

APPENDIX 1

General Plan Update

1 Introduction

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Since the original General Plan was adopted in 1973, much has changed in the world. We are more concerned with the environment, our health and wellness, homelessness, and the disparity between income levels. Cities cannot solve all the issues that arise, but they do affect change, help to create better places to live and set in place policies that can improve our imprint on the environment. Just as the world has changed, Placentia has changed as well. This General Plan update is the evidence of this positive change. We have reached many of the goals set out in 1973 and have now set our sights on new ones. This new General Plan will feature new and revised goals, all poised to protect what is cherished and special about Placentia, and to strive for even more improvements. Our community now reflects on what we have successfully accomplished, evaluates new challenges and begins to look forward to the future to ensure that we are providing the same quality of life that our residents and businesses enjoy today.

Rich Heritage, Bright Future: The Placentia General Plan is our guide to Placentia's future. It is a guide that takes our vision for Placentia and develops the framework of policies to make that vision come true.

1.1 PLACENTIA – A “PLEASANT” PLACE

Our community takes pride in our history, places and people. Reflecting on our history reminds us of this community pride. When we take a look back to see where we came from, we see a rich history of oil and agriculture. Incorporated in 1926, the history of the City of Placentia started much earlier than that with the Spanish explorers of the 1760s. The area was first populated by the Gabrielino Native American tribe, also known as the Tongva, referring to the Shoshonean or Tatic speaking Native Americans, who lived throughout the region. In 1837, the Mexican Governor granted the Rancho San Juan Cajon De Santa Ana to Juan Ontiveros. The land grant included the area, which today comprises Placentia, Anaheim, Fullerton, La Habra, and Yorba Linda (refer to Exhibit 1-1, *Regional Location Map*). Daniel Kraemer, credited with being the first non-Spanish settler, arrived in 1865, bought 3,900 acres of land in the area and moved his family out from Illinois. Kraemer, after which Placentia's Kraemer Boulevard and Kraemer Middle School and Kraemer Memorial Park are named, paved the way for the future City.

The City's Overall Mission Statement:

The City Council is committed to keeping Placentia a pleasant place by providing a safe family atmosphere, superior public services and policies that promote the highest standards of community life.

In 1868, William McFadden and his wife, Sarah Jane, acquired 100 additional acres in this area. Many people were attracted to the area, as homes, businesses, schools and churches began to shape the City's future. In 1878, Sarah, teacher in the City's first school, suggested "Placentia" as the name for the school district. The word "Placentia" is derived from a Latin word meaning "pleasant place to live". When the City incorporated, it took the name Placentia from the existing school district.



Following this Gold Rush period, Albert S. Bradford, seeking a new and prosperous life, boarded a train heading west, when he met Mr. Halladay, a local businessman who persuaded the young Bradford to help manage a ranch in the area. Bradford settled down, called for his wife and children from back east, and in the 1890s moved to the area that later became Placentia. He grew vegetables, then oranges, served on the Chamber of Commerce, and in 1910 he organized locals and persuaded the Santa Fe Railroad to run a line into Placentia, shortening the rail distance to Los Angeles. A station was built and packing houses were established for the town's growing citrus industry. Mr. Bradford was instrumental in bringing businesses, a post office and a newspaper to Placentia. He also laid out the town site; and, in his honor, Bradford Avenue retains his name today. His family home is listed on the National Register of Historic Places.



The lack of water in Placentia was one of the principal reasons for its slow development. Prior to the 1870s, Placentia was an arid area without natural water sources. There was no water to develop residential, agriculture or industrial uses. Water ditches for agriculture began to be dug in the 1870s. A primitive irrigation system for agriculture began around 1910, after the railroad was brought in.

But even as a water system was installed, and development was more feasible, the people of Placentia eschewed the big stores and shopping areas of their neighboring cities. Having started small and slowly, the community decided it liked it that way. Recognizing the need for sound planning, the City Council, in 1966, called upon Placentia's 18,000 residents to assist in defining community goals to be accomplished by the City's 50th birthday in December 1976. Utilizing a series of public forums and study sessions, the Placentia Tomorrow program explored several aspects of the community. Among the findings were strong indications that the residents desired to preserve a small-town atmosphere, were interested in having a variety of recreational and leisure time activities and wanted a well-rounded community. The city grew mostly as a "bedroom" community, with a very modest local economy until the 1970s.

Exhibit 1-1



1.2 PLACENTIA – OUR RECENT ACCOMPLISHMENTS

Reflecting on Placentia’s past can help us understand who we are as a community, why we’ve made certain choices and what our community holds as important. Today, even as its people remain cautious about over development and losing their small town feel, Placentia looks to future growth and economic vitality. There is a sense of pride in this small city and many people who grew up here stay here and raise their own families. Placentia is a small city that is manageable, where people know one another and one can feel the cohesiveness of the community.



Placentia is a place that, while stable, has been steadily growing and improving over the years. After a population growth spurt beginning in the 1960s, the population surged from 5,000 to its current 50,533 residents. The City Council is active and engaged, supported by its boards, commissions, and citizenry. In the last few years alone the City has made many improvements:

- Improved **fiscal responsibility and economic sustainability**; creating a Citizens Fiscal Sustainability Task Force.
- A new **revitalization plan for the Old Town District** - a much loved place, rich in history.
- A **Transit Oriented Development (TOD) District**, just south of Old Town, that will allow a new kind of mixed use development in the City. It will bring new people and new businesses to this part of town.
- A **new Metrolink Station** is being constructed. It is the 13th and newest station on the 91 line, which will run from Los Angeles Union Station to downtown Riverside. The Placentia Metrolink station will be the closest

station in proximity to Cal State Fullerton and will provide passengers with an alternative to the Fullerton Metrolink station.

