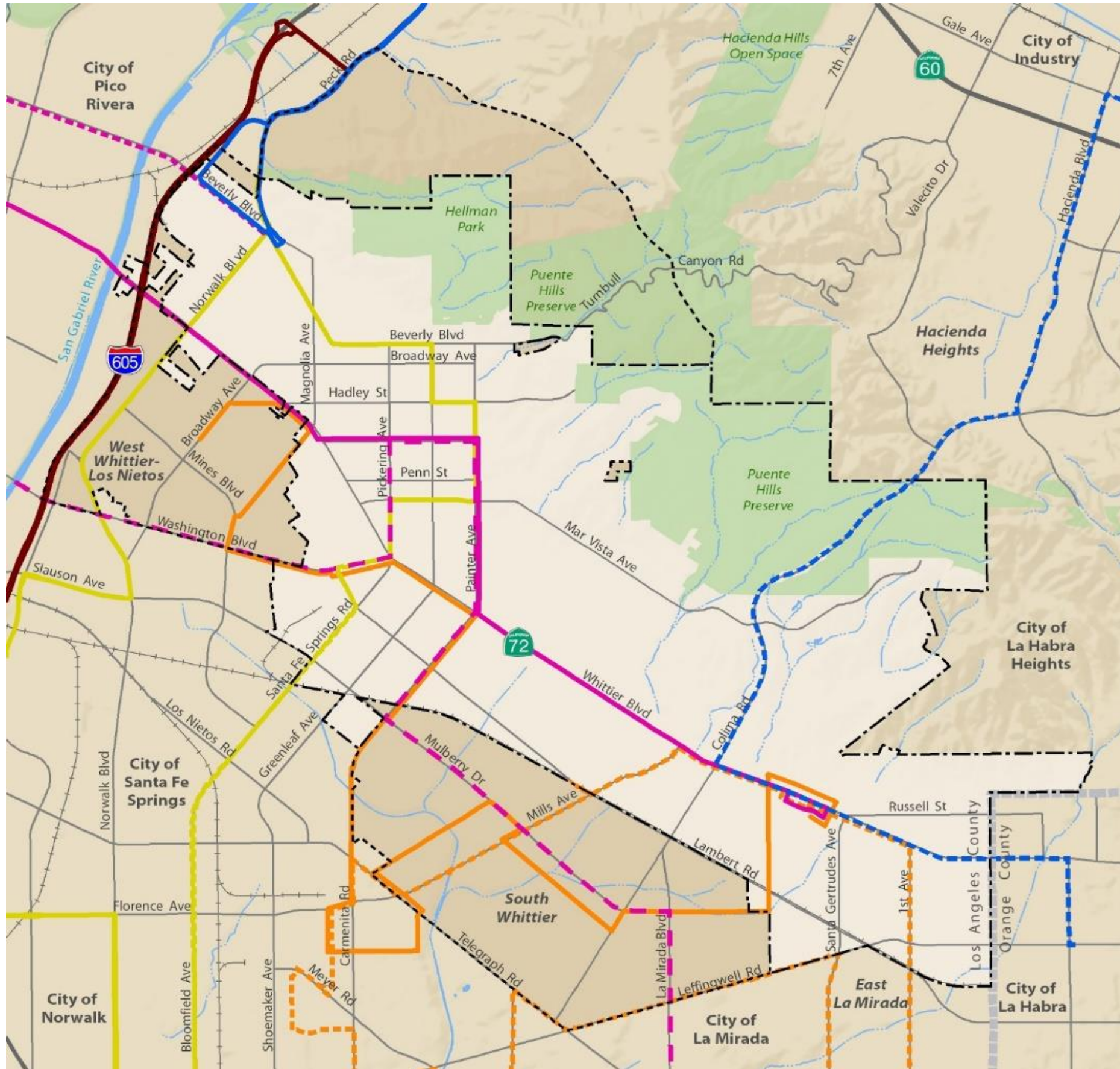


Figure MI-3: Bus Transit Routes

Bus Routes

- Foothill Transit - 274
- - - Foothill Transit - 285
- LA Metro - 120
- Montebello - 10
- - - Montebello - 40 and 90
- - - Montebello - 50
- Norwalk Transit - 1
- - - Norwalk Transit - 7
- Sunshine Shuttle - A
- - - Sunshine Shuttle - B

Base Map Features

- - - - Whittier City Boundary
- - - - - Whittier Sphere of Influence
- ■ ■ ■ ■ County Boundary
- Major Streets
- Freeways
- + + + + + Railroads
- River and Creeks
- Open Space/Natural Areas

Source: Fehr & Peers; 2017 and City of Whittier, 2017.

Prepared by Fehr & Peers, September 2017.



- MI-2.3: Promote the use of transit within the City as a means of reducing local traffic congestion, achieving greenhouse gases reduction targets, and connecting the community physically and socially. This includes:



- coordinating with transit agencies to enhance regional transit connections through additional routes and increased service frequency and exploring the expansion of Rapid Bus Service on routes serving Whittier. Other strategies include adjusting routes to better connect Disadvantaged communities with major transit hubs and key destinations such as parks, schools, and healthy food opportunities;
- working with transit service providers to enhance service effectiveness, including:
 - providing additional routes and increased service frequency;
 - adjusting routes to better connect Disadvantaged communities with transit hubs and key destinations;
 - providing/expanding rapid bus service;
 - providing attractive and convenient bus stops with shade/weather protection, seats, transit information, and trash receptacles; working with regional transit agencies to develop an on-demand transportation system that caters to seniors, people with disabilities, and residents in the Disadvantaged communities;
 - considering partnering with on-demand micro-shuttle services such as Via; and
 - considering partnering with companies such as Uber or Lyft to provide a feeder system that can fill the network gaps within the local transit network.



Norwalk Transit line on Greenleaf Avenue and Hadley Street

- MI-2.4 Establish Comprehensive Operational Analysis & Long-Range Transit Plans, including:



- researching the potential of integrating autonomous micro-transit services to provide more comprehensive – and nimble – transit service (e.g., first/last mile connections; and

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- evaluating the potential of on demand transit to provide end to end mobility services forming public private partnerships with other mobility providers. i.e., leveraging autonomous vehicles (AV) or transportation network company (TNC) service providers for first/last mile services and/or replacing low performing transit routes.

Goal 3: Vehicle miles travelled (VMT) reduced by 15% to meet SB743 thresholds and to establish consistency with State-mandated performance metrics.

- MI-3.1: Enhance first-last mile at transit stops, including improved access, local shuttle service, new transit-supportive infrastructure, and subsidized fares.
- MI-3.2: Implement Transportation Demand Management measures including requiring new developments within one mile of the Whittier Greenway Trail to provide improved pedestrian and bicycle access to the trail.



Illustrative of Metro Bike Hub

Goal 4: A strategic roadmap to implement emerging sustainable transportation systems



- MI-4.1: Develop and support electrified modes of transportation, include strategies such as:
 - creating partnerships with regional Public Utilities to enable electrification infrastructure roll-out
 - evaluating opportunities to prioritize Disadvantaged communities for electrification infrastructure investments.
 - supporting electric vehicle public charging infrastructure
 - requiring new and substantially renovated office, retail, industrial, mixed-use, and multi-family developments to provide EV charging infrastructure and EV
- MI-4.2: Develop citywide car and bike sharing programs for cars and bike to reduce traffic congestion and promote sustainable travel modes.



- MI-4.3: Develop a framework for implementation of alternative fuel vehicle infrastructure by inventorying existing supply, evaluating levels of future demand, and identifying approaches to accommodate future demand for alternative fuel vehicle stations and other related infrastructure.
- MI-4.4: Prioritize and identify Disadvantaged Community locations to develop sustainable mobility hubs that include car-sharing, bike-sharing, and public EV charging infrastructure.



Illustrative of Electric Vehicle Charging Station

Goal 5: Reduced traffic congestion and environmental impacts associated with goods movement

- MI-5.1: Focus truck traffic onto designated truck routes including retaining and strengthening ordinances restricting through truck movement in residential neighborhoods.
- MI-5.2: Develop a curb management strategy to accommodate the loading needs of on-demand food and goods delivery services.
- MI-5.3: Enhance infrastructure to accommodate last-mile delivery services.

Goal 6: Well-managed parking demand and supply citywide

- MI-6.1: Encourage and support joint-use and off-site parking where appropriate, including:
 - monitoring parking demand within Uptown and develop strategies to allow shared parking approaches and use of public parking facilities; and
 - reviewing development proposals to ensure potential adverse parking impacts are minimized or avoided, and that pedestrian and bicycle circulation are not negatively impacted.
- MI-6.2: Develop a strategy to address parking near trailheads to reduce parking intrusion into adjacent residential neighborhoods. The strategy could include parking restrictions for non-residents, creation of trailhead lots, and provision of remote parking with shuttle service.
- MI-6.3: Examine the potential shift in parking demand in Whittier due to parking management and increased use of ride sharing services (and autonomous vehicles) in the future, this approach should include inventorying existing parking spaces and understand the adaptability of these spaces for future uses with dynamic pricing and multitudes of usage during different times of day.
- MI-6.4: Research the possibility of providing overnight and midday storage areas for TNC drivers or areas for TNC drivers (autonomous vehicles in future) to park while not

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in use to help reduce congestion and VMT (outside of areas that should be prioritized for other land uses).

Goal 7: An effective Curbside Management Strategy

- MI-7.1: Assess existing assets and create a curbside management strategy, including:
 - inventorying existing curb assets and identifying necessary improvements to make the curb space ready to accommodate micro-mobility scooter, dynamic loading zones for commercial delivery services, autonomous vehicle services, etc. (e.g. location of loading zones, street furniture, etc.);
 - identifying corridors with effective curb supply for potential commercial and passenger loading zones within the City;
 - exploring dynamic pricing and regulations to effectively manage curb demand and supply for future uses;
 - creating curbside management strategies, to effectively manage curb demand, including but not limited to prioritized uses, time of day uses, flexible curbside uses, and dynamic pricing;
 - repurposing curbside parking to accommodate active transportation elements or promote pedestrian friendly infrastructure, such as plazas and parklets; and
 - installing dynamic (physical & digital) wayfinding mechanisms that monitor occupancy, educate users, and facilitate enforcement.



Goal 8: Right-sizing of roadways

- MI-8.1: Investigate opportunities to adjust travel lane widths and the number of lanes on specific collector and arterial streets to create additional space within rights-of-way for bike lanes, landscaping improvements, and useable public green space.

Goal 9: Facilitating Smart Mobility and Autonomous Vehicle (AV)

- MI-9.1: Create a Smart Mobility and Autonomous Vehicle (AV) Master Readiness Plan, including:
 - developing a Smart Mobility working group aimed at guiding autonomous vehicle development and future mobility technologies integration in a way that is consistent with community goals;
 - assessing state and federal regulations for autonomous vehicle testing/deployment and hosting community events to educate residents on the potential impacts of autonomous vehicles and other future technologies;
 - developing a policy framework for autonomous vehicle testing, pilots, and eventual commercial deployment, consistent with state and federal regulations;

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- developing 'autonomous vehicle readiness index' based on policies, physical assessment of existing infrastructure (e.g. signals, striping, curbs, etc.), and cost/feasibility of infrastructure updates;
- researching and identifying accessibility and equity concerns that may arise with future deployment of autonomous vehicle by Transportation Network Companies (TNC);
- developing mechanisms to ensure autonomous vehicle mobility services provide equitable service to all neighborhoods (e.g. enforcing regulations for TNC's to provide service in Disadvantaged communities, leveraging autonomous vehicle ride-hail services to fill mobility gaps within the transit network, etc.);
- determining the need and standards for a centralized traffic management system that can integrate and interact with different autonomous vehicle systems and providers. (e.g. sensory hardware required to create an "Air Traffic Control System" for streets); and
- researching implications of innovative and connected vehicle technologies for V2I/V2X applications in Transit priority applications, managing autonomous vehicles, autonomous vehicle delivery services, etc. (e.g. DSRC, 5G, Sensor hardware); and
- creating inventory of existing infrastructure assets to determine necessary upgrades for autonomous vehicle ready usage and identifying investments on corridors or areas for early integration of autonomous vehicles testing/pilots. (e.g., low speed shuttle pilots, services for senior communities) and
- exploring strategies that have been successfully implemented by other jurisdictions for collecting, storing, analyzing, and sharing transportation data (e.g., trip origins, destinations, mode share, delay, productivity); and
- developing data management plan and sharing standards to allow data to be shared with smart mobility technology and autonomous vehicle providers/developers (e.g., MDS/Open Mobility Foundation, Shared Streets).



Dial-A-Ride Shuttle Service

infrastructure introduction

An efficient and reliable infrastructure system is vital to any city's health, safety, livability, and its economic well-being. The Infrastructure section addresses the physical facilities needed for the conveyance of vital services and functions such as water storage and distribution, wastewater collection and treatment, and storm drainage and flood control.

These infrastructure systems represent the vital support network upon which we rely to maintain our daily activities. To preserve high levels of service in Whittier, ongoing maintenance, improvement, and replacement is required; and new development must ensure that new needs are met without burdening the current users.

baseline considerations

- Four water providers serve the Planning Area: City of Whittier, Water Division; San Gabriel Valley Water; Suburban Water Systems; and Orchard Dale Water District. Most water is drawn from aquifers in the San Gabriel Main Basin and Coastal Plain of the Los Angeles Central Basin. Since the majority of the Planning Area is built out, the water companies do not anticipate significant population growth. Planned capacity improvements within Whittier are primarily to maintain adequate fire flows.

The San Gabriel Valley Water Company can also supply recycled water, but the distribution area is limited. Recycled water use is primarily for Caltrans freeway/highway irrigation, City of Whittier parks (Founders Park and Palm Park), and at schools (Dexter School, Orange Grove School, and Longfellow School).

- The City owns, operates, and maintains the wastewater collection system serving Whittier homes, businesses, and institutions. The wastewater collection system consists of approximately 194 miles of sanitary sewer mains. In addition to these City sewers, approximately seven miles of private sewers and 14 miles of County Sanitation Districts of Los Angeles County (LACSD) trunk sewers traverse the City. The City's wastewater system conveys wastewater into the LACSD trunk sewer at various locations throughout the City. Once in the LACSD trunk sewer system, the wastewater is conveyed to the LACSD wastewater treatment plant for final treatment and disposal. Anticipated capital improvements include pipe replacement to correct capacity deficiencies and problem hot spots and to replace aging pipes. The replacement projects are anticipated to continue through 2035.

- Whittier’s storm drain system is operated by the Los Angeles County Flood Control District. Stormwater endpoint discharge is the Pacific Ocean via the San Gabriel River and its tributaries -- Coyote Creek, La Miranda Creek, Leffingwell Creek, and Verde Creek. The San Gabriel River is impaired by pollutants, including metals (copper, lead, zinc) and selenium that are carried by stormwater. Metals are common stormwater pollutants associated with roads and parking lots. Other sources of these pollutants include building materials (such as galvanized steel) that are exposed to rain. The City is a co-permittee in the Los Angeles County National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit.
- Due to limited space within the existing rights-of-way, water quality BMPs should serve multiple functions such as traffic calming, tree planting, and beautification.
- Due to limited park space, water quality BMPs should serve multiple functions for both recreation and stormwater management.
- The proliferation of overhead utility lines and poles has long been cited as a source of urban visual pollution. Recent new development has included underground electric and telephone service, largely due to technical advances that reduced the cost of undergrounding utility lines. However, undergrounding existing overhead utilities can be complicated and expensive.
- Over the next 20 years, key infrastructure considerations and concerns will be intricately tied to sustainability. As concerns about global warming and climate change increase, we must carefully plan our infrastructure to accommodate a lower reliance on traditional methods of energy production, water use, and waste management. Envision Whittier’s Infrastructure goals, policies, and implementation programs focus on utilizing sustainable practices, maintenance, and educating users to maintain service levels. Furthermore, by improving infrastructure in the along Whittier Boulevard (in concert with Caltrans’ objectives) and within Uptown, infill and intensified development consistent with priorities for smart growth can be supported.

key terms

National Pollutant Discharge Elimination System (NPDES). As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The State Water Resources Control Board issues permits to jurisdictions with the objectives to attain and protect the beneficial uses of water bodies in the State; reduce pollutants in stormwater

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to the maximum extent practicable; and to evaluate compliance with the objectives and requirements contained in the permit.

Recycled Water. Former wastewater (sewage) that has been treated to remove solids and certain impurities, and then allowed to recharge the aquifer rather than being discharged to surface water. This recharging is often done by using the treated wastewater for irrigation.

Renewable Energy. The term renewable energy generally refers to electricity supplied from renewable energy sources, such as wind and solar power, geothermal, hydropower and various forms of biomass. These energy sources are considered renewable sources because their fuel sources are continuously replenished.

Sanitary Sewer. A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leach fields (that hold refuse liquids and waste matter on site).

Sewer. Any pipe or conduit used to collect and carry away wastewater from the generating source to a treatment plant or discharge outfall.

Smart growth. Smart growth is a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities.

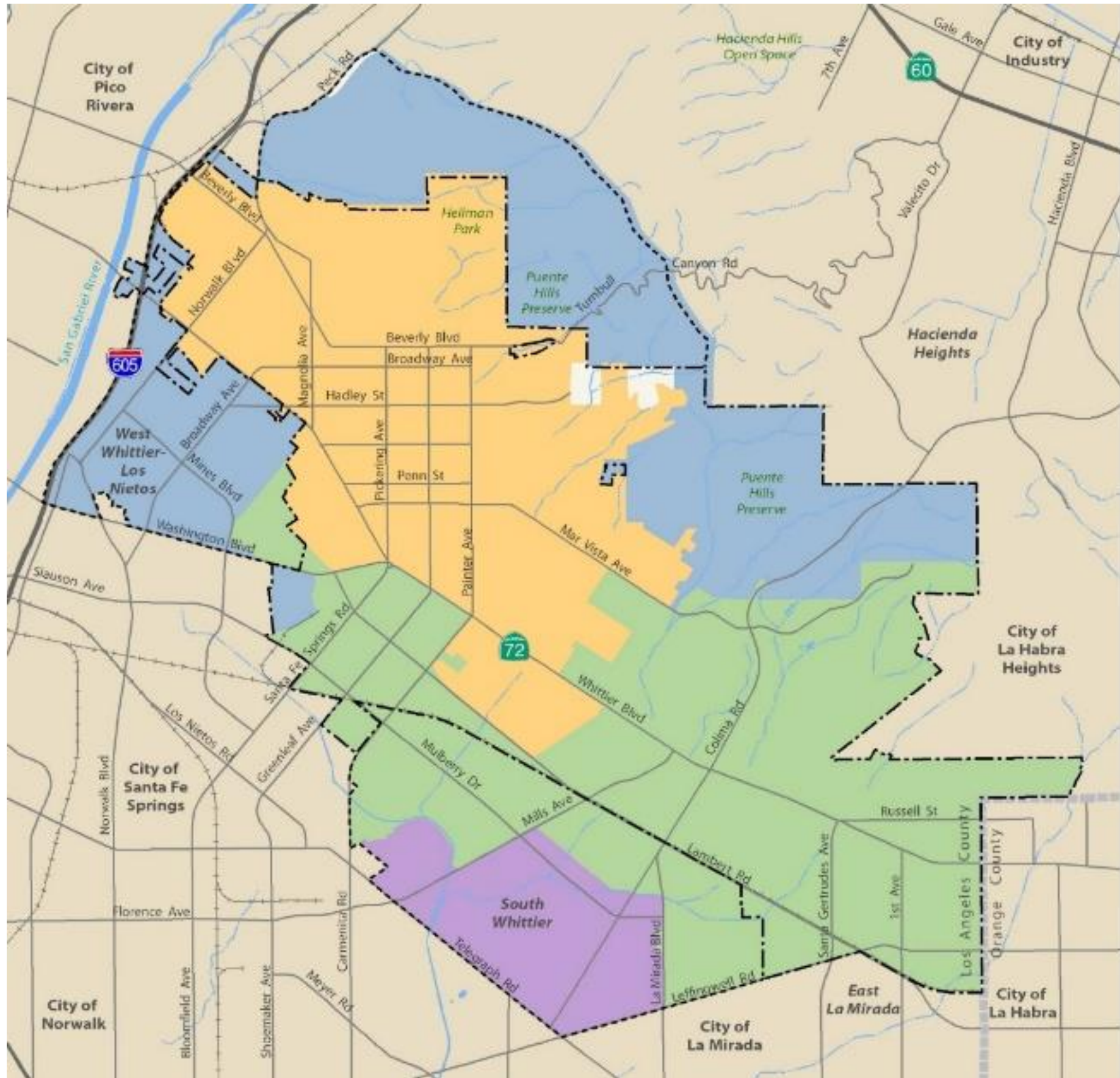
goals and policies

Goal 10: Safe and reliable potable and recycled water storage and distribution systems that meet current and future needs

- MI-10.1: Identify funding for and implement the planned water system improvements identified in the City's 2018 Water System Master Plan. Update the Master Plan as needed in response to changing conditions; consider the unique needs of the Disadvantaged communities.
- MI-10.2: Minimize leaks in the City's water distribution system through regular monitoring, maintenance, and mitigation.
- MI-10.3: Maintain the City's water system to ensure adequate fire flows.
- MI-10.4: Maintain and operate the City's water storage and distribution system to provide for rapid recovery and reliable and sufficient emergency water supplies in the event of a disaster.
- MI-10.5: Ensure the Suburban Water Systems, Orchard Dale, and the Cal Domestic Water Company implements improvements to their systems that provide high-quality services to the Whittier Planning Area customers.



**FIGURE MI – 4
WATER DISTRICTS**



Water Districts

- City of Whittier
- Orchard Dale Water District
- San Gabriel Valley Water Company
- Suburban Water Systems

Base Map Features

- Whittier City Boundary
- Whittier Sphere of Influence
- County Boundary
- Major Streets
- Freeways
- ++ Railroads
- River and Creeks
- Waterbodies
- Open Space/Natural Areas

Source: City of Whittier and Los Angeles County Public Works, 2013.
Prepared by MKS, July 2017.



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- MI-10.6: Support the efforts of water reclamation agencies to provide reclaimed water service throughout Whittier.
- MI-10.7: Use reclaimed water to irrigate parks, decorative fountains, and other public open space areas.

Goal C11: Reliable local wastewater collection facilities that support established needs, as well as the City’s economic development goals and plans for new housing

- MI-11.1: Identify funding for and implement the planned sewer system improvements identified in the City’s 2018 Sewer System Master Plan. Update the Master Plan as needed in response to changing conditions, including the addition of Accessory Dwelling Units (ADUs) and the unique needs of the Disadvantaged communities.
- MI-11.2: Prioritize planned sewer system improvements in areas where growth will be focused and where the system has the most need.
- MI-11.3: Conduct a study to determine how new development is to pay its fair share of sewer system improvements.
- MI-11.4: Proactively conduct system inspection and cleaning.
- MI-11.5: Minimize groundwater infiltration and inflow to the wastewater collection system to maintain sufficient peak wet-weather capacity.

Goal 12: An integrated local stormwater management system that guards against urban flooding and provides for the “greening” of Whittier

- MI-12.1: Maintain the capacity and condition of local storm drains to accommodate all but extreme weather events.
- MI-12.2: Ensure the ability of regional stormwater collection facilities to accommodate flows from Whittier’s stormwater collection system through coordination with the Los Angeles County Department of Public Works.



Illustrative of bioswale design



Illustrative of pervious pavement design

MOBILITY AND INFRASTRUCTURE ELEMENT



- MI-12.3: Incorporate Low Impact Development (LID) approaches into the design and upgrades of public stormwater infrastructure, including bioswales and pervious surfaces.



Goal 13: Reliable, unobtrusive, and eco-friendly energy systems

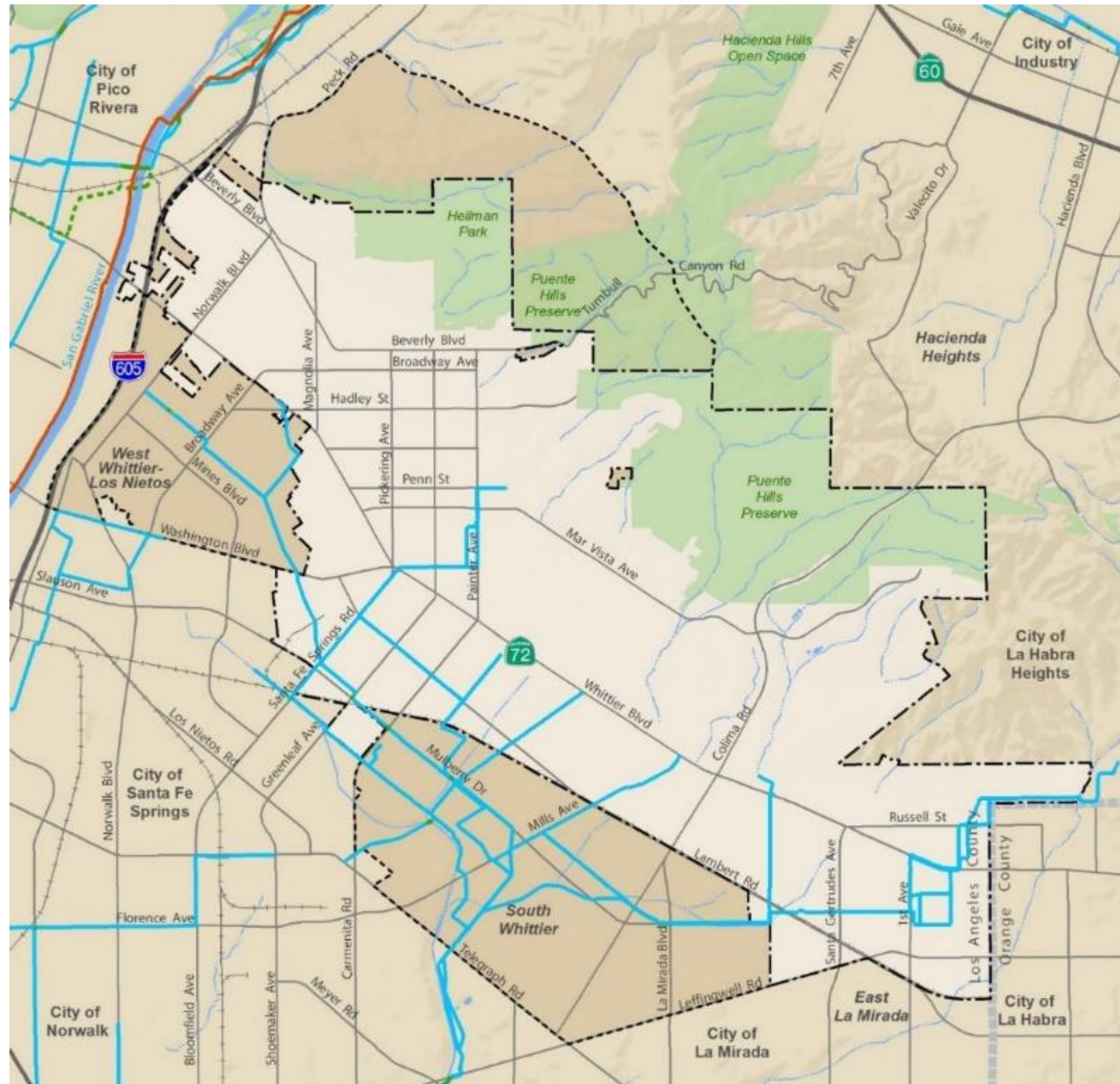
- MI-13.1: Ensure that improvements to and maintenance of electric power and natural gas transmission and distribution systems be performed in a manner that maintains safety and reliability and that implements City environmental goals.
- MI-13.2: Focus on purchasing electricity from renewable sources through continued participation in appropriate organizations and alliances.
- MI-13.3: Accommodate alternative energy infrastructure (such as wind and solar) as new technology evolves.
- MI-13.4: Ensure that pipeline owners protect and maintain underground high-pressure pipelines consistent with applicable laws through coordination and working with responsible federal and State agencies.
- MI-13.5: Require new development projects to underground utilities and provide utility upgrades/replacements, as appropriate.
- pavement, and other types of bioretention cells.

Goal 14: Communications technologies that facilitate efficient and affordable access for everyone in Whittier, provide broad benefits, and integrate well into the urban environment

- MI-14.1: Ensure that residents, businesses, and institutions in the City have choices regarding communications service providers.
- MI-14.2: Explore ways to provide easy access to wireless communications services in public spaces.
- MI-14.3: Identify local Disadvantaged communities that may be underserved by wireless communications services due to cost or poor service coverage, and work with service providers and others to improve that access.
- MI-14.4: Minimize the visual impacts of communications infrastructure.
- MI-14.5: Ensure that the City receives sufficient revenues and other benefits from the private use of public infrastructure and facilities for the installation of small cell and similar technologies.



**FIGURE MI – 5:
SEWER LINES**



- Sewer Trunk Lines (LA County Sanitation Districts)**
- In Service Gravity
 - In Service Siphon / Suction
 - Outfall (San Gabriel River)
 - - - Out of Service Gravity / Siphon

- Base Map Features**
- Whittier City Boundary
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Source: City of Whittier and Los Angeles County Sanitation Districts, 2013.

Prepared by MIG, July 2017.



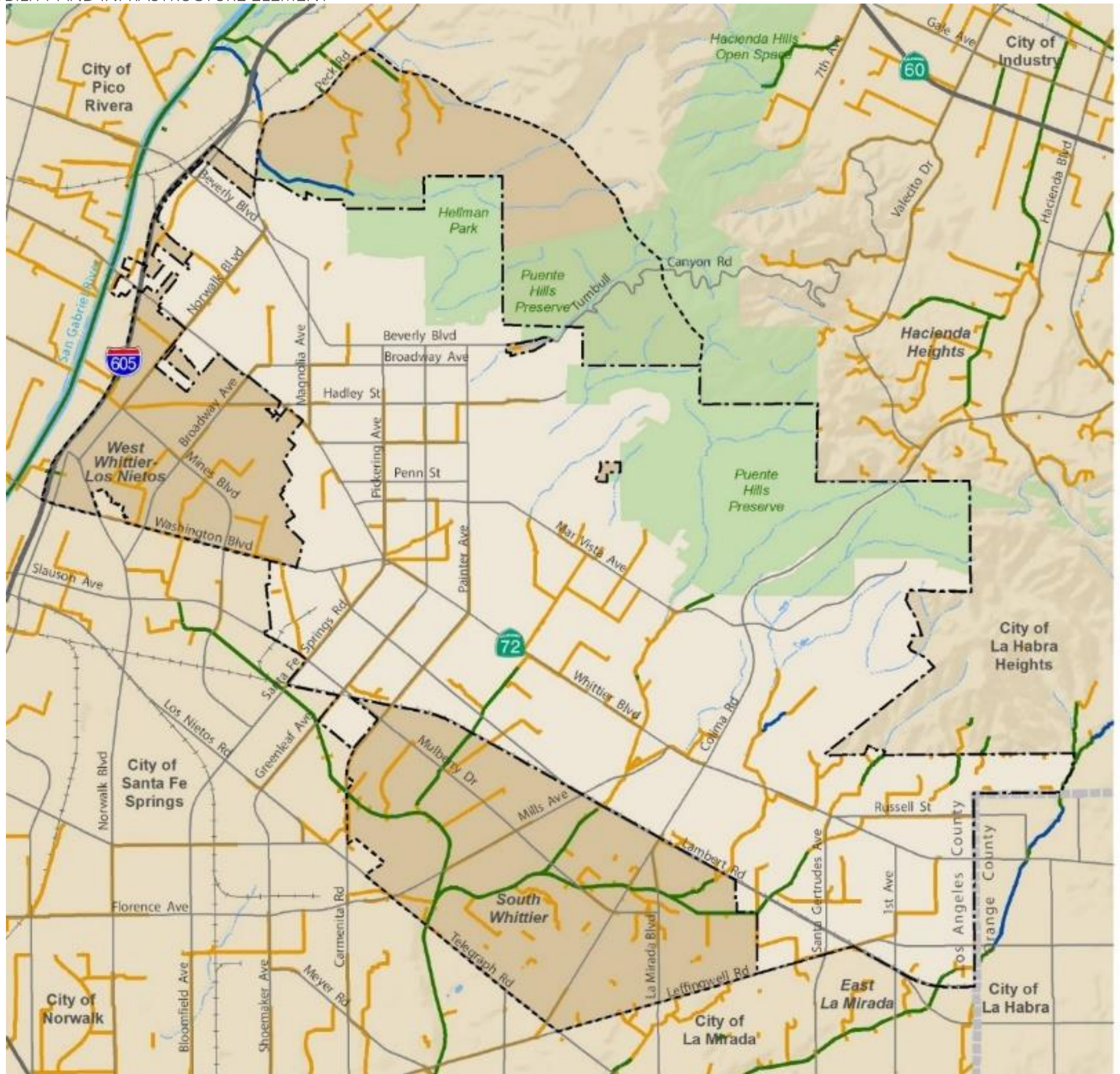
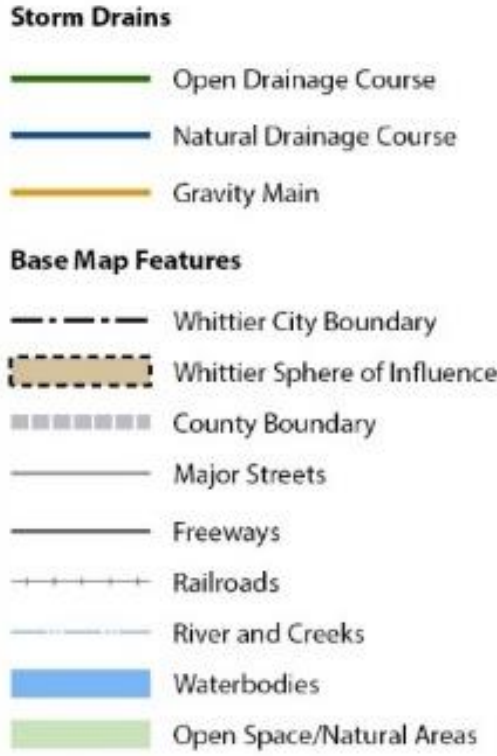


FIGURE MI – 6:
STORMWATER
INFRASTRUCTURE



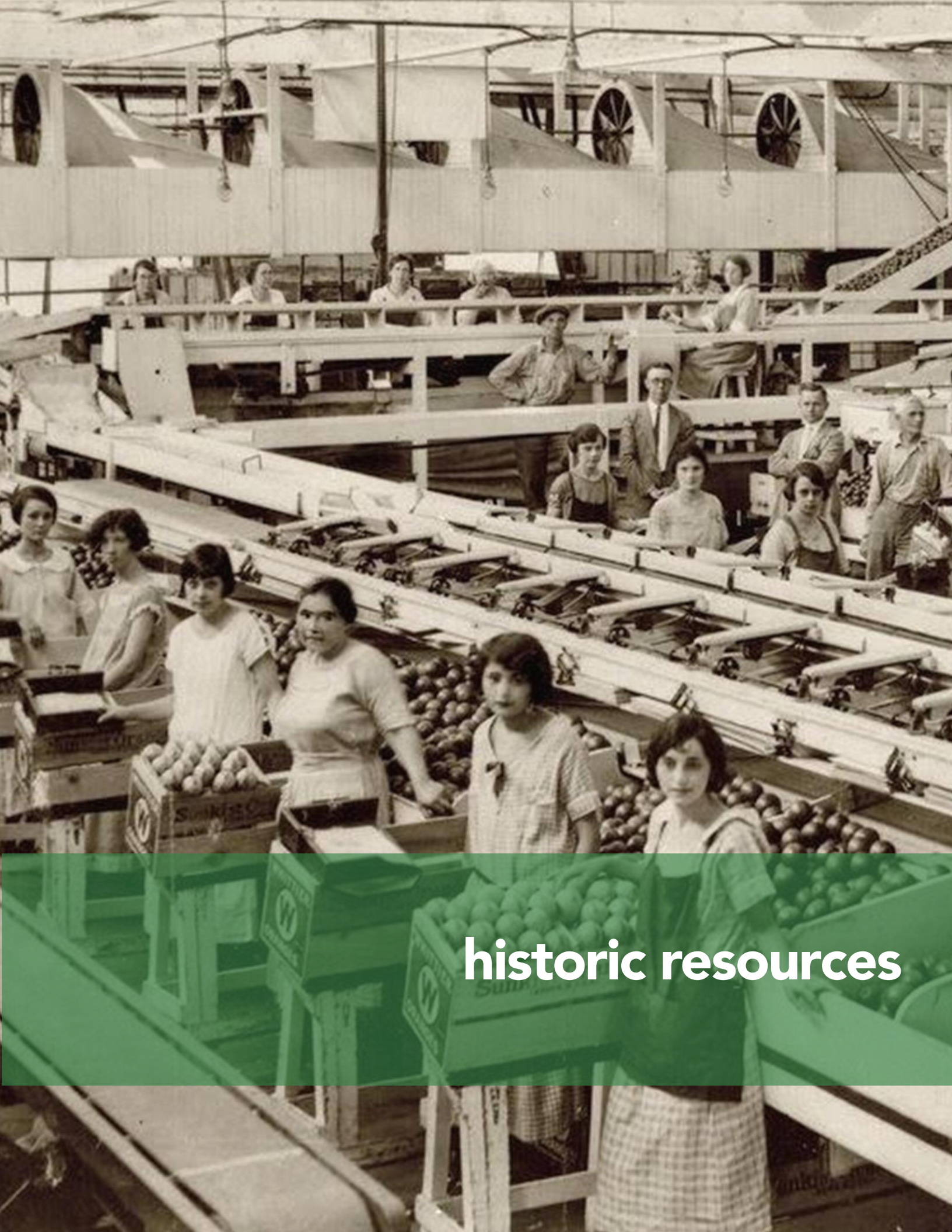
Source: City of Whittier and Los Angeles County Public Works, 2013.
Prepared by MIG, July 2017.



Goal 15: “Smart” infrastructure that creates a connected, coordinated, and responsive City

- MI-15.1: Explore opportunities for using integrated technologies and infrastructure to:
 - Improve and enhance transportation, water delivery, sewage collection, streetlight, solid waste collection, and other urban systems
 - Connect residents and businesses with City services and programs
 - Promote economic development opportunities
- MI-15.2: Develop a “smart cities” strategy.

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historic resources



in this section

introduction

goals and policies

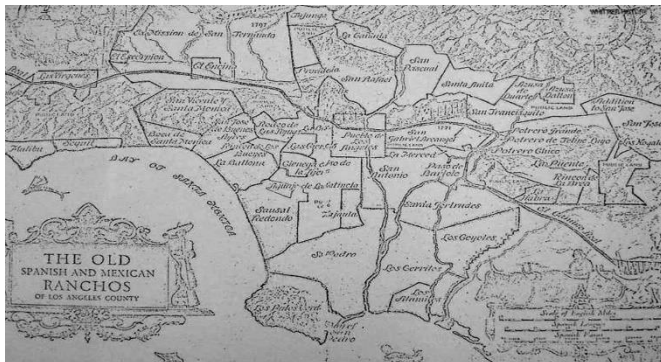
introduction

Historic preservation is a tool that communities use to assist in maintaining unique community character and has been a significant component of the City of Whittier's planning efforts. The 1993 Whittier General Plan included an Historic Resources Element, the Envision Whittier General Plan updates the earlier Element. The City has chosen to include an Historic Resources because the community values its history and culture and seeks to identify goals and policies that promotes the preservation of historic and cultural resources. Whittier's tangible links to the city's past promote public understanding, appreciation, and civic pride for those people, places, events, and cultures that contribute to making Whittier a desirable place to live and work.

With a rich past worthy of preservation, the City has acted proactively with regard to historic preservation policies, as evidenced by the adoption of an optional Historic Resources Element in 1993. Additionally, the City has received consistently high ratings from the non-profit, historic preservation county-wide advocacy organization the Los Angeles Conservancy in its Historic Preservation Report Card, last updated in 2014. The Historic Resources Element allows Whittier to consider its current programs, policies, and practices and establish a path to implement goals and policies that will continue its tradition of best practices in Historic Preservation.

historic and cultural heritage

early establishment



Map of old Spanish & Mexican rancho boundaries across Los Angeles County

Before western settlement, the Indians of the Shoshonean language group, who historians later referred to as Gabrielinos because of their association with the missionaries, were the earliest known inhabitants. It is believed that many of the first permanent settlers and original native people of Whittier also included the Tongva tribe.

Spanish California (1769-1821) influences resulted in the establishment of both missions and large ranchos. In 1784, Jose Manuel Nieto, who served on the Portola expedition, received a 300,000-acre land grant as a reward for his military service, While the area of Nieto's land grant was reduced in 1790 as the result of a dispute with Mission San Gabriel, the land grant stretched from the hills north of Whittier to the Pacific

Ocean, and from the Santa Ana River to the San Gabriel River. After Nieto's death in 1804, his property was bequeathed to his family's descendants.

After Mexico gained her independence from Spain, she ruled California (1821-1848) during an era of thriving ranchos. Mexico continued the Spanish practice of granting land to citizens in good standing to encourage settlement in California. This was accomplished by secularizing the old Spanish missions and dividing up the mission lands to establish new ranchos. In doing so, it ended the influence of the California mission system on the region's inhabitants. One of the recipients of these Mexican land grants was Juan Crispin Perez, who established Rancho Paso de Bartolo in 1835.