- The City is building a large **parking structure** to support the new station, also helping Old Town and the TOD district.
- **New policies on housing** – making sure a range of housing can be built to support people of all needs and income levels.
- The **Police Department has expanded and more services** will be digitized for efficiency. The Department rolled out the Nixle System, a mass communication system that all residents can use.
- The City has a **new Emergency Operations Center**, to be used as a command center in times of emergency.
- A **new website** was launched and has regular updates to respond to changing needs. The City also launched a new mobile application for the website, making it easier for all citizens to stay in touch with their government.
- Our **parks and the playground** equipment are steadily improving, and there are scholarships for youth basketball. A Park Master Plan will soon be developed.
- Look for more and **more community events**: Community Walks; Walk with the Mayor; Bark Walk and Parade, Walk with a Doc, Seniors Walk, movie nights at the public pool, and more senior dances, health fairs and excursions.
- Placentia now has a **Police Department Citizen Academy** and already graduated two classes.
- The Police Department secured a **\$476,000 State grant** for Homeless Liaison Officers, Gang Unit Officers, and community based organizations.

1.3 PLACENTIA – OUR FUTURE, OUR VISION

As we reflect on our past and our recent accomplishments, we also look to the future. We understand that looking to our future requires us to reevaluate what we have accomplished and identify goals we still need to accomplish. We understand that our community is almost completely developed, requiring us to think about creative ways to provide for the changing economic and social needs of our community. We also recognize that changing conditions necessitate that we refine our vision to reflect the community's current and future goals. The General Plan helps us to clearly express our vision of Placentia's future and provides the pathway to achieve it.

This update was first started in 2014 and after an unforeseen need to place a hold on the project, was restarted in 2017. From 2014 to 2019, the City staff and community have eagerly been involved in this important, and long awaited, update to the General Plan: everyone anticipating the document that would represent their current and future much-loved City of Placentia. With this enthusiastic input, and early on in the process, the City formed a General Plan Update Leadership Team

(GPULT) with representatives from every City department, including the Police and the Fire Department Staff. The department heads and staff from all of the different City divisions and departments have been involved in the writing, reviewing and editing of the Plan from the start. Each department work directly with the authors to ensure that the text of the update was relevant to the particular needs and desires of the residents they serve. A General Plan Advisory Committee (GPAC), comprised of commission and committee representatives met to give direction in the process along the way. In addition, the City's Housing, Planning and Economic Development Ad Hoc Committee with two City Council members, has been monitoring the Plan's progress from the start of the project.

Virtually every City commission and committee reviewed and commented on the document. There were many comments and corrections made to the historical section, after a careful review by the Historic Commission. Other commissions commented on safety issues such as homelessness, more bicycle opportunities (dedicated bike lanes), health and wellness issues (especially healthy food options) in the disadvantaged parts of the community, improving access to parks, and improving the overall quality of life citywide. Below is a list of the City Commissions who were involved in the review and update of the General Plan:

- Veterans Advisory Committee
- Traffic Committee
- Historic Commission
- Recreations/Parks Commission
- Senior Advisory Committee??
- Cultural Arts Commission
- Economic Development Committee

The community was quite involved as well. Because there are disadvantaged communities within the City, a dedicated community meeting was set up to hear from residents there. The community organization, Lot318, helped to organize and increase attendance at this very fruitful meeting. Staff from Development Services, Community Services and Public Safety joined in the conversation to listen to and gain input from this part of the community who is often not heard from. The Health, Wellness and Environmental Justice Chapter was informed greatly by this connection.

An Environmental Impact Report (EIR) Scoping meeting and two formal community meetings were conducted as well. Other community groups were equally involved, including the following community groups and organizations:

- Placita Santa Fe Merchants Association (representing the Old Town area)
- Placentia Rotary Club

- Placentia Chamber of Commerce
- Kiwanis Club
- Placentia Collaborative

Our vision for the Placentia General Plan provides us with the core principles by which the General Plan is guided. It is this core vision that provides us with a conceptual view of how we picture our future, articulating what we hope to become. The vision expresses the community's hopes and goals for the future:

“The citizens of Placentia aspire to maintain a beautiful, safe, and balanced community that provides a variety of community and cultural activities. Placentia will be a place where the local commercial centers, including the Old Town and Transit Oriented Development Districts, provides for the needs of the community and also attracts people from surrounding communities. People of all ages and with a variety of ethnic backgrounds will be proud to live and work in Placentia. As a balanced community, Placentia will provide for the diverse educational, housing, social, recreational, and safety needs of its residents, while optimizing the City’s resources. Through the establishment of quality services and responsive government that is grounded in shared, fair, and equitable community values, Placentia will remain a pleasant and safe place to live, play and work.”

1.4 OUR GENERAL PLAN AND HOW IT WORKS

California State law requires that we adopt a General Plan that provides a policy framework for the long-term physical development of the community. Our General Plan is a means to express the community's development goals and provide specific public policies related to the public and private uses of the community's land resources. Our General Plan allows us to express the relationship between community values and vision with how we utilize public land, private land and other community resources. It is a comprehensive and long-term document that provides the primary guidance for specific projects, policy actions and programs occurring in the future and is designed to fulfill the future vision expressed in this General Plan.