During the time of the 1840s Mexican–American War, much of the land that would become Whittier was owned by Pio Pico, a rancher and the last Mexican governor of Alta California. Pio Pico purchased the Perez Grant in five parcels and re-named it "El Ranchito". Pico built his hacienda home east of the San Gabriel River. Pico House was considered one of the finest hotels at the time. Pico used it as a country house to get away from the pressures of business in Los Angeles. It also became a gathering place for neighbors and business acquaintances that traveled long distances as a result of the California Gold Rush. It is presently the Pio Pico State Historic Park in Whittier.

quaker community roots and whittier's first settlers

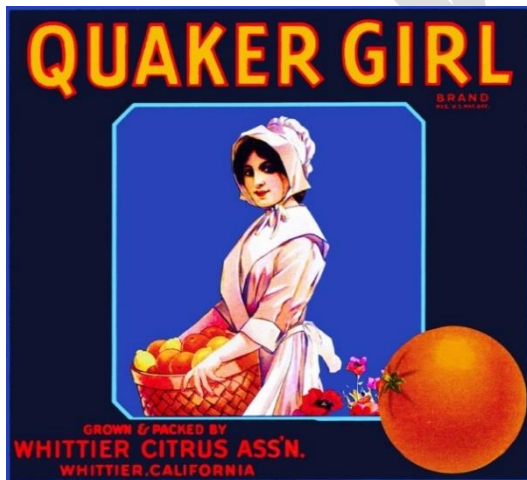


Illustration of "Quaker Girl", a reference to Whittier's history as a "Quaker Colony"

After the Mexican–American War, in 1868, German immigrant Jacob F. Gerkins paid \$234 to the U.S. government to acquire 160 acres of land under the Homestead Act. Gerkins built a small cabin (also known today as "the Jonathan Bailey House"). Gerkins' land was owned by several others. By 1879, Gerkins sold his property to John Thomas, who established a 1,259-acre ranch in present day Whittier. The Thomas Ranch was subsequently sold in 1887 to the Pickering Land and Water Company who subdivided the ranch and sold lots to establish a "Quaker Colony" under the stewardship of Johnathan Bailey, John Painter, Hervey Lindley, Aquila Pickering

and T.E. Newlin. Although Whittier was established on Quaker (Friends) principles, the Pickering Land and Water Company often donated land to non-Quaker congregations to develop their churches as well.

As the community's Quaker foundation soon took root, it led to the City of Whittier's incorporation in 1898 with 585 residents. The City's name was chosen to honor the 19th Century

HISTORIC RESOURCES ELEMENT

Quaker poet, John Greenleaf Whittier. The area soon became known as a thriving citrus ranching region, with "Quaker Brand" fruit being shipped all over the United States. Beginning in 1887, walnut trees were planted, and Whittier became the largest walnut grower as well as a major producer of pampas grass in the United States.

whittier college

In 1888, the Southern Pacific Railroad built the first railroad spur to Whittier, which helped promote the boom of the 1880s. Many Quakers on the east coast bought lots sight unseen, but settlement was opened to all "fair-minded people." Development was further enabled by the construction of a freshwater flume from the San Gabriel River, reservoir, and pumping station in 1891. The Pickering Land and Water Company set aside a 20-acre parcel of land for the development of a college, but a collapse in the land boom stalled construction. Progress on developing a college was sporadic, but on July 30, 1896, the Whittier Academy, operating since 1891, officially changed its name to Whittier College.

whittier's state school

It is also important to note the establishment of Whittier's State School for Juvenile Offenders in 1891 (also known later as the Fred C. Nelles School) that was intended to help the City after depression of 1890 and establish a solid economic base for the community. The Quaker reformers supported the idea that troubled youth could excel in a community of self-reliant, industrious farmers. Soon after the Los Angeles-Whittier trolley line opened in 1904, the area became more desirable for residential and commercial development; and the new school serendipitously found itself situated in a convenient location just southwest of the railroad line and was served by the depot across Whittier Boulevard to the northeast, just off Hadley Street. The State School, which then became the Fred C. Nelles youth correctional facility, eventually closed in 2004.

commercial/residential establishments

Whittier's first large commercial enterprise, a cannery, was followed by a lumber mill and a grist mill. Farmers planted barley, beans, cabbage, corn, oats, peanuts, tomatoes, and citrus. Whittier became an important oil industry center following sale of land in the Puente Hills to the Central Oil Well Company in 1897. Companies, including the Standard, Union, and Richfield Oil Companies established oil wells in the nearby hills.

As Whittier's population steadily grew to 14,822 by 1930, so did the diversity of goods and services provided within the City along with the rise of substantial new public and private buildings like the Murphy Memorial Hospital (1921), First National Bank (1923), and the Hoover

Hotel (1930). Most of Whittier’s new development during this period still remained concentrated in the greater Uptown area, with residential development becoming increasingly dense around the City’s commercial core.



Philadelphia Street, circa 1902

During the 1920s and 1930s, residential and commercial development was becoming increasingly geared toward accommodating the automobile. This became evident as residential garages replaced barns and streets were widened and paved with parking spaces to accommodate automobile traffic as the use of public rail for

transportation waned and eventually ended in Whittier by 1938. This ultimately gave rise to the automotive commercial-retail strip that became the primary expression of the automobile’s impact on the mid-20th Century landscape in Whittier and resulted in the explosion of development away from the greater Uptown area in favor of Whittier Boulevard and other surrounding thoroughfares.

Like other communities, Whittier’s growth slowed during the Great Depression (1929-1941). However, Whittier’s agriculture and oil industries remained active. Although new construction was limited during this period, the federal Works Progress Administration (WPA) provided assistance with funding and jobs for public projects. An example of the WPA’s work in Whittier is readily found in the numerous improvements constructed throughout Penn Park that are still used today.

Although Whittier’s agriculture and oil industries declined after World War II (1939-1945), Whittier’s growth continued to accelerate as distribution and manufacturing became important industries in the community because of its proximity to Los Angeles, major road networks and a large worker population. New construction also flourished during this period.

Between 1940 and 1960, Whittier’s population more than doubled from 16,115 to 33,663 residents. Vast new tracts of residential homes and apartment buildings were being developed in conjunction with commercial, industrial, medical, and institutional uses that were replacing the former agricultural land and oil fields that were once the backbone of Whittier’s economy.



Aubrey Wardman House, built in 1927, is on the official Local Register of Historic Resources

By 1970, the City’s population climbed to 72,863. Several annexations of unincorporated areas into Whittier during the 1950s and 1960s were partially responsible for this large population increase. Whittier was also experiencing the same kind of rapid growth that was occurring

HISTORIC RESOURCES ELEMENT

throughout Southern California after World War II. This growth was induced in part by an influx of returning soldiers, new families moving into California and rising birth rates. Whittier was now a firmly established bedroom community with a well-developed infrastructure and the ability to provide its residents with numerous goods and services. However, to maintain the aesthetic appeal and to entice new growth and development into the community, rehabilitation and redevelopment would play a major role in the future of the City as the 1970s dawned in Whittier.

During the 1980s, Whittier witnessed growth, suburban neighborhoods, indoor malls (big box retail), and commercial destinations still created for cars.

Today, the commercial and residential landscapes in Whittier continue to evolve with progressive changes, more housing types and higher densities, green measures, shift away from malls and big box to lifestyle/experiential destinations, and adaptive re-use that embrace design that allows both old and new.

current and past preservation efforts

Past historic preservation efforts by the City and its partners include the following:

1970s – 1990s

- Whittier Redevelopment Agency revitalizes Uptown Whittier
- Historic Resources Ordinance within Municipal Code Chapter 18.84 adopted and updated
- Citywide Centennial celebrations and activities highlighting Whittier's 100 years of history
- Local Register of Historic Resources developed
- Three historic districts (College Hills, Central Park, and Hadley-Greenleaf) were established
- 1993 General Plan's Historic Resources Element adopted



Dorland House, built in 1888, is on the official Local Register of Historic Resources

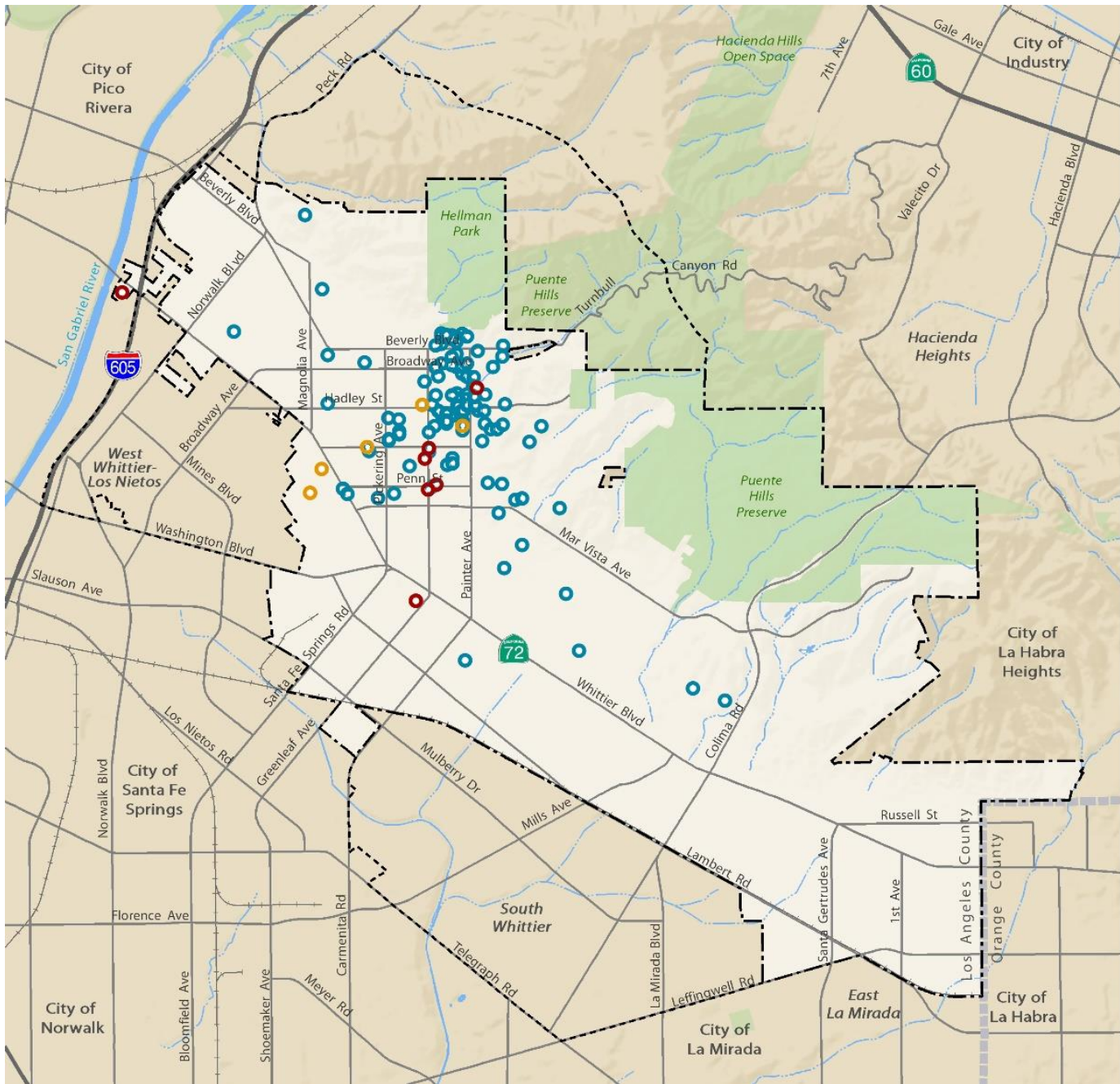
2000s

- Historic Resources surveys were initiated including: Residential resources, Non-Residential resources (including Modern Movement related resources)
- Planning Division dedicated resources to inform and participate in decision-making and project review related to historic preservation
- Historic preservation webpage created for the City's website
- "A Brief History of Whittier to 1970," published on City's website
- City of Whittier Public Library History Room established
- Earlham Historic District established
- Continual promotion of the Mills Act Property Tax Reduction for landmark designations and/or contributing resources within an established historic district and subsequent Mills Act contracts
- Uptown Specific Plan's revitalization goals and policies
- Archaeological policies developed related to CEQA mitigation measures
- Certificate of Appropriateness application and review process established



Central Park Historic District Marker

HISTORIC RESOURCES ELEMENT



**Figure HR-1:
Historic
Landmarks (2017)**

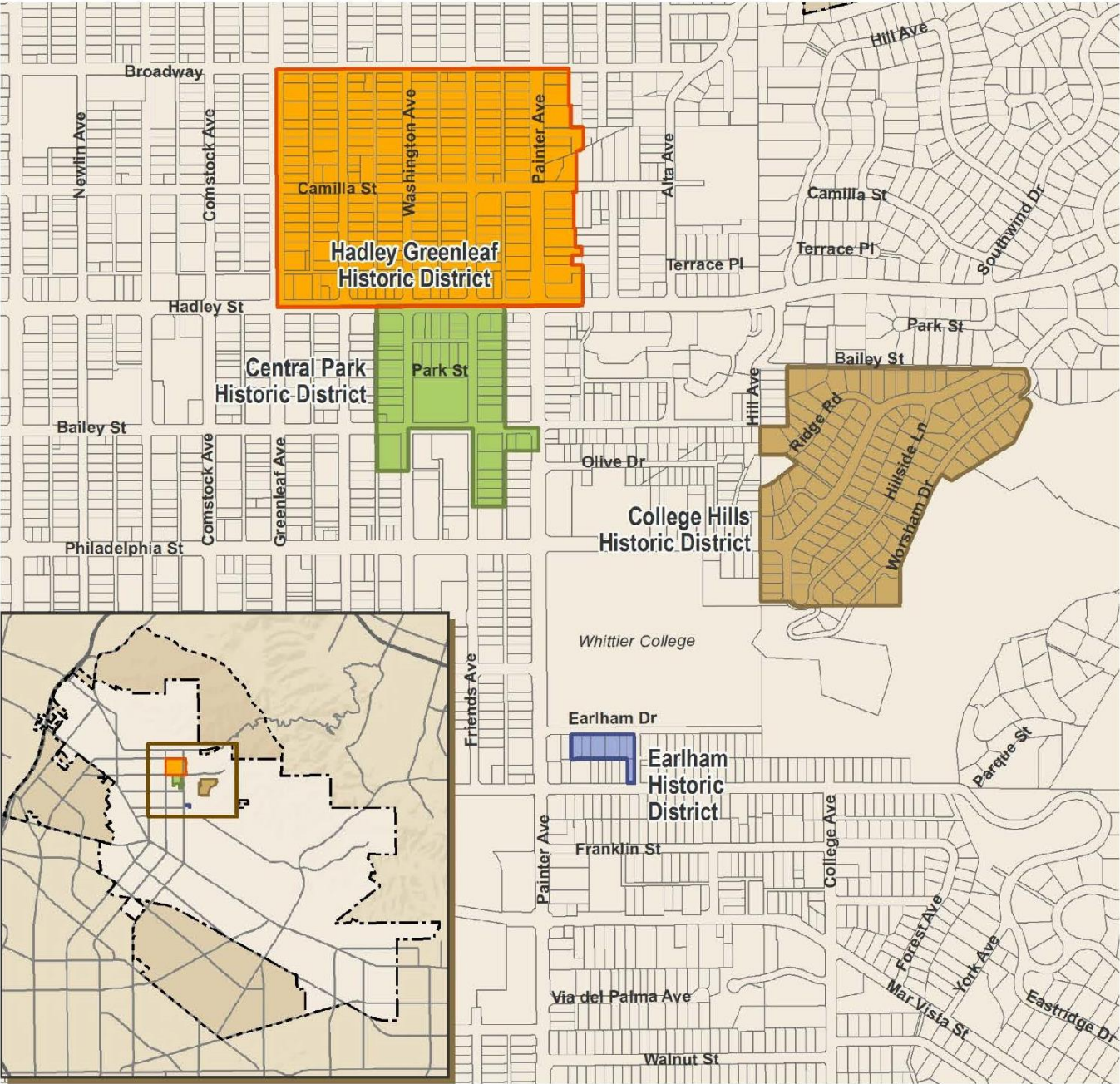
- Historic Landmarks**
- National Register of Historic Places (7)
 - California Register of Historical Resources (12)
 - Local Official Register of Historic Resources (109)

- Base Map Features**
- Whittier City Boundary
 - Whittier Sphere of Influence
 - County Boundary
 - Major Streets
 - Freeways
 - Railroads
 - River and Creeks
 - Waterbodies
 - Open Space/Natural Areas

Source: City of Whittier, 2021.
Prepared by MIG, June 2021.



Figure HR-2:
Historic Districts



- Historic Districts**
- Central Park Historic District
 - College Hills Historic District
 - Earlham Historic District
 - Hadley Greenleaf Historic District

Source: City of Whittier, 2017.
 Prepared by MIG, July 2017.

0 100 200 400 600 800 1,000 Feet

goals and policies

Goal 1: Historic Resources Identification: Identify historic, cultural, and archaeological resources.

- HR-1.1: Evaluate potential historic resources and evaluate/provide required contextual statements for additional residential and commercial historic districts, as requested by the City Council and/or individual property owner(s).
- HR-1.2: Consider documenting Whittier's post World War II residential neighborhoods. View Whittier's post-World War II neighborhoods holistically rather than building by building to gain an understanding of how they developed and what the context of their design and development means within the history of Whittier's residential enclaves.
- HR-1.3: Evaluate the Uptown District to determine its appropriateness as a potential historic district.
- HR-1.4: Ensure each of the four already-designated historic districts clearly identifies contributing and non-contributing resources within defined boundaries.
- HR-1.5: Identify and map areas of archaeological resources sensitivity.
- HR-1.6: Understand that areas located along the San Gabriel River and in the Puente Hills have high potential for archaeological resources.



A post-war home in Whittier as pictured in a 1963 Chamber of Commerce promotional publication.

Goal 2: Update the City's Historic Preservation Program to align with best practices

- HR-2.1: Enhance, restore, preserve, and protect, as appropriate, historic resources throughout Whittier.
- HR-2.2: Encourage the retention and/or adaptive reuse of historic residential, commercial, and industrial buildings.
- HR-2.3: Consider relocation of structures with officially designated landmark status to vacant sites, preferably within established districts when no other alternative exists for their preservation, or if a particular structure is not protected by ordinance.
- HR-2.4: Provide guidance to the owners of designated historic landmark sites to preserve and rehabilitate structures.

- HR-2.5: Align the Historic Preservation Program with the California Environmental Quality Act (CEQA).
- HR-2.6: Encourage cooperation and collaboration between City departments, commissions, boards, and community groups to respect designated historic resources when proposing, reviewing, and approving new or infill development.

Goal 3: Protect historic and cultural resources from demolition, destruction, or inappropriate actions or consequences.

- HR-3.1: Consider the impact of climate change on historic and cultural resources and act to take preventative measures.
- HR-3.2: Suspend development activity when archaeological and/or paleontological resources are discovered during construction.
- HR-3.3: Encourage compatible new development of and near buildings, structures, sites, districts, and landscapes with historic designations to ensure limited physical and visual impact to existing historic resources and within older neighborhoods.
- HR-3.4: Suggest Accessory Dwelling Units (ADUs) take into consideration the character and features of the neighborhood in which it will be placed.
- HR-3.5: Strive to have historic resource evaluations consider the neighborhood context and potential for a larger historic district, rather than just evaluate singular resources.
- HR-3.6: Consider how landscapes may affect historic buildings.
- HR-3.7: Balance public safety and insurance issues, consider encouraging the retention of mature landscaping and built landscape features as these elements contribute to the overall character of Whittier’s older residential neighborhoods.



A vintage postcard view of Whittier City Hall; one of Whittier’s first Modern buildings. Designed by architect William Henry Harrison in 1959

Goal 4: Promote the Whittier’s historical and cultural resources (including adaptively reused structures) in a manner that contributes to Whittier’s overall economic development.

HISTORIC RESOURCES ELEMENT

- HR-4.1: Understand heritage tourism has strong economic impacts to local businesses and institute a focused locally inspired promotional program in partnership with organizations such as the Chamber of Commerce and local civic clubs and organizations.
- HR-4.2: Understand the Pio Pico State Historic Park's contribution to Whittier's heritage and heritage tourism.
- HR-4.3: Promote public awareness of Whittier's history, diverse heritage, and cultural influences.



*Pio Pico State Historic Park,
Courtesy of California State Parks.*

Goal 5: Promote historic, cultural, and archaeological resources as a source of community identity and pride.

- HR-5.1: Encourage public knowledge, understanding, and appreciation of Whittier's role in local and regional history.
- HR-5.2: Foster civic and neighborhood pride and a sense of identity based on the recognition and use of historical and cultural resources.

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Draft



resource management

in this section

introduction

key terms

baseline issues

- natural resources and conservation

- water resources

- air quality, greenhouse gases, and associated health effects

- tribal resources

- oil and gas

- parks and open space

- urban forestry

goals and policies

- natural resources and conservation

- air quality, greenhouse gases, and associated health effects

- oil and gas

- parks and open space

- urban forestry

- tribal resources

introduction

In Whittier, natural resources surround us: the hillside habitats that support abundant wildlife, the tall trees that shade our streets and cool us as we walk through a park, and the rivers and streams that recharge our groundwater basins. These resources contribute to the quality of life in Whittier and allow residents to enjoy features not found in many urban environments. We must take care to protect these resources, as many cannot be replaced if diminished or destroyed. This Element focuses on preserving, protecting, conserving, reusing, and efficiently using Whittier’s natural resources.

Natural resources include the lands, fossil fuels, water, wildlife, plants and trees, air, and other resources obtained from the Earth. Some resources are managed, such as landscaped parks. Other resources are meant to flourish through conservation, such as the varied habitats in the Puente Hills Preserve.

In addition to providing welcome green space in our urban areas, Whittier’s parks offer opportunities for residents to improve mental and physical health, enjoy outdoor activities, and socialize with neighbors. Parks beautify neighborhoods and become assets to the residents and visitors who use them. Access to parks, trails, open space, and recreational facilities contributes to complete neighborhoods and supports a strong economy. Lower rates of obesity, asthma, and heart disease have been linked to proximity to parks and open space, especially if access to nature is part of everyday life. A city with strong park access—which can be measured by the amount of time it takes to walk to a park—makes active and passive park use more likely, frequent, and attainable.



Penn Park

key terms

Active Recreation Spaces refer to amenities, facilities, and space for active physical activity or organized sports and game. Examples include sports fields, game courts, playgrounds, and exercise equipment.

Brine, or produced water, is an oil and gas production byproduct. It consists of water from the geologic formation, injection water, oil, and salts.¹

Bulb-outs (also called curb extensions) extend the sidewalk into the right-of-way to narrow the roadway and provide additional pedestrian space at key locations; they can be used at corners and at mid-block. Bulb-outs can often be lengthened to create public spaces, landscaped areas, or transit waiting areas.

CALGreen refers to the California Green Building Standards Code included in the California Code of Regulations (Title 24, Part 11), originally adopted in 2007 to establish building standards that move the State toward achieving greenhouse gas reduction targets. The code is periodically updated to reflect emerging technologies and revised reduction targets.

Carbon Dioxide Equivalent (CO₂e) is a term used to describe different greenhouse gases in a common unit. For any quantity and type of greenhouse gas, CO₂e signifies the amount of CO₂ that would have the equivalent global warming impact.

Climate Change means a change in global or regional climate patterns.

Conservation refers to the management and sustainable use of natural resources to minimize waste, destruction, or degradation.

Cool Pavement(s) refer to pavements that stay cooler in the sun than traditional pavements through such means as reflective coatings, vegetation, pervious pavements that allow- water infiltration, and surfaces shaded by trees.

Global Warming occurs when carbon dioxide (CO₂) and other air pollutants and greenhouse gases collect in the atmosphere and absorb sunlight and solar radiation that have bounced off the earth's surface. Normally, this radiation would escape into space—but these pollutants, which can last for years to centuries in the atmosphere, trap the heat and cause the planet to get hotter.

Green Building refers to a holistic approach to design, construction, and demolition that minimizes the building's impact on the environment, the occupants, and the community.

Greenhouse Gases (GHG) occur naturally and from human activity. Greenhouse gases produced

¹ <https://www.ag.ndsu.edu/publications/environment-natural-resources/environmental-impacts-of-brine-produced-water>

by human activities include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Greenhouse Gas Effect results when carbon dioxide and other greenhouse gases act like a blanket, absorbing infrared radiation and preventing it from escaping into outer space. The net effect is the gradual heating of Earth's atmosphere (global warming).

Ecosystem Services includes all benefits to humans provided by the natural environment, such as food, water, climate, and recreational benefits.

Environmental Justice is the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.²

Multimodal transportation considers and accommodates the many ways users get around, including walking, bicycling, public transportation, and driving.

Natural Resources constitute the lands, minerals and fossil fuels, wildlife, plants and trees, air, water, groundwater, drinking water, and other resources that make up the Earth.

Open Space refers to land that is not developed for residential, commercial, or industrial use and that is set aside for natural resource preservation/conservation or for outdoor recreation. Open space lands can encompass wildlife habitat, rivers, groundwater recharge areas, and areas containing mineral deposits. Trails, parks, outdoor recreation areas, utility easements, scenic highway corridors, and areas with limitations on usage to mitigate hazardous conditions (such as earthquake fault zones, unstable soils, flood plains, and watersheds) are also often considered open space.

Parks refers to lands developed for the purpose of enjoying outdoor spaces for active and passive recreation, as further described in the Parks and Open Spaces discussions in this element.

Particulate Matter refers to tiny particles made of any material suspended in the air, except pure water that exists in the solid or liquid state. The notation PM10 is used to describe particles 10 micrometers or less in diameter, and PM2.5 represents particles less than 2.5 micrometers in diameter. Smaller PM particles cause lung irritation, and exposure can trigger asthma attacks.

Passive Recreation Spaces are unimproved open spaces for low-impact recreational use. Passive recreation spaces typically provide quiet or passive use opportunities, such as walking paths, fountains/water features with seating, picnic areas, and shade shelters. Passive recreation may fountains/water features with seating, picnic areas, and shade shelters. Passive recreation may

² Defined by California Law

RESOURCE MANAGEMENT ELEMENT

contain environmentally sensitive areas.

Pocket Parks are small parks frequently created on a single vacant lot or on small, irregular pieces of land and sometimes in parking spots. They also may be created as a component of the public space requirement of large building projects.

Preservation is the act of maintaining, protecting, or preventing something from being damaged. The term can be applied to a wide range of topics beyond open space and natural resource conservation (for example, for a building or structure).

Public/Quasi-Public are land uses operated and maintained for public administration and welfare. May include government, civic, cultural, schools, libraries, post offices, public utilities, public parking, religious institutions, and infrastructure.

Renewable Energy sources capture energy from natural processes such as sunshine, wind, flowing water, biological processes including biomass, and geothermal.

Scenic Areas pertain to natural features of the landscape that are visually or historically significant, as determined by the federal, state, or a municipal government, including interests in land that have been acquired for restoration, preservation, and enhancement of scenic beauty.

Sensitive Receptors are land uses such as residences, residential care facilities, schools, day-care centers, playgrounds, and medical facilities, all of which have occupants—particularly children and older adults—who are sensitive to harmful effects from air pollution.

Significant Ecological Areas (SEAs) are officially designated areas within Los Angeles County identified as having irreplaceable biological resources. These areas represent the wide-ranging biodiversity of the County and contain some of the County's most important biological resources.

Trails are publicly owned or maintained designated travel paths planned for and used by equestrians, pedestrians, and/or non-motorized cyclists.

Urban Forest is a collection of trees in an urbanized area planted for the purpose of providing shade in parks and other public spaces, beautifying the streetscape, attracting birds, and cleaning the air.

Urban Water Suppliers, whether publicly or privately owned, provide water for municipal purposes either directly or indirectly to more than 3,000 customers or more than 3,000 acre-feet of water annually.



Whittier Greenway Trail on Opening Day 2009

Vegetation Community is a classification of similar plant species. The fundamental aim of vegetation classification is to group together plant communities perceived as similar and thus, simplify the description of the vegetation patterns within a given geographic area.

Watershed refers to an area of land that drains collected rainfall via streams to a common collection point, such as a groundwater recharge basin or flood control infrastructure.

baseline issues

natural resources and conservation

- Whittier's most prominent natural resource is the Puente Hills Preserve located along the City's northern edge. Over 70 percent of Whittier's total park acreage comprises natural parks within the Puente Hills Preserve. Continued conservation efforts are essential to maintain the unique diversity of vegetation communities and habitats for several special status wildlife species found within the Preserve.
- The Puente Hills Preserve is managed by the Puente Hills Habitat Preservation Authority (HPA). The HPA, established in 1994, is a public agency formed by a Joint Powers Agreement with the City of Whittier, County of Los Angeles, Sanitation Districts of Los Angeles County, and the Hacienda Heights Improvement Association. The HPA and the Preserve ultimately were formed as a condition of approval for the Puente Hills Landfill, which funds most of its operations.
- The Puente Hills Preserve is designated a Significant Ecological Area (SEA), a Los Angeles County-designated area with irreplaceable biological resources. The SEA program implements an ordinance that regulates development within these areas to balance the preservation of biodiversity and private property rights.³ See Figure RM-1 for a map showing the full extent of the SEA. Preserve surveys have reported a variety of native species including dragon flies and damselflies, butterflies, amphibians, reptiles, birds, and mammals, including mountain lion, bobcat, coyote, gray fox, and American badger.⁴ The jurisdiction of Los



Penn Park

³ <https://planning.lacounty.gov/site/sea/home/>

⁴ https://planning.lacounty.gov/assets/upl/project/sea_PHLNHA-resource-mgmt-plan.pdf

RESOURCE MANAGEMENT ELEMENT

Angeles County and its SEAs only exist in the sphere of influence surrounding Whittier; its authority does not extend into the City limits, as Whittier is responsible for establishing its own policies within its borders.



California Gnatcatcher and Black Sage
Courtesy of the Puente Hills Habitat Preservation Authority

Five major native vegetation communities within the Puente Hills Preserve are coastal sage scrub, chaparral, grassland, riparian, and woodland. These communities support a rich diversity of wildlife—including species either protected or threatened—that contribute to healthy natural ecosystems in a suburban environment. Much of the Puente Hills Preserve serves as a wildlife corridor, called the Puente-Chino Hills Wildlife Corridor, that connects the Cleveland National Forest in Orange County to the Whittier Narrows area of Los Angeles County. The connectivity of the Puente-Chino Hills Wildlife Corridor allows for better breeding and dispersal opportunities for indigenous wildlife and plants.

water resources

- Water conservation is a priority in Southern California to ensure the continued availability of the water supply. Whittier’s main source of domestic water is groundwater pumped from both the Main Basin and the Central Basin, which are part of the San Gabriel River watershed. Much of the watershed is fed by flows from the San Gabriel River, which drains 689 square miles of eastern Los Angeles County. Pollutants from dense clusters of residential and commercial activities have impaired water quality in the watershed.
- Because the City is an “urban water supplier,” California law requires that the Public Works Department, Water Division prepare an Urban Water Management Plan (UWMP) and review it every five years in accordance with the California Urban Water Management Planning Act (UWMP Act) of 1983. The purpose of the UWMP is to identify reliable water sources during extended drought periods. Periodic plan updates provide the opportunity to identify emerging conditions regarding water conservation efforts and measures to implement alternative and supplemental water conservation.

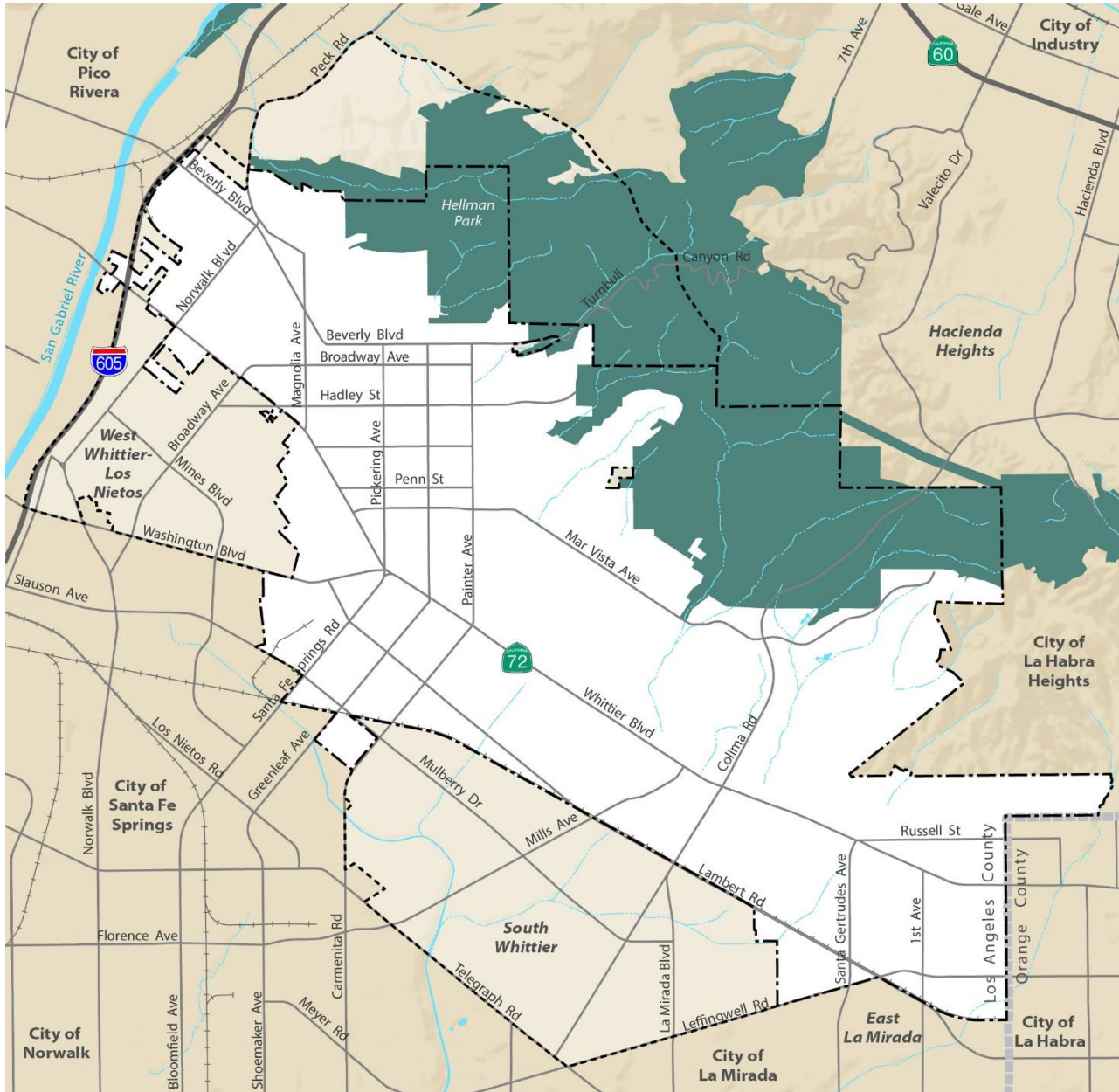


Figure RM-1: Significant Ecological Areas (SEA)

Significant Ecological Areas (SEA)

Puente Hills SEA

Base Map Features

- Whittier City Boundary
- Whittier Sphere of Influence
- County Boundary
- Major Streets
- Freeways
- Railroads
- River and Creeks
- Waterbodies

Source: City of Whittier, 2017.

The City-owned parcel located near Whittier Narrows is excluded from this map to increase the maps readability.

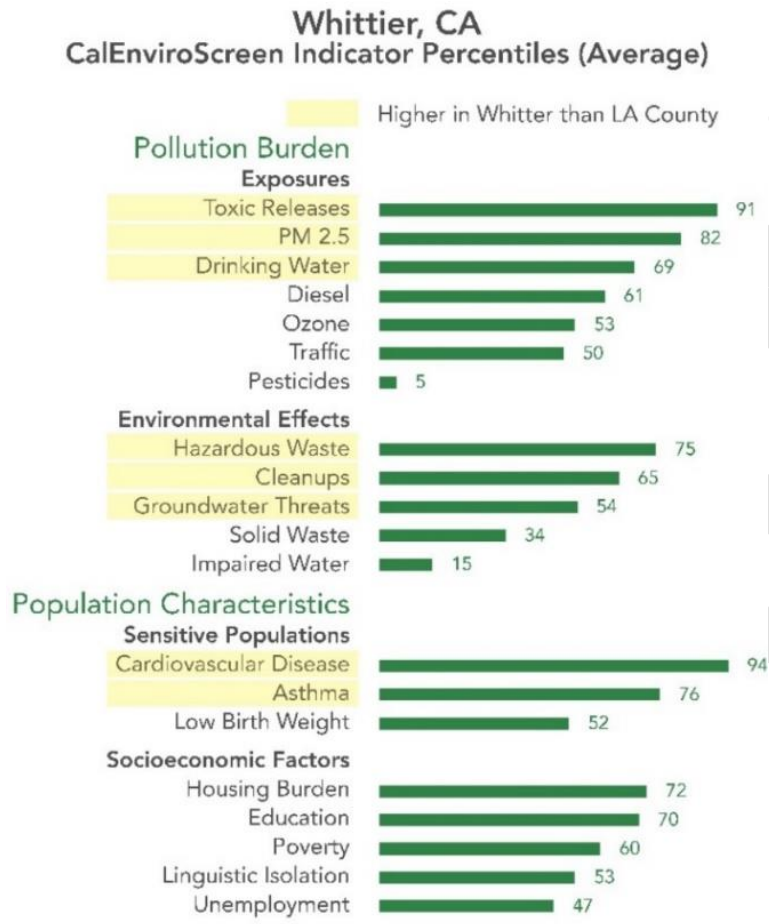
air quality, greenhouse gases, and associated health effects

- Whittier’s air quality can be considered “relatively good” for the Los Angeles Metropolitan area. The South Coast Air Quality Management District (SCAQMD) is responsible for monitoring and improving air quality throughout the South Coast Air Basin, which encompasses all of Orange County and the urbanized portions of Los Angeles, Riverside, and San Bernardino Counties.
- The primary pollutant of concern is ozone, which forms from interactions between oxides of nitrogen and hydrocarbons due to heat and sunlight. While high ozone concentrations in the stratosphere (10 to 30 miles above Earth) are critical to protecting the Earth from ultraviolet rays, ozone occurring at low levels above our cities can cause breathing difficulties, especially in the elderly, the very young, or those that are sick.
- Local pockets of high and low particulate matter levels occur throughout Whittier, depending upon proximity to PM sources, such as I-605, railroads, and active construction sites. The western half of the City experiences much higher levels of air pollution than the eastern. The Whittier Boulevard and I-605 junction sees the third highest volume of heavy and light duty truck traffic and nitrous oxide emissions in SCAQMD’s region, which results in concerning localized air pollution.⁵
- Hazardous air pollutants are those known to cause cancer and other serious health impacts. Historically and in current times, industrial businesses, medical facilities, and landfills in Whittier have emitted hazardous air pollutants, with examples including the Savage Canyon Landfill, PIH Health, and Omega Chemical Corporation site. Hazardous air pollutant emissions are stringently regulated and monitored by the South Coast Air Quality Management District.
- The primary sources of regional GHG emissions are light-duty vehicles and electric power generation using fossil fuels. Other large contributors are heavy-duty vehicles, petroleum refining, and similar stationary sources.⁶ The Gateway Cities Air Quality Action Plan anticipates a decrease in GHG emissions by approximately 25 percent by 2035 due to increasingly stringent regulations, cleaner truck, train, and automobile technology, and the replacement of older vehicles.

⁵ <https://www3.epa.gov/ttn/amtic/files/networkplans/CASCAQMDPlan2015.pdf>

⁶ Gateway Cities Air Quality Action Plan (2013)

- Exposure to pollutants or allergens where people live, work, or play is linked to higher rates of asthma.⁷ Asthma rates in children ages zero to 17 in Whittier at eight percent are slightly higher than the Los Angeles County average (seven percent).⁸ The highest rate of hospital emergency department visits for asthma occurred in the 90602 and 90606 Whittier ZIP codes. These are some of the same communities that have the highest CalEnviroScreen Disadvantages Communities score. CalEnviroScreen indicators are measures of



Note(s): CalEnviroScreen scores are calculated by census tract. Census tracts analyzed here include: 6037500300, 6037501001, 6037501002, 6037501400, 6037501504, 6037501803, 6037501804, 6037502003, 6037502004, 6037502100, 6037502200.

environmental conditions (reported as pollution burden indicators) and health and vulnerability factors (reported as population characteristic indicators). A higher percentile indicates a higher relative burden. Several CalEnviroScreen indicators are higher in Whittier than the Los Angeles County average.

- Parts of Whittier are considered both a Disadvantaged Community per SB 535 and a Low-Income Community per AB 1550⁹. These designations make Whittier eligible for special funding from the State’s cap-and-trade program. These investments are aimed at improving public health, quality of life, and economic opportunity in California’s most burdened communities while at the same time reducing pollution that causes climate change. Approved projects

must align with project types approved by the California Legislature, such as waste diversion and green infrastructure, among others.