Our General Plan contains ten (10) Elements. State law requires us to include seven (7) mandatory Elements including; Land Use, Mobility, Housing, Conservation, Open-Space, Noise and Safety. State law also allows us to include optional Elements. We

have included two (2) optional Elements as an additional part of this General Plan, which include the Economic Development and Sustainability Elements. A third element was added, Health, Wellness and Environmental Justice, to help address the community's health with a specific focus on disadvantaged communities. The ten (10) Elements of this General Plan include:

Chapter 2: Land Use Element

The Land Use Element can be considered the primary long-range planning guide for the physical development within the City. It indicates the location and extent of development to be allowed over the next twenty (20) years. Our Land Use Element also identifies the goals and policies that will guide future land use and development. The most visible portion of this Element is the General Plan Land Use Map, which illustrates the distribution, density and intensity of land uses throughout the City.

Chapter 3: Mobility Element

The Mobility Element provides programs and policies to establish a circulation system that adequately accommodates future growth consistent with the Land Use Element. The Mobility Element seeks to provide for a safe, convenient and efficient transportation system allowing for the movement of people and goods throughout the City and the region. Additionally, the Mobility Element includes policies for non-motorized modes of transportation including bicycles, street improvement policies and other transportation-related issues.

Chapter 4: Housing Element

The Housing Element provides programs and policies that assist our community, region and state in meeting the goal of providing affordable housing to all socioeconomic segments of the population. The Element addresses citywide housing and population demographics, regional fair-share housing allocations and implementation strategies to assist our City in providing a full range of housing opportunities.

Chapter 5: Conservation Element

The Conservation Element provides an inventory of water resources, energy resources, solid waste generation and reduction, historic and cultural resources and air quality conditions in the City. This Element provides direction regarding the management, development and conservation of natural resources within our City and the policies and programs to achieve them.

Chapter 6: Open Space and Recreation Element

The Open Space and Recreation Element outlines strategies and actions to preserve and enhance open space areas within Placentia to meet the open space and

recreational needs of our residents. Open space in the City of Placentia includes neighborhood, community and regional parks, as well as community centers, trail ways, golf courses and open space easements.

Chapter 7: Safety Element

The Safety Element is intended to reduce the potential risk of death, injuries, property damage and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides and others. The Safety Element serves as a guide for our City government and the general public for understanding the hazards facing the City of Placentia and how we can reduce and respond to the impacts of these hazards.

Chapter 8: Noise Element

The Noise Element describes the existing noise environment within the City and its relationship with Federal, State and City noise regulations. This Element also provides a framework to limit the exposure to objectionable noise within the City, considering both the existing and future noise environments and compatibility of land uses.

Chapter 9: Economic Development Element

The Economic Development Element is an optional General Plan Element and describes the existing economic and fiscal landscape of the City. It highlights the strengths as well as opportunity areas of the City where focus would render a brighter fiscal future for the citizens of Placentia.

Chapter 10: Health, Wellness and Environmental Justice Element

The Health, Wellness and Environmental Justice Element is a new element that for the General Plan Element. One of the City government's primary roles is to create a safe, healthy and equitable community for Placentia's residents. The goals and policies in this element promote a healthy environment for all residents including those in disadvantaged communities by addressing public health issues which have major intersections with the Land Use Economic Development and Open Space and Recreation Elements. .

Chapter 11: Sustainability Element

The Sustainability Element is an optional General Plan Element and explains the City's commitment to sustainability through goals, policies, and actions that support the General Plan's other nine (9) Elements. Sustainability means maintaining a culture of stewardship to enhance our natural environment, economic interests, and quality of life for present and future generations. Sustainability entails aligning the

built environment and socioeconomic activities with nature’s constraints and opportunities and intersects with all of the other Elements.

1.5 HOW DO WE IMPLEMENT THE GENERAL PLAN?

The General Plan is a policy document that clearly states our community’s development strategy. The City Council formally adopts our General Plan as the City’s primary development guidance tool. All future projects, development programs and activities occurring in the City are required to seek policy guidance from the General Plan.

To implement the policies contained in our General Plan, we adopt ordinances and regulations and secure the staffing and financial resources to execute programs that fulfill our goals.

We conduct periodic reviews of our policies and programs, making sure they are in line with the goals of the General Plan and its vision. California State law requires the City provide an annual report to our City Council about the General Plan and our progress in its implementation. We also utilize appointed boards and commissions, and consult with community groups, residents and business owners to ensure our community’s needs and concerns are adequately addressed.



2 Land Use

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2.1 INTRODUCTION

Rich Heritage, Bright Future: Our Vision in Motion.

More than any other element, the Land Use Element sets our vision in motion, as it will shape the way our community evolves over the next twenty years. We cherish our rich heritage and seek to protect the attributes that have contributed to creating a thriving community: well-maintained neighborhoods, quality schools, a diversified economy and a variety of recreational opportunities. We also embrace changes that will result in a more improved quality of life for future generations, changes that create a more sustainable and equitable environment for all stakeholders.

This Element serves as the long-range planning guide for development in the City. It determines where people live, work, shop, play and socialize; and our quality of life depends on how each of these fit together in a coherent pattern to create a sense of place that fosters health and well-being.

The Land Use Element commits Placentia to realizing its vision by achieving the following, each of which is described and accompanied by goals and policies in Section 6.0 of this Element:

- Balanced Development with Economic Growth;
- Compatible and High Quality Development;
- Revitalization of Existing Uses and Properties;
- Protection of Natural Resources;
- Well Designed Places, Buildings and Streetscapes; and
- Provision of High-Quality Infrastructure and Services.

The Land Use Element serves as a guide to public officials, the investment community and private citizens for decisions regarding the type, intensity and general distribution of uses of land for housing, business, industry, and open space. The Element provides public officials with the framework for directing new development and providing high-quality public infrastructure and community services in a way that achieves the community vision.

The Essential Components

The essential components of the Land Use Element are the General Plan Land Use Map and the goals and policies that guide future development. While the General Plan Land Use Map is an essential component of the entire General Plan, it also provides a graphic representation of the goals and policies expressed by all of the General Plan's elements. Users of this document should refer to the goals, policies and the Land Use Map when evaluating proposed development and improvements.

2.2 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302 (a) requires that a General Plan include:

“A Land Use Element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, greenways and other categories for public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the department of water resources.”

2.3 SUMMARY OF EXISTING LAND USES

Placentia has grown into a community of approximately 50,533 residents according to the most recent 2010 US Census. The general layout and land use pattern of the City has stayed relatively consistent throughout the years. Exhibit 2-1 shows the distribution of existing land uses within the City, as of the date of this General Plan. Table 2-1, Existing Land Use Distribution, quantifies the amount of acreage devoted to each land use, as well as the existing number of dwelling units within each category. The City of Placentia, which represents the planning area for the Placentia General Plan, encompasses approximately 4,238 acres, including the area devoted to public right-of-way (ROW). The planning area also includes the 76 acres of unincorporated area within the city boundaries. See the Local Agency Formation Commission (LAFCO) Sphere of Influence map in Appendix 2-1.

2-2

The City is almost entirely developed. New development occurs on the limited remaining vacant and underutilized parcels (i.e., parcels that have remaining development capacity pursuant to the Zoning Code). Vacant land within the City of Placentia encompasses 54.5 acres, or 1.3 % of the City’s total acreage. Exhibit 2-2, *Vacant Parcels*, illustrates vacant lands within the City. Table 2-2, *Summary of Vacant Land*, identifies the land uses of the vacant acres. Vacant parcels are primarily located in the southeastern portion of the City within Specific Plan areas.

The majority of vacant residential parcels are located in the low-density residential areas.

Table 2-1. Existing Land Use Designation

Land Use Designation	Existing Acreage	Percentage ¹	Number of Units
Low Density Residential	1266	30%	6,900
Medium Density Residential	400	9%	3,676 ²
High Density Residential	136	3%	2,503
Commercial	137	3%	--
Planned Community (Alta Vista Golf Course)	337	8%	1,614
Old Town	29	1%*	285
Transit Oriented Development (TOD)	22	1%*	11
Commercial-Manufacturing	47	1%	--
Office	32	1%*	--
Industrial	327	8%	--
Schools	212	5%	--
Park	94	2%	--
Specific Plan	309	7%	2,281
ROW- Railroad	25	1%*	--
ROW - Parkway Vista	18	1%*	--
ROW- Local streets	798	19%	--
ROW - Freeways, Flood Control, Highway	49	1%	--

Land Use Designation	Existing Acreage	Percentage ¹	Number of Units
TOTAL AREA OF CITY W/O ROW	3,348		
TOTAL AREA OF CITY	4,238	100%	17,270

¹Percentage ages based on 4,238 acres of total land area within City limits, which includes the right of way acreage. %age figures are rounded to closest whole numbers. The symbol * means that the %age is less than 1%.

² 569 mobile homes are principally located in the Medium-Density district.

Table 2-2. Summary of Vacant Land by Land Use Designation

Land Use Designation	Vacant Areas	Vacant Parcels
Low Density Residential	3.6	24
Medium Density Residential	6.1	8
High Density Residential	5.2	3
Commercial	2.3	3
Old Town	0.2	3
Transit Oriented Development (TOD)	0.4	1
Office	1.4	2
Commercial-Manufacturing	8.4	5
Industrial	5.7	4
Specific Plan	21.2	65
Total	54.5	118