⁷ <https://www.pcori.org/blog/addressing-disparities-health-outcomes-people-asthma>

⁸ County of Los Angeles Public Health, Whittier Health Profile (2018)

⁹ <https://www.arcgis.com/apps/MapSeries/index.html?appid=2e984fca23184d6496ac0c6d09a1d965>

tribal resources

- The indigenous Chumash and Gabrieliño/Tongva peoples are the two native groups that have occupied current day Los Angeles County for thousands of years. Due to development, occupation, use, and natural occurrences, many historic, cultural, or sacred sites and artifacts have been disturbed or destroyed. State law requires tribal consultation in association with environmental review processes for discussion regarding preserving or mitigating impacts on cultural resources.

oil and gas

- The burning of fossil fuels has led to adverse worldwide environmental effects such as acid rain, smog, water pollution, and global climate change. Without prudent practices, exploratory drilling, and extraction of nonrenewable energy sources (such as coal, petroleum, and natural gas)—and their attendant infrastructure—can damage natural resources and have adverse air quality effects. In California, the oil industry is highly regulated to guard against adverse environmental conditions.
- Whittier and the surrounding area have a legacy of oil production, particularly from 1890 to the 1920s. Although production in the Whittier Oil Field has largely ceased because of efforts to preserve the hillsides as natural areas, oil well sites remain active within northwest Whittier and its sphere of influence. According to the 2018 Los Angeles County Public Health Profile, 696 oil and gas wells remain in Whittier. All oil wells (active, plugged, idle, or otherwise) need to be maintained and monitored to avoid environmental and public health and safety impacts.
- Oil production and refining generate large quantities of wastes. Although most of the wastes produced are non-hazardous (brine and drilling fluids), they must still be managed and if possible, recycled.¹⁰ All waste brines share in their high salinity (or salt concentration), but other contaminants might vary. Contaminants commonly found in brine waste include suspended solids and particles, anti-scaling agents, heavy metals, microorganisms, organic material, and oil and grease. Contaminants such as these can pose a threat to human health and can also damage ecosystems at the discharge site if not properly treated before disposal.¹¹
- In circumstances in which hazardous waste is produced in conjunction with oil-producing operations, the hazardous waste must be transported to a licensed recycling or disposal facility. California, however, faces decreased hazardous waste disposal capacity. Waste disposal is regulated by several federal and State agencies. Hazardous waste control laws are

¹⁰ <https://www.epa.gov/hw/management-oil-and-gas-exploration-and-production-waste>

¹¹ <https://www.samcotech.com/treat-brine-waste-before-discharging-or-disposal/>

becoming more stringent, and it is becoming increasingly difficult to site new hazardous waste disposal facilities.

parks and open space



Outdoor Fitness Equipment along the Greenway Trail

▪ The City maintains an extensive system of parks, open space, and recreation resources, with 23 City parks and the 4.5-mile Greenway Trail comprising 444.6 acres of parkland, as detailed in Table RM-1. In addition, Pio Pico State Historic Park and three Los Angeles County parks within the sphere area provide open spaces readily accessible to Whittier residents (see Figure RM-2 and Table RM-2). The City’s neighborhood, community, and specialty parks provide a variety of active recreation space that include sports fields, game courts, and playgrounds.

Natural areas and mini parks provide passive recreation space such as walking paths, sitting and picnic areas, and natural undeveloped areas for enjoying nature.

Table RM-1: Park Resources Summary

Park Types – City of Whittier	Size	Number of Parks	Total Park Acres
Mini Parks	0.25 to 1 acre	6	4.0
Neighborhood Parks	1 to 7 acres	11	33.5
Community Parks	7 to 30 acres	3	34.2
Natural Parks	50 + acres	2	327.0
Specialty	NA	2	11.2
Greenway	NA	1	34.7
City of Whittier Total		24	444.6
Park Types – Other Jurisdictions		Number of Parks	Total Park Acres
Pio Pico State Historic Park		1	5.7
LA County Parks (Within Sphere of Influence)		3	26.7
Other Jurisdictions Total Acres		4	32.4
Whittier + Other Jurisdictions Total		28	475.8

Source: City of Whittier, Community Services Department, 2017.

- While residents enjoy diverse park and recreation facilities, the amount of natural or park space does not meet recommended national standards. Whittier has 5.07 acres of natural

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space and parkland per 1,000 residents. According to the National Recreation and Park Association (NRPA), this rate is below the national median of 7.7 acres per 1,000 residents for similarly sized cities (cities with 50,000 to 99,999 people).¹² However, the 2016 Los Angeles Countywide Parks and Recreation Needs Assessment (which excludes regional open space or natural preserves, such as Puente Hills Preserve) states that Whittier fares better than most Los Angeles County cities, with 3.8 acres of active parkland per 1,000 residents compared to the County average of 3.3 acres.¹³

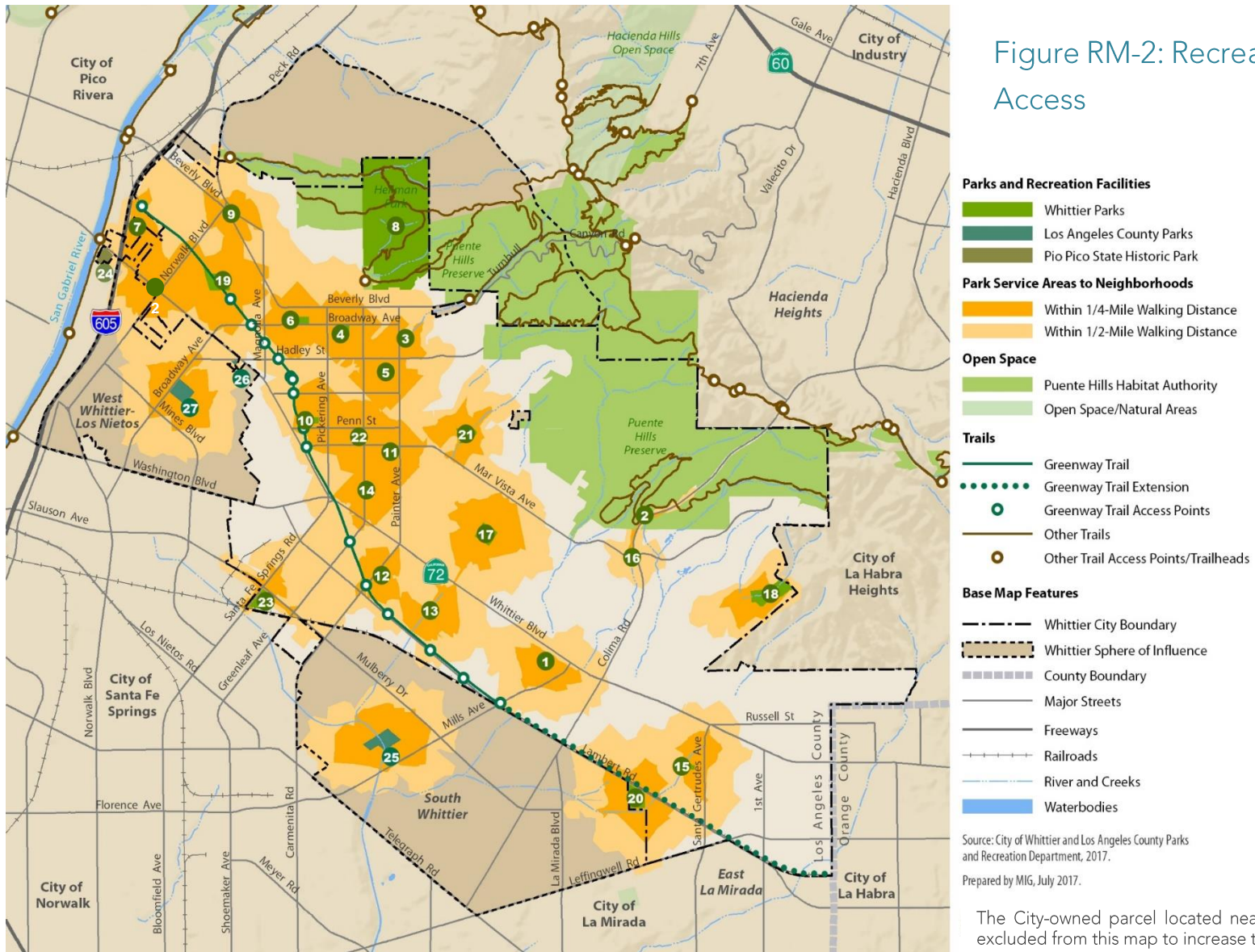
- A more meaningful ratio for identifying park resources focuses on accessibility: the distance any resident should live from the nearest park or open space. The Trust for Public Land suggests a one-half mile or 10-minute walk as a reasonable distance to access a park.¹⁴ When the 10-minute walk standard is applied to Whittier (Figure RM-1), the northwestern neighborhoods demonstrate tremendous access to local parks: nearly two-thirds of Whittier's parks are in the northwest. Specifically, residents living in neighborhoods stretching from Michigan Park to Orange Grove live within one-half mile walking distance to a park. However, southeastern neighborhoods such as Friendly Hills, Sun Gold, and Whittwood do not enjoy easy walking distances to parks.
- With limited space to create new parks and open space, Whittier's attention will turn toward developing non-traditional parks. In addition, additional sports facilities—baseball/softball, football, and soccer fields and an aquatic center in the eastern and southern areas—are needed. The 2016 Los Angeles Countywide Parks and Recreation Needs Assessment identified four priority projects, of which three are construction of additional sport facilities such as multi-use sport fields, pools, and soccer complexes.
- Whittier has a unique recreation facility: the 4.5-mile Whittier Greenway Trail. The Greenway Trail shines as an example of repurposing a vacant or underused use for recreation purposes. The Greenway Trail involved the repurposing of an abandoned railroad right-of-way for off-street walking, biking, and exercising with equipment at select stops. The trail begins on the City's western boundary near the San Gabriel River Trail and terminates at Mills Avenue. Neighborhoods within a 10-minute walk include Orange Grove, Palm Park, Uptown, Quad, Anaconda Park, and portions of South Whittier, North West Whittier, Rideout Heights, and Historic Whittier. The Greenway Trail will be extended an additional 2.8 miles to the Orange County boundary. When extended, the Greenway Trail will provide recreational facility access to the South Whittier and Whittwood neighborhoods.

¹² <https://www.nrpa.org/siteassets/nrpa-agency-performance-review.pdf>

¹³ https://lacountyparkneeds.org/FinalReportAppendixA/StudyArea_187.pdf

¹⁴ <https://www.tpl.org/our-initiatives#parks>

Figure RM-2: Recreation Facilities and Access



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Table RM-2: Parks and Recreation Facilities

Map ID	Park Name	Recreational Amenities		Park Type	Management	Acres
1	Anaconda Park 14575 Anaconda Street	<ul style="list-style-type: none"> Play Equipment Restrooms 	<ul style="list-style-type: none"> Basketball Half Courts Fitness Stations & Jogging Trail 	Neighborhood Park	City of Whittier	2.71
2	Arroyo Pescadero Trailhead 7531 Colima Road	<ul style="list-style-type: none"> Trailhead Wilderness Trails 		Specialty	City of Whittier	0.52
3	Bailey Ranch House 13421 Camilla Street	<ul style="list-style-type: none"> Museum/Historic Depot 		Specialty	City of Whittier	0.38
4	Broadway Park 12816 Broadway Avenue	<ul style="list-style-type: none"> Lighted Tennis Courts Play Equipment 	<ul style="list-style-type: none"> Restrooms Horseshoe pit 	Neighborhood Park	City of Whittier	1.95
5	Central Park 6532 Friends Avenue	<ul style="list-style-type: none"> Play Equipment Restrooms 	<ul style="list-style-type: none"> Gazebo Fishpond 	Neighborhood Park	City of Whittier	1.70
6	Founders Memorial Park 6031 Citrus Avenue	<ul style="list-style-type: none"> Passive Turf Areas 		Neighborhood Park	City of Whittier	5.93
7	Guirado Park 5760 Pioneer Boulevard	<ul style="list-style-type: none"> Small Banquet Facility Play Equipment Restrooms 	<ul style="list-style-type: none"> Handball Courts Basketball Half Court Softball Field 	Neighborhood Park	City of Whittier	4.74
8	Hellman Park 5700 Greenleaf Avenue	<ul style="list-style-type: none"> Trailhead Wilderness Trails 		Natural Park	City of Whittier	279.00
9	Hoover Fountain 10839 Beverly Boulevard	<ul style="list-style-type: none"> Fountain 		Mini Park	City of Whittier	0.62
10	J. G. Whittier Park 7227 Whittier Avenue	<ul style="list-style-type: none"> Play Equipment Restrooms 	<ul style="list-style-type: none"> Spray Pool Softball Field 	Neighborhood Park	City of Whittier	1.87
11	Joe Miller Field 7630 Washington Avenue	<ul style="list-style-type: none"> Skate Park Softball Diamond 	<ul style="list-style-type: none"> Restrooms 	Specialty	City of Whittier	2.03

Table RM-2: Parks and Recreation Facilities

Map ID	Park Name	Recreational Amenities		Park Type	Management	Acres
12	Kennedy Park 8530 Painter Avenue	<ul style="list-style-type: none"> Play Equipment Outdoor Classroom 	<ul style="list-style-type: none"> Restrooms 	Neighborhood Park	City of Whittier	1.54
13	Laurel Park 8825 Jacmar Avenue	<ul style="list-style-type: none"> Restroom 	<ul style="list-style-type: none"> Play Equipment 	Neighborhood Park	City of Whittier	0.84
15	Leffingwell Park 15740 Starbuck Street	<ul style="list-style-type: none"> Play Equipment Lighted Tennis Courts 	<ul style="list-style-type: none"> Restrooms 	Neighborhood Park	City of Whittier	2.18
16	Mar Vista Fountain Mar Vista Street/Colima Road	<ul style="list-style-type: none"> Fountain 		Mini Park	City of Whittier	0.44
17	Michigan Park 8228 Michigan Avenue	<ul style="list-style-type: none"> Play Equipment Softball Field 	<ul style="list-style-type: none"> Fitness Stations Restrooms 	Community Park	City of Whittier	10.00
18	Murphy Ranch Park 16200 Las Cumbres Drive	<ul style="list-style-type: none"> Wilderness Trails 		Natural Park	City of Whittier	48.00
19	Palm Park 5703 Palm Avenue	<ul style="list-style-type: none"> Banquet Room and Pool Play Equipment Softball Field Basketball Court Lighted Tennis Courts 	<ul style="list-style-type: none"> Fitness Stations Restrooms Horseshoe Pit Tennis Center Swimming Pool 	Community Park	City of Whittier	12.66
20	Parnell Park 10711 Scott Avenue	<ul style="list-style-type: none"> Banquet Rooms Play Equipment Basketball Court Softball Field 	<ul style="list-style-type: none"> Restrooms Senior and Community Building Zoo 	Community Park	City of Whittier	11.59
21	Penn Park 13950 Penn St	<ul style="list-style-type: none"> Play Equipment Restrooms 	<ul style="list-style-type: none"> Waterfall, Streams and Pond 	Community Park	City of Whittier	8.00
22	Whittier Depot Park	<ul style="list-style-type: none"> Banquet Room 	<ul style="list-style-type: none"> Restrooms 	Specialty	City of Whittier	1.34

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Table RM-2: Parks and Recreation Facilities

Map ID	Park Name	Recreational Amenities		Park Type	Management	Acres
	7333 Greenleaf Avenue	<ul style="list-style-type: none"> Meeting Room 				
23	York Field 9110 Santa Fe Springs Road	<ul style="list-style-type: none"> Baseball and Softball Fields Play Equipment (covered) 	<ul style="list-style-type: none"> Restrooms 	Specialty	City of Whittier	9.17
24	Pio Pico State Historic Park 6003 Pioneer Boulevard	<ul style="list-style-type: none"> Museum 		Specialty	State of California	5.71
25	Adventure Park 10130 Gunn Avenue	<ul style="list-style-type: none"> Children’s Play Area Gymnasium Sports Fields 	<ul style="list-style-type: none"> Tennis Courts Walking Path Community Buildings 	Community Park	County of Los Angeles	14.60
26	McNees Park 11590 Hadley Boulevard	<ul style="list-style-type: none"> Passive Turf Area 		Mini Park	County of Los Angeles	0.61
27	Sorensen Park 11419 Rose Hedge Drive	<ul style="list-style-type: none"> Library Sports Fields 	<ul style="list-style-type: none"> Basketball Courts Children’s Play Area 	Community Park	County of Los Angeles	11.44
28	Dorland Park 10713 Whittier Boulevard	<ul style="list-style-type: none"> Passive Grass Area 		Mini Park	City of Whittier	1.16

Source: City of Whittier, Community Services Department, 2017.

- The Puente Hills Preserve’s Schabarum Trail connects numerous other hiking trails within the Preserve. This extensive trail network is accessed from multiple trailheads in the City. A 2016 parks usage field survey, summarized in Table RM-3, reveals that Whittier residents and people from nearby communities frequently use the trails’ access points. However, being located close to trails poses its own set of difficulties. Local residents have expressed concern with the lack of public parking for trail users, thus forcing visitors to park on nearby residential streets, resulting in noise and litter.

Table RM-3: Recreational Trail Use in Whittier

Trailhead	Number of Visitors ¹
Hacienda Hills	1,239
Hellman Park	3,262
Powder Canyon	912
Sycamore Canyon	330
Turnbull Canyon	1,425
Total	7,168

Note: 1) Tuesday March 29, Friday April 1, Saturday April 2, 2016 Source: Puente Hills Preserve, 2016 Recreation Use Assessment, MIG, September 2016.

- In addition to traditional parks and recreation facilities, Whittier operates four community centers: the Whittier Community Center, Parnell Park Community and Senior Center, Palm Park Community Center, and Uptown Senior Center, shown in Table RM-4. These facilities, together with two libraries, provide space for social, recreational, and educational programming.
- The City recognizes opportunities to partner with other agencies to provide additional outdoor recreational space and indoor facilities. Whittier has joint-use agreements with three local school districts: the East Whittier City, Whittier City, and Whittier Union High School districts.¹⁵
- Like most Southern California jurisdictions, Whittier has a diverse, multicultural, and multi-generational population with a broad spectrum of recreational interests and enrichment needs. Recreational programs and enrichment opportunities should be developed or expanded to serve people of all incomes, cultural backgrounds, ages, and levels of physical capability.

¹⁵ City of Whittier, Community Services Department, 2017.

Table RM-4: Recreation Buildings and Major Facilities

Park Name	Park Type	Address	Management
Whittier Community Center		7630 Washington Avenue	<ul style="list-style-type: none"> Fitness classes, Open sports play Room rental
Whittier Center Theatre		7630 S. Washington Avenue	<ul style="list-style-type: none"> Theatre classes / productions Theatre rental
Whittier Depot		7333 Greenleaf Avenue	<ul style="list-style-type: none"> Room rental
Palm Park Aquatic Center		5703 Palm Avenue	<ul style="list-style-type: none"> Aquatic Center Swim classes and recreation swim Diving classes Pool rental
Parnell Park Community and Senior Center		15390 Lambert Road	<ul style="list-style-type: none"> Health screenings Fitness classes Senior classes, events, and support services Room rental
Uptown Senior Center		13225 Walnut Street	<ul style="list-style-type: none"> Health screenings Fitness classes Senior classes, events, and support services Room rental
Whittwood Branch Library		10537 Santa Gertrudes Avenue	<ul style="list-style-type: none"> Room rental
Whittier Public Library		7344 Washington Avenue	<ul style="list-style-type: none"> Room rental
Guirado Park		5760 Pioneer Boulevard	<ul style="list-style-type: none"> Room rental

Source: City of Whittier, Community Services Department, 2017.

urban forestry

- Whittier has an extensive urban forest, with mature trees of diverse species providing beauty and shading within City parks and along major street corridors. The Parks, Recreation, and Community Services Department takes great care to maintain tree health consistent with standards established by the International Society of Arboriculture., the National Arborist Association, and the American National Standards Institute. Whittier is proud of its status as a Tree City, USA. Local ordinances protect parkway trees, and the Parkway Tree Manual sets

forth regulations for protecting existing trees and planting new ones. Trees represent an important local resource and significantly contribute to the City’s visual character.

goals and policies

natural resources and conservation



Goal 1: Preserve and protect natural open spaces that contain significant natural resources, including sensitive biological resources, native habitats, and vegetation communities supporting wildlife species

- RM-1.1: Preserve open space areas with a diversity of habitats and plants native to Whittier while balancing the community’s recreational, scientific, economic, educational, and scenic needs.
- RM-1.2: Promote native habitat preservation within the Puente Hills Preserve, including efforts to restore native vegetation damaged due to overuse or wildfire.
- RM-1.3: Control invasive and non-native vegetation in natural open space areas.
- RM-1.4: Encourage preservation of continuous open space that promotes movement of wildlife, such that wildlife corridors are maintained and/or reestablished.
- RM-1.5: Team with landowners and wildlife agencies to promote sustainable land use and reduce impacts to the environment and wildlife habitats.
- RM-1.6: Collaborate with wildlife and conservation agencies to identify areas to target for conservation and preservation of native habitats, while allowing open space to be accessed for recreation, resource management, and public safety purposes.
- RM-1.7: Continue collaborations with Los Angeles County and natural resource agencies for evaluating proposed developments in areas adjacent to and within sensitive habitats of Whittier, including the Puente Hills, with an aim to reduce impacts to ecosystem services and wildlife habitat.



Native and drought tolerant plant landscaping along Whittier Greenway Trail

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Goal 2: Protect soil and water resources from poor management practices and pollution



- RM-2.1: Encourage soil conservation practices that retain native vegetation, maximize water filtration, and provide slope stabilization in the Puente Hills.
- RM-2.2 Enhance the urban forest along street corridors, in parks, and on City-owned properties to provide soil stabilization and erosion reduction as well as reduce flood hazards.
- RM-2.3: Minimize the impact of human activity on the quality and availability of the water supply.
- RM-2.4: Work with federal and state agencies to expedite the clean-up of local groundwater basins.
- RM-2.5: Require the use of innovative stormwater best management practices in all new development, including water quality monitoring during construction projects in the vicinity of sensitive water resources.
- RM-2.6: Encourage the use of site and landscape designs that minimize surface runoff and retain or detain stormwater runoff, minimizing volume and pollutant concentrations.
- RM-2.7: Reduce impermeable surface coverage citywide by replacement with natural vegetation and soils to reduce runoff and flood hazards.
- RM-2.8: Access reliable data and information on water use (based on customer usage reports) and supply to evaluate water supply impacts and the needs of proposed development projects to promote effective decision-making.
- RM-2.9: Encourage, facilitate, and/or require the use of water-conserving appliances and fixtures in new developments.
- RM-2.10: Encourage the use of native and climate-appropriate and drought tolerant landscaping to reduce overall and per capita water demand.
- RM-2.11: Reduce water consumption on a per capita basis.

air quality, greenhouse gases, and associated health effects

Goal 3: Energy efficiency and conservation measures that reduce air pollution and greenhouse gas emissions

- RM-3.1: Reduce emissions generated by motorized vehicles.
- RM-3.2: Reduce energy use in municipal and construction operations.



- RM-3.3: Support the use of energy-efficient design and renewable energy technologies in public and private spaces and development projects.



- RM-3.4: Prioritize compact and equitable development that supports walking and biking to nearby destinations.
- RM-3.5: Increase public awareness about climate change and encourage residents and businesses to become involved in improvement projects and lifestyle changes that help reduce greenhouse gas emissions.

Goal 4: Increased vegetation and open space on both public and private property to improve air quality, reduce stormwater runoff, and mitigate urban heat island effects.

- RM-4.1: Select or identify appropriate trees for Whittier, focusing on native tree types and established tree types along corridors such as Beverly Boulevard.
- RM-4.2: Increase the City’s tree canopy through the planting of additional trees, selecting tree types with wide leaf layers rather, and modifying tree maintenance to allow a fuller, leafier appearance.



- RM-4.3: Promote and encourage community involvement in urban ecology projects that preserve or expand neighborhood green space, create space for communities to gather, and connect people to nature, including a scenic corridor plan.
- RM-4.4: Mitigate urban heat island effect by incentivizing “green” technologies as part of the community benefits program (i.e., cool pavements, green roofs, solar, and reflective roofs).

Goal 5: Urban environments that guard against adverse air quality impacts on sensitive receptors



- RM-5.1: Comply with SCAQMD regulations and minimize adverse health impacts between facilities known to emit harmful contaminants, such as industrial uses and high traffic areas, and sensitive receptors such as schools, childcare facilities, and senior centers.
- RM-5.2: Pursue projects that improve public health and leverage funding available to Disadvantaged Communities.

Goal 6: A commitment to sustainability through progressive use of green building policies, practices, and technologies



- RM-6.1: Support energy efficiency through the Municipal Code and implementation of CALGreen standards.
- RM-6.2: Incentivize energy-efficient retrofit improvements, including energy and water conservation, in existing buildings.

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Goal 7: Increased commitment to renewable energy sources



- RM-7.1: Support the efforts of energy suppliers to expand use of and access to non-fossil fuel-based energy sources such as geothermal, wind, and solar (i.e., an energy supplier that obtains geothermal energy for northern California locations and wind energy throughout the State).
- RM-7.2: Support efforts to develop small-scale, distributed energy (e.g., solar power, wind, cogeneration, and biomass) to reduce the amount of electricity drawn from the regional power grid, while providing Whittier with a greater degree of energy self-sufficiency.

oil and gas

Goal 8: Managed oil and gas production that balances contributions to City revenue and environmental protection goals

- RM-8.1: Maintain oil production and mineral extraction as a viable option and revenue source.
- RM-8.2: Plan for and approach energy production with a wider lens, encouraging collaboration between a spectrum of energy industries to address energy needs and production.
- RM-8.3: Encourage diversification of Whittier's energy economy to conserve fossil fuels and improve air quality.
- RM-8.4: Minimize environmental impacts of oil production-related activity on threatened and endangered species, habitats, and natural resources.
- RM-8.5: Insist upon the safe disposal and recycling of wastes associated with oil drilling, production, and processing, minimizing adverse impacts on the environment and public health.
- RM-8.6: Minimize conflicts between mineral and energy resource lands and urban growth, particularly residential areas and sensitive communities.
- RM-8.7: Promote and encourage the reuse of former petroleum production lands with development compatible to surrounding land use designations.

parks and open space

Goal 9: Create a superior system of parks, recreation facilities, amenities, green spaces, and open spaces accessible to all Whittier residents

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- RM-9.1: Provide a system of park, recreation facilities, and green spaces that allows any resident to access those facilities via an easy 10-minute walk or bike ride.
- RM-9.2: Provide pedestrian, bicycle, and transit connections to new and existing parks and recreation facilities to enhance use and access.
- RM-9.3: Use creative or nontraditional methods to create additional park, recreation, and green spaces.
- RM-9.4: Promote preservation of open spaces that provide native habitats that support wildlife diversity.
- RM-9.5: Collaborate with the County of Los Angeles, Southern California Association of Governments, Puente Hills Habitat Preservation Authority, neighboring cities and communities, and wildlife agencies to improve open space planning and implementation of the resource management policies and promote wildlife conservation within the City and its sphere of influence.
- RM-9.6: Partner with wildlife and conservation agencies, including the Puente Hills Habitat Preservation Authority, to identify funding sources and areas within the Puente Hills for: (1) preservation of open space to support wildlife in perpetuity, (2) innovative conservation projects that allow for preservation of open space balanced with recreational land uses, and (3) promoting sustainable design and land development.
- RM-9.7: Dedicate as much of the planning area as feasible between Workman Mill Road and La Habra Heights within the Puente Hills to preservation as permanent open space.



Arroyo San Miguel Trail
Courtesy of Puente Hills Habitat Preservation Authority

Goal 10: Provide residents of all ages, cultures, and incomes with a range of recreation opportunities to meet multigenerational, environmental, and recreation interests.

- RM-10.1: Improve existing and build new park spaces and recreation facilities responding to the community's changing demographics and needs.
- RM-10.2: Enhance park aesthetics, lighting, and design to provide safe and environmentally responsible park and recreation spaces.
- RM-10.3: Provide distinctive parks and recreation facilities that support places for social interaction, neighborhood/community identity, beauty, and livability through

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- unique cultural, historic, and environmental features such as artwork, historic buildings, heritage trees, etc.
- RM-10.4: Acquire properties for open space that will provide values that support scientific, educational, scenic, and cultural values while also maintaining wildlife habitat and ecosystem services.
 - RM-10.5: Support the efforts of Los Angeles County entities to procure unincorporated lands adjacent to Hellman Park for open space expansion of the park and for preservation purposes in partnership with the Puente Hills Habitat Conservation Authority.

urban forestry

Goal 11: An urban forestry program that provides for shaded green spaces citywide, preserves long-established character of Whittier’s boulevards, and provides incentives for tree planting and preservation on private properties



- RM-11.1: Strengthen the City’s tree policies and ordinances.
- RM-11.2: Maintain a street tree and planting plan that includes strategies for long-term planned replacement of specimen trees due to age or disease.
- RM-11.3: Use urban forestry strategies to manage heat island impacts.
- RM-11.4: Communicate to the public the advantages of having a comprehensive urban forestry plan and a scenic corridor plan.
- RM-11.5: Continue to implement a regular street tree maintenance program.
- RM-11.6: Require tree planting for all new development projects with trees that are climate appropriate, add quality and character to a site, and forward the City’s climate adaption goals.
- RM-11.7: Aim to protect mature trees and urban forests. Develop a tree preservation ordinance and/or program.

tribal resources

Goal 12: Preservation and respect for tribal cultural resources

- RM-12.1: Coordinate with local tribes in local land use decisions consistent with State law.

A white SUV with "WHITTIER POLICE" and "Quality People, Quality Service" written on the side is parked on a gravel road. The background features a scenic view of mountains and a valley under a blue sky with light clouds. The text "public safety, noise, and health" is overlaid in white on a semi-transparent dark green background.

public safety, noise, and health

in this section

introduction

key terms

baseline considerations

emergency preparedness and safety services

natural hazards

pollution exposure

climate adaptation

environmental justice and community health

noise



introduction

Public safety and community health are fundamental to long-term community stability. When people describe why they choose to live where they do, they often cite safety as a key factor. In cities with high levels of public safety services, residents and the business community can focus on productive activities: commerce, recreation, volunteerism, and education, among others. The purpose of the Safety, Noise, and Health Element is to identify and minimize risks associated with natural and human-generated hazards through land use decisions and allocation of City budgetary resources. A dual purpose is to shape the physical environment and public services in ways that allow community members to thrive and reach their greatest potential.

By proactively addressing potential hazards, the City looks to diminish threats posed to residents, businesses, and the local economy associated with flooding, earthquakes, wildfires, climate change and its effects, excessive noise levels, and the presence of hazardous materials.

Minimizing threats helps protect community health, but the City also has interest in actively promoting healthy lifestyles. Health practitioners support planning policies that encourage walkable and cohesive communities because such practices can improve individuals' health and may reduce heart disease, obesity, and asthma. A city with ample parks and open spaces community-wide promotes outdoor exercise and interactions among neighbors. Safe pedestrian and bicycle routes that link neighborhoods to shops, schools, parks, and restaurants provide opportunities for people to exercise and reduce reliance on cars for local trips, thus reducing associated pollutant emissions.

This element's noise section examines the local noise environment and establishes standards to encourage noise-compatible land use patterns. Noise concerns focus on stationary sources like manufacturing and construction as well as roadway noise.

key terms

Cool Pavements. Cool pavements refer to a range of established and emerging materials and technologies that tend to store less heat in asphalt and concrete to lower the materials surface temperatures. They can help address the problem of urban heat islands.

Crime Prevention Through Environmental Design. Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments.

Dam Inundation. The area downstream of the dam that would be flooded in the event of a failure (breach) or uncontrolled release of water.

PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

Decibel. A degree of loudness, or a unit used to measure how powerful or loud a sound or signal is using a logarithmic formula.

Disadvantaged Communities. Areas and people throughout California suffering most from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes, and high incidence of asthma and heart disease.

Environmental Justice. Environmental justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental regulations and policies implemented by local agencies.

Fuel Modification Zone. A strip of land between an improved property and a natural area, where combustible vegetation has been removed, thinned, or modified and may be partially or totally replaced with approved drought-tolerant, fire-resistant, and/or irrigated plants to provide an acceptable level of risk from vegetation fires.

Greenhouse Gas (GHG) Emissions. Greenhouse gases, or GHGs, are compound gases that trap heat or longwave radiation in the atmosphere. Their presence in the atmosphere makes the Earth's surface warmer. Sunlight or shortwave radiation easily passes through these gases and the atmosphere and is trapped below, creating a phenomenon known as the greenhouse effect. According to the U.S. Environmental Protection Agency, the largest source of GHGs in the U.S. is the burning of fossil fuels for electricity, heat, and transportation.

Large Quantity Generators (LQG). Large quantity generators are business or institutions that produce or emit more than 2,200 pounds of hazardous waste per month.

Liquefaction. Liquefaction is a condition resulting from earthquake-induced ground shaking of wet granular soils, whereby the soils change from a solid state to a liquid state, destabilizing the soil's ability to support structures.

Local Hazard Mitigation Plan. A local hazard mitigation plan (LHMP) identifies hazards, vulnerabilities, and risks affecting a local, state, or tribal government, and prioritizes actions to reduce the risks. Such plans are required by the Federal Emergency Management Agency (FEMA) for a jurisdiction to receive certain federal assistance in response to a disaster. The document is referred to interchangeably as a Natural Hazards Mitigation Plan (NHMP).

Particulate Matter. Particulate matter (or particle pollution) is a complex mixture of extremely small particles and liquid droplets. Particle pollution comprises several components, including acids (such as nitrates and sulfates), organic chemicals, metals, soil, and/or dust particles. The size of particles is directly linked to their potential to cause health problems. Once inhaled, these particles can affect the heart and lungs and result in serious adverse health conditions.

Passive Solar Design. Passive solar design refers to the use of the sun’s energy for the heating and cooling of living spaces by exposure to the sun. When sunlight strikes a building, the building materials can reflect, transmit, or absorb the solar radiation. In addition, the heat produced by the sun causes air movement that can be predictable in designed spaces. These basic responses to solar heat influence design elements, material choices, and placements that can provide heating and cooling effects in a home.

Small Quantity Generators (SQG). Small quantity generators are business or institutions that produce or emit between 220 pounds to 2,200 pounds of hazardous waste per month.

Superfund Site. A contaminated site created by the legal or illegal deposit of hazardous materials/waste, either above ground or buried, or otherwise improperly managed. These sites include manufacturing facilities, processing plants, and landfills.

Toxic Release Inventory. The Toxics Release Inventory (TRI) is a resource for learning about toxic chemical releases and pollution prevention activities reported by industrial and federal facilities.

Urban Heat Island. Heat islands are urbanized areas that experience higher temperatures than outlying open space or natural rural areas. Buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies, causing urban areas to be warmer.

Vulnerability Assessment. A vulnerability assessment is the process of identifying, quantifying, and prioritizing (or ranking) the vulnerabilities related to natural or human-caused disasters that could affect a community.

baseline considerations

Recognizing the presence and extent of the following local and regional hazards allows the City to shape policies and programs accordingly.

emergency preparedness and safety services

- Emergency preparedness and response responsibilities lie primarily with the Whittier Police Department and the Los Angeles County Fire Department, with which the City maintains a services contract (as do many cities within Los Angeles County). The Los Angeles County Fire Department provides a multitude of programs beyond fire and paramedic response, including hazardous materials response, fire hazard reduction (including brush clearance oversight in high-fire-hazard zones), urban search and rescue, and educational programs such as Community Emergency Response Team (CERT) training for community volunteers.

PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

- Emergency preparedness planning occurs as an interdepartmental and interagency exercise guided by the City Manager, who serves as the City's Emergency Operations Center (EOC) manager in times of crisis. Response occurs as outlined in the Emergency Operations Plan (EOP), which the City correlates with its Natural Hazards Mitigation Plan (NHMP), a document required by the federal government to qualify for federal aid following a disaster.
- The City's water pumping plant has a capacity of 13,700 gallons per minute and has guidelines set for operational, fire, and emergency storage as stated in the 2018 Water Master Plan. Fire flow guidelines are established by land use type and are based on the local fire authority and requirements of the California Fire Code.
- The California Fire Code requires a minimum of 40-foot right-of-way and a grade less than six percent (or 10 percent if topographical constraints exist) to ensure adequate access for fire emergencies. For information on detailed street dimensions, see the Mobility and Infrastructure Element.
- To slow or stop the spread of wildfires and protect properties, the California Fire Code requires defensible space to be maintained around all buildings and structures. This is achieved by removing dead vegetation, upkeeping live vegetation, and installing fire-resistant landscaping.

natural hazards

- The City lies on the Whittier section of the Elsinore fault zone, one of several active fault zones throughout the seismically active Southern California region, shown in Figure PSNH-2. The 1987 Whittier Narrows earthquake, from its epicenter a few miles north in Rosemead, caused severe damage in the City, including to several notable buildings. Earthquakes and the effects of seismically induced landslides and liquefaction pose threats to unreinforced structures in the City.
- Destructive urban wildland fires are the most frequently occurring natural hazard, primarily impacting the neighborhoods in the Puente Hills foothills. At least nine wildfires have burned through the Puente Hills since the late 1960s, and the effects of climate change have made wildfires in Southern California a more common occurrence.

- Local urban flooding resulting from inadequate drainage systems and impermeable surfaces—such as streets and parking lots—creates conditions of ponding during period of intense precipitation, ponding that can adversely affect private properties and public infrastructure.
- The Whittier Narrows Dam in Pico Rivera poses inundation hazards to the western portion of the City. A 2019 study prepared by U.S. Army Corp of Engineers concluded that a rare flood could fill the dam, putting the dam at risk of failure due to erosion underneath or by overtopping. Such events would pose flood risks to very large downstream populations including portions of Whittier.



*Whittier Narrows Dam
Courtesy of the US Army Corps of Engineers*

pollution exposure

- One active Superfund site is located near the five-points intersection at Whittier Boulevard and Pickering Avenue. Large quantities of refrigerant and solvent chemicals from the former Omega Chemical Corporation facility contaminated the groundwater supply and continue to affect communities and water supplies.
- Industrial businesses in Whittier have the potential to emit hazardous air pollutants known to cause cancer and result in other serious health impacts. These emissions are stringently regulated by the South Coast Air Quality Management District (SCAQMD).
- Historic oil and gas drilling activities in the Puente Hills have had long-lasting and impacts on open spaces, ecological systems, native habitat, and wildlife. Consolidation of operations over time has reduced impact zones largely to active oil field areas.

climate adaption

- Excessive heat, droughts, and other weather-related conditions associated with a changing global climate have begun to adversely affect many habitats, animals, agricultural resources, and urban environments. In natural areas, excessive heat conditions could lead to water shortages and increased stress on plants. In cities, hotter and longer summers could require the need for cooling centers and adjustments to construction

projects. Droughts could affect long-term potable water supplies in Whittier and the region.

- Natural hazards intensified by climate change include wildfires within the Puente Hills and flooding events along flood zones as the result of extreme storms.

environmental justice and community health

- The State has identified several so-called Disadvantaged Communities in Whittier and its Sphere of Influence—communities that experience combined high levels of economic, health, and environmental burdens. Neighborhoods in and around Uptown are included, but the highest impacted areas occur south of Whittier Boulevard, along both sides of Washington Boulevard, and west of Santa Fe Springs Road to the western City boundary.
- Pollution burdens affecting residents within Disadvantaged Communities include the permitted releases of hazardous materials from commercial and industrial businesses, a high level of particulate matters or tiny air pollutants found in the air, hazardous waste, and cleanup of contaminated sites such as the Superfund site noted above.
- Socioeconomic and health conditions of concern within the Disadvantaged Communities include cardiovascular disease, housing burden challenges for low-income households, higher percentages of households living in poverty, and lower educational attainment levels.
- Although the local Disadvantaged Communities areas generally have good park access, the health outcomes demonstrate that simply having access to parks and open space is not enough to mitigate health issues.
- Areas with high concentrations of Latino households and lower-income households lack access to healthy food outlets, but fast-food restaurants and other less-healthy food options abound. While the Uptown neighborhoods generally have variety and choice, families in South and West Whittier that make less than the Los Angeles County median income have the least access to healthy food retail stores.
- Whittier’s Latino/Latina residents overwhelmingly live in areas with high rates of poor health outcomes and fewer public improvements, and with low socioeconomic status. While these neighborhoods appear to have good park access, more information is needed on the condition, access, amenities, size, and use of parks.
- The prevalence of chronic disease is highly concentrated in communities that are largely Latino/Latina, low-income, and have low educational attainment. Moreover, these populations are less likely to have access to health insurance, which may delay people from seeking treatment or not seek treatment at all.