Source: City of Placentia, 2018

Note: 1.3% of total city is vacant

Exhibit 2-1

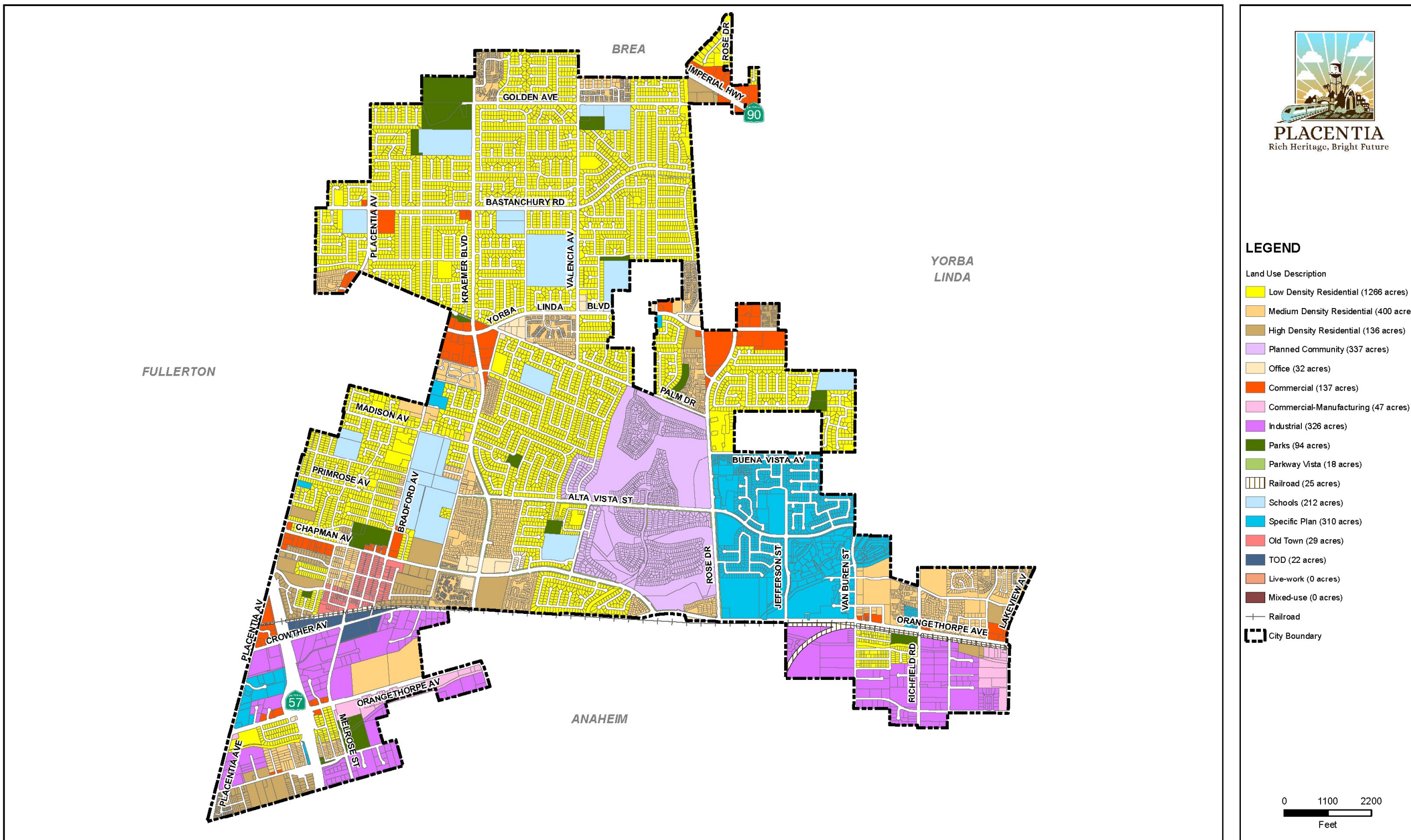
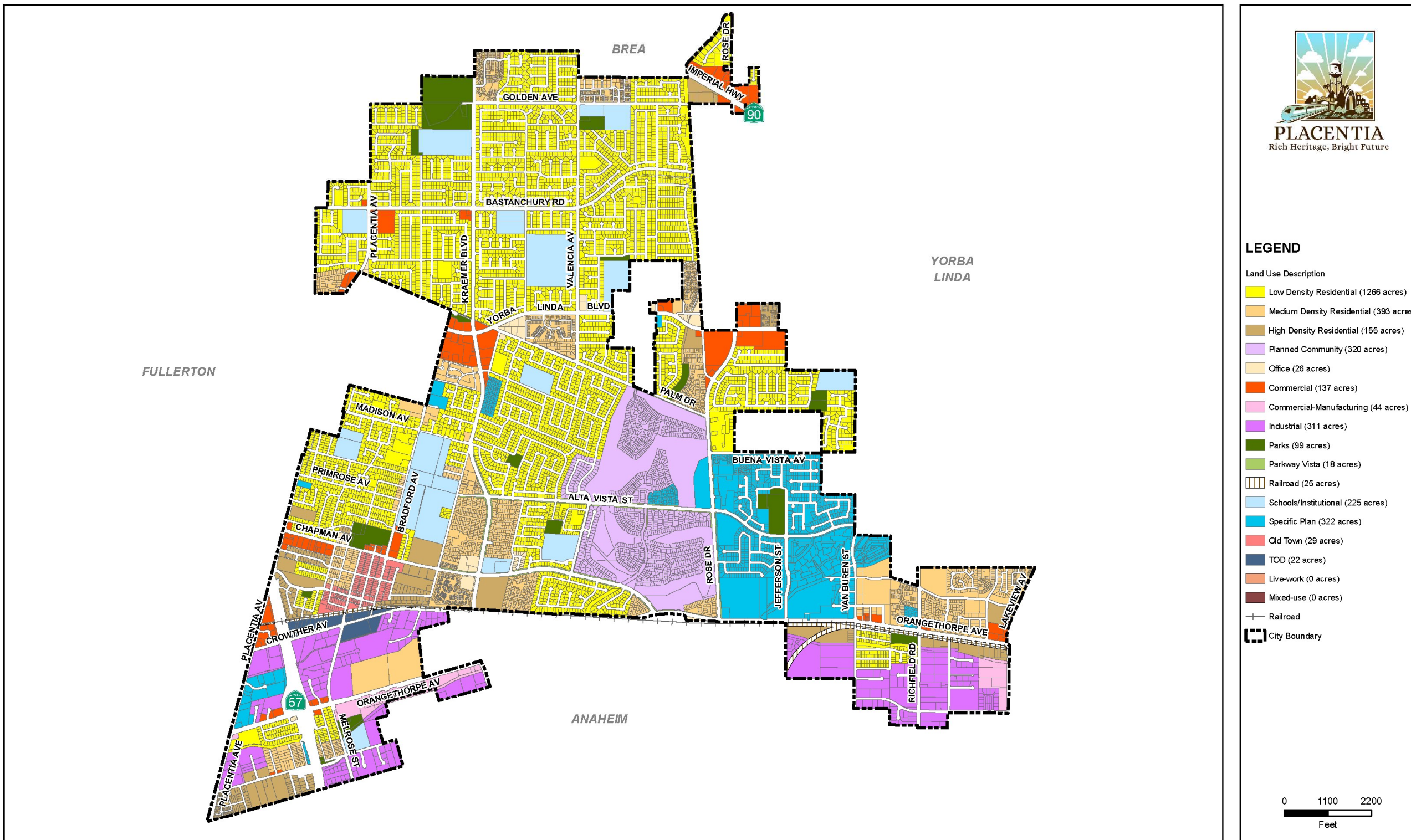


Exhibit 2-2



As shown in Table 2-1 and Exhibit 2-1, residential uses make up the majority of the City's total acreage. Over half (52% or 9,394 du) of the residential units in Placentia are designated as low-density residential. Residential land uses within the City range from low-density single-family development and planned communities to higher density multi-family housing.

Commercial and office uses are concentrated along primary arterials in the eastern and western portions of the City, serving Placentia residents and the surrounding region. Industrial and manufacturing uses occur in the southern portion of the City adjacent to the rail line. The combined acreage for commercial, office and industrial/manufacturing areas make up 13%, or 543 acres of the City.

Public schools within the City of Placentia utilize approximately 212 acres, or 5% of the City's total acreage. Placentia's educational services are provided by the Placentia-Yorba Linda Unified School District (PYLUSD). Communities served by PYLUSD include Placentia, Yorba Linda and parts of Anaheim, Brea, Fullerton and unincorporated County territory. There is a total of 16 public schools located within the City of Placentia. Of those 16 schools, ten are elementary schools, two are middle schools, three are high schools, and there is one District Education Center. The additional three schools (Adult Education, District Education Center, and Parkview School) provide for alternative education opportunities.

Parks are dispersed throughout the City of Placentia. The facilities are primarily used for community and neighborhood recreational opportunities. Park uses consist of 94 acres, or 2%, of the City's total acreage.

There are four types of public ROW within the City's boundaries including railroad, local streets, freeways, highways, flood control channels, and the parkway vista area. The parkway vista category refers to designated landscaped thoroughfares with common setback requirements. The total ROW within the City of Placentia encompass approximately 890 acres, or 21% of the City's total acreage.

Since the last adopted General Plan Land Use Map in 1977, thirty land use amendments have been adopted by the City. The primary purpose for these amendments has been to create opportunities to accommodate market demand for alternative land uses in various parts of the City. The types of land use amendments adopted are varied and have included re-designating low-density residential land to medium-density residential, commercial to residential, industrial to commercial/manufacturing, office to commercial or residential, and creating at least five specific plan areas. The two most recent amendments designated two areas near the upcoming Metrolink Station from commercial and industrial to "Old Town" and "Transit Oriented Development." The total of these two combined areas is approximately 50 acres.

2.4 RELATIONSHIP TO OTHER PLANS AND PROGRAMS

The Land Use Element sets forth the policy framework to shape the long-term physical environment of Placentia through comprehensive guidance on how the City will develop and what it wants to accomplish with its development. The Land Use Element both reinforces and is reinforced by the other elements of the General Plan and is implemented through other City planning tools and programs, including the Zoning Map, Zoning Code, specific plans, development agreements and the City's Capital Improvement Program.

Relationship to other General Plan Elements

All elements of the General Plan are interrelated and must be internally consistent. The Land Use Element works in concert with other elements to achieve broader community goals and is designed to be compatible with, and complementary to, all other elements. The Land Use Element integrates policies contained in other elements through the proposed pattern of land uses established on the General Plan Land Use Map. Conversely, other elements support implementation of the Land Use Element.

- The Mobility Element provides for the maintenance of a transportation network that will support the ultimate land uses established on the Land Use Map. Land use and mobility depend upon one another to create efficiencies in the movement of people and goods.
- The Housing Element, adopted in 2013, contains policies for residential development, which are supported by policy and land use designations outlined in the Land Use Element. The Land Use Element works to provide the sites and associated designations required to meet the City's regional housing needs.
- The Open Space and Recreation Element identifies sites for community open space uses that are reflected on the Land Use Map and contains policies to enhance open space and recreational resources within the City.
- The Conservation Element identifies policies related to air quality, water resources, cultural resources and recreation, each of which relate to land use and influence the pattern of proposed land use contained in the Land Use Map to achieve the sustainable management of resources.
- The Safety Element identifies potential hazards that may occur within the land use planning areas and serves to influence the location of different types of land use to avoid hazardous areas.
- Noise contours identified in the Noise Element are used as a guide to establish the land use patterns to ensure that future development minimizes exposure of residents to excessive noise.