- Maternal and child health outcomes are correlated with lack of insurance and rates of teen births. Although most neighborhoods are reported with higher rates of prenatal care than the area average, those that have slightly lower rates correspond with areas that have higher populations of uninsured and low birth weight outcomes. In addition, these same neighborhoods have slightly higher rates of teen pregnancy compared to the other Whittier neighborhoods.
- The correlation is strong between areas with high rates of death due to diabetes and communities with limited healthy food access.

noise

- Traffic noise from cars, trucks, and other motor vehicles traveling along the local roadway network, is the most pervasive noise source in Whittier. While the move toward electric cars and trucks will reduce engine noise, the sound of vehicle tires on roadways will continue to be a presence.
- The extension of Metro light rail service to Whittier will create a new noise source in neighborhoods and districts along the L Line route.
- Populations in Whittier particularly sensitive to noise are known as sensitive receptors: the elderly, young children, and people with chronic ill health conditions. For these populations, the presence of continuous and/or loud noises can disrupt daily activities and lead to long-term adverse health effects.

emergency preparedness and safety services

- emergency preparedness
- police services
- fire services

emergency preparedness

Emergency preparation helps tremendously to reduce property damage and loss of life in the event of a disaster. Whittier is susceptible to many types of disasters and emergencies that can have devastating effects. Local officials play a crucial role in educating residents and businesses about prevention—the most important tool in emergency preparedness—and appropriate, effective response.

Generally, response efforts and emergency management plans are created to address many types of hazards so that public officials are prepared with a plan adaptable to various potential hazards. These plans allow community members to work together with City, County, State, and federal partners and to get familiar with their roles in disaster mitigation, preparedness, response, and recovery before a disaster occurs.

natural hazard mitigation plan

The City has prepared a Natural Hazards Mitigation Plan (NHMP) in response to the Disaster Mitigation Act of 2000, as required by the Federal Emergency Management Agency (called a Local Hazard Mitigation Plan in the federal law). This law requires local governments to prepare a plan that identifies potential hazards, losses, mitigation needs, goals, and strategies. The City's NHMP supplements the City's comprehensive Emergency Operations Plan, or EOP.

Planning ahead helps residents, businesses, and government agencies effectively respond when disaster occurs and keeps the City eligible for federal funding. The long-term benefits of mitigation planning include:

- Greater understanding of local hazards
- Being able to prioritize use of limited resources on hazards that could have the most adverse and widespread impacts
- Financial savings through partnerships for planning and mitigation
- Reduced long-term impacts and damages to human health and structures, and lower repair costs

- A more sustainable, disaster-resistant City

vulnerability risk assessment

The NHMP includes a vulnerability risk assessment that identifies risks associated with each hazard and the corresponding impacts to the community. This process involves five steps: identify hazards, profile hazards, inventory critical assets, assess risks, and assess vulnerability of future development. Table PSNH-1 identifies natural hazards that could potentially affect the City and specific hazards that may be intensified because of climate change.

Table PSNH-1: Vulnerability Assessment

Hazard	Location	Extent	Probability	Hazard Intensified Due to Climate Change?
Earthquake	Entire Planning Area	According to the USGS, within the next 30 years (as of 2014) the probability is: <ul style="list-style-type: none"> ▪ 60% that an earthquake measuring magnitude 6.7 ▪ 46% that an earthquake measuring magnitude 7.0 ▪ 31% that an earthquake measuring magnitude 7.5 will occur in the Los Angeles region.	1:100 years	No
Flood	Turnbull Canyon, Creek Canyon, San Gabriel River	Riverine flooding: 100-year floodplain (Zone A)	1:100 years	Yes
Wildfire	Residential areas interfacing Puente Hills	California Department of Forestry and Fire Protection's Fire and Resource Assessment Program rating is "Very High"	1:100 years	Yes
Drought	Entire Planning Area	Water conservation requirements and reduced water supply	1:10 years	Yes
Heat Waves ¹	Entire Planning Area	Stressed electrical grid and rolling blackouts	1:10 years	Yes

Source: City of Whittier Natural Hazards Mitigation Plan, 2015, and MIG, 2020.

See the Natural Hazards section of this element for goals and policies related to seismic, wildfire, and flooding hazards. See the Climate Adaptation section for goals and policies related to heat waves and drought.

emergency operations plan

The City maintains a detailed Emergency Operations Plan (EOP). The EOP is reviewed annually and approved by the federal government every five years. The EOP establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for

PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

coordination of planning efforts for the various emergency staff utilizing the State’s Standardized Emergency Management System and National Incident Management.

police services

Law enforcement services are provided by the City of Whittier Police Department, which operates out of its headquarters adjacent to City Hall. Although the Whittier Police Department operates out of a single central headquarters located in the Civic Center, officer teams are each assigned to operate in four distinct areas of the City. Under this geographic policing structure, officers can develop familiarity with the community safety issues in the areas to which they are assigned. The City strives to provide each geographic area with “24-7” service, with at least one member of every geographical team always working.



Uptown Bike Patrol, Uptown Whittier

every geographical team always working.

Whittier College operates its own Department of Campus Safety to protect the campus community and campus property. Campus Safety patrols the campus 24 hours a day, seven days a week.

Unincorporated areas of Whittier receive law

enforcement services from the Los Angeles County Sheriff’s Department, with the closest station locations in Pico Rivera and Norwalk.

achieving and maintaining a high level of police services

The Police Department’s motto is “Quality People - Quality Services.” As of 2019, the Police Department employed 121 sworn officers and 55 civilian staff, with a ratio of approximately 2.0 law enforcement employees (officers and civilians) per 1,000 Whittier residents. While this ratio is low compared to many comparably sized cities, it attests to a more limited need in Whittier for law enforcement services.

crime prevention

The Police Department focuses on enhancing community safety, particularly working intensely to reduce gang activity and drugs and property crimes. Gang-related crimes are a key issue of concern for residents. As a response, the Special Enforcement Team is responsible for identifying and impacting areas of recurring criminal activity and for directed gang enforcement. The Public

Works Department Graffiti Abatement program aggressively remedies graffiti and vandalism to improve property appearances citywide—thus discouraging criminal presence.

fire prevention and response services

As noted above, the City contracts with the Los Angeles County Fire Department for a multitude of prevention and response services. The Fire Department operates three fire stations in Whittier and adjacent unincorporated areas. A fourth station designated as a Whittier fire station lies just outside the City's sphere. Nearly all areas of Whittier are located within two miles of one of these fire stations (see Figure PSNH-1). Nearby County fire stations in Santa Fe Springs and Pico Rivera also provide fire protection services to Whittier neighborhoods.

The City has adopted the California Fire Code, with City amendments and exceptions to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements in new structures and remodels, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire-flow rates for water mains.

goals and policies

emergency preparedness and safety services

Goal 1: A resilient community well prepared to minimize risks associated with natural hazards and disasters



- PSNH-1.1: Provide public education to promote community awareness and preparedness for self-action in the event of a major disaster or emergency.
- PSNH-1.2: Promote improved inter-jurisdictional consultation and communication regarding disaster or emergency plans of Los Angeles and Orange Counties, and for seismic safety upgrades of public facilities and infrastructure such as dams, reservoirs, and highway structures.
- PSNH-1.3: Partner with neighboring cities, regional agencies, local school districts, Whittier College, local businesses, and community organizations to conduct emergency and disaster preparedness exercises that test operational and emergency response plans.
- PSNH-1.4: Ensure operational readiness of the Emergency Operations Center (EOC) by conducting annual training for staff and maintaining, testing, and updating equipment to meet current standards.

PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

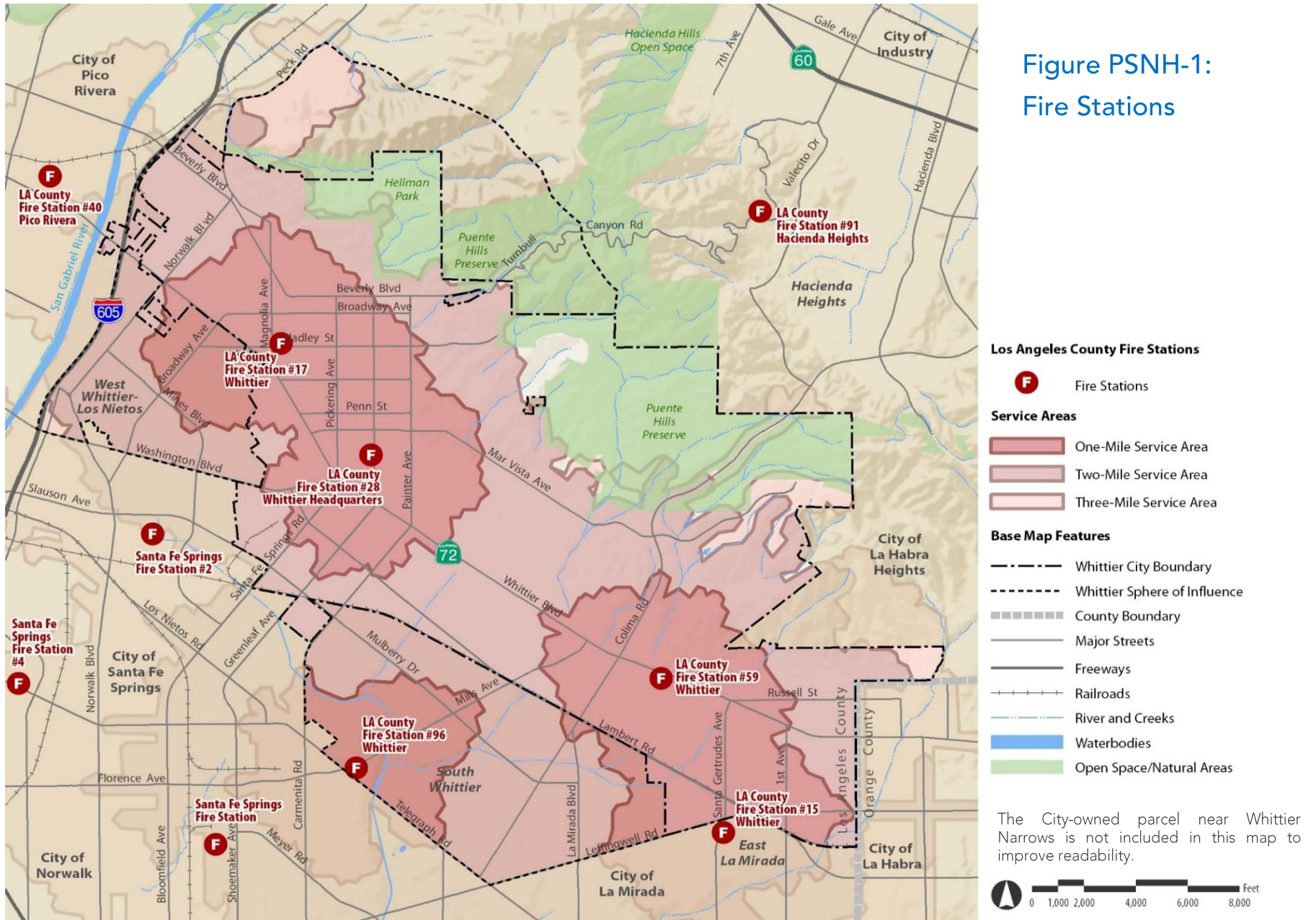
- PSNH-1.5: Train and educate public volunteers in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.

Goal 2: Superior law enforcement and public safety services



- PSNH-2.1: Provide the highest possible quality of fire, police, and health protection for all Whittier residents.
- PSNH-2.2: Work with the Police Department and Los Angeles County Fire Department to determine and meet community needs for services.
- PSNH-2.3: Ensure that adequate safety lighting is provided at all City facilities and places the public uses frequently, including but not limited to parks, recreational facilities, City Hall, sidewalks/streets, plazas, paseos, and alleys.
- PSNH-2.4: Require elements of crime prevention through building design (CPTED) to be integrated into new construction and building modernization projects.
- PSNH-2.5: Involve public safety officials in the review of development plans.
- PSNH-2.6: Encourage multi-family building owners to provide active or onsite building management to promote and encourage adherence to the roles and regulations that govern the occupancy of multifamily buildings.
- PSNH-2.7 Enhance vehicular, pedestrian, and bicyclist traffic flow and safety, especially near sensitive sites such as schools to fulfill Safe Routes to School Plan and other mobility and safety plans.
- PSNH-2.8: Coordinate with residents, businesses, school districts, and community and neighborhood organizations to develop and expand partnerships to prevent crime, build public trust, and proactively address public safety issues.
- PSNH-2.9: Maintain Police Department programs that support residents and businesses in community efforts to prevent crime and improve neighborhood safety.
- PSNH-2.10: Coordinate with school districts to provide services that help at-risk youth avoid making poor choices or facing adverse life conditions, with services including on-site counseling, crisis intervention services, emergency hotlines, case management services, job and internship opportunities, and recreation programs.
- PSNH-2.11: Maintain and implement programs that address property maintenance conditions that foster crime or the fear of crime, such as blight, litter, graffiti, illegal dumping, and abandoned vehicles.

Figure PSNH-1:
Fire Stations



PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

- PSNH-2.12: Ensure that Police Department equipment and facilities are maintained at levels that meet modern standards of safety, dependability, and efficiency.
- PSNH-2.13: Ensure that all Police officers receive comprehensive cultural competency training to better serve the needs of Whittier's diverse population.



Goal 3: Reduced risk of fire and minimized consequences from fire events

- PSNH-3.1: Prevent fires by conducting routine inspections, incorporating fire safety features in new development, and educating the public to take proactive action to minimize fire risks.
- PSNH-3.2: Ensure that the City has adequate Fire Department resources (fire stations, personnel, and equipment) to meet response time standards, keep pace with growth, and provide a high level of service to the community.
- PSNH-3.3: Enforce fire standards and regulations in the course of reviewing building plans and conducting building inspections.
- PSNH-3.4: Require new development projects to have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses.
- PSNH-3.5: Maintain code enforcement programs that require private and public property owners to minimize fire risks by maintaining buildings and properties to prevent blighted conditions, removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds), and removing litter, rubbish, and illegally dumped items from properties.

natural hazards

- seismic hazards
- wildfire hazards
- flooding and dam inundation hazards

Natural hazards refer to natural phenomena that, because of their location, severity, and frequency, have the potential to adversely affect humans and structures. Earthquakes and intensive storm events are examples of natural hazards. Although humans can do little or nothing to change the incidence or intensity of most natural phenomena, we play an important role in ensuring that natural events do not evolve into disasters due to our inattention or malfeasance.

Climate change affects global temperature and precipitation patterns. These effects, in turn, influence the intensity and, in some cases, the frequency of extreme environmental events such as wildfires, heat waves, floods, droughts, and storms.

Emergency preparation and response strategy for both first responders and the community can prevent or mitigate adverse consequences.

seismic hazards

Seismic hazards refer to the physical phenomenon associated with and precipitated by earthquakes, including ground shaking, landslides, and liquefaction, among others. The intensity of these unfavorable consequences resulting from seismic shifts vary depending upon the epicenter location, locally occurring geologic conditions, and the density and type of development in the impacted area. Whittier lies within a region crisscrossed by faults, and these fault systems—notably the San Andreas fault system—have the potential to unleash tremendous tectonic forces.

earthquakes (ground shaking)

Earthquakes in California occur with some frequency. The most significant historical earthquakes affecting Whittier was the October 1, 1987, Whittier Narrows Earthquake (magnitude 5.9) and its October 4, 1987, aftershock (magnitude 5.5). The Uptown area, with its many unreinforced masonry buildings, was by far the hardest hit. At least 200 residences and 30 businesses were badly damaged.

Most of the severe damage was to structures built before 1930. The City's Building and Safety Department found that 5,100 buildings were damaged by the quake, and of those, about 200 were deemed unsafe.

PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

Whittier has a predominantly older housing stock, with most of the housing built prior to 1960. These older structures could be vulnerable to considerable damage in the event of a significant seismic event. A major earthquake occurring in or near Whittier could cause many deaths and injuries, extensive property damage, fires, hazardous material spills, and other dangers. Aftershocks and the secondary effects of fire, hazardous material/chemical accidents, and possible failure of dams and waterways could aggravate the situation.

landslides and liquefaction

Landslides and liquefaction represent two seismically induced hazards. Both are secondary earthquake hazards that occur from ground shaking. Seismically induced slope failure can be expected within the Puente Hills, where slopes are 35 degrees or greater. During the Whittier Narrows earthquake, dust clouds rose over the southern flank of the San Gabriel Mountains from rock falls and surface land sliding from road cuts. Landslides also occurred in Turnbull Canyon (see Figure PSNH-3).

Soil liquefaction is a seismically induced form of ground failure, which has been a major cause of earthquake damage in Southern California. In Whittier, liquefaction hazards are present along drainage channels and on properties south of Lambert Road where high groundwater conditions exist (see Figure PSNH-3).

minimizing risk

These high-level approaches minimize risk and help the community prepare for earthquakes:

- **Prepare.** Preparation at all levels of government and by residents, businesses, schools, and institutions is vital. Earthquake preparedness can include obtaining medical supplies and food for several days, knowing how to respond during an earthquake, and creating a family or business evacuation plan and/or safety plan. Medical and safety service staff are required to consistently conduct training in response to large disaster, with the City responsible for coordinating with other agencies and medical facilities.
- **Protect.** New construction projects are required to meet building codes to ensure new buildings are earthquake resistant. Thus, “protect” initiatives focus on addressing older buildings and critical infrastructure. Whittier has few remaining unreinforced masonry buildings; many older structures collapsed or were destroyed during the 1987 Whittier Earthquake. Seismic retrofitting of older existing buildings is critical, not just for the remaining unreinforced masonry buildings but also homes on raised foundations that have not been strengthened. Due to the cost, most homeowners do not carry earthquake insurance (only about 10 percent statewide do), and the costs of addressing earthquake damage likely will be incredibly high following a major event. “Protect” extends to critical

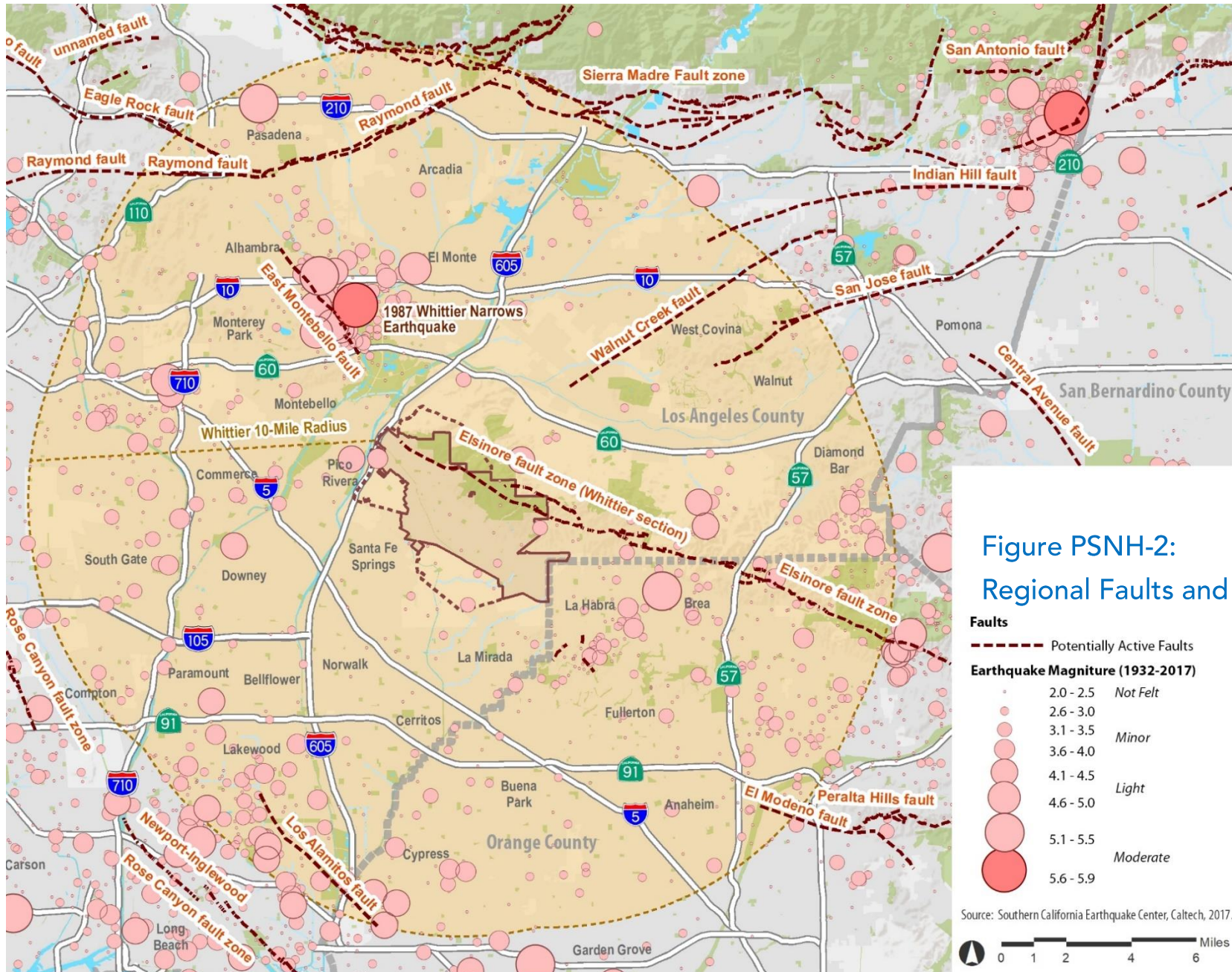


Figure PSNH-2:
Regional Faults and



Figure PSNH-3:
Local Seismic Hazards
and Earthquake Faults

- Whittier Fault (Elsinore Fault Zone)**
- Fault, Certain Location
 - Reverse Fault, Certain
 - Fault, Approximately Located
 - Fault, Concealed

- Seismically Induced Hazard Zones**
- Landslides
 - Liquefaction

- Base Map Features**
- Whittier City Boundary
 - Whittier Sphere of Influence
 - County Boundary
 - Major Streets
 - Freeways
 - Railroads
 - River and Creeks
 - Waterbodies

The City-owned parcel near Whittier Narrows is not included in this map to improve readability.



infrastructure to ensure that roads, utility lines, communications networks can continue to function post-earthquake.

- **Recover.** After an earthquake, returning the community to normal functioning operations and services will be critical to mitigate potential economic and social stresses. In the short term, communications and multi-agency coordination is critical to respond to aid and evaluation of damage to infrastructure. Recovery should then focus on the repair and rebuilding of public facilities and services, businesses, and housing. The Governor’s Office of Emergency Services provides detailed information for governments in post-recovery responses and approaches.

goals and policies

natural hazards

Goal 4: A community well prepared to respond to a major seismic event and to minimize risk of injury, loss of life, property damage, and social service and economic impacts

- PSNH-4.1: Educate the community on actions to take before, during, and after a major earthquake.
- PSNH-4.2: Encourage residents and businesses to undertake seismic retrofitting of existing structures.
- PSNH-4.3: Ensure that all new development abides by current City and State seismic and geotechnical requirements.
- PSNH-4.4: Identify a plan of action and consult with different responsible agencies to respond to and recover from a major earthquake.
- PSNH-4.5: Strive to ensure that all utility and infrastructure systems have continued functionality during and after a major earthquake.
- PSNH-4.6: Require that projects in areas susceptible to liquefaction, landslides, and other geologic hazards demonstrate that all appropriate engineering and planning mitigations are implemented.

wildfire hazards

The brush-covered Puente Hills historically have burned and continue to pose wildland fire hazards to the adjoining foothill residential neighborhoods. Long, dry summers and climate change combined with the highly flammable vegetation, Santa Ana wind conditions, and steep slopes significantly increase wildfire potential. Rising global temperature have extended



*2020 Brush Fire in hills northeast of Whittier
Courtesy of NBC Los Angeles*

Southern California's fire season, requiring extra vigilance through December. Understanding the risks associated with development in and near fire-prone areas can help advance planning to reduce the risks associated with major wildland fires.

Properties along the hillslopes are designated as having a "high" fire hazard, with some areas even classified "very high" fire hazard (see Figure PSNH-4: Wildfire Hazards). As historical fires in the areas have shown, the hillside terrain, vegetation, and potential for high winds create conditions where wildfires present a major risk to structures and people within and adjoining Fire Hazard Severity Zones.

Figure PSNH-4 includes identification of disaster and evacuation routes generally to be used in the event of a wildfire. However, the County may use alternative routes depending upon a fire's location and anticipated spread, local traffic conditions, and size of the population to be evacuated.

puente hills habitat preservation authority wildfire prevention

The Puente Hills Habitat Preservation Authority (Habitat Authority) is dedicated to the restoration and management of open space in the Puente Hills, including implementing wildfire preparedness approaches. The Habitat Authority contracts with the Mountains Recreation and Conservation Authority (MRCA) to provide ranger services, with the rangers trained as wildland firefighters. During fire season, fire patrol ranger units stand ready to extinguish fires and protect structure. In partnership with the Los Angeles County Fire Department, the MRCA has developed an Emergency Response Map to provide firefighters with pertinent information about the Puente Hills Preserve to be used at Incident Command, such as locations of drivable trails and roads, sensitive habitat, helipads, and gates. Additionally, the Habitat Authority proactively conducts

fuel modification to create defensible space through the removal of dead and flammable trees within modification zones and has conducted habitat restoration with the goal of removing “flashy fuels” and replacing them with less combustible native plants.

minimizing risk

The City’s key strategies for minimizing the toll of seasonal wildfires are as follows.

- **Prevention and Awareness.** Neighborhoods in Whittier exist along the urban/wildfire interface.



*Los Angeles County Station 59
Courtesy of LA County Fire Department*

Because these interface conditions will continue, educating the public about the natural role of fire and measures they can take to best protect properties from wildfires will be critical to minimizing potential property damage and loss of life. Education and enforcement campaigns need to occur year-round, with extra effort expended prior to the fire season. Prevention can include fuel medication and defensible space strategies, restricting construction

of new structures in wildfire zones, building wildfire resistance structures, and modifying existing structures.

- **Protection.** The goal in any firefighting operation is to provide adequate supplies and fire suppression services to protect buildings and infrastructure in immediate danger from a wildfire. In Whittier, at least 3,000 structures lie within the Very High Fire Hazard Severity Zone. Coordination among multiple firefighting agencies and mutual aid agreements are needed to fight major wildfires in the Puente Hills. Ensuring adequate water supplies and pressure is critical. Additionally, warning systems and clear delineation of evacuation routes can protect lives.
- **Recovery.** Following a major fire, the community may face the need to fix damaged infrastructure. Addressing repair/replacement of burned homes needs to include a thorough assessment of how to minimize recurrences. Consultation with the Habitat Authority will support restoration of habitat areas and trails and provide for rapid replanting (with appropriate species) to guard against mudslides.

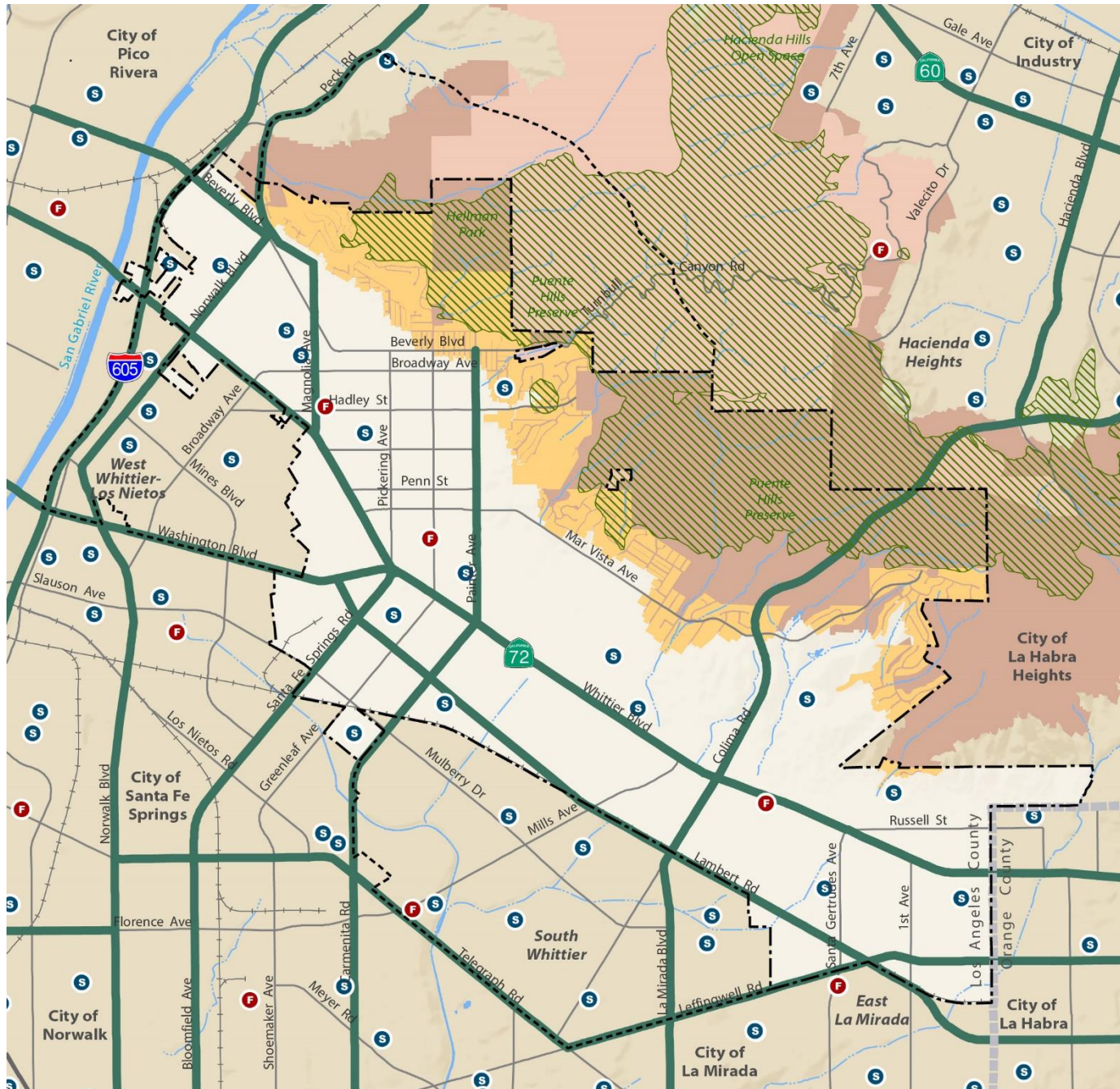


Figure PSNH-4:
Wildfire Hazards

Fire Hazards

- Very High Fire Hazard Severity Zone (SRA)
- Very High Fire Hazard Severity Zone (LRA)
- Residential GP Designations in VHFHSZ
- Historic Fire Perimeters

Emergency Routes

- Evacuation Routes

Public Facilities

- Fire Stations
- Schools

Base Map Features

- Whittier City Boundary
- Whittier Sphere of Influence
- County Boundary
- Major Streets
- Freeways
- Railroads
- River and Creeks
- Waterbodies

The City-owned parcel near Whittier Narrows is not included in this map to improve readability.




goals and policies

wildfire

Goal 5: A community that proactively prevents wildfires and protects life, property, infrastructure, and habitats from wildfire impacts

- PSNH-5.1: Minimize new residential development within the Very High Fire Hazard Severity Zones.
- PSNH-5.2: Require special on-site fire protection measures to be specified during project review for areas where wildfire hazards potential exists, specifically areas of hilly areas with slopes of 10 percent or greater, access problems, lack of water or sufficient pressure, and/or excessively dry brush.
- PSNH-5.3: Ensure new development adheres to California Government Code sections 51175 to 51189 related to Very High Fire Hazard Severity Zones, all requirements in the California Building Code and California Fire Code, and the Board of Forestry and Fire Protection Fire Safe Regulations.
- PSNH-5.4: Regulate and enforce the installation of fire protection water system standards for all new construction projects within Very High Fire Hazard Severity Zones, including the installation of fire hydrants providing adequate fire flow, fire sprinkler, or suppression systems.
- PSNH-5.5: Require new development within Very High Fire Hazard Severity Zones to include a fire protection plan that addresses landscape/fuel modification installation, incorporates open areas to complement defensible spaces, identifies possible refuge areas, and maps multiple ingress and egress routes.
- PSNH-5.6: Require new development within Very High Fire Hazard Severity Zones to provide pre-plans for fire risk areas that address resident evacuation and ways to effectively communicate those plans, including identifying the location and direction of evacuation routes and at least two points of ingress and egress.
- PSNH-5.7: Require new development within and adjoining Very High Fire Hazard Severity Zones to prepare a roadside fuel reduction plan to prevent fires along public roads caused by vehicles
- PSNH-5.8: Require new development, and as feasible with existing development, to provide long-term maintenance of defensible space clearances around structures, subdivisions, and fuel breaks within Very High Fire Hazard Severity Zones.

PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

- PSNH-5.9: Conduct a survey of existing residential structures within the Very High Fire Hazard Severity Zones to identify non-conforming buildings related to fire safety standards and consult with property owners to bring those properties into compliance with the most current building and fire safety standards.
- PSNH-5.10: Identify at-risk populations that would be vulnerable during wildfire evacuations.
- PSNH-5.11: Identify measures to preserve undeveloped ridgelines to reduce fire risk and improve fire protection.
- PSNH-5.12: Locate essential public facilities out of high-risk, wildfire-prone areas unless additional mitigation measures are put into place above the minimum fire protection standards.
-  ▪ PSNH-5.13: Collaborate with the regional fire agencies and the Puente Hills Landfill Habitat Preservation Authority on different strategies available to maintain diverse plant composition (e.g., less combustible native plants), undertake appropriate thinning of vegetation, and maintain fuel breaks without permanently damaging native habitat.

flooding and dam inundation hazards

Historically, large areas of the San Gabriel Valley were subject to seasonal flooding associated with major storms, with stormwaters overflowing the banks of the San Gabriel and Rio Hondo Rivers and spreading across adjacent lands. Beginning in the 1950s, the U.S. Army Corps of Engineers and Los Angeles County Department of Public Work impounded the floodwaters behind dams and channelized the rivers to protect the growing region from flood hazards associated with 100-year and 500-year storm events, thus creating a high degree of flood protection. As a result, Whittier has minimal flood hazards, as shown on Figure PSNH-5.

A common misconception is that a 100-year flood is a flood that occurs once every 100 years. However, the phrase really means a flood that has a one percent chance of occurring in any given year.

The 500-year flood zone is a designated area that has a 1 in 500 (0.2%) chance of being met or exceeded in any given year. A 500-year flood would likely be more catastrophic than a 100-year flood.

The Federal Emergency Management Agency (FEMA) has not mapped any 100-year flood zones in Whittier, meaning that flood hazards are minimal and flood insurance is not required for any property owner with a federally backed mortgage. Risk of flooding from a 500-year flood event occurs in small pockets of the City, but the risks are so low that federal programs do not require flood insurance.

The most notable local flooding occurred during the El Nino-driven winter storms of 1995. The storms led to slow-rise flooding caused by extremely heavy rainfall. During periods of urban flooding such as this, streets can become swift moving rivers and sub-grade building areas can fill with water. Storm drains may back up with vegetative debris, causing additional localized flooding.ⁱ These conditions represent rare occurrences and can best be addressed via regular street cleaning, debris removal, and maintenance of local storm drain facilities. Also, retrofitting hard-surface drainage control facilities with bioswales, landscaped parkways, and similar low-impact development (LID) approaches can reduce the volume and slow the speed of stormwater runoff—and also provide groundwater recharge benefits.

Dam inundation represents a more remote flood risk. The Hoover Reservoir in Whittier's northwest hills is an above-ground facility engineered to withstand ground shaking and other stresses. If it were to fail for any reason, properties immediately below the reservoir (see Figure PSNH-6) would be subject to almost immediate inundation, with water continuing down the hill along streets and low-lying areas. Regular monitoring of reservoir integrity guards against such catastrophes.

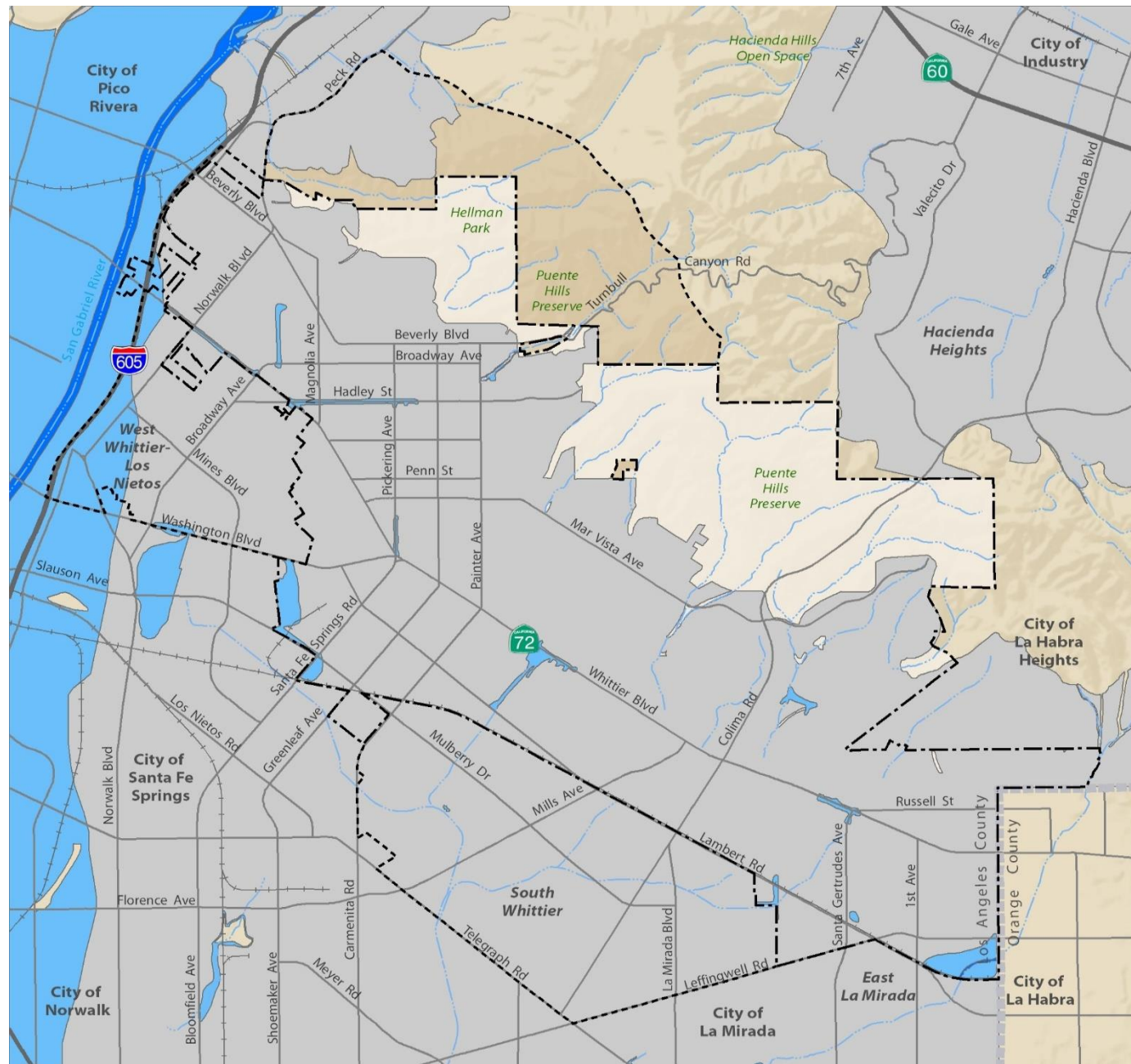


Figure PSNH-5:
Flooding Hazards

FEMA Flood Zones

- 100-Year Flood Zone
- 500-Year Flood Zone
- Area of Minimal Flood Hazard

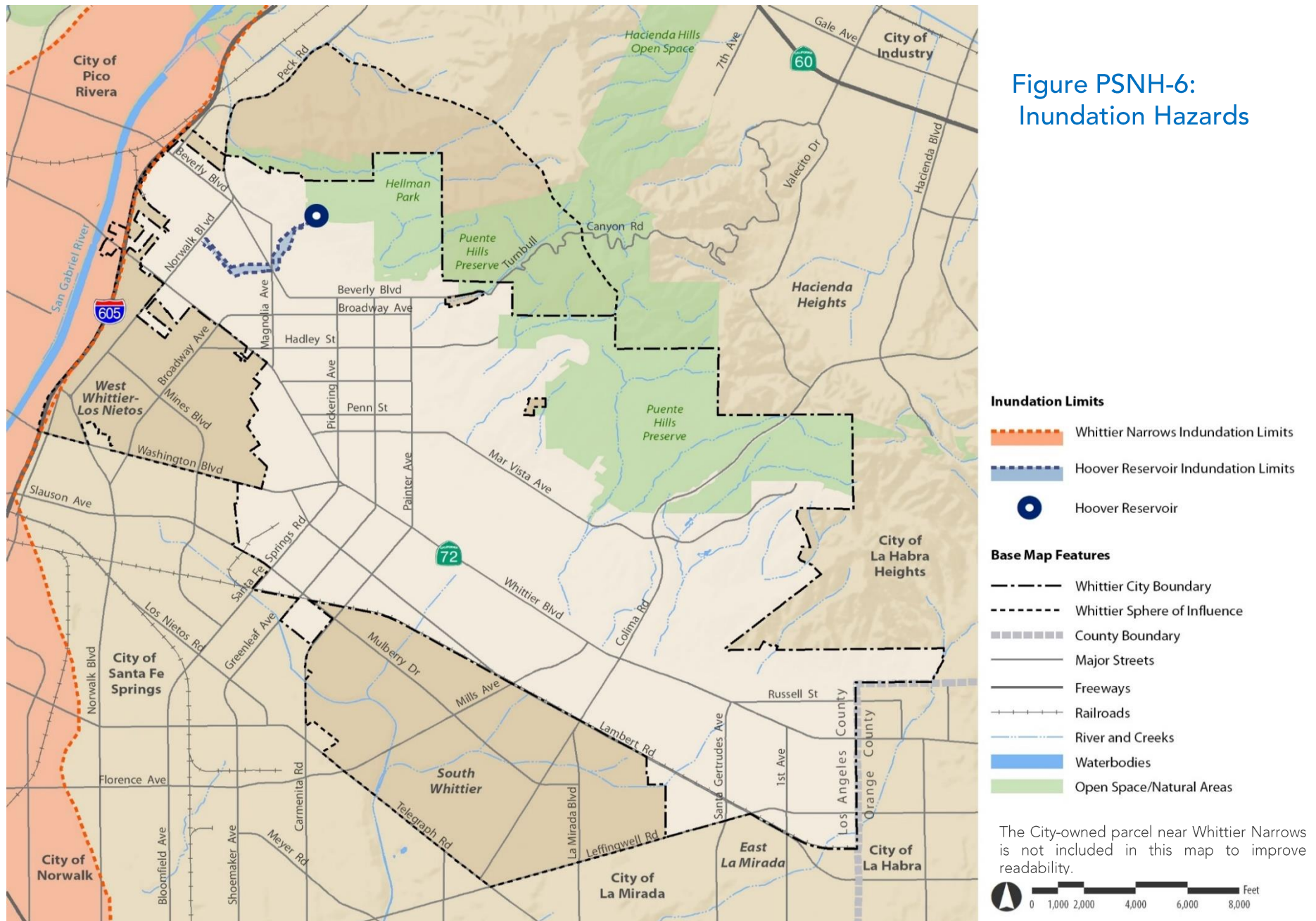
Base Map Features

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Figure PSNH-6:
Inundation Hazards



The Whittier Narrows Dam holds nearly 10 million gallons of water.ⁱⁱ The U.S. Army Corps of Engineers determined that the 60-year-old Whittier Narrows Dam is structurally unsafe and poses a potentially catastrophic risk to the communities along the San Gabriel River floodplain. In addition, engineers found that the mile-long earthen structure could fail if water were to flow over its crest or if seepage eroded the sandy soil underneath. The Corps' report (based on research conducted in 2016) concluded that unusually heavy rains could trigger a premature opening of the dam's massive spillway. The inundation area affects a very small section of west Whittier, including the City's wellfield and water pumping station.ⁱⁱⁱ The I-605 freeway largely provides a barrier to flood waters, as shown on Figure PSNH-6.

goals and policies

flooding and dam inundation hazards

Goal 6: A community well protected from flood hazards

- PSNH-6.1: Maximize the resiliency of essential public facilities to risks and hazards of flooding.
- PSNH-6.2: Evaluate the need to expand the capacity of flood control facilities to minimize flood hazards resulting from extreme weather events.
- PSNH-6.3: Monitor the work of the Army Corps of Engineers' and other federal agencies' response plan to repair the Whittier Narrows Dam.