Relationship to Placentia’s Zoning Code

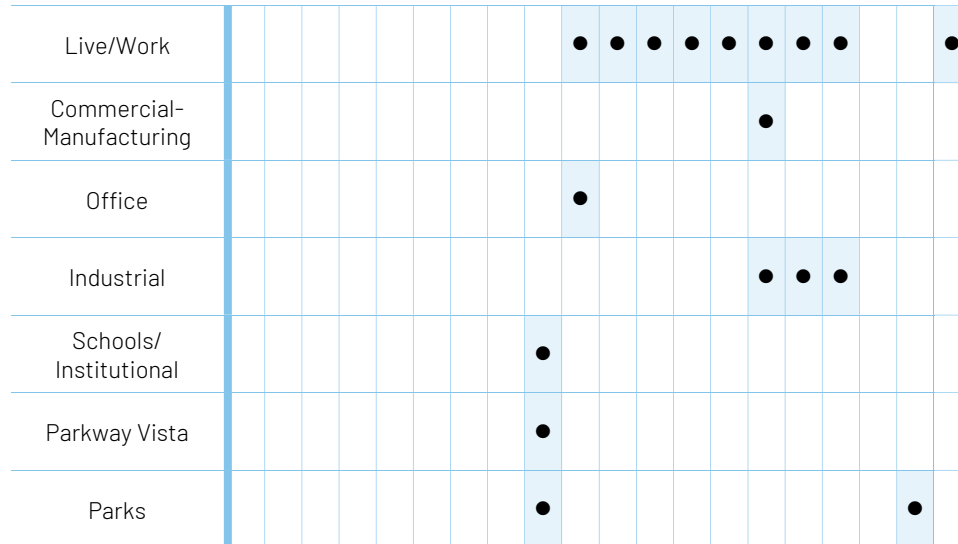
The City of Placentia Zoning Code is a regulatory document that provides a means to implement the policies contained in the City’s General Plan. While the General Plan provides long-range and broad categories of land use, the Zoning Code provides specific development requirements, such as density, height, setbacks, lot coverage, and development character. Similar to the General Plan, a Zoning Map accompanies the Zoning Code and defines the boundaries of each Zoning District.

The City of Placentia’s Zoning Code (Title 23 of the Placentia Municipal Code) establishes land use zoning districts that provide for uniform regulations to properties similarly situated within each zoning classification. State of California law requires the City’s Zoning Code be in conformance with the General Plan. Therefore, any land use designation amendments that will become inconsistent with Title 23 of the Placentia Municipal Code will have to be reconciled. This means that a series of Zoning Map Changes will need to occur to make the zoning of certain properties consistent with the amended land use designation.

The relationship between the General Plan land use designations and zoning districts is shown in Table 2-3, General Plan/Zoning Relationships. The table indicates how properties should be zoned to be consistent with the General Plan Land Use Map.

Table 2-3. General Plan/Zoning Relationships

General Plan Land Use Designation	Compatible Zoning District(s)																			
	R-A	R-1	R-2	R-G	R-3	RPC	SRO	T-C	P-V	C-0	C-1	C-2	OT	TOD	C-M	M	PMD	MHP	O, O-1	PUD
Low Density Residential	•	•				•													•	•
Medium Density Residential			•	•		•													•	•
High Density Residential					•	•														•
Commercial							•	•		•	•	•	•	•	•					
Old Town													•							
Transit Oriented Development														•						
Mixed-Use								•		•	•	•	•	•	•					



Relationship to Specific Plans

Specific Plans are designed to implement General Plan goals and policies by designating land uses, densities, development standards and design standards in more specific detail. A specific plan district addresses smaller areas that have unique qualities and require focused planning attention. The City of Placentia has adopted several specific plan zoning districts in the Zoning Code. These Specific Plan districts are shown in Table 2-4 below and on Exhibit 2-3 and listed below. The relationship between the General Plan land use designations and the specific plan zoning districts is shown in Table 2-5, General Plan/Zoning Relationships - Specific Plans.