PSNH-6.4: Encourage natural flood control infrastructure and techniques to capture storm water, recharge aquifers, and prevent flooding near established drainage systems and channels.



PSNH-6.5: Encourage site drainage features that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

pollution exposure

- hazardous materials
- oil production
- contamination

hazardous materials

Many common urban uses—consider gas stations and dry cleaners—produce hazardous waste. Every day, even households dispose of containers with remnants of hazardous materials (drain cleaners, yard pesticides) that all together add up to volumes of materials requiring proper disposal to guard against environmental and human harm. The EPA’s Toxic Release Inventory Program manages a database of facilities that emit toxic chemicals known to be harmful to human health and tracks hazardous waste transporters. The State of California categorizes hazardous waste generators as either Small Quantity Generators or Large Quantity Generators. In addition, hazardous waste can be transported by air, rail, or highway. The Toxic Release Inventory identified generators, transporters, and transfer facilities, as shown Figure PSNH-7 for year 2020. (This map is representative, as the locations change every year as businesses come and go.)

As of 2020, more than 20 locations in Whittier and adjacent Sphere of Influence areas had been identified by the EPA as large-quantity hazardous waste generators. The majority of LQGs are manufacturing facilities located west of Painter Avenue. As a result, the neighborhoods in western Whittier, including areas of the Sphere of Influence, may be exposed to more pollution and hazardous materials than other are

Small quantity generators (SQGs) in the Planning Area produce 220 pounds to 2,200 pounds of hazardous waste per month. Large quantity generators (LQGs) produce more than 2,200 pounds of waste per month.

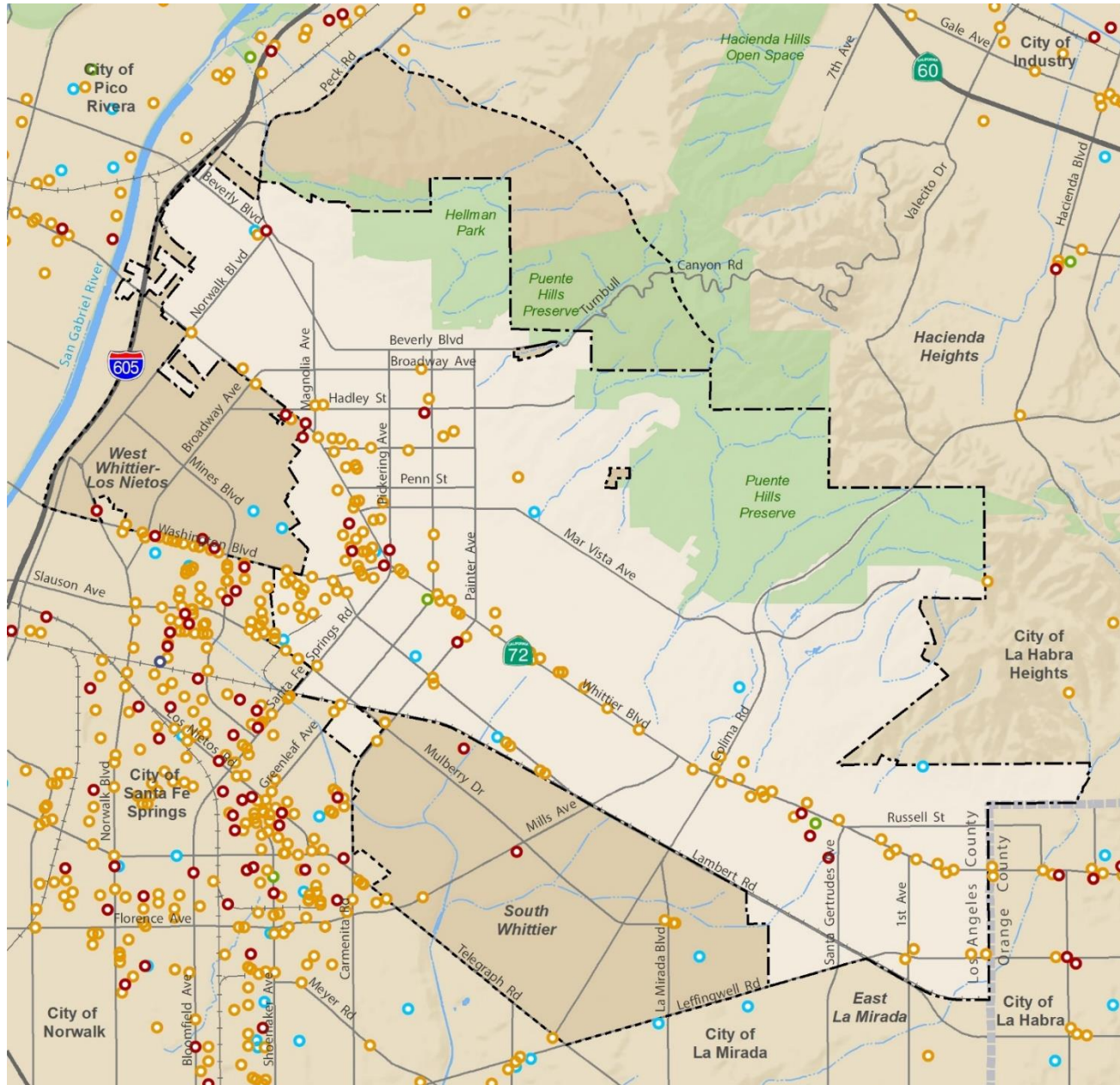


Figure PSNH-7:
Hazardous Waste
Generators

Hazardous Waste

- Large Quantity Generator (LQG)
- Small Quantity Generator (SQG)
- Conditionally Exempt SQG (CESQG)
- Hazardous Waste Transporter
- Transfer Facility

LQG: A business that generates more than 2,200 lbs per month of hazardous waste

SQG: A business that generates more than 220 lbs but less than 2,200 lbs of hazardous waste per month

CESQG: A business that generates less than 220 lbs of hazardous waste per month

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oil production safety

Whittier's early growth and prosperity can be attributed to oil production within the Puente Hills. Starting at the turn of the nineteenth century, over 500 oil wells have been drilled to extract oil from the Whittier Main Oil Field. This oil field was in production for nearly 100 years. However, operations declined significantly in the 1990s with steep reductions in oil prices and escalating regulatory costs. With the decline of oil production activities, the City purchased the majority of the former oil fields with bond funds with the goal of preserving this land as open space and wildlife habitat. This land is now managed for the City by the Puente Hills Habitat Preservation Authority, a joint powers agency with members including the City of Whittier, County of Los Angeles, Los Angeles County Sanitation District, and Hacienda Heights Improvement Association.

The City may pursue awarding leases to oil and gas production companies to allow the right to extract of oil and gas from the Whittier Main Oil Field (see Figure PSNH-8). This could include drilling exploratory oil wells and extracting oil, gas, and other hydrocarbons, such as natural gas liquids, from the land. In exchange for these rights, the City will be able to generate a substantial long-term income stream for preservation and enhancement of the open spaces and native habitat, while minimizing the degradation and pollution that can result from extraction and drilling.

More information about local oil production can be found in the Resources Element under Mineral Resources.

contamination

superfund site

The 1980 federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) was adopted to create the means to effectuate removal of contaminated water, air, and soils resulting from past chemical disposal practices. This act, referred to commonly as the Superfund Act, contains a list of sites referred to as Superfund sites. CERCLA allows for the collection of taxes from the chemical and petroleum industries. The taxes are placed in trust funds and used to clean abandoned or uncontrolled hazardous waste sites. One active Superfund site is located within City boundaries, at Whittier Boulevard and Pickering Avenue. High quantities of refrigerant and solvent chemicals from the former Omega Chemical Corporation facility contaminated the groundwater supply (see Figure PSNH-9). The cleanup program to address associated groundwater contamination began in 2009^v.

surface and groundwater contamination

Humans need clean water for health and prosperity. Because Whittier relies in part on local groundwater supplies to meet the needs of residents and businesses, the City has intense interest in ensuring the San Gabriel River, including its associated drainages, be protected from pollution. The presence of the Superfund site described above, as well as other contaminant sources in cities that also overlie the groundwater basin, poses significant water quality and quantity challenges. Federal and state water quality standards establish strict limits on contaminant loads to protect public health.

Leaking Underground Storage Tanks

Underground storage tanks are used to store petroleum and other hazardous materials. Leaking underground storage tanks can leach harmful substances into the soil and risk contaminating local groundwater supplies. Locally, known leaking tanks have been sealed and are subject to monitoring.

goals and policies

pollution exposure

Goal 7: A high level of comfort that residents, businesses, and habitats have minimal exposure to hazardous materials and their deleterious effects




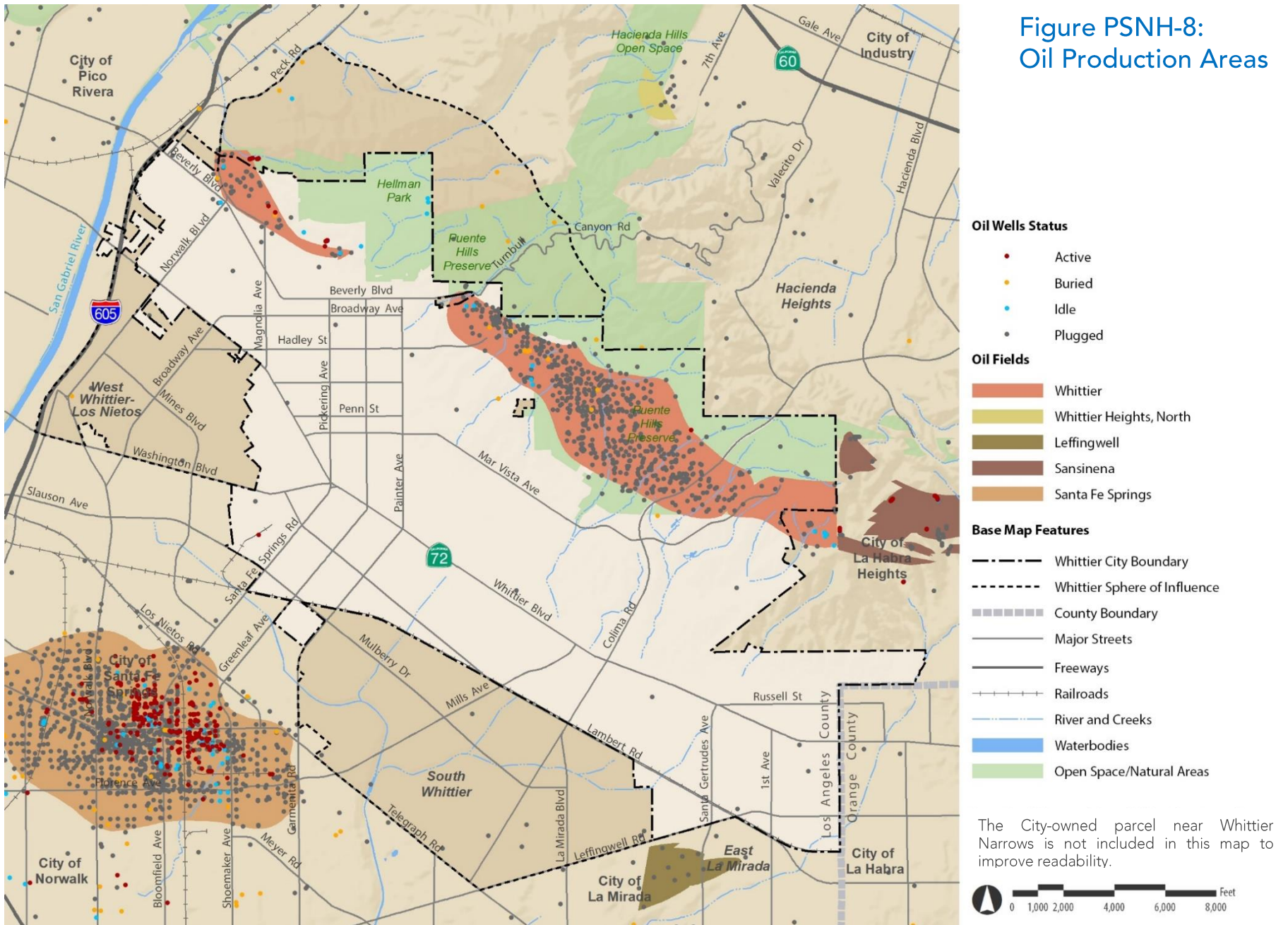
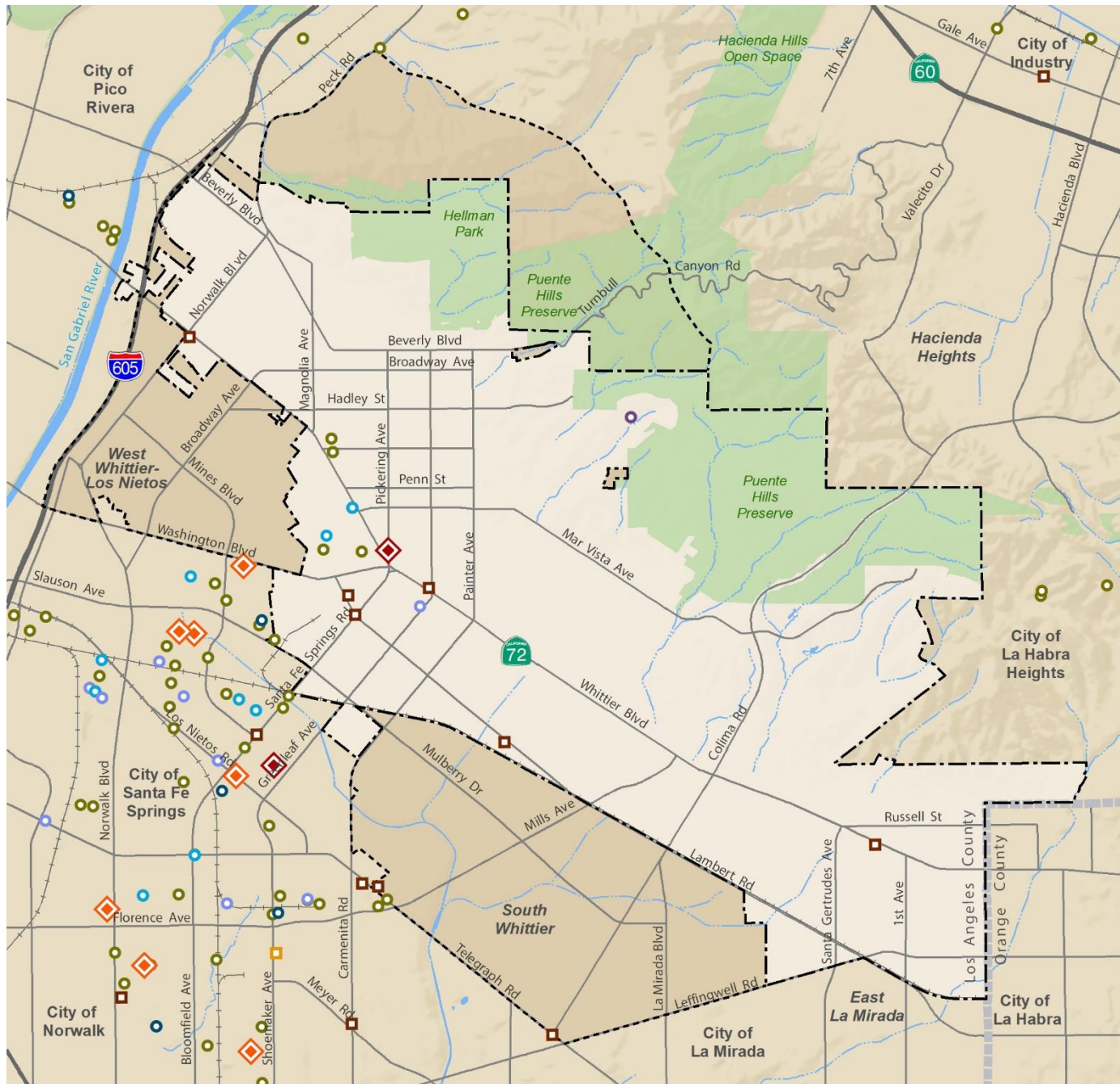
- PSNH-7.1: Critically review commercial and industrial uses that involve the use, storage, and transport of hazardous materials to determine the need for buffer zones or setbacks to minimize risks to homes, schools, community centers, hospitals, and other sensitive uses.
-  ▪ PSNH-7.2: Promote the proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households, businesses, and government operations.
- PSNH-7.3: Minimize the exposure of community members to the harmful effects of hazardous materials and waste.
-  ▪ PSNH-7.4: Protect natural resources, including groundwater, from hazardous waste and materials contamination.
-  ▪ PSNH-7.5: Minimize environmental impacts and protect the ecological resources and native habitat resources within the Puente Hills Habitat Preservation Authority associated with any oil drilling and production project.

Figure PSNH-8:
Oil Production Areas



**Figure PSNH-9:
Pollutions Sites**



Superfund Sites

- ◆ Superfund (National Priority List - NPL)
- ◆ Superfund (Non-NPL)

Water Pollutant Discharge Site

- ICIS-NPDES Major
- NPDES Permit
- Leaking Underground Storage Tank
- Storm Water Industrial

Air Pollutant Discharge Site

- Air Major (More than 100 tons/year)
- Air Minor (Less than 100 tons/year)
- Greenhouse Gas Reporter
- Hazardous Air Pollutant Major
- Landfill Gas Recovery
- Pesticide Producer

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climate adaptation

Climate change is a long-term shift in global or regional climate patterns. Climate adaptation is responding to climate change. This General Plan addresses climate-related issues by strengthening local resiliency and adaptive capabilities.

The greenhouse gas (GHG) emissions we generate are the leading cause of the Earth’s rapidly changing climate. Greenhouse gases play an important role in keeping the planet warm enough to inhabit. But the level of these gases in our atmosphere has soared since the beginning of the 21st century. The burning of fossil fuels—coal, oil, and gas—for electricity, heat, and transportation is the primary source of human-generated emissions. Curbing dangerous climate change requires very deep cuts in emissions, as well as the use of alternatives to fossil fuels worldwide.

California law requires that Whittier take actions to reduce local greenhouse gas emissions toward State reduction goals. The GHG reduction laws mandate all Californians to work together to effect change on a larger scale. State legislation under AB 320(2006) set out goals to reduce emissions by at least 40 percent below 1990 levels by 2030, with this target date subject to change based on measured progress. Thus, it is critical that the General Plan include policies not merely to comply with State requirements but to be part of the California-wide solution.

However, compliance with State laws is only part of the picture. Responding to the potential impacts of climate change is critical to assuring the City remains prepared to address more high heat days, longer heat waves, possible droughts, and changing flooding conditions.

climate impacts

The City’s Natural Hazards Mitigation Plan identifies potential risks, including increase severity and recurrences of wildfires, additional flooding hazards resulting from extreme storm events, prolonged droughts, severe heat waves, and warmer nights. See the Wildfire Hazards and Flooding and Dam Inundation Hazards sections for more information and goals and policies related to these topics.

heat waves and drought

Heat waves are characterized as periods of sustained, extreme heat. Severe heat waves can affect sensitive populations such as the elderly residents and lower-income populations who cannot afford air conditioning systems. These events can also cause widespread power outages due to increased use of air conditioning. Heat waves can usually be detected using forecasting instruments so that a warning call can be issued. Heat waves combined with drought and Santa Ana wind conditions can increase the likelihood and severity of wildfires within the Puente Hills.

A drought is a period of unusually persistent dry weather that continues long enough to cause serious problems such as regional water supply shortages. Research suggests that extended drought occurrences could become more pervasive in future decades. Between 1960 and 1990, Whittier averaged 15 inches of observed historical rainfall by season annually. According to drought scenarios, starting in 2050, rainfall could drop down to 10.9 inches annually.

Heat alerts serve as triggers for cities and counties to take preventive action, like opening cooling centers where the public can gather for relief from the heat. Air-conditioning is the number one protective factor against extreme heat, which is an essential health resource for vulnerable populations.

Updating building codes and landscaping laws can increase energy efficiency. It also improves the ability of buildings to provide protection against extreme heat events. For example, green roofs (roofs with plant cover) and strategically located shade trees can reduce indoor temperatures and improve buildings' energy efficiency. Urban forests, including street trees and natural open space areas, can mitigate urban heat islands, thus reducing local air temperatures and cooling down buildings, streets, and sidewalks.

goals and policies

climate adaptation

- **Goal 8:** An adaptive community responsive to changing climate conditions



- **PSNH-8.1:** Develop a heat response plan to set up systems to predict and communicate with the public about heat events, coordinate response, and designate cooling centers.
- **PSNH-8.2:** Require the passive solar design of projects to address the possible effects of extreme heat events, such as requiring shade trees and shade shelter areas, shaded playgrounds, bus shelters, and placement of structures that account for proper sun exposure to reduce the heat within structures.
- **PSNH-8.3:** Encourage use of pavement materials designed to reflect solar energy, speed up evaporation, and otherwise stay cooler than traditional pavements.
- **PSNH-8.4:** Continue plans to maintain the City's urban forest while expanding efforts to plant additional trees, gardens, and vegetation within neighborhoods and areas with minimal tree canopies.
- **PSNH-8.5:** Encourage redundant power sources such as generators or renewable energy sources to help assure power is available for increased power needs in heat events and to minimize blackouts.

environmental justice

- **disadvantaged communities**
- **pollution and population characteristics**
- **community health and livability**
- **healthy homes**

Environmental justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental regulations and policies implemented by local agencies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations and policies. In Whittier, this definition might apply to neighborhoods with a high concentration of communities of color, pockets of low-income households, a concentration of high poverty neighborhoods, or areas exposed to excessive pollutant loads. Such neighborhoods exist west of Uptown and along the eastern edge of I-605. The discussion here recognizes areas where these challenges occur and identifies approaches to improve the conditions in the neighborhoods and improve the health of their residents.

Equity represents a complementary issue to environmental justice. The fair and equal treatment of all people creates opportunities for all Whittier residents to engage in civic life and benefit from policies and programs aimed at improving individual's health and quality of life.

This Element promulgates health and wellness goals for the entire City but pays particular attention to—and sets targeted policies for—residents in Disadvantaged Communities to:

- Reduce pollution exposure
- Improve air quality
- Provide quality recreational facilities
- Promote access to healthy food choices
- Ensure safe and sanitary homes
- Support physical activity
- Facilitate active engagement in public decision-making processes
- Prioritize improvements and programs that address the needs of Disadvantaged Communities

disadvantaged communities

California law requires local governments to identify any Disadvantaged Communities that exist in their communities and to develop policies and programs aimed at improving environmental and human health conditions in these areas. Indicators used to identify a Disadvantaged Community include a) specific population characteristics and b) environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. One such approach uses the California Communities Environmental Health Screening Tool called CalEnviroScreen 3.0, developed by the California Environmental Protection Agency for the purpose of identifying Disadvantaged Communities.

Areas of Whittier categorized as Disadvantaged Communities, based on CalEnviroScreen criteria, are shown in Figure PSNH-10. Disadvantaged Communities indicators include pollution exposure, environmental effect, sensitive populations, and socioeconomic factors. Census tracts throughout California are scored based on the indicators shown in Table PSNH-2. A percentile score is calculated for each indicator, from which a composite score is produced. Census tracts that score a percentile score greater than 75 percent (or within the top 25th percentile in California) are considered a Disadvantaged Communities. This score means that the area scored higher in pollution burdens or undesirable population characteristics than 75 percent of the other areas in California. Percentiles scores shown in the following tables identify how each indicator is scored compared to all other census tracts in California and specifically for Disadvantaged Communities in Whittier.

Table PSNH-2: Disadvantage Communities Indicators

Pollution Burdens			
Exposure Indicators	Ozone concentrations in air PM 2.5 concentrations in air Diesel particulate matter emissions Drinking water contaminants Use of certain high-hazard, high-volatility pesticides Toxic releases from facilities Traffic density	Environmental Effect Indicators	Toxic cleanup sites Groundwater threats from leaking Underground storage sites and cleanups Hazardous waste facilities and generators Impaired water bodies Solid waste sites and facilities
Population Characteristics			
Sensitive Population Indicators	Asthma emergency department visits Cardiovascular disease (emergency department visits for heart attacks) Low birth-weight infants	Socioeconomic Factor Indicators	Educational attainment Housing burdened low-income households Linguistic isolation Poverty Unemployment

pollution and population characteristics

pollution burdens

To identify pollution burdens in a community, CalEnviroScreen calculates and reports the average of exposure and environmental effects. Census tracts 5020.04 and 5021.00 experience the highest percentile scores for all pollution burdens identified in Table PSNH-3. Census tract 5021.00 encompasses the Superfund site (Omega Chemical Corporation) which has contaminated groundwater and forced closure of wells, hence the high score for Cleanup of Contaminated Sites indicator. Additionally, all Disadvantaged Communities census tracts score high in the Toxic Release Inventory pollution indicator.

*Poor air quality conditions are often due to high concentrations of particulate matter. **Particulate matter** is the sum of all solid and liquid particles suspended in air many of which are hazardous. This complex mixture includes both organic and inorganic particles, such as dust, pollen, soot, smoke, and liquid droplets. These particles vary greatly in size, composition, and origin.*

Of these, particles less than 2.5 micrometers in diameter, also known as fine particles or PM_{2.5}, pose the greatest risk to health. Vehicle emissions are a common source of PM_{2.5}, as are construction activity and fires. During wildfire events, particulate matters in the air increase exponentially near the burn areas.

(See the Hazardous Materials section of this Element for more information about Toxic Release Inventory.) Particulate matter—with many constituents constituting health hazards—represents a particular problem across all Disadvantaged Communities.

Table PSNH-3: Pollution Burden Indicator Scores

Pollution Burden and Indicators	Census Tracts Identified as Disadvantage Communities (DAC)							
	5010.02	5014.00	5015.04	5018.03	5018.04	5020.03	5020.04	5021.00
Pollution Indicators	79	81	71	80	65	80	91	92
Toxic Release Inventory	92	92	91	90	89	88	88	90
Particulate Matter (PM _{2.5})	82	82	82	82	82	82	82	82
Hazardous Waste Cleanup of Contaminated Sites	74	82	64	89	68	88	94	95
Groundwater Threats	50	84	56	92	54	85	94	98
Drinking Water	50	80	43	78	38	51	64	90
	88	65	42	42	42	55	74	84

Source: CalEnviroScreen 3.0 the Office of Environmental Health Hazard Assessment, June 2018.

population characteristics

Table PSNH-4 identifies CalEnviroScreen population characteristics indicators related to health conditions and socioeconomic factors. Socioeconomic factors requiring attention in the local low-income populations include lower educational attainment, linguistic isolation, and lower material well-being measured by poverty, unemployment, and housing burden.

Cardiovascular disease represents the foremost adverse health condition characteristic across multiple census tracts, with scores above the 87th percentile in all census tracts. Housing burden—largely in terms of spending a

Housing Cost Burden: The Department of Housing and Urban Development HUD defines cost-burdened families as those “who pay more than 30 percent of their income for housing” and “may have difficulty affording necessities such as food, clothing, transportation, and medical care.” Severe rent burden is defined as paying more than 50 percent of one's income on rent.

high percentage of household income for rent or a mortgage—scores high as well, with six of the eight census tracts having households experiencing monthly housing costs exceeding 30 percent of household income.

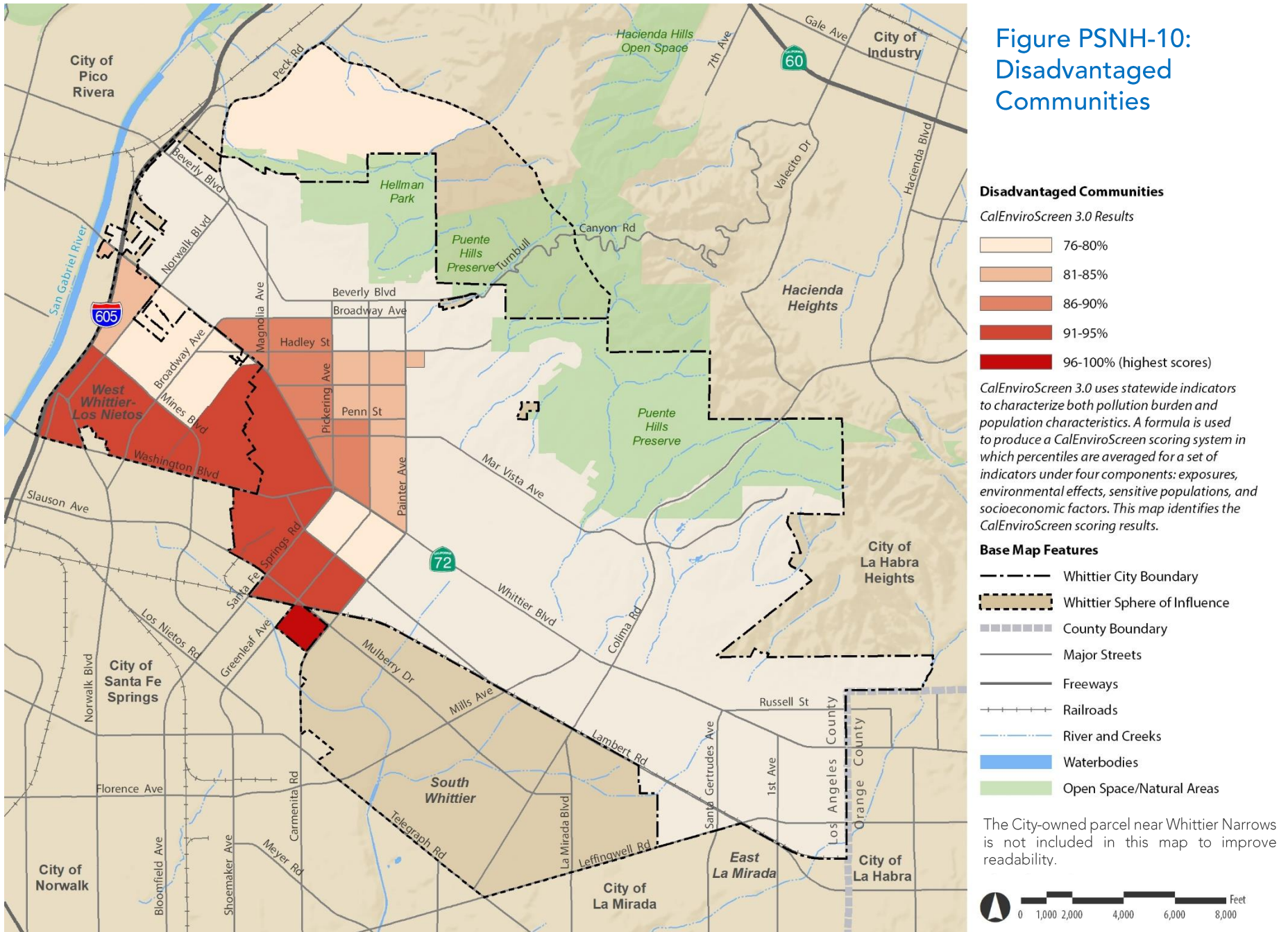
An outlier of interest is the high percentile of infant low-birth rate (93rd percentile) in census tract 5021, which is the area immediately adjacent to PIH Health Hospital and the Superfund site. Babies who weigh less than about five and a half pounds at birth are considered low birth weight. Many factors, including poor nutrition, lack of prenatal care, stress, and smoking by the mother, can increase the risk of having a low birth-weight baby. Exposure to air pollution and drinking water contaminated with lead also are environmental risk factors.

Table PSNH-4: Population Characteristics Indicator Scores

Population Characteristics	Census Tracts Identified as Disadvantage Communities (DAC)							
	5010.02	5014.00	5015.04	5018.03	5018.04	5020.03	5020.04	5021.00
Population Characteristics Summary	67	85	83	85	87	64	80	79
Cardiovascular Disease	98	87	91	98	98	87	97	91
Housing Costs Burden	40	78	80	94	87	80	82	62
Education	54	80	59	78	68	78	85	73
Poverty	30	76	80	85	76	67	67	43
Linguistic Isolation	24	66	59	74	51	57	73	57
Low-Birth Weight	60	62	65	28	81	3	31	93
Unemployment	72	66	56	53	28	49	47	41

Source: CalEnviroScreen 3.0 the Office of Environmental Health Hazard Assessment, June 2018.

Figure PSNH-10:
Disadvantaged
Communities



community health and livability

Communities across the nation are exploring strategies and programs to address community health, with the overall goal of creating healthier living environments for all residents by creating opportunities for increased physical activity, quality health care, and civic engagement.

Planners and public health professionals recognize the links between how our cities are built and people's health. For example, a city with ample parks and other open spaces provides opportunities for people to exercise.

Neighborhoods that have good sidewalks and safe bicycle routes to shops, schools, parks, and restaurants encourage people to use their feet—instead of their cars—for local trips. Land use regulations that encourage community gardens and farmers'

The Housing Element comprehensively addresses community housing needs, from ensuring access to safe, affordable housing for all—including homeless individuals—to eliminating constraints to housing production.

markets give residents greater options for and access to healthy foods. Planning policies that create walkable and cohesive communities can improve residents' health and reduce heart disease, obesity, and asthma.

access to parks, open space, and physical activity

Research demonstrates that participating in regular moderate to vigorous physical activity provides many health benefits. Some benefits of physical activity can be achieved immediately, such as reduced feelings of anxiety, reduced blood pressure, improvements in sleep, some aspects of cognitive function, and insulin sensitivity.

Other benefits such as increased cardiorespiratory fitness, increased muscular strength, decreases in depressive symptoms, and sustained reduction in blood pressure require a few weeks or months of physical activity. Regular exercise can also slow or delay the progression of chronic diseases, such as hypertension and type 2 diabetes.

In Whittier, the parks, playgrounds, greenway trail, and trails in the hills offer many opportunities to be fit and healthy. Nearly two-thirds of Whittier's 23 parks are located within the northwestern portion of the City. As a result, most residents in neighborhoods stretching from Michigan Park to Orange Grove live within a one-half mile walking distance to a park, the distance most people are willing to walk or bike to a park. In contrast, residents in the southeastern neighborhoods of Friendly Hills, Sun Gold, and Whittwood are not within easy walking distance of a park. See the Resource Management Element for discussion of park and recreation facilities in Whittier and City goals to improve access for all residents.

access to healthy foods

The U.S. Department of Agriculture defines food insecurity as a lack of consistent access to enough food for an active, healthy life. Although hunger and food insecurity are closely related, they are distinct concepts. Hunger refers to a personal, physical sensation of discomfort, while food insecurity refers to a lack of available financial resources for food at the household level. Food insecurities occur in households with incomes less than 300 percent of the federal poverty level.

Limited access to supermarkets, supercenters, grocery stores, and other sources of healthy and affordable food may make it harder for some residents to eat a healthy diet. Expanding the availability of nutritious and affordable food by encouraging grocery stores, small retailers, corner markets, and farmers' markets in communities with limited access is an important part of creating a healthy community. Food deserts are areas in which residents find it difficult to buy affordable or good quality, fresh food.

healthy homes

Well-maintained housing demonstrates pride of ownership, stabilizes property values, attracts residents to a community, contributes to neighborhood quality, and creates safe places for people to live. As the majority of homes in Whittier are over 50 years old, programs focused on maintaining the physical condition of all housing types will remain an ongoing priority.

Generally, Whittier has a predominantly older housing stock, with only 11 percent built since the 1970s. Most of the housing (63 percent) was built in the 1950s or earlier. Homes generally begin to show age after 30 years and require some level of maintenance. This typically includes roof repair, painting, landscaping, and exterior finishes. Homes between 30 and 50 years typically require more significant maintenance and even renovation. Generally, houses and apartments built 50 or more years ago (unless well maintained) are more likely to require substantial repairs or need renovation to meet current building codes.

Other concerns related to the age of housing are lead-based paint and asbestos. Homes built prior to 1978 typically contain lead-based paint, and older homes may also contain asbestos, which formerly was a popular insulation and acoustic material (before experts recognized the dangers it poses to our respiratory tract). Lead-based paint can cause a number of hazardous health conditions for children—specifically developmental delays. Health hazards occur when the paint chips and is inhaled or ingested. Since 1978, the federal government has banned the use of lead-based paint. Still, older homes may need to paint over lead-based paint or remove peeling paint. Similarly, asbestos becomes a hazard largely when disturbed as part of reconstruction activities. To protect human health, federal agencies have put strict protocols in place for the removal of these materials.

health care access

When people visit a doctor regularly for check-ups, they can prevent more serious health issues, thus enjoying good health and reducing their health care costs. Access to quality health care requires nearby services and the means to pay for the services. In Whittier, the presence of PIH Health Hospital, Whittier Hospital Medical Center, Barlow Respiratory Hospital, and a multitude of medical clinics provides residents ready access to quality medical care. Paying for care is the more challenging issue for people of lower income. Health care funding programs such as Medicaid and the Affordable Care Act are managed by federal and State agencies, with the City having no involvement. Opportunities for Whittier to better connect residents to affordable and reliable health care services include public service announcements, links on the City's website, partnerships with local hospitals for community health fairs, and even wellness checks by City staff on elderly or house-bound individuals.

civic engagement

Residents can best advocate for their own needs when they feel connected to and have confidence in local decision makers. The first step: ensuring residents know how to engage in civic life and are encouraged to do so. Social media—when used productively—has extended the reach of policy makers, allowing for more extensive community education and information. Social media platforms have also eased residents' abilities to let their concerns and ideas known.

Expanded engagement, to be most successful, also needs to be equitable. Equitable engagement means having community conversations in languages in which people feel most comfortable and using media and conducting in-person meetings that are accessible to people of all income levels at convenient times of day.

Whittier prides itself in the transparency and accessibility of its public processes. The City affirms its commitment to adjusting over time to include new ways to extend its reach and involve everyone in the community who is interested in participating in civic policy- and decision-making at all levels and by diverse means.








goals and policies

environmental justice



Goal 9: Residential neighborhoods not burdened by pollution exposure and where all residents have equal access to community services and amenities, healthy foods, well-maintained homes, and recreational facilities and programming that support healthy lifestyles

pollution exposure

- 
 ■ PSNH-9.1: Review the operating characteristics of proposed new industrial businesses near Disadvantaged Communities to minimize impacts on the population, especially children and the senior community. Encourage any existing sources of emissions to use feasible measures to minimize emissions that could impact air quality.
- 
 ■ PSNH-9.2: Support legislation that will reduce automobile and truck emissions, the predominant source of pollutants emanating from I-605 and Whittier Boulevard.
- 
 ■ PSNH-9.3: Encourage building design, construction safeguards, and technological improvements that mitigate the negative impacts of hazardous materials and/or air pollution on indoor air quality and residential and sensitive uses sited near businesses that handle toxic materials.
- 
 ■ PSNH-9.4: Designate acceptable and unacceptable areas for freight trucking and truck idling to limit impacts to all residents and Disadvantaged Communities in particular.
- 
 ■ PSNH-9.5: Use landscaping and other buffers to separate sensitive uses from trucking uses, warehousing, manufacturing facilities, and other emissions sources.
- 
 ■ PSNH-9.6: Encourage non-polluting industry and clean green technology companies to locate in the City.
- 
 ■ PSNH-9.7: Work vigorously with appropriate federal and other agencies to speed the cleanup of the local Superfund site, former oil field operations, and other sources of soil and groundwater contamination.

public improvement priorities, services, and amenities

- PSNH-9.8 Prioritize the spending of general funds in Disadvantaged Communities for recreation, air quality, and other environmental improvements; recreation programming; and public infrastructure improvements.
- PSNH-9.9: Improve access to public facilities, services, and recreation and health programming that can be used for open space and/or recreation activities, with prioritization within Disadvantaged Communities.
- PSNH-9.10: Encourage cultural programs and activities of local interest that are inclusive and affordable to all.
- PSNH-9.11: Identify areas in need of a public realm improvements and develop public spaces that provide safe, convenient, and pleasant gathering places for neighbors to meet and congregate.

PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

- **PSNH-9.12:** Provide support and consider joint opportunities with organizations engaged in public health events such as health fairs, community gardens, youth fitness programs, wellness competitions, and public health speakers and workshops.
- **PSNH-9.13:** Assess existing parks and gathering spaces around Uptown and within Disadvantaged Communities to ensure parks amenities are tailored to meet the evolving needs of the community, as well being responsive to unique cultural, historic, social, and demographic needs.
- **PSNH-9.14:** Expand park and recreation opportunities in all neighborhoods, especially within Disadvantaged Communities, and ensure that opportunities are offered within comfortable walking distance of homes, schools, and businesses to encourage more physically and socially active lifestyles.
- **PSNH-9.15:** Deter criminal activity in neighborhoods, streets, and public areas through the design and monitoring of play areas, parks, greenway trails, plazas, and urban pocket parks.

healthy food access

- **PSNH-9.16:** Strive to ensure that all residents are within walking distance of sources of fresh and healthy foods (e.g., grocery stores, healthy corner stores, farmers' markets, and community gardens).
- **PSNH-9.17:** Expand the potential of community garden and urban farm sites on public properties (including parks, public easements, rights-of-way, and schoolyards) and private properties.
- **PSNH-9.18:** Utilize incentives or other programs to encourage existing small grocery or convenience stores to offer and promote healthy food options, with a focus on underserved areas and areas near schools.
- **PSNH-9.19:** Discourage new liquor stores, fast-food restaurants, and gas stations selling alcohol from locating near schools and in areas with an existing high concentration of such stores.
- **PSNH-9.20:** Support initiatives to have year-round farmers' markets.

well-maintained homes

- **PSNH-9.21:** Promote the repair, improvement, and rehabilitation of single-family housing, multiple-family housing, and mobile homes to enhance quality of life, improve value, and create safe and sanitary housing conditions.

- PSNH-9.22: Maintain, improve, and create healthy neighborhoods through improving the built environment, enforcing housing and property maintenance standards, and sponsoring public education programs.

promoting civic engagement

- PSNH-9.23: Partner with and support the efforts of any non-profits that focus on programs and activities within Disadvantaged Communities.
- PSNH-9.24: Consider installing signage at key focal points in Disadvantaged Communities to promote and advertise City meetings and other public announcements. Use social media that particularly targets residents who ordinarily do not participate in civic life.
- PSNH-9.25: Strive to translate notices and commission materials in Spanish or other languages with which community members feel most comfortable.

best practices for improving health

- PSNH-9.26: Support policies, projects, and programs that demonstrate best practices related to promoting wellness in City facilities and at City-sponsored events, such as serving healthy foods at community events.
- PSNH-9.27: Form partnerships with school districts and other educational institutions, non-profit organizations, healthcare organizations, and regional governmental agencies to foster and participate in efforts promoting healthy lifestyles, physical activity, and positive health outcomes.
- PSNH-9.28: Promote, sponsor, and support a variety of community events focused on health and wellness, fitness, weight-loss programs, and similar activities.

physical activity

- PSNH-9.29: Expand connectivity to the Whittier Greenway Trail. Consult with regional agencies and surrounding jurisdictions to expand connectivity of the Greenway Trail to trails outside of Whittier.
- PSNH-9.30: Seek to accentuate, daylight, and green drainages, culverts, and underground drainage infrastructure for the purpose of having this infrastructure provide pathways and trails.
- PSNH-9.31: Encourage the provision of recreational activities for all people, consistent with the changing demographic composition of Whittier.

PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

- PSNH-9.32: Expand health and exercise stations within parks, trails, public right-of-way, and other public spaces.
- PSNH-9.33: Partner with community organizations and local businesses to pursue funding opportunities to expand recreational facilities and programming to increase physical activity.
- PSNH-9.34: Consider unique neighborhood needs in developing facilities and programs for indoor and outdoor activities within Disadvantaged Communities.

noise

- **noise setting and background**
- **effects of noise on people**
- **baseline and future noise environments**
- **managing the noise environment**

Noise generally is defined as unwanted sound. Noise can impact essential parts of life such as work, rest, sleep, and communication and can result in negative impacts to people's quality of life. Consideration of noise-generating sources and ambient noise conditions in land use planning and decision-making activities helps guard against deterioration of health and well-being. This noise plan establishes the framework for identifying noise sources and conditions that affect land use.

Every city in California is required to identify noise-sensitive land uses and noise sources, quantify areas of noise impact, and establish goals, policies, and programs so that residents will be protected from excessive noise. Section 65302(f) of the Government Code identifies the specific noise analysis and policy direction that must be included in a General Plan, with attention paid as well to Section 46050.1 of the Health and Safety Code.

noise setting and background

While noise is an inherent part of urban living, people who live in suburban environments expect moderate noise conditions, such as limited vehicle and aircraft noise and business activity. Many factors impact how people perceive and react to noise, such as the time of day, the noise source, and their expectations for the noise environment. In Whittier, the most significant and constant noise source is roadway/freeway traffic noise. At a more localized level, activities such as landscape maintenance and construction activities can interfere with enjoyment of outdoor neighborhood life. Controlling roadway noise can be difficult since State and federal laws control motor vehicle noise. However, the location of noise-sensitive land uses relative to significant noise sources can help address roadway noise concerns. For more localized impacts, City ordinances can help.

measurement and perception

Sound intensity is measured and expressed in decibels (dB), with an adjustment referred to as the A-weighted measure to correct for the relative frequency response of the human ear. Of the various scale available for measuring noise, the A-weighted sound pressure level (dBA) is the scale of measurement that is most effective in measuring noise at a community level. The A-scale approximates the frequency response of the average ear when listening to most ordinary everyday sounds.

PUBLIC SAFETY, NOISE AND HEALTH ELEMENT

The limit to using decibels as the basic measurement of sound is that decibels represent a rough connection between the physical intensity of sound and its perceived loudness to the human ear. For example, a 10-decibel increase in sound level is perceived by the human ear as only doubling of the loudness of the sound. Ambient sounds in the urban environment generally range from 30 dBA (very quiet) to 100 dBA (very loud).

The time of day can also play a significant role in how people perceive noise. Noise typically is more bothersome at night than during the daytime because the ambient noise level is generally lower at night.

The duration of a sound also affects how someone perceives noise, or how much of a nuisance it may be to them. A certain level of noise may be acceptable depending on the duration experienced by someone. For example, a truck passing by may be more tolerable than the noise made by a long train. Measures of noise exposure have been developed to consider not just the A-level variation of noise but also the duration of the disturbance. That is where the Community Equivalent Noise Level, or CNEL, comes into play.

community noise equivalent level (CNEL)

The CNEL measurement weights the average noise levels for the evening hours (7:00 p.m. to 10:00 p.m.) by increasing them by 5 dB and weights the average noise levels for the nighttime hours (10:00 p.m. to 7:00 a.m.) by increasing them by 10 dB. The daytime noise levels are combined with these weighted levels and are averaged to obtain a CNEL value.

effects of noise on people

In general, noise may affect the average individual through hearing loss, obstruction with oral communication, and by interfering with sleep. The ability to understand speech is increasingly difficult when sound exceeds 60 dBA. Sound levels exceeding 40 to 45 dBA can impact sleeping habits within a residence.

Prolonged sound exceeding 85 dBA may result in temporary or even permanent hearing loss. State and federal safety and health regulations protect workers at levels of exposure that exceed 90 dBA for an eight-hour workday.

noise/land use compatibility standards

In California and Whittier specifically, a CNEL of 65 dBA is used as a standard for maximum outdoor noise levels in residential areas.

Particularly sensitive land uses—also called sensitive receptors—include residences, schools, libraries, churches, hospitals, and nursing homes. In addition, parks, golf courses, and other

outdoor activity areas can be sensitive to noise disturbances. Commercial and industrial uses, conventional hotels and motels, playgrounds and neighborhood ballparks, and other outdoor spectator sport arenas are less sensitive to noise. Least sensitive to noise are heavy commercial and industrial uses, transportation, communication, and utility land uses.

Land use decisions and the development review process are ways to minimize noise impacts on sensitive land uses. Noise compatibility may be achieved by not locating conflicting land uses adjacent to one another and by incorporating buffers and noise control techniques in the overall site design process. This can be achieved by integrating increased setbacks, dense landscaping, building transitions, walls, and building construction techniques. Figure PSNH-11 (Noise and Land Use Compatibility Guidelines) illustrates the ranges of allowable exterior noise levels for various land uses in Whittier. To supplement adopted and future adopted noise regulations, this table should be applied to individual projects and their noise analyses to determine specific land use compatibility and to establish significance thresholds.

Table PSNH-11: Noise and Land Use Compatibility Guidelines

Land Use Category	Community Noise Exposure Limit (CNEL or DNL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low-Density Single-Family, Duplex, Mobile Homes	60	70	75	75+
Residential - Multi-Family	65	70	75	75+
Transient Lodging - Motels, Hotels	65	70	80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	70	70	80	80+
Auditoriums, Concert Halls, Amphitheaters	N/A	70	N/A	70+
Sports Arenas, Outdoor Spectator Sports	N/A	N/A	75	75+
Playgrounds, Neighborhood Parks	70	70	75	75+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	N/A	80	80+
Office Buildings, Business Commercial and Professional	70	77.5	77.5+	N/A
Industrial, Manufacturing, Utilities, Agriculture	75	80	80+	N/A
Source: OPR, 2017, Appendix D				

baseline and future noise environments

As noted above, I-605 freeway and Whittier Boulevard represent the dominant community noise sources, along with the arterial roadways. Within residential neighborhoods, residents have cited loud party noises as a recurring issue.

Since the primary contributor to noise is traffic, noise contours for baseline (2020) and projected future conditions were developed based on the traffic volumes included in the General Plan traffic study and utilized the Traffic Noise Model lookup tables developed by the Federal Highway Administration.

managing the noise environment

Whittier will address noise issues by making wise land use decisions. Site development plans and proposed land uses will consider how roadway and localize noise impacts properties. Reviewing each project at the time it is proposed will help assure impacts can be minimized. Project design mitigation, simple and sophisticated technical fixes, and acoustical barriers will be applied to each project to address noise.

In areas near arterials, site planning and design standards provide direct and integrated noise impact mitigation. Applied mitigation measures include the use of buffer zones consisting of earthen berms, walls, and landscaping between sensitive land uses and roadways and other noise sources. In addition, site planning and building orientation can provide shielding of outdoor living spaces, and orient operable window away from roadways. Effective acoustical materials can also be incorporated into building windows and walls, which adequately reduce outdoor noise.

The City's Noise Ordinance identifies 13 different kinds of noise and prohibits them if you can hear the noise 100 feet away from the source of the disturbance. Such noises include pets, unusual motor vehicle noises, household power tools, use of car horns for an unreasonable time, public address systems, and late-night disturbances. Construction noise from heavy equipment is prohibited from 6:00 p.m. to 7:00 a.m. during weekdays, 5:00 p.m. to 8:00 a.m. on Saturdays and Federal holidays, and Sunday at all times.

Figure PSNH-12: 2020 Noise Conditions

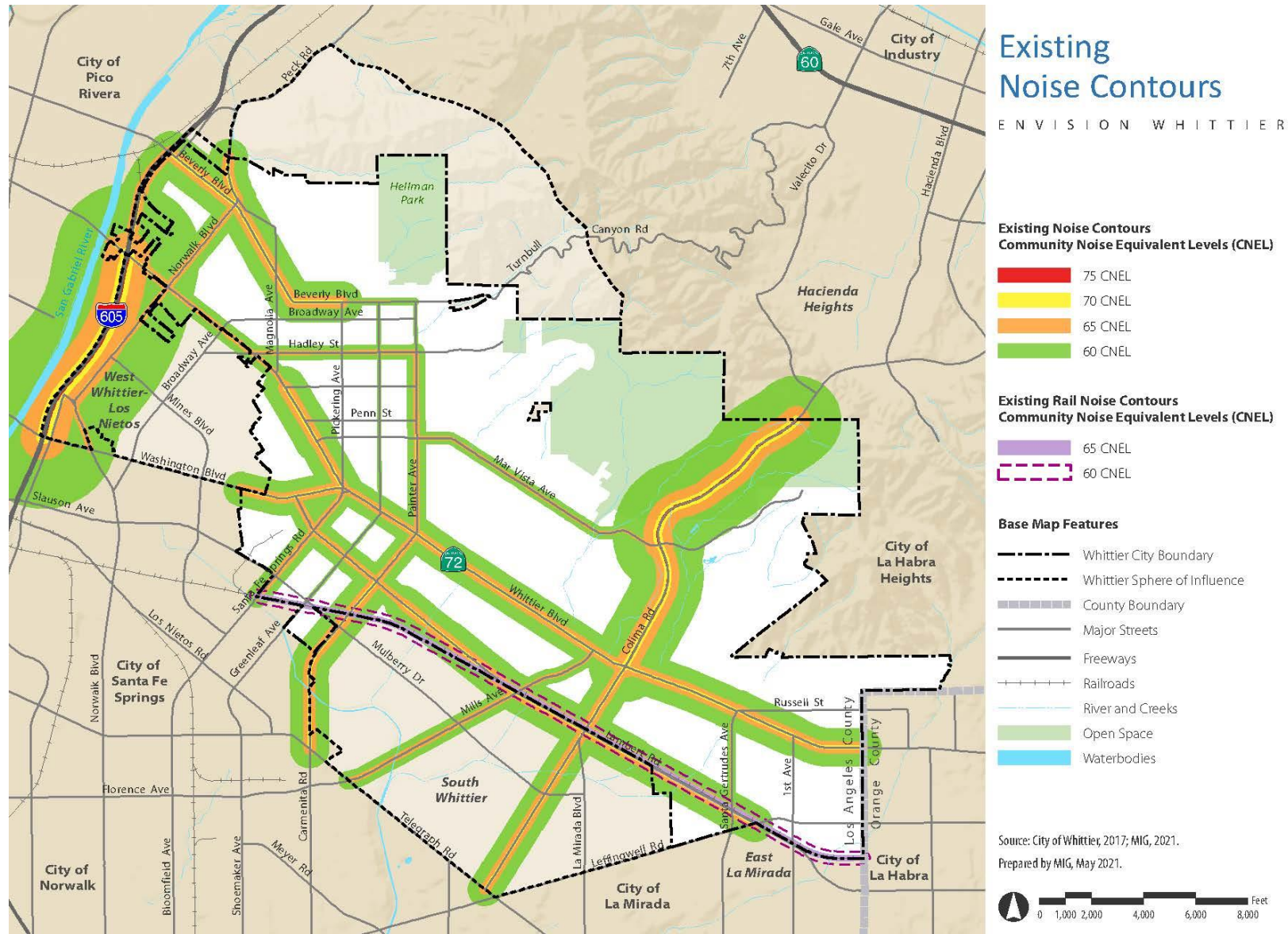
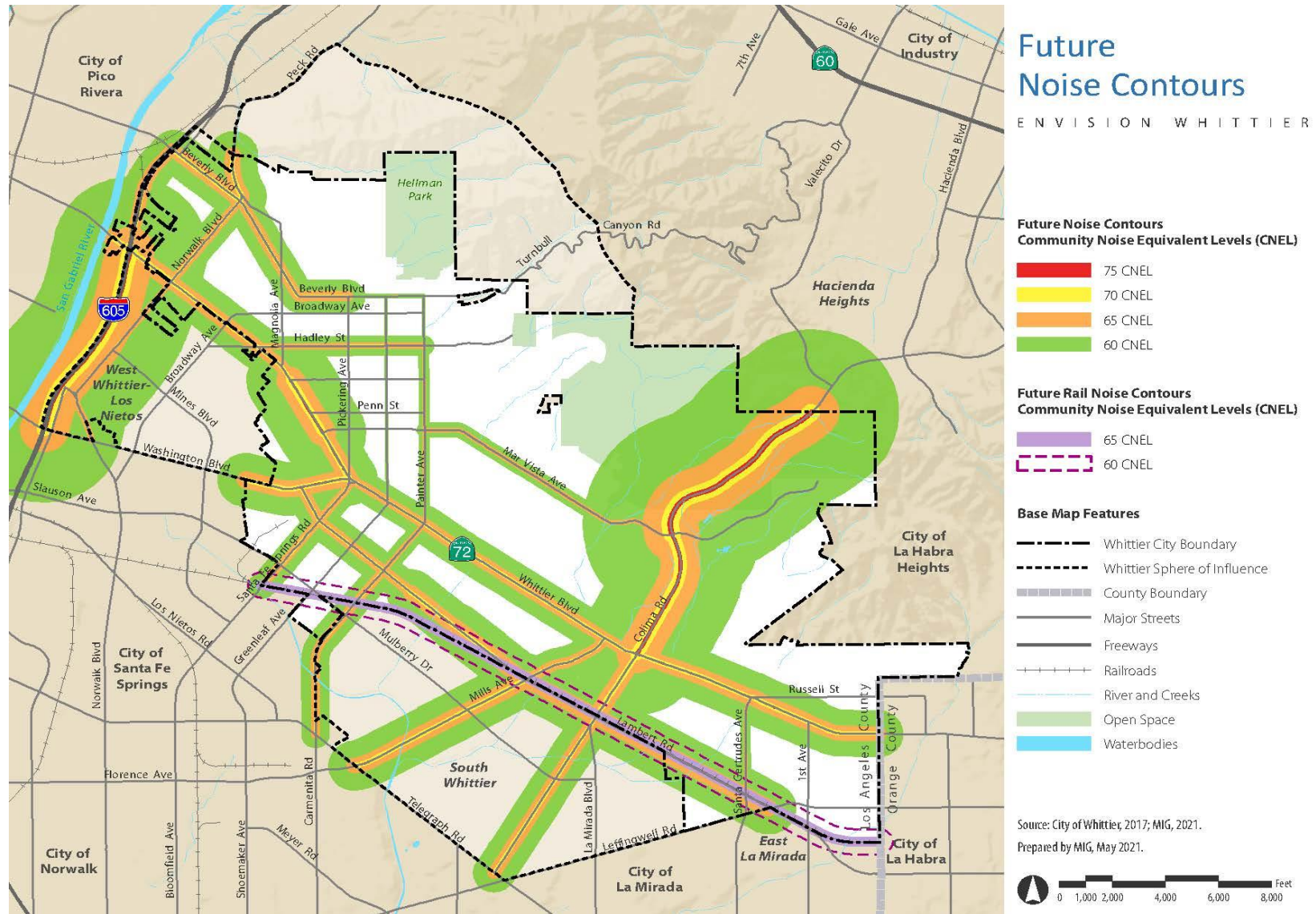


Figure PSNH-13: Future Noise Conditions (2040)



goals and policies

noise

Goal 10: Noise levels community-wide that allow residents to enjoy quiet neighborhoods and outdoor activities

- PSNH-10.1: Work toward the separation of buffering major roadways from noise-sensitive land uses such as residences, care facilities, schools, and hospitals.
- PSNH-10.2: Consider steps to correct existing noise problems. Avoid future problems through design measures such as buffers and barriers or through abatement procedures.
- PSNH-10.3: Control at their sources any sounds which exceed accepted community noise levels.
- PSNH-10.4: Consider noise impacts as part of the development review process, particularly the location of parking, recreational activities, crowd noises, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.
- PSNH-10.5: Use the provisions in the City's noise ordinance to abate unlawful noise.
- PSNH-10.6: Enforce Municipal Code noise controls for construction projects.
- PSNH-10.7: Minimize new residential or other noise-sensitive land use development in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce outdoor activity area noise levels to a "normally acceptable" community noise equivalent level (CNEL).
- PSNH-10.8: Require industrial uses and trucking-related uses to incorporate buffers that maintain acceptable noise levels for surrounding uses and areas.
- PSNH-10.9: Regulate the use of sound-amplifying equipment to prevent impacts on sensitive receptors.

ⁱ Natural Hazards Mitigation Plan, 2015. City of Whittier. pp. 105-106.

ⁱⁱ Natural Hazards Mitigation Plan, 2015. City of Whittier. pp. 105-106.

ⁱⁱⁱ U.S. Army Corps of Engineers says Whittier Narrows Dam is unsafe and could trigger catastrophic flooding, LA Times, September 14, 2017. Retrieved from: <http://www.latimes.com/local/california/la-me-whittier-narrows-dam-20170914-story.html>

^{iv} Environmental Protection Agency. "Cleanup Results to Date" <https://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/vwsoalphabetic/Omega+Chemical+Corporation?OpenDocument>

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implementation plan

introduction

This Implementation Plan will guide the City Council; Commissions and Committees; and staff in their efforts to put the Envision Whittier General Plan goals and policies into action. The purpose of the Implementation Plan is to translate the overall direction set forth in the Envision Whittier General Plan from general terms to specific actions, in a clear and traceable manner.

The City Council, by relating each program in the Implementation Plan to the policies of the Envision Whittier General Plan, recognizes the importance of linking long-range planning considerations, budgeting, and day-to-day activities. Each implementation program is a procedure, plan, or study that requires City action, either alone or in collaboration with non-City organizations and/or State and federal agencies. Some of the implementation programs are processes or procedures that the City currently administers on a day-to-day basis, while others identify new programs, procedures, or projects.

The Implementation Programs are individually listed with detailed information, including the recommended time frame of completion, the responsible City departments, and likely funding source. Completion of the identified programs will be subject to funding constraints. Programs may be implemented prior to the timeframes, as appropriate and desired. Timeframes for completion are generalized as follows:

- Ongoing
- Immediate (0 – 2 years upon General Plan adoption)
- Short-term (2 – 5 years upon General Plan adoption)
- Mid-term (5 – 10 years upon General Plan adoption)
- Long-term (10+ years upon General Plan adoption)

This Implementation Plan also provides an Implementation Matrix. The matrix is a series of five tables, one for each element. Each table lists the policies for that element and links the policies with related implementing programs.

This Implementation Plan should be updated annually with the budget process and whenever the Envision Whittier General Plan is amended or updated to ensure continued consistency and usefulness. Updates to the Implementation Plan to reflect progress do not necessarily constitute amendments to the General Plan.

procedures, permits, agreements, and ordinances

Program 1: Municipal Code and Subdivision Ordinance Revision

Review and revise the Municipal Code and Subdivision Ordinance as necessary to:



- Create new zones to implement all land use designations. Envision Whittier General Plan's land use designations are correlated to the City of Whittier zones as shown in Table IP-1.
- Allow specific plans in the MU3 designation.
- Implement key design objectives for all land use designations.
- Provide flexibility in zoning accommodating emerging new uses, markets, and business practices over time.
- Limit development in Puente Hills Preserve
- Create buffer zones between facilities known to emit harmful contaminants, such as industrial uses, and sensitive receptors such as schools, childcare, and senior centers. Buffers may include increased setbacks and solid barrier walls.
- Require a buffer between residential or urban development and oil production uses or petroleum storage facilities and identify ways to improve the quality of this interface and minimize undesirable impacts.
- Accommodate transit-oriented development around future (planned and proposed) Metro stations.
- Create transition area standards to soften changes in scale and intensity, such as, ground level façade treatments, setbacks, upper level setbacks, and landscaped buffers to accommodate privacy, noise, etc.
- Incentivize adaptive reuse of historic buildings.
- Allow urban agriculture and community gardens in all land use categories, including residential properties (front and side yards) and nonresidential properties' setbacks.
- Require new trees to be planted on sites designated as sensitive receptors (schools, hospitals, homeless shelters), Disadvantaged Communities, and areas outside of a 10-minute walk to a park or open space.
- Require large nonresidential development on Whittier Boulevard, Lambert Road, Washington Boulevard, and Greenleaf Avenue to incorporate publicly accessible plazas, paseos, and seating areas.
- Incentivize the inclusion of arts and local culture, such as sculpture gardens, local art installations, and outdoor amphitheaters, as part of the Zoning Code and community benefit structure of development.
- In catalyst areas, such as Whittwood Town Center, L Line (formerly Gold Line) transit center, and along Whittier Boulevard, develop private property and public right-of-way design and site standards and guidelines that encourage pedestrian activity, creates public destinations, incorporates urban recreation and community gathering spaces, and provides for ride-share loading.
- Incorporate Whittier Boulevard's desired design standards and streetscape design standards.
- Incorporate Whittwood Center's desired siting and design standards and streetscape standards.
- Consider requiring all multifamily residential developments to provide on-site publicly usable park or green space as part of a community benefit program.
- Eliminate barriers to providing pervious pavement treatments.
- Accommodate shared parking in mixed-use developments, districts, and where otherwise appropriate, where uses have peak/off-peak parking demands.

- Require large employers to provide transportation demand measures such as telecommuting, employer provided carpooling programs, and financial incentives for participants who do not drive, and transit pass subsidies.
- Minimize vehicular access for new developments on local residential streets, and in locations with high pedestrian and bicycle activity, and design access and egress to avoid traffic intrusion on local streets to the maximum extent possible.
- Require new and substantially remodeled retail, commercial, industrial, mixed-use, and multiple family residential developments to provide pedestrian and bicycle paths and routes, and supportive amenities including benches, trash receptacles, pedestrian oriented push-controls on nearby signals, etc.
- Require new and substantially remodeled retail, commercial, industrial, mixed-use, and multiple family residential developments adjacent to the Greenway Trail to provide pedestrian and bicycle linkages to the Greenway Trail.
- Require bicycle facilities, such as bicycle lockers and secure parking, to be provided as part of all new development projects and major remodels of existing development.
- Require developers to light alleys behind or adjacent to their property;
- Require measures such as increased indoor filtration to increase the protection of sensitive receptors near major emission sources.
- Require water-efficient landscaping standards beyond State requirements to make Whittier a leader in reduced water use.
- Require the integration of water quality protection/improvement techniques (e.g., use of vegetated swales or landscaping
- Establish exterior lighting thresholds for different land uses.
- Protect mineral resources from encroaching development.
- Require projects, homes, or uses accommodating sensitive receptors that are proposed within 500 feet of freeways or railroads, or within a disadvantaged community to include an analysis of potential health risks. Require such proposed uses to mitigate health risks.
- Locate essential public facilities out of high-risk wildfire prone areas.
- Minimize the expansion of oil production-related activity. Make provisions for emerging technologies and alternative energy sources. Eliminate barriers to providing pervious pavement surfaces.
- Minimize new residential development in the Very High Fire Severity Zone.
- Update noise ordinance for changes in construction, mixed-use development, METRO L Line, and other noise generators.
- Include development standards for residential and commercial solar, geothermal, and wind energy uses.
- Update the list of permitted, conditionally permitted, and prohibited uses in accordance with General Plan land use designations' purpose, intent, and character.
- Update the Zoning Map to insure correspondence with General Plan land use designations, including the open space designations.

Time Frame: Short-term

Responsibility: Community Development

Funding Source(s): General Fund

Table IP-1 Envision Whittier Land Use Category and Corresponding City of Whittier Zones

GENERAL PLAN LAND USE CATEGORY	CORRESPONDING ZONE
Hillside Residential	H-R
Low Density Residential	R-E and R-1
Medium Density Residential	R-2
Medium High Density Residential	R-3
High Density Residential	R-4
Very High Density Residential	New zone
Mixed Use 1	New zone
Mixed Use 2	New zone
Mixed Use 3	New zone
Neighborhood Commercial	C-1
General Commercial	C-2
General Commercial with Housing Overlay	C-2 with new overlay zone
Office	C-O
Medical	New zone
Innovation	New zone
General Industrial	C-3 and M
Parks and Urban Trails	New zone
Open Space	New zone
Golf Course	New zone
Public and Quasi-Public	New zone

Notes:

- 1) Overlay and transitional zones may be applied to any base zone.
- 2) Planned Development Districts may only be applied to residential zones unless otherwise stated in the Whittier Municipal Code.

Program 2: Rescind Whittier Boulevard and Whittwood Town Center Specific Plans

Rescind the Whittier Boulevard Specific Plan and the Whittwood Town Center Specific Plan.

Time Frame: Short-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 3: Examine Plan Review, Permitting, and Design Review Processes

Examine the current plan review, permitting, and design review processes to ensure:

- Development in areas designated for mixed use and nonresidential use are consistent with the character outlined in this element
- Dependable, transparent, and on-schedule processing of all applications

Time Frame: Short-term
Responsibility: Community Development
Funding Source(s): General Fund

Program 4: Review and Update Uptown Specific Plan

Review the Uptown Specific Plan to ensure the following and update as appropriate:

- Additional housing and office use opportunities;
- Balance of uses;
- Distinct sense of place with a pedestrian orientation;
- Stronger sense of place within the community than all others of Whittier while providing for lower density and intensity than what is found along Whittier Boulevard; and
- Reduced parking ratios for affordable and/or inclusionary housing.

Time Frame: Mid-term
Responsibility: Community Development
Funding Source(s): General Fund

Program 5: Urban Recreation Opportunities

Work with developers, landowners, financial institutions, and others as part of the design review process to provide unique opportunities for urban recreation, such as multi-story structures (parking, office, etc.) with rooftop theaters, fields, green roofs, gardens, etc.

Time Frame: Mid-term
Responsibility: Community Development
Funding Source(s): General Fund, Developer Fees

Program 6: Preferential Parking District and Permit Program

Review the number of preferential parking districts and how the permit program is working to determine how changes can better serve residential, recreational, and business parking demands.

Time Frame: By 2023
Responsibility: Public Works, Community Development
Funding Source(s): General Fund, Development and Building Fees

Program 7: Sewer and Water Systems Improvements

Through the regular CIP preparation and implementation process, prioritize and allocate funding to carry out the water system improvements identified in the most current Water System Master Plan and sewer system improvement in the most current Sewer System Master Plan. Ensure that all underground lines are protected and maintained in accordance with federal and State laws. Ensure that user fees allow for planned improvements.

Time Frame: Ongoing
Responsibility: Public Works; City Manager
Funding Source(s): General Fund, User Fees



Program 8: City Franchise Agreements Review

On a regular basis, review City franchise agreements with communications service providers. Ensure communication services are provided to the Disadvantaged Communities at a rate equal to or surpassing the Whittier community at large. As possible and practical, provide for local users to have choices regarding service providers through multiple agreements. As technologies change, continue to identify service options that benefit all users in Whittier. Expand services to include free technology (WiFi or similar) provision in all public areas to the greatest extent possible.

IMPLEMENTATION PLAN

Time Frame: Ongoing
Responsibility: Public Works; City Manager
Funding Source(s): General Fund, Franchise Fees

Program 9: Secretary of the Interior's Standards

Consider adopting the Secretary of the Interior's Standards for the Treatment of Historic Properties as the City's official tool for reviewing alterations and changes to historic resources.

Time Frame: Long-term
Responsibility: Community Development
Funding Source(s): General Fund

Program 10: CEQA Compliance

Explore updating Chapter 18.84 of the Whittier Municipal Code, the historic resources ordinance, to ensure consistency and compliance with the California Environmental Quality Act.

Time Frame: Long-term
Responsibility: Community Development
Funding Source(s): General Fund

Program 11: Historic Resources Ordinance Update

As appropriate and with City Council direction, evaluate the historic resources ordinance and engage the community to explore ideas about how to best update the ordinance and identify sections that may need to be updated and cleared of inconsistencies.

Time Frame: Long-term
Responsibility: Community Development
Funding Source(s): General Fund

Program 12: Certificate of Appropriateness Evaluation

With City Council direction, evaluate and modify, as appropriate, the Certificate of Appropriateness Application required for all buildings. Evaluation should include the process, fees, permits, and regulations. Assess both the success and drawbacks of this policy's implementation.

Time Frame: Long-term
Responsibility: Community Development
Funding Source(s): General Fund

Program 13: Historic Rehabilitation Permit Fees

Consider waiving Historic Resources Planning Fees for historic rehabilitation projects to encourage preservation and to encourage following the City's procedures for obtaining building permits.

Time Frame: Long-term
Responsibility: City Council
Funding Source(s): General Fund

Program 14: Developer Fees for Historic Preservation

Explore developer fees, to be assessed when historic resources are impacted, to be used for historic preservation efforts or applied to other sites or projects.

Time Frame: Long-term
Responsibility: City Council, Community Development
Funding Source(s): General Fund

Program 15: CEQA Required Archaeologist and Mitigation

Require project sponsors to retain a qualified archaeologist to oversee the handling of resources in coordination with appropriate local and State agencies and organizations and local Native American representatives, as appropriate. Adopt standard mitigation measures for archaeological resources impacted under the California Environmental Quality Act.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 16: Historic Resource Adjacency Standards

As directed by the City Council, consider updating the zoning code to include historic resource adjacency standards, as appropriate.

Time Frame: Mid-term

Responsibility: City Council; Community Development

Funding Source(s): General Fund

Program 17: Building Code Update

Update building code in accordance with best practices to address structure degradation due to climate change.

Time Frame: Long-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 18: Natural Hazards Mitigation Plan.

Continue to implement and update, as necessary, the Natural Hazards Mitigation Plan in response to emerging information about natural hazards associated with earthquakes, flooding, wildfire, and droughts.

Time Frame: Ongoing

Responsibility: Fire Department; City Manager

Funding Source(s): General Fund, Grants

Program 19: Development Application Review

Continue to conduct development applications review, which includes Planning, Engineering, Public Works, Police, and Fire reviews.

Time Frame: Ongoing

Responsibility: Community Development, Public Works, Police, Fire

Funding Source(s): General Fund

Program 20: Emergency Services Equipment and Facilities Needs

In conjunction with State-required annual review of capital improvement projects for consistency with the General Plan, evaluate the need for increases in fire and police equipment and/or facilities.

Time Frame: Ongoing

Responsibility: City Manager

Funding Source(s): General Fund

Program 21: Geotechnical Review

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Incorporate geotechnical review procedures into ministerial and discretionary project review processes.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): Development Application Fees

Program 22: Fire Hazard Severity Zones Review

Within Very High Fire Hazard Severity Zones determine appropriate design or mitigation, which may include the following plans:

- Fire Protection Plan that addresses landscape/fuel modification installation, incorporates open areas and fuel breaks to complement defensible spaces, recognizes possible refuge areas, identifies multiple ingress and egress routes, and standards for signs identifying streets, roads, and buildings.
- Adherence to Los Angeles County Fire Department Fuel Modification Plan Guidelines, including roadside fuel reduction plan to prevent fires caused by vehicles along new roads as required to serve new developments.
- Pre-plans for fire risk areas that address resident evacuation and to effectively communicate those plans, including identifying the location and direction of evacuation routes.
- Minimum private water supply reserves for emergency fire use.
- Road and driveway standards for emergency fire equipment access and public evacuation.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): Development Application Fees

Program 23: New Construction in Flood Zones

Continue to implement federal, State, and regional requirements related to new construction in floodplain areas to ensure that future flood risks to life and property are minimized.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund, Grants

Program 24: Storm Drainage Master Plan

Maintain the Storm Drainage Master Plan to continually assess surface water, which considers past and future drainage problems and published floodplain maps.

Time Frame: Ongoing

Responsibility: Public Works

Funding Source(s): General Fund, Grants

Program 25: Flood Insurance Program

Continue to promote and adhere to the standards associated with the National Flood Insurance Program.

Time Frame: Ongoing

Responsibility: Public Works

Funding Source(s): General Funds

Program 26: Urban Forestry Management

Continue to maintain parkway tree ordinance, manual, and related documentation. Consider expanding documentation or preparing a management plan to identify strategies to maintain



and expand the City's urban forest, integrate proactive tree planning programs, and target urban greening approaches in areas with minimal tree canopies. Consider retaining mature public landscaping that contributes to Whittier's character.

Adopt a tree preservation ordinance.

Time Frame: Tree preservation ordinance – Short-term; Parkway tree ordinance - Ongoing

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund

Program 27: Noise Level Standards

Review and, as appropriate, modify noise level standards in the Whittier Municipal Code and Ordinances for all land uses.

Time Frame: Short-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 28: Acoustical Analysis Reports.

Require development projects subject to discretionary approval to assess potential construction noise impacts and noise associated with on-going operations on nearby sensitive uses and to minimize impacts on those uses.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): Development Impact Fees

Program 29: Disadvantaged Communities Prioritization.

Require each City department prioritize the needs of residents in Disadvantaged Communities when developing their workplans and/or capital improvement plans. The departments will come together during budget discussions to ensure consistency and reduce duplication of programs and services for the Disadvantaged Communities. Workplans should have specific, measurable goals, with achievable deadlines. An annual analysis of spending in Disadvantaged Communities versus the City at-large would help the City understand where it may want to seek grants or focus spending.

Time Frame: Annually

Responsibility: All City Departments

Funding Source(s): General Fund

Program 30: Retrofit Plumbing Systems and Landscaping Incentives

Consider providing incentives such as a one-time reduction in water bill to property owners to retrofit plumbing systems and landscaping to reduce water use.

Time Frame: Ongoing

Responsibility: Community Development; Public Works

Funding Source(s): General Fund and Development Fees



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Program 31: National Pollutant Discharge and Elimination System (NPDES) Permit Compliance

Continue to comply with all provisions of the National Pollutant Discharge and Elimination System (NPDES) permit.

Time Frame: Ongoing

Responsibility: Public Works; Community Development

Funding Source(s): General Fund, Development and Building Fees

Program 32: Urban Water Management Plan (UWMP) Update

Update the Urban Water Management Plan (UWMP) to maintain consistency with federal requirements.

Time Frame: Ongoing

Responsibility: Public Works; Fire Department

Funding Source(s): General Fund, Grants

Program 33: Recycled Water System/Program Expansion

Expand the recycled water system/program.

Time Frame: Mid-term

Responsibility: Public Works

Funding Source(s): General Fund, Development Fees, Grants

Program 34: CALGreen Building Practices Regulations

Continue to implement CALGreen regulations regarding building practices that reduce energy demand/use, minimize urban heat island effects, conserve water, and support active transportation.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund, Development Fees

Program 35: Resource Management Plan Update

Update the Resources Management Plan, as necessary.

- Conserve SEAs, endangered or threatened wildlife species and their native habitats and vegetation communities;
- Support endangered wildlife by preserving movement corridors and natural habitats;
- Maintain scenic corridors; and
- Manage and limit, when necessary, human degradation of the natural environment.

Time Frame: Ongoing

Responsibility: Community Development in coordination with Puente Hills Landfill Native Habitat Preservation Authority

Funding Source(s): General Fund, Grants

Program 36: Energy Savings Technologies

Invest in new technologies citywide that reduce energy consumption such as efficient and cost-effective lighting that reduces glare and light pollution.

Time Frame: Short-term

Responsibility: Public Works

Funding Source(s): General Fund, Grants



Program 37: Energy Efficient City Vehicle Fleet

Continue to use energy-efficient automobiles, equipment, and other vehicles, including hybrid or zero-emission vehicles, for the City's equipment and automotive fleet.

Time Frame: Ongoing

Responsibility: City Manager

Funding Source(s): General Fund, Grants



Program 38: Greenhouse Gas Preconstruction Permits

Require pre-construction permits to identify how greenhouse gas emissions will be minimized consistent with SCAQMD requirements.

Time Frame: Immediate and Ongoing

Responsibility: Community Development

Funding Source(s): Building Permit Fees



Program 39: On-Site Alternative Energy Sources

Promote the use of on-site alternative energy sources such as solar panel arrays, photovoltaic cells, cogeneration, and wind generation for new residential and office developments, as well as existing buildings.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): New Development and Tax Credits



Program 40: Ridesharing Programs

Support programs that increase ridesharing.

Time Frame: Immediate and Ongoing

Responsibility: Public Works

Funding Source(s): General Fund, Grants

Program 41: Oil Production Operational and Drilling Standards.

Periodically review and update operational and drilling standards for oil production.

Time Frame: Short-term and Ongoing

Responsibility: Community Development

Funding Source(s): General Fund



Program 42: Negative Air Quality Impacts on Sensitive Receptors

Require any development project in Disadvantaged Communities or any development project that will house sensitive receptors include design features and equipment, as necessary, to guard against any negative air quality impact on occupants. Features may include high-performance air filters, building and window orientation, and increased landscape coverage.

Time Frame: Immediate and Ongoing

Responsibility: Community Development

Funding Source(s): General Fund, Development Fees



Program 43: Public Recreation Space in Multi-Story Structures

Consider innovative and alternative strategies to allow multi-story structures to incorporate public recreation space such as rooftop theaters, fields, and gardens on the top level of parking structures or accessible roofs.

Time Frame: Ongoing

Responsibility: Public Works; Parks, Recreation, and Community Services

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Funding Source(s): General Fund

Program 44: Flexible Park Space and Facilities Design

Incorporate flexible design into the improvements of park spaces and community facilities. For example, design multipurpose fields that allow for both baseball and soccer activities or install walls that serve as racquetball/handball courts on one side and a space for local art installations/murals on the other side.

Time Frame: Ongoing

Responsibility: Public Works; Parks, Recreation, and Community Services

Funding Source(s): General Fund, Park Impact Fees



Program 45: Land Use Acquisition for Parks

Prioritize acquisition of land for parks in areas where parkland is deficient and residents live more than a 10-minute walk from a park, such as the East Whittier, Friendly Hills, Colima, and Leffingwell neighborhoods. Use a range of acquisition strategies, including easements, land purchases, parkland dedication, and in-lieu fees for development projects. Bolster these strategies by applicable agency agreements, development agreements, conditions of approval, CC&R's, and dedicated deposits, etc. Additional strategies include:

- Building an inventory of underutilized or unfavorable commercial sites and focusing efforts on acquiring these parcels as opportunities arise.
- Collaborating with developers, landowners, and business owners to integrate small transit-oriented pocket parks or plazas into redevelopment projects on commercial corridors such as Whittier Boulevard, and in employment centers such as PIH Health Whittier Hospital.
- Prioritizing park development along corridors where pedestrian and bicycle improvements are planned in the Whittier Bicycle Transportation Plan.
- Acquiring parcels substandard parcels residential areas as land becomes available to develop more compact parks.

Time Frame: Ongoing

Responsibility: Parks, Recreation, and Community Services; Community Development

Funding Source(s): General Fund, Special Revenue Fund, and Developer Fees

Program 46: Park Impact Fees

Require park impact fees to be established at a level that allows the City to attain parkland resources consistent with goals.

Time Frame: Ongoing

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund and Park Impact Fees

Program 47: Parkland Property Dedication

Prioritize parkland or similar property dedication over impact fees within the park dedication ordinance, Parks Master Plan, or other parks planning programs. Perform a nexus study periodically to update the criteria and fees. Include provisions that prevent a net loss of park space in the city and require at least a 1:1 replacement if there is any loss of public open space or park space due to redevelopment.

Time Frame: Ongoing

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund

Program 48: Park and Recreation Facilities Incentives

Develop an incentives program that encourages private development and public agencies to provide park and recreation facilities beyond the minimum requirements (Quimby requirements).

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund, Development Fees

Program 49: Parks and Recreation Facilities Funding

Apply for grants through programs such as the Natural Resources Agency's Urban Greening Grant Program to create and improve pedestrian and bike paths. Apply for and use Metro's Active Transportation Strategic Plan (ATSP) funding, as well as others, to create and enhance pedestrian and bicycle paths near the future L Line (formerly Gold Line) station and adjacent to I-605 and Whittier Boulevard, which could include enhancements to the Whittier Greenway Trail. Enhancements may include the addition of bicycle repair stations, fitness equipment, or meditation spaces.

Time Frame: Ongoing

Responsibility: Community Development; Public Works; Parks, Recreation, and Community Services

Funding Source(s): Grants

Program 50: Parks and Recreation Facilities Management Plan

Adopt a facility management plan to provide adequate maintenance, rehabilitation, and modernization of parks and recreation facilities to ensure their long-term utility.

Time Frame: Ongoing

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund

Program 51: Tree Ordinance

Revise the Tree Ordinance (Chapter 12.40 in Municipal Code) to establish categories of trees indicating priorities for maintenance. Categories (i.e., established, mature, landmark, indigenous) would provide a framework for tree permits and various levels of required mitigation measures. The ordinance should consider the relationship of street tree planting to other General Plan goals and policies, including pedestrian orientation, neighborhood character, complete streets, and Disadvantaged Communities environmental quality.

Time Frame: Immediate

Responsibility: Community Development

Funding Source(s): General Fund

Program 52: Trained Arborists

Ensure the City has ready access to trained arborists or other experts who can implement Whittier's urban forestry strategies and programs.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 53: Public Plazas and Urban Spaces

Incentivize the creation of public plazas and public urban spaces near larger residential and mixed-use developments and in underutilized parking areas within existing commercial centers. Use the community benefit structure for mixed-use areas along Whittier Boulevard to create these



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public plazas, which can provide opportunities for social gathering and passive recreation in a built-out urban area. These open spaces can include hardscaped and landscaped areas, seating, and landmarks. Public plazas can be programmed with “pop up” recreation programs and regularly scheduled events such as farmers’ markets and festivals.

Time Frame: Ongoing

Responsibility: Community Development; Parks, Recreation, and Community Services

Funding Source(s): General Fund

plans and studies

Program 54: Community Benefits Program

Institute a Community Benefits Program to allow developers to achieve higher development densities and intensities in exchange for providing defined community amenities beyond those otherwise required.

Time Frame: Mid-term

Responsibility: Community Development

Funding Source(s): General Fund



Program 55: Rules and Regulations Inhibiting Affordable Housing Development

Conduct a comprehensive review of current rules and regulations to identify those which inhibit affordable housing development.

Time Frame: Short-term

Responsibility: Community Development

Funding Source(s): General Fund



Program 56: Mobility Programs

Develop a series of plans and programs to address mobility goals, including a Complete Streets program, Safe Routes to School, Neighborhood Traffic Management Program, First/Last Mile Plan, Comprehensive Operational Analysis & Long-Range Transit Plans, Curb Management Strategies, Smart Mobility and Autonomous Vehicle Master Readiness Plan, parking management strategies, repurposing abundant and unnecessary roadway width, and development standards.

As part of each initiative, as applicable:

- Identify issues and needs for mobility through review of data and engagement with local stakeholders.
- Identify appropriate infrastructure such as sidewalk connections and widening, establishing bicycle lanes, well-designed public transportation stops, and appropriate roadway crossing treatments.
- Establish the purpose and needs of projects and then pursue regional, state, and federal funding for implementation.
- Require the integration of multi-modal infrastructure for new development.
- Mitigate neighborhood intrusion by commuter traffic and improve conditions for pedestrians and bicyclists.
- Ensure the provision of adequate parking/loading space for temporary vehicle parking, loading, and delivery services that can easily accommodate a box truck to a non-commercial vehicle and/or creating flexible curb zones that can accommodate multiple curb uses during different times of day.
- Regularly monitor the performance of each program and system, and update on a regular basis (roughly every five years).

Timeframe: Mid-term and Ongoing

Responsibility: Public Works

Funding Source: General Fund, Transportation Funding from Measure R and Measure M local return, and grants from Metro and Caltrans

Program 57: Traffic Mitigation Impact Fee

Develop a traffic mitigation impact fee that provides a mechanism for the City to fund improvements in lieu of physical mitigations that were typically associated with Level of Service impacts' mitigation, which is no longer a CEQA metric.

Time Frame: By 2022

Responsibility: Public Works

Funding Source(s): General Fund, Development and Building Fees

Program 58: Mobility Element Performance Metrics

Establish performance metrics and a regular schedule for updating the Mobility Element's standards to monitor implementation progress, whether outcomes are helping achieve desired goals, and modify programs accordingly.

Time Frame: By 2025

Responsibility: Public Works; Community Development

Funding Source(s): General Fund, Development and Building Fees

Program 59: Stormwater Reduction Activities

Reduce the volume of stormwater entering the local stormwater collection system by such actions as:

- Developing and implementing a stormwater Best Management Practices (BMP) educational outreach program;
- Creating a rain barrel program that offers residents and businesses access to affordable rain barrels and education about rainwater harvesting; and
- Requiring LID approaches to runoff control as part of new development projects.

Time Frame: Ongoing

Responsibility: Public Works

Funding Source(s): General Fund, Grants, Development Fees

Program 60: Local Circulator (Shuttle) Study

Conduct a local circulator (shuttle) study to confirm appropriateness, the route, hours of operation, number of stops, departmental responsibilities, and funding strategies. Ensure Disadvantaged Communities are serviced by the local circulator. Implement recommendations as funding and need permits.

Time Frame: By 2030

Responsibility: Public Works; Community Development; Parks Recreation and Community Services

Funding Source(s): General Fund, Development and Building Fees, Grants, Impact Fees

Program 61: Smart Cities Strategic Plan

Develop a smart cities strategic plan. Use a process to develop the plan that includes:

- Input from residents, businesses, and local institutions, particularly residents and business owners located in the Disadvantaged Communities;
- Investigation of technologies and applications that would provide the most benefit to the City in terms of cost savings and improved City services;
- Equal provision of technologies and access citywide; and

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- Provisions allowing for technological advancements.

Time Frame: Mid-range

Responsibility: Public Works; Community Development; City Manager

Funding Source(s): General Fund

Program 62: Historic Resources Survey.

With City Council direction, consider supplementing previously prepared historic resources surveys to address post World War II residential neighborhoods.

Time Frame: Long-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 63: Context Statements.

With City Council direction, prepare context statements related to various themes of Whittier's development to ensure a broader understanding of the city's historic resources. Identify local resources that fulfill the context statements.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 64: Uptown Specific Plan

With City Council direction, complete the work prepared for the Uptown Specific Plan; use credentialed historical specialists to evaluate whether the Uptown commercial buildings have the potential to be considered a historic district.

Time Frame: Mid-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 65: Contributing and Non-Contributing Historic District Factors.

As appropriate, identify contributing and non-contributing factors in the Hadley-Greenleaf Historic District and the Central Park Historic District. Consider refining the contributors and non-contributing factors for the College Hills Historic District and Earlham Historic District.

Time Frame: Mid-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 66: Post Disaster Policies and Plans

Develop post-disaster policies and plans for designated historic resources to encourage preservation of resources if damaged in an event.

Time Frame: Mid-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 67: Certified Local Government Status

Apply for Certified Local Government (CLG) Status through the California Office of Historic Preservation. Participation in this federal and state partnership program would allow the City opportunities to apply for grants to fund focused preservation activities.

Time Frame: Short-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 68: California Main Street Program

Consider participating in the California Main Street Program through the California Office of Historic Preservation. This would allow the City to promote Uptown Whittier through the Main Street program and benefit from the California Main Street Alliance.

Time Frame: Long-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 69: Increased Protections for Sensitive Receptors.

Increase protection of sensitive receptors (facilities where individuals are highly susceptible to the adverse effects of air pollutants and noise, such as housing, childcare centers, retirement homes, schools, and hospitals) near high-volume roadways, dry cleaners using perchloroethylene, large gas stations, railroads/yards, and in Disadvantaged Communities. Identify measures to reduce odors/toxics in compliance with SCAQMD's adopted standards to reduce these risks to acceptable levels.

Time Frame: Mid-term and Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 70: At Risk Occupants' Evacuation Plans

Survey and identify properties within the Very High Fire Hazard Severity Zones to determine at-risk occupants located within elderly care facilities, convalescence facilities, schools or similar that would pose a significant concern for evacuation and/or shelter-in-place during a wildfire event. Develop a plan to accommodate these target occupants.

Time Frame: Short-term

Responsibility: City Manager, Police Department, Fire Department

Funding Source(s): General Fund

Program 71: Climate Change Vulnerability Assessment.

Incorporate a climate change vulnerability assessment when updating the Natural Hazards Mitigation Plan and other plans to evaluate potential impacts related to extreme heat events, severe storm and precipitation events, and extended drought events. Consider incorporating a Heat Response Plan in the Natural Hazards Mitigation Plan or preparing a separate document.

Time Frame: Mid-term

Responsibility: City Manager; Community Development

Funding Source(s): General Fund, Grants

Program 72: Health Strategy Plan.

Identify strategies, programs, and practices that prioritize the overall health of Whittier residents and employees. Partner with local health officials, nonprofit organizations, businesses, schools, hospitals, local health clinics, and community groups to conduct the study. Based on the study's findings, recommend ways the City can prioritize community health and remove barriers to healthy living.

Time Frame: Mid-term and Ongoing

Responsibility: City Manager

Funding Source(s): General Fund, Grants

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Program 73: Water Demand Tracking System.

Develop a standardized method to track and analyze water demand for new developments. Consider expanding the City's application of SB610 and SB211 planning requirements to a broader range of projects for monitoring ability. Review Whittier's total water demand and supply annually to ensure the water supply is available for new development allowed by the Land Use Element.

Time Frame: Short-term and Ongoing

Responsibility: Public Works; Community Development

Funding Source(s): General Fund, Grants

Program 74: Drought Tolerant Landscaping Funding

Identify funding sources to provide incentives to local property owners to remove lawn/turf areas and replace them with drought-tolerant landscaping or other approved materials.

Time Frame: Immediate

Responsibility: Community Development

Funding Source(s): General Fund

Program 75: Water Conservation Programs

Develop and implement water conservation programs in response to community input and to keep pace with changing technology.

Time Frame: Ongoing

Responsibility: Community Development; Public Works

Funding Source(s): General Fund, Grants

Program 76: City Conservation Policies

Establish policies that increase conservation efforts such as:

- Prohibit the purchase of water in plastic bottles or disposable containers in City facilities.
- Consider the energy and water efficiency of products as an integral part of the purchasing process for City goods and supplies. Prioritize locally available products that conserve energy and water.

Time Frame: Immediate

Responsibility: City Manager

Funding Source(s): General Fund, Grants

Program 77: Energy Generation on City Properties

Explore, research, and analyze opportunities to generate energy on City properties, including installation of solar panels.

Time Frame: Ongoing

Responsibility: Community Development; Public Works

Funding Source(s): General Fund, Grants

Program 78: Existing Building's Alternative Energy Use

Identify and use incentives and financing mechanisms to encourage alternative energy use for existing residential and commercial buildings. For example:

- Evaluate whether the City can purchase large quantities of solar panels at a lower cost and resell them to existing residents and businesses.
- Work with insurance and solar panel installation companies to ensure roof warranties do not nullify with the addition of residential solar equipment.

Time Frame: Short-term

Responsibility: Community Development
Funding Source(s): General Fund and Grants

Program 79: Alternative Energy Development Policy

Identify and remove disincentives to domestic and commercial alternative energy development. Critically analyze all processes related to development (i.e., capital improvement plans, development, and design review, etc.).

Develop a strategy for the provision of alternative fuels throughout Whittier.

Time Frame: Short-term

Responsibility: Community Development, Public Works

Funding Source(s): General Plan

Program 80: Strategic Energy Plan

Develop a strategic energy plan addressing how existing and future energy needs will be met by both petroleum and alternative energy sources. This plan should identify a citywide renewable energy goal by 2040.

Time Frame: Short-term

Responsibility: Community Development; City Manager

Funding Source(s): General Fund and Grants

Program 81: Alternative Energy Production Funding

Tap into available resources to incentivize alternative energy production, such as the Los Angeles County Property Assessed Clean Energy (PACE) program.

Time Frame: Short-term and Ongoing

Responsibility: Community Development

Funding Source(s): General Plan

Program 82: Land Use Restoration Criteria and Standards

Define criteria and standards for the restoration and reuse of land no longer necessary or economical for oil production activities in collaboration with oil industry.

Time Frame: Immediate and Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 83: Hazardous Waste Management Plan.

Develop and implement a Hazardous Waste Management Plan

Time Frame: Short-term

Responsibility: Community Development and Public Works

Funding Source(s): General Plan

Program 84: Property Donation Legacy Program

Establish a property donation legacy program whereby property owners can donate their land to the City for usage as parks or open space.

Time Frame: Ongoing

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund; Foundations; Grants

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Program 85: Parks Master Plan

Develop and implement a comprehensive long-range Parks Master Plan to address changing recreation interests, trends, and priorities. Use the Parks Master Plan to strategize how existing and future residential development can be within a 10-minute walk to a park. The Parks Master Plan should:

- Include a community needs assessment that looks at all types of park and recreation programs offered in the community including those that relate to arts and culture, education enrichment, and human services.
- Identify long-term goals for the Parks, Recreation, and Community Services Department and the community.
- Describe current and future needs, interests, and community preferences for improving new parks and community facilities.
- Present a long-range plan for physical park and community facility improvements.
- Refine performance standards and further develop park design guidelines and criteria.
- Prioritize projects in areas that are underserved, deficient in parks, in need of facility improvements, and in Disadvantaged Communities.
- Outline funding mechanisms and strategies for managing the City's commitments so that new requests and initiatives are considered considering existing commitments.

Time Frame: Long-term

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund

physical improvements

Program 86: New Open Space

Given the limited opportunities to create new open space, focused creative solutions to meet demands of new and existing residents include:

- Focus efforts in areas designated Disadvantaged Communities to provide equitable access to parks and recreation facilities;
- Create new urban recreation spaces in conjunction with roadway enhancements, street reconfigurations, and streetscape improvements;
- Prioritize and incentivize urban recreation as a community benefit;
- Support urban agriculture and community gardens ;
- Transform underutilized public right-of way and infrastructure into park space; and
- Partner with Puente Hills Preservation Authority to assess access points and trailheads.

Time Frame: Mid-term

Responsibility: Community Development; Public Works

Funding Source(s): General Fund, Grants

Program 87: Greenway Trail

Complete the Whittier Greenway Trail extension to the Orange County border. Partner with the cities of Pico Rivera and La Habra to further extend the trail to promote a regional trail system.

Enhance the Greenway Trail to:

- Increase connectivity between employment centers and residential land uses. For example, construct a signalized crosswalk across Whittier Boulevard/Pacific Place intersection to allow Greenway Trail users and residents east of Whittier Boulevard to access PIH Health Whittier Hospital.
- Create additional green spaces and pocket parks interconnected with and near the Greenway Trail. Opportunities occur within the rail right-of-way south of the Lambert

Road/Gunn Avenue intersection and on vacant land on Lambert Road between Parise Drive and Valley View Avenue.

Time Frame: Long-term

Responsibility: Public Works; Parks, Recreation, and Community Services

Funding Source(s): General Fund, Grants

Program 88: Improve Building Exteriors and Storefronts

Identify incentives (such as expedited processing, rebates, featuring business in Whittier publications, etc.) to encourage property and business owners to improve buildings exteriors and storefronts.

Time Frame: Mid-term

Responsibility: Community Development

Funding Source(s): General Fund, Developer Fees

Program 89: Streetscape Improvement Plans

Develop and implement streetscape improvement plans for key streets leading into Uptown: Philadelphia Street, South Greenleaf, and Hadley Street.

Develop streetscape standards for Whittier Boulevard, Greenleaf Avenue, and other major arterials. Ensure streetscape standards support walkability while creating sense of places.

Time Frame: Ongoing

Responsibility: Community Development; Public Works

Funding Source(s): General Fund, Grants

Program 90: Bike Hubs

Establish bike hubs (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes), at key transit nodes or commercial nodes.

Time Frame: Ongoing

Responsibility: Public Works; Community Development

Funding Source(s): General Fund, Grants

Program 91: Historical Walking Program

Consider collaborating with the Whittier Museum and/or Conservancy to create historical walking programs using historical markers, plaques, and maps for public benefit.

Time Frame: Mid-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 92: Plaque and Public Art

Consider encouraging non-profit organizations to memorialize people, places, cultural traditions, and events significant in the history of Whittier through a Conservancy-sponsored plaque and public art programs.

Time Frame: Long-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 93: Temporary Park Spaces and Recreation Facilities

Install temporary park features and organize pop-up events as ways to provide temporary park space and recreation. Consider adding temporary features such as seating areas with planters, ping pong tables, fitness zones, and demarcated areas for nature play and outdoor learning.



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Explore equipment rental programs and offer pop-up/mobile programming with temporary play props, interactive games, and local art installations. Temporary park features and pop-up events may occur on private commercial development, City-owned lots, underutilized parking lots, vacant lots, vacant commercial properties, neighborhood blocks (e.g., block party), within existing parks, with in Disadvantaged Communities. Coordinate with private landowners and local businesses to install temporary park features or organize pop-up events as a way to generate local economic activity. Additionally, consider having a “Ciclovía” or bike rodeo event along Greenleaf Avenue, Painter Avenue, Whittier Greenway Trail, or other streets/paths to support walking and biking in the community.

Time Frame: Ongoing

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund

Program 94: Repurpose Public Rights-of-Way for Parks and Green Spaces

Create new park, open, and/or green spaces through repurposing or modifying underutilized and inefficient public rights-of-way:

- Create a pocket park at the Beverly Drive/Davidson Drive intersection (near Workman Mill Road and Beverly Boulevard).
- Create a pocket park at the Central Avenue/Jackson Street intersection.
- Create a pocket park on Magnolia Avenue between Floral Drive and Beverly Boulevard.
- Extend green space and create parklets or bulb-outs at the corners of La Bajada Avenue and Mar Vista Street. Enhance the new parklets or bulb-outs with landscaping and seating areas screened from Mar Vista Street.
- Consider creating pocket parks in Disadvantaged Communities.
- If the repurposing of the identified locations is not feasible, create a program to regularly re-evaluate the repurposing and to identify other opportunities for repurposing as transit and other vehicular needs change over time.

Time Frame: Long-term

Responsibility: Public Works; Parks, Recreation, and Community Services

Funding Source(s): General Fund

Program 95: New Pedestrian and Bicycle Routes

Create new pedestrian and bicycle routes between residential areas, employment centers, and the future Metro L Line (formerly Gold Line) Station to create new recreation and commuter options. The City may:

- Partner with PIH Health Whittier Hospital to create a multimodal path through the center of its campus extending south across Washington Boulevard and Lambert Road through the vacant rail right-of-way. This vacant rail right-of-way extends further south to Slauson Avenue between industrial and residential land uses.
- Create a new trail or greenway through the Laurel Park neighborhood running behind the houses parallel to Coachman Avenue in a vacant drainage channel. This trail would also connect to Laurel Park and the Whittier Greenway Trail.

Time Frame: Long-term

Responsibility: Public Works; Parks, Recreation, and Community Services

Funding Source(s): General Fund

Program 96: Update Recreation Amenities

Diversify and maintain recreation amenities within parks and community centers to reflect multigenerational interests and changes in trends. The City may:



- Improve Parnell Park, including playground resurfacing, repurposing the unused equestrian ring, and providing lights at the sports field.
- Retrofit and upgrade park paths and equipment to comply with Americans with Disabilities Act (ADA) regulations. For example, reconstruct the fitness equipment at Michigan Park to be ADA accessible.
- Repair amenities in poor condition or consider replacing the amenities to meet changing recreation demands. For example, repurpose Broadway Park’s shuffleboard and tennis courts as a soccer field to meet changes in interests, as identified in the 2016 Los Angeles Countywide Parks and Recreation Needs Assessment.
- Construct a new indoor gymnasium as part of an existing community center’s renovation.

Time Frame: Ongoing

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund, Grants

Program 97: City-Owned Turf Area Improvements

Improve the City-owned turf areas located at the Norwalk Boulevard/Whittier Boulevard intersection to include recreation equipment, picnic tables, and shade structures.

Time Frame: Ongoing

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund, Grants

interagency and other organization consultation

Program 98: Event Programing

Continue to work with the Chamber of Commerce, Business Improvement Districts, and similar entities to promote event programming and fund public and capital improvement projects.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund, Developer Fees

Program 99: L Line (Formerly Gold Line) Transit and Station Consultation

Initiate consultation with Metro, neighboring jurisdictions, and other regional agencies to coordinate the development and opening of the L Line (formerly Gold Line) in Whittier with the provision of high-quality infrastructure—such as protected bike lanes and frequent transit service—that connect residences and employment with high-quality transit. Metro requires local cities match three percent of investments in public transit projects. This requirement includes construction permits and first-last mile improvements.

Time Frame: Mid-term

Responsibility: Public Works; Community Development

Funding Source(s): General Fund, Development and Building Fees

Program 100: Transportation Network Companies Partnerships

Explore a partnership framework to incorporate Transportation Network Companies as gap fillers within the local transit network.

Time Frame: Short-term

Responsibility: Public Works; Parks, Recreation, and Community Services

Funding Source(s): General Fund



Program 101: Public Transportation Collaboration

Collaborate with State, regional, and local agencies to improve public transportation, including:

- Adjacent cities to provide a more reliable public transportation system in the area;
- Metro to enhance regional transit connections including additional routes and increased service frequency, and explore expansion of Rapid Bus Service;
- Metro to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and trash receptacles, particularly in the Disadvantaged Communities;
- School districts and private schools to improve pedestrian and bicycle routing and safety around schools. Focus pedestrian access to the elementary schools and bicycle and pedestrian access to the middle and high schools; and
- Caltrans to install appropriate directional signage for trucks on I-605 directing truck traffic to designated truck routes and minimize impacts of trucks traveling on other city streets.

Time Frame: Ongoing

Responsibility: Public Works; Community Development

Funding Source(s): General Fund

Program 102: Water Recycling Cooperation

Actively monitor the efforts of the Los Angeles County Sanitation Districts to establish broad-based water recycling programs, particularly at the Whittier Narrows Water Reclamation Plant. Cooperate in pilot programs to use reclaimed/recycled water for local groundwater recharge and approved surface applications.

Time Frame: Ongoing

Responsibility: Public Works

Funding Source(s): General Fund, Grants

Program 103: Clean Energy and Climate Change Coordination

Continue to improve Whittier's ability to meet its clean energy and climate change goals by partnering with the Clean Power Alliance or similar organization to provide local users with a tiered system for purchasing renewable energy. Coordinate closely with Southern California Edison and the Gas Company in their efforts to upgrade local energy distribution facilities, including their participation in the review of development applications.

Time Frame: Ongoing

Responsibility: Public Works

Funding Source(s): General Fund, Grants, Use Fees

Program 104: South Central Coastal Information Center Coordination

Coordinate with the South Central Coastal Information Center of the California Historical Resources Information System at California State University Fullerton to understand archaeological resources that have been identified within the City's boundaries and maintain access to a map of areas of sensitivity by qualified professionals within the City so that the impact of potential projects may be fully understood.

Time Frame: Short-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 105: California Office of Historic Preservation Collaboration

Consider collaborating with the California Office of Historic Preservation to develop a training program tailored to Whittier's needs.

Time Frame: Long-term
Responsibility: Community Development
Funding Source(s): General Fund

Program 106: Interest-Free Rehabilitation Loan Program

As funding is available, work with local banks and financial institutions to develop an interest-free rehabilitation loan program that promotes the sustainable upgrade and reuse of older homes and apartment buildings, commercial buildings, and industrial buildings in Whittier, rather than full-scale replacement.

Time Frame: Long-term
Responsibility: Community Development
Funding Source(s): General Fund

Program 107: Resources Business Promotions

Consider working with local and regional business and professional groups to incorporate cultural resources such as local arts, "Whittier" oriented materials and themes into their business promotions.

Time Frame: Ongoing
Responsibility: Economic Development
Funding Source(s): General Fund

Program 108: Uptown Character Toolkit

Collaborate with the Whittier Uptown Association to develop a menu of tools business owners can use toward maintaining the character of Uptown.

Time Frame: Ongoing
Responsibility: Economic Development
Funding Source(s): General Fund

Program 109: California State Parks Collaboration

Collaborate with California State Parks at the Pio Pico State Historic Park.

Time Frame: Ongoing
Responsibility: Community Development
Funding Source(s): General Fund

Program 110: California Historic Tax Credit (SB451 (2019))

Promote the California Historic Tax Credit, SB451(2019), as appropriate. Collaborate with the State Historic Preservation Office to understand how this new legislation can benefit Whittier property owners investing in the rehabilitation of qualified historic properties.

Time Frame: Long-term
Responsibility: Community Development
Funding Source(s): General Fund

Program 111: Mutual Aid

Continue to engage with the City of Santa Fe Springs, Los Angeles County, and other emergency response agencies to provide for mutual aid.

Time Frame: Ongoing
Responsibility: City Manager
Funding Source(s): General Fund

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Program 112: Storm Drainage System

Consult with Los Angeles County Public Works to ensure that existing and future storm drain facilities are designed, constructed, operated, and maintained to accommodate projected drainage needs with major storm events.

Protect and maintain all facilities in accordance with federal and State laws.

Time Frame: Ongoing

Responsibility: Public Works; Community Development

Funding Source(s): General Fund, Grants

Program 113: Fire Prevention/Fuel Modification Plan

Consult with Los Angeles County Fire Department and Puente Hills Habitat Preservation Authority to coordinate mitigation activities for fire prevention utilizing the Fuel Modification Plan for implementation. Consider preparing a Wildlife Management Plan with the Puente Hills Habitat Preservation Authority.

Time Frame: Mid-term

Responsibility: Community Development

Funding Source(s): General Fund, Grants

Program 114: County Storm Drain Standards.

Ensure that City-owned storm drains are designed, constructed, operated, and maintained per Los Angeles County Public Works' standards to allow for maximum capacity of the system. Protect and maintain all facilities to State and federal standards.

Time Frame: Ongoing

Responsibility: Public Works; Community Development

Funding Source(s): General Fund, Grants

Program 115: Contamination Remediation

Consult with the U.S. Environmental Protection Agency and responsible State agencies on the ongoing remediation and cleanup of contaminated properties and groundwater.

Time Frame: Ongoing

Responsibility: City Manager; Community Development; Fire Department

Funding Source(s): General Fund, Grants

Program 116: Hazardous Materials

Consult with State, federal, and Los Angeles County agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.

Time Frame: Ongoing

Responsibility: City Manager; Community Development; Fire Department

Funding Source(s): General Fund

Program 117: Transportation-Related Noise

Consult with responsible federal and State agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, and public transportation.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 118: Water Quality and Supply

Cooperate with state, regional, and federal agencies to monitor water quality and provide adequate supply and high-quality water for local and regional needs. Protect and maintain all facilities to comply with State and federal standards.

Time Frame: Ongoing

Responsibility: Public Works

Funding Source(s): General Fund, Grants

Program 119: Regional Water Supply

Continue to participate in the institutional dialogue regarding regional water supply.

Time Frame: Ongoing

Responsibility: Public Works

Funding Source(s): General Fund, Grants

Program 120: Regional Water Agencies Consultation

Consult with California Department of Water Resources and other regional water agencies to use the latest water science practices to anticipate demand over time.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 121: Urban Farms, Community Gardens, and Park Space Acquisition

Work with community members, non-profits, and government agencies to identify and acquire available land (or acquire use of the land) for urban farms, community gardens, and/or additional park space (civic spaces, parking lots, vacant plots, rights-of-ways, school sites, etc.). Special consideration should be given to properties located in Disadvantaged Communities.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund, Grants

**Program 122: Green Projects Funding**

Coordinate with state and federal agencies to apply for funding to support more “green projects” and initiatives outlined in the Gateway Cities Climate Action Tracking Tool (CATT) including developing and implementing a Climate Action Plan.

Time Frame: Mid-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 123: Energy Use Reductions

Consult with Southern California Edison and community partners to provide information and educational programs to residents, employees, and businesses on means to reduce energy use.

Time Frame: Ongoing

Responsibility: Public Works

Funding Source(s): General Fund, Grants

Program 124: Energy Audits

Partner with Southern California Edison to provide energy audits and public education about energy efficiency, conservation methods, and the financial benefits of conservation.

Time Frame: Immediate and Ongoing

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Responsibility: Public Works
Funding Source(s): General Fund, Grants

Program 125: Truck Traffic Tracking and Older Vehicle Replacement

Work with the SCAQMD to track truck traffic movement and encourage replacement of older vehicles. Adopt ordinances that limit truck idling.

Time Frame: Immediate and Ongoing
Responsibility: Public Works
Funding Source(s): General Fund, Grants

Program 126: Oil Production Guidelines

Coordinate and comply with guidelines stipulated by the federal Bureau of Land Management (BLM) and the State Division of Oil, Gas, and Geothermal Resources (DOGGR) to ensure consistency:

- Foster sound siting, construction, operating, and maintenance measures for the provision of new oil sites.
- Provide for the proper placement of oil production-related and waste disposal facilities.
- Maintain safe operations of existing oil industry sites.
- Require appropriate site cleanup, stabilization, and restoration where degradation has occurred.

Time Frame: Immediate and Ongoing
Responsibility: Community Development and Public Works
Funding Source(s): General Fund

Program 127: Oil Extraction

Maintain communication with oil extraction interests in the City regarding market trends and projections for continued pumping.

Time Frame: Immediate and Ongoing
Responsibility: Community Development; City Manager
Funding Source(s): General Fund

Program 128: Hazardous Waste Disposal Regional Studies

Cooperate and participate in regional studies and investigations dealing with hazardous waste disposal. Implement programs that are clearly within the City's sphere of responsibility and fiscal ability.

Time Frame: Immediate and Ongoing
Responsibility: Community Development
Funding Source(s): General Fund

Program 129: Joint Use Agreements

Continue to pursue joint-use agreements between school districts serving Whittier, such as Lowell Joint School District and South Whittier School District. Expand the use of facilities within the Whittier City School District joint-use agreement. Focus agreements to use team sports fields and facilities and indoor gymnasiums, since such City facilities do not meet demand.

Time Frame: Ongoing
Responsibility: Parks, Recreation, and Community Services
Funding Source(s): General Fund, User Fees

Program 130: Recreation Facility Partnerships

Consider partnering with private organizations, such as faith-based groups and service clubs, to jointly use private recreation facilities.

Time Frame: Ongoing

Responsibility: Parks, Recreation, and Community Services

Funding Source(s): General Fund

education and outreach

Program 131: Local Planning and Decision-Making Diversity

Encourage diverse participation in local planning and decision-making processes by:

- Targeting outreach events to accommodate populations that are typically underserved and underrepresented, including the Disadvantaged Communities;
- Publishing outreach and meeting materials in English, Spanish, and other languages, as appropriate; and
- Engaging the public early and often throughout the planning and design processes.

Time Frame: Ongoing

Responsibility: Community Development; City Manager

Funding Source(s): General Fund

**Program 132: Bicycling and Pedestrian Information**

Develop and distribute bicycling and pedestrian public information materials. Materials should address:

- Comprehensive maps and resource materials
- Informational links and programs

Time Frame: Short-term

Responsibility: Public Works

Funding Source(s): General Fund, Grants

Program 133: Water Service Information and Referrals

Ensure local water providers provide residents and businesses information and referral resources regarding water service issues.

Time Frame: Ongoing

Responsibility: Public Works; City Manager

Funding Source(s): General Fund

Program 134: Oral History, Photographs, and Shades of Whittier Donations and Loans

Promote and enhance programs that encourage residents to donate, share or loan historic memorabilia such as the Whittier Public Library's Oral History Program, Historic Photograph Collection and Shades of Whittier Collection.

Time Frame: Long-term

Responsibility: Community Development

Funding Source(s): General Fund

Program 135: Historic Preservation Outreach

Work collaboratively with area organizations to formulate stronger historic preservation outreach programs that will inform community members about the types of programs, like the Mills Act Tax Reduction and application of California Historical Building Code (CHBC), that can benefit

IMPLEMENTATION PLAN

property owners financially, while preserving historic resources appreciated throughout the community.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 136: Preparedness Toolkit

Develop an educational toolkit through new multimedia platforms or through local partners that informs the public on preparedness directions and access to resources for making the community safer, resilient, and prepared.

Time Frame: Short-term and Ongoing

Responsibility: Fire Department; City Manager

Funding Source(s): General Fund, Grants

Program 137: Community Emergency Response Team.

Work with the Los Angeles County Fire Department to maintain the Community Emergency Response Team (CERT) program that educates volunteers about disaster preparedness for the hazards that may impact their area and trains them in basic disaster response skills.

Time Frame: Ongoing

Responsibility: Fire Department; City Manager

Funding Source(s): General Fund, Grants

Program 138: Crime Prevention Training

Provide training in crime prevention, reporting for private property building managers, and cultural competency.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 139: Community Policing Initiative

Continue the Community Policing Initiative and promote the program within the community. Continue to promote and expand neighborhood watch programs, presence in schools, and sponsorship of community watch and citizens' patrol programs.

Time Frame: Ongoing

Responsibility: Police Department

Funding Source(s): General Fund, Grants

Program 140: Code Enforcement Information

Conduct and fund code enforcement activities that focus on proactive, information outreach to property owners and tenants.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund

Program 141: Brush Clearance Education

Continue proactive programs to educate property owners about brush clearance and perimeter protection requirements and to ensure compliance.

Time Frame: Ongoing

Responsibility: City Manager; Fire Department

Funding Source(s): General Fund

Program 142: Seismic Hazards Preparedness

Develop a continuing education program to provide residents and businesses with seismic hazard preparation and response. Encourage ongoing seismic retrofitting. Identify a plan of action and coordinate with other cities, County, and State agencies to respond to and recover from major earthquake.

Time Frame: Short-term and Ongoing

Responsibility: City Manager; Fire Department; Police Department

Funding Source(s): General Fund, Grants

Program 143: Freeway Air Quality Risks Information

Conduct a public information campaign to inform residents living within 1,000 feet of a freeway of the risks and mitigation measures they can take. These include installing high-efficiency air filters, keeping windows closed in the early morning, refraining from outdoor exercise in the mornings, and installing dense landscaping to trap particulates.

Time Frame: Ongoing

Responsibility: Community Development

Funding Source(s): General Fund, Grants

Program 144: Public Engagement Strategy

To increase and promote civic engagement, prepare and implement a public engagement strategy that defines approaches the City will use to reach out to local stakeholders.

Time Frame: Ongoing

Responsibility: City Manager

Funding Source(s): General Fund, Grants

Program 145: Hillside and Native Habitat Protection

Engage and encourage public and private property owners, especially owners of large hillside properties, to enhance, preserve, and protect hillside areas to support native habitat. Each property should be evaluated for its resources and to determine best course of action.

Time Frame: Ongoing

Responsibility: Community Development; Fire Department

Funding Source(s): General Fund

Program 146: Water, Air Quality, and Heat Issues and Information

Provide periodic information through City websites and local newspapers about water, air quality, and heat issues, concerns, and programs.

Time Frame: Ongoing

Responsibility: Public Works; Community Development

Funding Source(s): General Fund

Program 147: Water Conserving Technologies Information

Provide educational information on the use of, and as appropriate, the hardware for water-conserving technologies such as low-flush toilets, waterless urinals, low-flow showerheads and faucets, and water-wise irrigation, landscaping, and gardening methods.

Time Frame: Ongoing

Responsibility: Public Works

Funding Source(s): General Fund, Grants

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Program 148: Alternative Energy Technologies Information

Provide residents information about the values of alternative energy technologies.

Time Frame: Short-term and Ongoing

Responsibility: Community Development

Funding Source(s): General Fund



Program 149: Energy Use Education

Create a program that educates the public about inefficient energy use from over-illumination. Consult with developers to use methods and equipment to reduce unnecessary lighting and remove over-illumination in new development and redevelopment projects.

Time Frame: Short-term

Responsibility: Community Development

Funding Source(s): General Fund, Grants



Program 150: Community Gardens, Tree Planting, and Maintenance Education

Provide a coordinated program of education, outreach, and advocacy for community gardens, tree planting, maintenance, and community engagement.

Time Frame: Short-term and Ongoing

Responsibility: Public Works

Funding Source(s): General Fund



Program 151: At-Risk Structures for Fire

Conduct a survey of residential structures in the Very High Fire Severity Hazard zone to identify nonconforming structures related to fire standards. Consult with the property owners to bring structures into compliance.

Time Frame: Short-term and Ongoing

Responsibility: Community Development, Fire Department

Funding Source(s): General Fund

Program 152: Code Enforcement and Inspection

Continue to conduct code enforcement and inspections.

Time Frame: Ongoing

Responsibility: Community Development, Fire Department, Public Works

Funding Source(s): General Fund

land use and community character implementing actions

land use and community character implementing actions												
PROGRAM NUMBER	88	89	90	94	95	96	97	107	132	145	151	153
POLICY NUMBER	Greenway Trail	Improve Building Exteriors and Storefronts	Streetscape Improvements	Temporary Park Space and Recreation Facilities	Repurpose Public ROW for Parks and Green Spaces	New Pedestrian and Bicycle Routes	Update Recreation Amenities	Intrest-Free Rehabilitation Loan Program	Local Planning and Decision Making Diversity	Public Engagement Strategy	Tree Planting and Maintenance	Code Inforcement and Inspection
1.1												
1.2												X
1.3												
1.4												
1.5												
1.6												
1.7				X	X						X	
2.1	X											
2.2	X			X	X							
2.3				X	X							
2.4												
3.1												
3.2												
3.3						X						
3.4						X						
3.5						X						
4.1		X						X				
4.2		X										
4.3		X										
4.4												
4.5			X	X	X							
4.6												
4.7		X						X			X	X
4.8												
5.1	X		X	X	X	X	X					
5.2	X		X	X	X	X	X					
6.1												
6.2												
6.3									X	X		
6.4									X	X		
6.5				X	X							X
6.6												
6.7				X	X							

mobility and infrastructure implementing actions

mobility and infrastructure implementing actions							
PROGRAM NUMBER	115	119	124	125	133	134	149
POLICY NUMBER	County Storm Drain Standards	Water Quality and Supply	Energy Use Reductions	Energy Audits	Bicycle and Pedestrian Information	Water Service Information and Referrals	Alternative Energy Technologies Information
1.1					X		
1.2					X		
1.3					X		
1.4					X		
2.1							
2.2							
2.3					X		
2.4							
3.1							
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10.5		X				X	
10.6							
10.7							
10.8							
10.9							
11.1							
11.2							
11.3							
11.4							

mobility and infrastructure implementing actions

PROGRAM NUMBER	115	119	124	125	133	134	149
POLICY NUMBER	County Storm Drain Standards	Water Quality and Supply	Energy Use Reductions	Energy Audits	Bicycle and Pedestrian Information	Water Service Information and Referrals	Alternative Energy Technologies Information
11.5							
12.1							
12.2	X						
12.3							
13.1			X	X			
13.2							
13.3							X
13.4	X	X					
13.5							
14.1							
14.2							
14.3							
14.4							
14.5							
15.1							
15.2							

resources management implementing actions

PROGRAM NUMBER	147	148	149	150	152
POLICY NUMBER	Water Conserving Technologies Information	Alternative Energy Technologies Information	Energy Use Education	Tree Planting and Maintenance	Code Enforcement and Inspection
1.1					
1.2					
1.3					X
1.4					
1.5					
1.6					
1.7					
2.1					
2.2					
2.3					
2.4					
2.5					
2.6					
2.7					
2.8					
2.9	X				
2.10					
2.11					
3.1					
3.2					
3.3					
3.4					
3.5	X	X	X		
4.1					
4.2					
4.3					
4.4					
5.1					
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6.1					
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7.1					
7.2					
8.1					
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8.3					

resources management implementing actions

PROGRAM NUMBER	147	148	149	150	152
POLICY NUMBER	Water Conserving Technologies Information	Alternative Energy Technologies Information	Energy Use Education	Tree Planting and Maintenance	Code Enforcement and Inspection
8.4					
8.5					
8.6					
8.7					
9.1					
9.2					
9.3					
9.4					
9.5					
9.6					
9.7					
9.8					
10.1					
10.2					
10.3					
10.4					
10.5					
11.1					
11.2					
11.3					
11.4				X	
11.5					
11.6					
11.7					
12.1					



glossary

Glossary

Access: A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Accessory Dwelling Unit (ADU): Formerly known as a second(ary) unit or “granny flat,” is an attached or detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary dwelling.

Acreage, Gross: The total land area in acres within a defined boundary, including any area for rights-of-way, public streets, and dedications of land for public use.

Acreage, Net: That portion of gross acreage exclusive of public streets, rights-of-way, and dedications of land for public uses.

Adaptive Use/Reuse: The process of converting a building to a use other than that for which it was originally designed and/or built. Such a conversion may be accomplished with varying alterations to the building.

Affordability Covenant: A property title agreement that places resale or rental restrictions based on income levels on a housing unit(s).

Affordable Housing: Under State and federal statutes, generally housing that costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.

Air Basin: A geographical area in California defined as a distinct air basin for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout.

Air Pollutants: Amounts of foreign and/or natural substances occurring in the atmosphere that may result in adverse effects on humans, animals, vegetation, and/or materials.

Air Quality Standards: The prescribed (by the Environmental Protection Agency and the California Air Resources Board) level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Alternative Fuels: Fuels such as methanol, ethanol, natural gas, and liquid propane gases that are cleaner burning and help to meet the Air Resources Board’s mobile and stationary emission standards.

GLOSSARY

Ambient Air: The air occurring at a particular time and place outside of structures. Often used interchangeably with "outdoor air."

Ambient Air Quality Standards: Health- and welfare-based standards for clean outdoor air that identify the maximum acceptable average concentrations of air pollutants during a specified period of time.

Ambient Noise Level: The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

Annexation: The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

AQMP (Air Quality Management Plan): A plan prepared by an air pollution control district or air quality management district, for a county or region designated as a "nonattainment" area, for the purpose of bringing the area into compliance with the requirements of the national and/or California Ambient Air Quality Standards. AQMPs are incorporated into the State Implementation Plan (SIP).

Archaeological: Relating to the material remains of past human life, culture, or activities.

Arterial: A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

Assisted Living Facility: A special combination of housing, supportive services, personalized assistance, and healthcare designed to assist individuals who need help with activities of daily living. A facility with a central or private kitchen, dining, recreational, and other facilities with separate bedrooms or living quarters, where the emphasis of the facility remains residential.

Assisted Housing: Housing that has been subsidized by federal, State, or local housing programs.

At-Risk Housing: Rental housing that is at risk of losing its status as housing affordable for low- and moderate-income tenants due to the expiration of federal, State, or local agreements.

Average Daily Trips (ADT): Average daily trips made by vehicles in a 24-hour period.

A-Weighted Decibel (dBA): A numerical method of rating human judgment of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

Backflow: The reverse flow of water from individual water systems that could affect the City's potable (drinking) water system.

Bike Lane: A corridor expressly reserved by markings for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles (Class II Bikeway).

Bike Path: A paved route not on a street or roadway and expressly reserved for bicycles. Bike paths may parallel roads but typically are separated from them (Class I Bikeway).

Bike Route: A bicycle facility shared with motorists and identified by signs or pavement marking symbols. A bike route does not have lane stripes (Class III Bikeway).

Biomass: Living and recently dead biological material that can be used as fuel or for industrial/commercial production.

Buffer: Land and/or improvement designated to protect one type of land use from another where there could be compatibility issues. Where a commercial district or agricultural use abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones such as a designated transitional zone. As an example, a multi-unit housing development may serve as a buffer between single-unit housing and commercial uses.

Bulbout: A curb extension intended to slow the speed of traffic and increase driver awareness, particularly in residential neighborhoods. They also allow pedestrians and vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility.

California Building Code: A standard building code that sets for minimum standards for construction. The California Building Code is outlined in Title 24 of the California Code of Regulations and includes the Uniform Plumbing Code, Uniform Mechanical Code, National Electric Code, California Fire Code, and the California Energy Code.

California Department of Housing and Community Development (HCD): The State department responsible for administering State-sponsored housing programs and for reviewing housing elements to determine compliance with State housing law.

California Environmental Quality Act (CEQA): A State law enacted in 1971 that requires governmental agencies at all levels to consider the impact proposed projects have on the environment, including cultural resource impacts.

California Register of Historical Resources: A listing of archaeological and historic resources that meet the criteria for designation on the State register.

California Department of Transportation (Caltrans): California department whose mission is to improve mobility across the State. It manages the State highway system and is actively involved with public transportation systems within the State.

GLOSSARY

Capital Improvement Program (CIP): A proposed timetable or schedule of future capital improvements (i.e., government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five years in advance and are updated every two years in Whittier as part of the City's two-year budget process.

Carbon Footprint: A measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide.

Census: An official enumeration of the population, with details as to age, sex, occupation, etc. conducted by the federal government.

Centers: Nodes of activity that generally encompass areas with a predominant single use or mix of land uses.

Child Care: Care, control, supervision, or maintenance of a child provided for compensation by an individual, other than a parent, for less than twenty-four (24) hours in a day.

City: City, with a capital "C," generally refers to the government or administration of the City of Whittier. City, with a lower case "c" may mean any city or the general boundaries of Whittier.

Climate Change (see also Global Warming): Climate change refers to any significant change in measures of climate (such as temperature, precipitation or wind) lasting for an extended period (decades or longer). Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun
- Natural processes within the climate system (e.g., changes in ocean circulation)
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, and desertification)

Collector: A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Community Benefits: Programs or activities that provide treatment and/or promote health and healing as a response to community needs.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD). This grant allots money to cities and counties for housing rehabilitation and community development activities, including public facilities and economic development.

Community Noise Equivalent Level (CNEL): The noise metric adopted by the State of California for evaluating airport noise. It represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. See also "A-Weighted Decibel."

Compatibility, Architecture or Design: The characteristics of different buildings or landscape that contribute to an overall quality. This includes building heights and scale, orientation, architectural or landscaping elements, building materials, and roof lines. In general, buildings with similar but not identical heights give a streetscape a consistency of scale without sacrificing the identities of individual buildings.

Compatibility, Land Use: The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts is intended to achieve compatibility within the district. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

Complete Streets: A comprehensive approach to the practice and related policies of mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., pedestrians, bicyclists, transit riders, and drivers) that need to be accounted for.

Composting: The controlled microbial decomposition of organic matter (such as food scraps and yard trimmings) in the presence of oxygen into a humus- or soil-like material.

Condominium: An estate in real property consisting of an undivided interest in common in a portion of a parcel in real property, together with a separate interest in the space in a residential, industrial, or commercial building on such real property such as an apartment, office, or store. The Whittier Municipal Code defines "condominium" as meaning the same as "dwelling, multiple".

Conservation: The management of natural resources to prevent waste, destruction, or neglect.

Consistent: Free from contradiction.

Corridor: Major commercial or mix-use streets that connect centers and neighborhoods and have their own identity.

Coverage: The proportion of the area of the footprint of a building in relation to the area of the lot on which it stands.

GLOSSARY

Curbside Collection: A method of collecting recyclable materials at individual homes or places of business by municipal or private parties for transfer to a designated collection site or recycling facility.

Decibel (dB): A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an A-weighted sound level (abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.

Density: The number of dwelling units per unit of land. The Whittier General Plan refers to density in terms of dwelling units per acre (du/ac).

Density Bonus: The allocation of development rights as required by State law that allows a parcel to be developed at a higher residential density than the maximum for which the parcel is designated in exchange for the provision of a certain percentage of those units as affordable.

Density Bonus Regulatory Concessions: As specified in California Government Code §65915 to include, but not be limited to, the reduction of site development standards or Zoning Ordinance requirements, direct financial assistance, approval of mixed-use zoning in conjunction with the housing development, or any other regulatory incentive which would result in identifiable cost avoidance or reductions that are offered in addition to a density bonus.

Density Transfer: A way of retaining open space by concentrating densities—usually in compact areas adjacent to existing urbanization and utilities—while leaving unchanged historic, sensitive, or hazardous areas.

Developer: An individual or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: Development has the meaning of §65927 (California Government Code) and is also any human-caused change to improved or unimproved real estate that requires a permit or approval from any agency of the city or county, including but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of materials. "Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act) and any other division of land except where the

land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with §4511 of the Public Resources Code). As used in this section, "structure" includes, but is not limited to, any building, road, pipe, flume conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line. "Development" does not mean a "change of organization," as defined in Government Code §56021 or a "reorganization," as defined in Government Code §56073.

Development Agreement: A contractual agreement between a developer and the City that clearly establishes the developer's responsibility to provide a certain type of development, streets, and sewer improvements, and any other mutually agreed to terms and responsibilities as a precondition for securing approval of a project.

Development Impact Fee: A fee or charge imposed on developers to pay for a jurisdiction's costs of providing services to new development.

Diversity: The variation among a particular group of things or people; for example, various social and cultural identities among people existing together.

Domestic Water, Potable: Water that has undergone adequate treatment and is considered suitable for human drinking and cooking uses.

Drought: An extended period of months or years when a region notes a deficiency in its water supply. Generally, this occurs when a region receives consistently below average precipitation.

Dwelling, Multi-unit: A building, or portion thereof, designed for occupancy by two or more households living independently of each other and containing two or more dwelling units.

Dwelling, Single-unit Attached: Two dwelling units, each owned in fee and located on individual lots but joined along a single lot line, each of which is totally separated from the other by an unpierced wall extending from ground to roof. Except as allowed by the Whittier Municipal Code Section 18.10.020 for attached Accessory Dwelling Units (ADUs).

Dwelling, Single-unit Detached: A dwelling unit owned in fee and located on an individual lot that is not attached to any other dwelling unit other than an ADU.

Dwelling Unit: A structure or portion of a structure used exclusively for human habitation.

Dwelling Unit per Acre (du/ac): Number of dwelling units per one acre of land; denotes residential density.

GLOSSARY

Easement: A recorded right or interest in the land that belongs to someone else, which entitles the holder to some use, privilege, or benefit out of or over said land.

Ecosystem: A naturally occurring assemblage of organisms (plant, animal, and other living organisms) living together with their environment, functioning as a loose unit; also referred to as a biotic community.

Efficiency Unit: A small dwelling unit, often consisting of a single room, within a multi-unit structure, as defined by the Building Code.

Electronic Waste (e-waste): Secondary computers, entertainment device electronics, mobile phones, and other items such as television sets and refrigerators, whether sold, donated, or discarded by their original owners.

Element: A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., Land Use and Community Character, Housing, etc.).

Emergency Shelter: A facility that provides temporary overnight shelter for persons with no permanent housing. Such facilities may offer services to meet basic needs such as food, clothing, and limited medical care.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy Conservation: Reduction or elimination of unnecessary energy use and waste.

Energy Harvesting (i.e., power harvesting or energy scavenging): Is the process by which energy is derived from external sources (e.g., solar power, thermal energy, wind energy, salinity gradients and kinetic energy), captured, and stored.

Entitlement: A permit granted to a landowner or other authorized party giving it the right to improve a property. Such right is usually expressed in terms of a use and intensity allowed under a development agreement, subdivision or tract map, use permit, variance, building permit, or other similar permit. For example, an entitlement may specify the maximum number of residential dwelling units permitted on a site or the maximum square footage of non-residential development permitted on a site.

Environment: The sum of all external conditions and influences affecting the life, development, and ultimately, the survival of an organism.

Environmental Justice: The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Environmental Protection Agency (EPA): The United States agency charged with setting policy and guidelines and carrying out legal mandates for the protection of national interests in environmental resources.

Erosion: 1) The loosening and transportation of rock and soil debris by wind, rain, or running water; 2) The gradual wearing away of the upper layers of the Earth.

Ethanol: A clear, colorless, flammable oxygenated hydrocarbon. Ethanol is typically produced chemically from ethylene, or biologically from fermentation of various sugars from carbohydrates found in agricultural crops and cellulosic residues from crops or wood. It is used in the United States as a gasoline octane enhancer and oxygenate (blended up to 10 percent concentration). Ethanol can also be used in high concentrations (E85) in vehicles designed for its use.

Fair Market Rent (FMR): Freely set rental rates defined by U.S. Department of Housing and Urban Development (HUD), as the median gross rents charged for available standard units in a county or Standard Metropolitan Statistical Area (SMSA). Fair Market Rents are used for the Section 8 Rental Program and many other U.S. Department of Housing and Urban Development (HUD) programs and are published annually by HUD.

Fault: A fracture in the Earth's crust forming a boundary between rock masses that have shifted.

FEMA: Federal Emergency Management Agency.

Fire Flow: A rate of water flow required to halt and reverse the spread of a fire.

First-Time Homebuyer: Defined by U.S. Department of Housing and Urban Development (HUD) as an individual or family who has not owned a home during the three-year period preceding the HUD-assisted purchase of a home. Jurisdictions may adopt local definitions for first-time homebuyer programs which differ from non-federally funded programs.

Flood Plain: A lowland or relatively flat area adjoining the banks of a river or stream which is subject to a one percent or greater chance or flooding in any given year (i.e., 100-year flood).

Floor-Area Ratio (FAR), NET: Net floor area ratio means the total horizontal floor area of all floors of a building included within the surrounding walls, exclusive of vents, shafts, courts, elevators, stairways and similar feature.

Fugitive Dust: Dust particles which are introduced into the air through certain activities such as soil cultivation, off-road vehicles, or any vehicles operating on open fields or dirt roadways.

Gateway: A point along a roadway entering a city, neighborhood, or district county at which a visitor, resident, or local worker gains a sense of having left the previous environs and of having entered a new place.

GLOSSARY

General Plan: A legal document which takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The State requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted. In the Envision Whittier General Plan, the required elements have been combined: the Envision Whittier elements are: Land Use and Community Character; Mobility and Infrastructure; Historic Resources; Public Safety, Noise, and Health; and Resource Management.

Geothermal Heating: The direct use of geothermal power (power extracted from heat stored in the earth) for heating applications.

Global Warming (see also Climate Change): An increase in the average temperature of the atmosphere near the Earth's surface and in the troposphere, which can contribute to changes in global climate patterns. Global warming can occur from a variety of causes, both natural and human-induced. In common usage, "global warming" often refers to the warming that can occur as a result of increased emissions of greenhouse gases from human activities. Source: U.S. Environmental Protection Agency.

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose. (For example, "Provide a diverse mix of land uses to meet the future needs of all residents and the business community.")

Governance: The persons, boards, commissions, committees, councils, and/or departments who make up a body for the purpose of administering city government.

Grade: The vertical location of the ground surface.

Grading: Any excavating, filling of land, or combination thereof.

Green Building: The practice of increasing the efficiency with which buildings and their sites use and harvest energy, water, and materials, and reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance, and removal—the complete building life cycle.

Greenhouse Gases: Gases in the Earth's atmosphere that produce the greenhouse effect. Changes in the concentration of certain greenhouse gases, due to human activity such as fossil fuel burning, increase the risk of global climate change. Greenhouse gases include carbon dioxide, methane, nitrous oxide, halogenated fluorocarbons, ozone, per fluorinated carbons, and hydro fluorocarbons.

Green Streets: A street that uses vegetated facilities to manage stormwater, improve water quality, and enhance watershed health.

Ground Failure: Mudslide, landslide, liquefaction, or the compaction of soils due to ground shaking from an earthquake.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

Group Housing: Any living situation, that accommodates more than six unrelated individuals and may include, but not be limited to, the following types of facilities: (1) licensed alcohol and drug treatment facilities; (2) licensed board and care homes for the elderly including convalescent or rest homes and nursing homes; (3) licensed homes for minor children; (4) licensed homes for mental patients; (5) licensed homes for the developmentally disabled; and (6) single-room occupancy projects. Group housing would typically involve a living arrangement where either support services are provided to the occupants, where cooking, living, or support sanitary facilities are shared in common between the occupants, or where there is a formal program establishing rules of conduct and purpose of the facility.

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Materials: An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.

Healthy Communities: Communities which are improving their physical and social environments and expanding and/or improving those community resources which enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential.

Home Mortgage Disclosure Act (HMDA): The Home Mortgage Disclosure Act requires larger lending institutions making home mortgage loans to publicly disclose the location and disposition of home purchase, refinance, and improvement loans. Institutions subject to HMDA must also disclose the gender, race, and income of loan applicants.

Homeless: Unsheltered homeless are families and individuals whose primary nighttime residence is a public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings (e.g., the street, sidewalks, cars, vacant and abandoned buildings). Sheltered homeless are families and persons whose primary nighttime residence is a supervised publicly or privately operated shelter (e.g., emergency, transitional, battered women, and homeless youth shelters; and commercial hotels or motels used to house the homeless).

GLOSSARY

Household: According to the U.S. Census Bureau, a household is all persons living in a dwelling unit, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income: The total income of all the people living in a household. Households are usually described as very low-income, low-income, moderate-income, and above moderate-income for that household size, based on their position relative to the county median income.

Housing Problems: Defined by U.S. Department of Housing and Urban Development (HUD) as a household that: 1) occupies a unit with physical defects (lacks complete kitchen or bathroom); 2) meets the definition of overcrowded; or 3) spends more than 30 percent of income on housing cost.

Housing Unit: A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

Department of Housing and Urban Development (HUD): The United States federal department that administers federal programs dealing with better housing and urban renewal.

Impervious Surfaces: Artificial structures—such as pavements (roads, sidewalks, driveways, and parking lots) that are covered by impenetrable materials such as asphalt, concrete, brick, and stone—and rooftops.

Implementation: An action, procedure, program, or technique that carries out General Plan policy.

Improvement: As defined the Whittier Municipal Code, is any building, structure, place, parking facility, fence, gate, wall, work of art, or other object constituting a physical betterment of real property, or any part of such betterment.

Income Category: Four categories are used to classify a household according to income based on the median income for the county. Under State housing statutes, these categories are defined as follows: Very Low (0-50% of county median); Low (51-80% of county median); Moderate (81-120% of county median); and Above Moderate (over 120% of county median).

Indirect Source: Any facility, building, structure, or installation, or combination thereof, which generates or attracts mobile source activity that results in emissions of any pollutant (or precursor) for which there is a State ambient air quality standard. Examples include employment sites, shopping centers, sports facilities, housing developments, airports, commercial and industrial development, and parking lots and garages.

Infill Development: Development that occurs on vacant land (usually individual lots or previously passed - over properties); or land that has been previously developed within areas that are already largely developed.

Infrastructure: The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

Intensity: A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or dwelling units per acre of land for residential development (also called "density"). For the purposes of this General Plan, the intensity of non-residential development is described through the use of floor-area-ratio (FAR).

Inter-agency: Indicates consultation between or among two or more discrete agencies in regard to a specific program.

Intersection: Where two or more roads cross at grade.

Issue: A problem, constraint, or opportunity which becomes the basis for community action.

Junior Accessory Dwelling Unit: A specific type of conversion of existing space that is contained entirely within an existing or proposed single-family residence.

Landmark (general descriptive term): an object or feature of a landscape or town that is easily seen and recognized from a distance, especially one that enables someone to establish their location.

Landmark (historic, per WMC): any singular historic resource that has been designated as such pursuant to WMC 18.84.

Landscaping: Planting, including but not limited to, natural and/or artificial trees, shrubs, vines, ground cover, flowers, and lawn. Landscaping may include natural features such as rock, stone, and structural features including but not limited to, fountains, reflecting pools, art works, screens, walls, fences, and benches.

Land Use: A description of how land is occupied or used.

Land Use Plan: A plan showing the allowed location, extent, and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, and other public and private purposes or combination of purposes.

Landslide: A general term for a falling or sliding mass of soil or rocks.

Large Household: A household with five or more members.

GLOSSARY

Lateral Spread: Refers to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water.

Leadership in Energy and Environmental Design (LEED): A rating system developed by the U.S. Green Building Council to certify buildings with sustainable features.

Light pollution: Excessive or obtrusive artificial light.

Liquefaction: A process by which water saturated granular soils transform from a solid to a liquid state due to ground shaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Live/Work: A single unit (e.g., studio, loft, or one/multi-bedroom) that combines workspace with living quarters. The workspace is typically a commercial, office, or light industrial use. Often the live and workspaces are occupied by the same person/family.

Local Agency Formation Commission (LAFCO): A five- or seven- member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street: A street providing direct access to individual parcels and generally provide one travel lane in each direction, with on-street parking permitted on both sides of the street.

Lot: A legally recognized parcel of land abutting on one or more public or City-approved private streets.

Lot Coverage: The total square footage of all structures covering a lot from a bird's eye view.

Manufactured Housing: Housing that is constructed of manufactured components, assembled partly at the site rather than totally at the site. Also referred to as modular housing.

Market-Rate Housing: Housing that is available on the open market without any subsidy. The price for housing is determined by the market forces of supply and demand and varies by location.

Median Income: The annual income for each household size within a region is defined annually by the U.S. Department of Housing and Urban Development (HUD). Generally, half of the households in the region have incomes above the median and half have incomes below the median.

Mineral Resource: A mineral resource is a concentration (or occurrence) of material of economic interest in or on the Earth's crust in such form, quality, and quantity that there are reasonable and realistic prospects for eventual economic extraction.

Mitigate: To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed Use: Different types of complementary land uses located in close proximity within one or more buildings and/or developments within the same district, planned and constructed to complement each other. Such uses may include, but are not limited to, residential, office, retail, public, or entertainment uses. "Mixed use development," per §65089 of the California Government Code, means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

Mobile Home: A State-licensed moveable or transportable vehicle, other than a motor vehicle, designed as a permanent structure of not less than two hundred fifty square feet in area intended for occupancy by one family, and having no foundation other than jacks, piers, wheels, or skirtings.

Mobile Sources: Sources of air pollution such as automobiles, motorcycles, trucks, off-road vehicles, boats, and airplanes. (Contrast with stationary sources.)

Modified Mercalli Intensity Scale: A scale used for measuring the intensity of an earthquake. The scale quantifies the effects of an earthquake on the Earth's surface, humans, objects of nature, and man-made structures on a scale of I through XII; with "I" denoting effect not felt, and XII indicating effect that causes almost complete destruction. The values will differ based on the distance to the earthquake, with the highest intensities being around the epicenter.

Multi-Generational: Of or relating to several generations (as of a family).

Multi-Modal: The utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, non-motorized, and transportation demand management (TDM) strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas. (Government Code §65088).

National Flood Insurance Program: A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Pollutant Discharge Elimination System (NPDES): As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The State Water Resources Control Board issues permits to jurisdictions with the objectives to attain and protect the beneficial uses of water bodies in the State; reduce pollutants in stormwater to the maximum extent practicable; and to evaluate compliance with the objectives and requirements contained in the permit.

GLOSSARY

Neighborhood: A geographically localized community within Whittier. The General Plan also identifies neighborhood typologies, whereby neighborhoods that have similar characteristics, regardless of geography, are organized.

Neighborhood Associations: Community-based voluntary groups of residents in a particular neighborhood or area that meet periodically to discuss and work with the City on neighborhood and community issues.

Neighborhood Context: The background and surrounding information that enhances understanding of a particular neighborhood.

NIMBYism: The “Not in My Backyard” syndrome, is sometimes used to describe opposition to a new development and/or land use by residents in its vicinity.

Noise: Sound that is discernible to the human ear. Excessive noise is any sound which exceeds the appropriate actual or presumed ambient noise level which annoys or tends to disturb humans, or which causes or tends to cause an adverse psychological or physiological effect on humans.

Noise Contours: Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in five-decibel increments so that they resemble elevation contours in topographic maps.

Nonconforming Use: The use of any lot, structure, or any combination thereof, which the use conformed to the zoning regulations in effect at the time use was established, but which does not comply with current zoning regulations. Nonconforming uses shall also include uses established prior to the establishment of zoning on such lots or uses that were granted as expectations to applicable zoning regulations in effect at such time as said exception was granted, regardless of whether or not the use was previously deemed a conforming use.

open space (general descriptive term and used with lowercase letters in the General Plan): Land without buildings. This is a general, descriptive term that places no restrictions on the use of the land.

Open Space: An area, other than a required yard area, driveway or off-street parking facility, which has no building or structure located therein except for those used exclusively for recreational purposes. To meet the requirement of open space, such area, referred to as usable open space.

Open Space, Common: Undeveloped land or recreation land withing a residential development that has been designated, dedicated, reserved, or restricted from further development and is set aside for the use and enjoyment by residents of the development.

Open Space, (State of California definition): Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section and that is designated

on a local, regional, or state open-space plan as any of the following (1) Open space for the preservation of natural resources including but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecological and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshore, banks of rivers and streams, and watershed lands; (2) Open space used for the managed production of resources, including but not limited to, forest lands, range land, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and stream which are important for the management of commercial fisheries; and areas containing major mineral deposits including those in short supply; (3) Open space for outdoor recreation, including but not limited to , areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; park and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors; (4) Open space for public health and safety, including but not limited to areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, water sheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality; (5) Open space in support of the mission of military installations that comprise areas adjacent to military installations, military training routes, and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource values of military lands; (6) Open space for the protection of places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

Open Space, (City of Whittier definition): An area, other than a required yard area, driveway or off-street parking facility, which has no building or structure located therein except for those used exclusively for recreational purposes.

Open Space Preservation: The Open Space - Preservation category applies to natural and other areas set aside to allow for (1) The protection and preservation of unique resources in Whittier, including wildlife habitat, creeks, tidal marsh lands, protected hillsides, and geological formations; (2) Opportunities for resource enhancement, including restoration of tidal and other wetlands and creeks; (3) The preservation and management of locally available natural resources, including but not limited to timber, marine, wind, solar, and other types of resources.

Open Space, Private: Open space on a residential lot which is enclosed by a fence or wall, or consists of a balcony which is designed and intended for the exclusive use of the occupant of the immediately adjacent dwelling unit, located on the lot, having direct access to such area.

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Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overcrowding: As defined by the U.S. Census Bureau, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

Overlay: A land use designation or a zoning designation that modifies the basic underlying designation in some specific manner.

Overpayment: The extent to which gross housing costs, including utility costs, exceed 30 percent of gross household income, based on data published by the U.S. Census Bureau. Severe overpayment, or cost burden, exists if gross housing costs exceed 50 percent of gross income.

Paratransit: An alternative mode of passenger transportation that does not follow fixed routes or schedules; consists typically of vans or mini-buses. Paratransit services are operated by public transit agencies, community groups or not-for-profit corporations, and for-profit private companies or operators.

Parcel: A parcel of real property which is shown as a single lot in a lawfully recorded subdivision, approved pursuant to the provisions of the Subdivision Map Act.

Particulate Matter (PM₁₀): Particulate Matter less than 10 microns. A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the air sacs in the lungs where they may be deposited, resulting in adverse health effects. PM₁₀ also causes visibility reduction and is a criteria air pollutant.

Planning Area: The Planning Area is the land areas addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence and encompasses land both within the City limits and potentially annexable land.

Photovoltaic cells (i.e., solar cells): A device that converts sunlight directly into electricity by the photovoltaic effect.

Policy: Statement guiding action and implying clear commitment found within each Element of the General Plan (e.g., "Maintain a balance or surplus between the generation of public revenues and the cost of providing public facilities and services.")

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Potable Water: Water that is of sufficiently high quality so that it can be consumed or used without risk of immediate or long-term harm.

Private: Of or concerning a particular person or group; not owned by a government body.

Program: A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the General Plan.

Public: Of the people as a whole, or for the use and benefit of all.

Public Space: Land or structures that are open to anyone without restrictions; may include public or private property; also referred to as “public realm.”

Recycling: The act of processing used or abandoned materials for use in creating new product.

Recycled Water: Former wastewater (sewage) that has been treated to remove solids and certain impurities, and then allowed to recharge the aquifer rather than being discharged to surface water. This recharging is often done by using the treated wastewater for irrigation.

Redevelopment: Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with newer development and/or use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad homogeneous area.

Regional Housing Needs Allocation (RHNA): The Regional Housing Needs Allocation (RHNA) is based on State of California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction in the State. These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

Regulation: A rule or order prescribed for managing government.

Rehabilitation: The upgrading of a building in previously dilapidated or substandard condition for human habitation or use. Note: this definition does not pertain to historic resources.

Renewable Energy: The term renewable energy generally refers to electricity supplied from renewable energy sources, such as wind and solar power, geothermal, hydropower and various forms of biomass. These energy sources are considered renewable sources because their fuel sources are continuously replenished.

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Retrofit: To add materials and/or devices to an existing building or system to improve its operation or efficiency.

Right-of-Way: Any place which is dedicated to use by the public for pedestrian and vehicular travel. A right-of-way may include, but is not limited to, a street, sidewalk, curb, and gutter. A right-of-way may be a crossing, intersection, parkway, median, highway, alley, lane, mall, court, way, avenue, boulevard, road, roadway, railway, viaduct, subway, tunnel, bridge, thoroughfare, park square, or other similar public way.

Pedestrian Enhanced Design (PED): The reduction in the number and/or width of travel lanes on a roadway. Potential benefits of a PED include lower vehicle speeds, more space available for bike lanes, sidewalks, and/or landscaping, and improved safety for all users. PEDs often reduce the capacity of the roadway and may increase vehicle delay, including transit vehicles.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leach fields (that hold refuse liquids and waste matter on site).

Section 8: A tenant-based rental assistance program that subsidizes a household's rent in a privately owned house or apartment. The program is administered by local public housing authorities. Assistance payments are based on 30 percent of household annual income. Households with incomes of 50 percent or below the area median income are eligible to participate in the program.

Seismic: Caused by or subject to earthquakes or Earth vibrations.

Sensitive Species: Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game, according to Section 3 of the Federal Endangered Species Act. Endangered - any species in danger of extinction throughout all, or a significant portion of, its range. Threatened - a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are therefore referred to as "federally listed" species.

Setback: The area which defines the depth of the required yard. Said setbacks are to be measured from the ultimate right-of-way of a street or a distance perpendicular from the property line for the required yard.

Sewer: Any pipe or conduit used to collect and carry away wastewater from the generating source to a treatment plant or discharge outfall.

Single-Room Occupancy Development: A multiple tenant building that house private rooms (studio-style apartments) for individuals, often without private kitchen facilities.

Site: A parcel of real property, the dimensions and boundaries of which are designated as a single lot by a lawfully recorded record of survey map.

Smart growth: Smart growth is a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from suburban areas and closer to existing and planned job centers and public facilities.

Smog: A combination of smoke, ozone, hydrocarbons, nitrogen oxides, and other chemically reactive compounds which, under certain conditions of weather and sunlight, may result in a murky brown haze that causes adverse health effects. The primary source of smog in California is motor vehicles.

Southern California Association of Governments (SCAG): A regional planning agency incorporating various local governments in Los Angeles, Orange, Ventura, and Inland Empire areas of California SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans.

Specific Plan: A tool authorized by Government Code §65450 et. seq. for the systematic implementation of the General Plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development and use of natural resources, and a program of implementation measures, including financing measures. A specific plan's land use designations, standards, and guidelines will supersede zoning on the associated parcels.

Soil: Naturally occurring superficial deposits overlying bedrock.

Solar Energy: Energy from the sun that is converted into thermal or electrical energy.

Solar Ovens: An oven that uses sunlight as its energy source.

Solid Waste: All solid, semi-solid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, dewatered, treated, or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid and semi-solid waste.

Special Needs Groups: Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of seniors, disabled, large households, female-headed households with children, farmworkers, homeless, and students.

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Sphere of Influence: The probable physical boundaries and service area of a local government agency as determined by the Local Agency Formation Commission.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The California Government Code (§65302) requires that General Plans describe "standards." Examples of standards might include the number of acres of parkland per 1,000 population that the community will attempt to acquire and improve. (2) Requirements in a Zoning Ordinance that govern building and development as distinguished from use restrictions; for example, site design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stationary Sources: Non-mobile sources such as power plants, refineries, and manufacturing facilities which emit air pollutants.

Street Typology: A method of classifying streets by relating them to the adjacent land use and their function for pedestrians, bicyclists, and transit. The design of a street, its intersections, sidewalks, and transit stops should reflect the adjacent land uses since the type and intensity of the adjacent land use directly influences the level of use by other modes. The street typology attempts to strike a balance between functional classification, adjacent land use, and the competing travel needs.

Structure: Anything constructed or erected that requires location on the ground or attachment to something having location on the ground, including swimming pools, but excluding driveways, sidewalks, patios, or parking spaces.

Subdivision: The division of any improved or unimproved land, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease, or financing, whether immediate or future. Property shall be considered as contiguous units even if it is separated by roads, streets, utility easements, or railroad rights-of-way. "Subdivision" includes a condominium project, as defined in Section 1350 of the California Civil Code, or a community apartment project, as defined in Section 11004 of the California Business and Professions Code. Any conveyance of land to a governmental agency, public entity, or public utility shall not be considered a division of land for purposes of computing the number of parcels. "Subdivision" shall not include the financing or leasing of apartments, offices, stores, or similar space within apartment buildings, industrial buildings, commercial buildings, mobile home parks or trailer parks; mineral, oil or gas leases; or land dedicated for cemetery purposes under the Health and Safety Code of the State.

Subsidence: The sinking or downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes.

Subsidy (Housing): To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or State income taxes, sale, or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing (i.e., does not provide shelter, endangers the health, safety, or well-being of occupants). Jurisdictions may adopt more stringent local definitions of substandard housing.

Substantial Rehabilitation: Rehabilitation, the value of which constitutes a significant, and program specific portion, of the after rehabilitation value of the dwelling, inclusive of the land value.

Supportive Services: Services provided to residents of supportive housing for the purpose of facilitating the independence of residents. Some examples are case management, medical or psychological counseling and supervision, childcare, transportation, and job training.

Sustainability: The ability for the city and residents of Whittier to meet the needs of the present economy, society, and environment while preserving the ability of future generations to meet their needs.

Sustainable Building: A building approach which integrates building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment. Sustainable building merges sound, environmentally responsible practices into one discipline that looks at the environmental, economic, and social effects of a building or built project as a whole. Sustainable building design encompasses the following broad topics: efficient management of energy and water resources, management of material resources and waste, protection of environmental quality, protection of health and indoor environmental quality, reinforcement of natural systems, and the integration of the design approach.

Tenure: Refers to the distinction between owner-occupied and renter-occupied housing units.

Topography: Configuration of a surface, including its relief and the position of natural and human-made features.

Townhouse: A dwelling unit occupying its own lot, but which is physically attached to at least one other dwelling unit.

Traffic Calming: The combination of policies and measures that reduce the negative effects of motorized vehicle use by improving livability in the surrounding neighborhood. With traffic

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calming, accessibility and mobility are not reduced, they are modified to fit needs of neighborhood. Traffic calming achieves this by modifying the design of streets to serve a broad range of transportation, social, and environmental purposes.

Transit-Oriented Development (TOD): Moderate- to higher-density development, located within an easy walk of a major transit stop (Gold Line or L Line station, shuttle or bus stops), generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

Transmission Line: An interconnected group of electric lines located on poles or underground which transfer energy, in bulk, between points of supply and points of delivery.

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

Transit: The conveyance of persons or goods from one place to another by means of a local public transportation system (e.g., Metro and L Line).

Transitional Housing: Residential accommodations for two or more persons unrelated by blood, marriage, or legal adoption, including support/counseling services for homeless individuals and/or families. The intent of this type of facility is to provide a stable environment for the formerly homeless and to facilitate self-sufficiency. This type of facility typically involves a situation wherein the resident is accountable to the owner/operator for his location and conduct among other factors.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin) and one "attraction end" (destination).

Unimproved Land: Land in its natural state with no man-made changes in its appearance. "Essentially unimproved" means minor changes such as benches or a small number of access roads, or some brush clearance for safety.

Units At-Risk of Conversion: Housing units that are currently restricted to low-income housing use and will become unrestricted and possibly be lost as low-income housing.

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Forest: The community forest includes tree-lined streets, open green spaces, undeveloped natural open spaces, and parks along with other public and private spaces within urban areas.

Urban Form: Urban form addresses the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Urban form guidelines endeavor to create a predictable public realm primarily by controlling physical form, with a lesser focus on land use.

Urban Runoff: Stormwater from city streets and adjacent domestic or commercial properties that carries pollutants of various kinds into the sewer systems and receiving waters.

U.S. Department of Housing and Urban Development (HUD): The cabinet-level department of the federal government responsible for housing, housing assistance, and urban development at the national level. Housing programs administered through HUD include Community Development Block Grant (CDBG), HOME, and Section 8, among others.

Use: The purpose for which land or a building is designed, arranged, or intended, or for which the land or building may be occupied or maintained.

Vacant: any property which is either undeveloped or has an existing on-site building/structure that is either abandoned, vacant and/or is un-leased by the property owner for more than thirty days.

Vegetative Communities: Unique groupings of plants determined primarily on elevation and climate.

Vehicle Miles Traveled (VMT): The total distance traveled in miles by all motor vehicles of a specific group in a given area. VMT is used to determining and mitigating CEQA transportation impacts. VMT's application in 2021 new. As such, City of Whittier anticipates identifying VMT policy.

Walkability: A measure of how friendly an area is to walk. Factors affecting walkability include, but are not limited to: land use mix; street connectivity; residential density (residential units per area of residential use); "transparency" which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of places

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to go to near the majority of homes; placemaking, street designs that work for people, not just cars; and nonresidential floor area ratio. Major infrastructural factors include access to mass transit, presence and quality walkways, buffers to moving traffic (planter strips, on-street parking, or bike lanes) and pedestrian crossings, aesthetics, nearby local destinations, shade or sun in appropriate seasons, street furniture, and traffic volume and speed.

Walking Shed: The walkable area around a particular point of interest (also known as a ped shed).

Water Conservation: Using water wisely and efficiently so that it is not wasted.

Water-wheels: A machine for converting the energy of flowing or falling water into more useful forms of power, a process otherwise known as hydropower.

Water Quality: The physical, chemical, and biological characteristics of water. It is most frequently used by reference to a set of standards against which compliance can be assessed. The most common standards used to assess water quality relate to drinking water, safety of human contact, and for health of ecosystems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Wayfinding: All of the ways in which people orient themselves in physical space and navigate from place to place, including signage and other graphic communication.

Wetlands: An area of land whose soil is saturated with moisture either permanently or seasonally.

Williamson Act: California law that provides relief of property tax to owners of farmland and open-space land in exchange for a ten-year agreement that the land will not be developed or otherwise converted to another use. The motivation for the Williamson Act is to promote voluntary land conservation, particularly farmland conservation.

Wind Turbines: A rotating machine which converts the kinetic energy in wind into mechanical energy. If the mechanical energy is used directly by machinery, such as a pump or grinding stones, the machine is usually called a windmill. If the mechanical energy is then converted to electricity, the machine is called a wind generator or wind turbine.

Zoning: A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The Zoning Ordinance consists of a map and text.

Zoning Map: The officially adopted zoning map of the City specifying the location of zoning districts and/or specific plan districts within all geographic areas of the city.