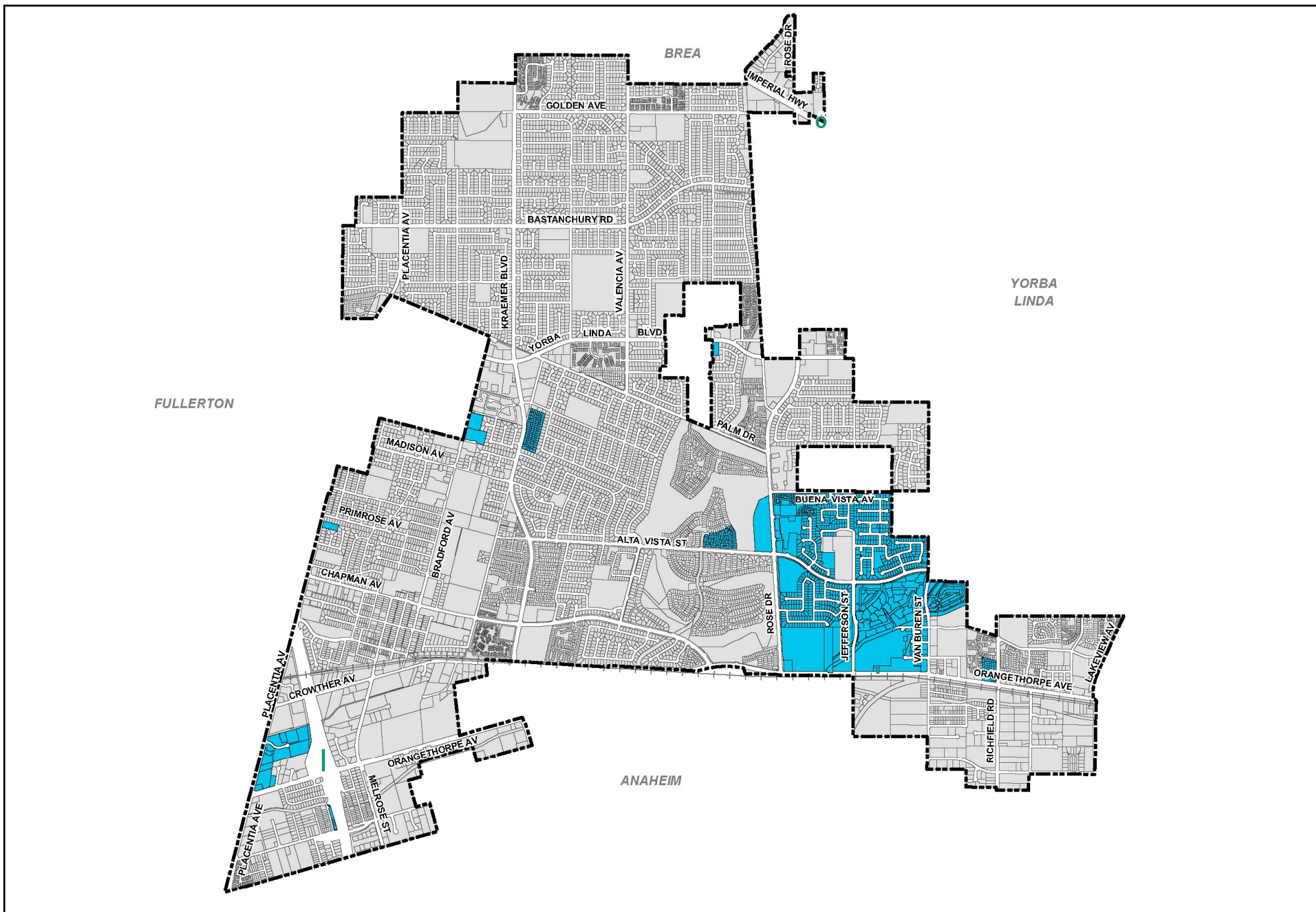
Table 2-4. Specific Plans

Name of Specific Plan	Description of Specific Plan
Specific Plan 1	The purpose of this specific plan is to permit the adaptive re-use of an existing pioneer estate house for commercial purposes in a manner which will protect adjacent residents from nuisance conditions.
Specific Plan 2	Since the Lewis Lemke House located at 414 North Placentia Avenue is of local historical architectural significance and is representative of a significant period of local history, the purpose of this specific plan is to provide standards whereby it shall be renovated, restored, operated and maintained in a manner to preserve its historical architectural characteristics.

Name of Specific Plan	Description of Specific Plan
Specific Plan 3	The purpose of this specific plan is to provide an area for senior citizen board and care facilities and senior apartments which shall be compatible with the surrounding residential development and is designed specifically for the needs of the elderly.
Specific Plan 4	The purpose of this specific plan is to provide apartments in a medium density residential setting that will be affordable to lower-income families for a minimum of thirty (30) years. Special development standards are applied to further this purpose and to allow development of a parcel that is impacted by considerable physical constraints.
Specific Plan 5	The specific plan is intended to provide a site for retailers and businesses, which through the characteristics of their respective services offered, cater to the entire community.
Specific Plan 6	The purpose of this specific plan is to provide single-family detached housing of an alternative design while maintaining as many R-1 development standards as possible: to provide private and common recreation opportunities, mitigate impacts from noise and oil production and provide safe vehicle and pedestrian circulation.
Specific Plan 7	The purpose of this specific plan is to assure the consistent development of the East Placentia specific plan area in a manner which meets the growing housing needs of Placentia while adapting to the special characteristics of the land available for residential and commercial development.
Specific Plan 8	The purpose of this specific plan is to provide for cluster single-family detached housing units. There is private fee ownership of the lots in Specific Plan 8, with the majority of the lots configured in a cluster arrangement, and with many of the remaining row lots offering a golf course view.

Name of Specific Plan	Description of Specific Plan
Specific Plan 9	The purpose of this specific plan is to provide an area for a senior apartment complex, which shall be compatible with the surrounding golf course and residential development and is designed specifically for the needs of senior citizens.
Specific Plan 10	The purpose of this specific plan is to provide for a single-family detached residential neighborhood plus common area open space and improvements. There is private fee ownership of the lots in Specific Plan 10 with common areas owned and maintained by a homeowner's association.

Exhibit 2-3



PLACENTIA
Rich Heritage, Bright Future

LEGEND

- Specific Plan (322.21 acres)
- Other Land Use (3,049.87 acres)
- Railroad
- City Boundary

0 1100 2200
Feet

Table 2-5. General Plan/Zoning Relationship – Specific Plans

General Plan Land Use Designation	Compatible Zoning Districts									
	SP-1	SP-2	SP-3	SP-4	SP-5	SP-6	SP-7	SP-8	SP-9	SP-10
Low Density Residential						●	●			
Medium Density Residential				●			●	●		●
High Density Residential			●				●		●	
Office	●	●			●					
Commercial					●		●			
Day Care/Assisted Living									●	
Oil Extraction								●		
Open Space						●	●			
Flood Control							●			

Source: City of Placentia, May 2018

2.5 LAND USE PLAN

Land Use Designations

General Plan land use designations describe the type and intensity of development allowed in a specific area. While terms like “residential”, “commercial”, or “industrial” are generally understood, State General Plan law requires a clear and concise description of the land use categories that are depicted on the General Plan Land Use Map (refer to Exhibit 2-4, General Plan Land Use Map). The General Plan Land Use Map indicates the location of the land use designations within the City. The acreages of the various land uses on the General Plan Land Use Map are presented in Table 2-6, General Plan Land Use Designations.

Table 2-6. Proposed General Plan Land Use Designations

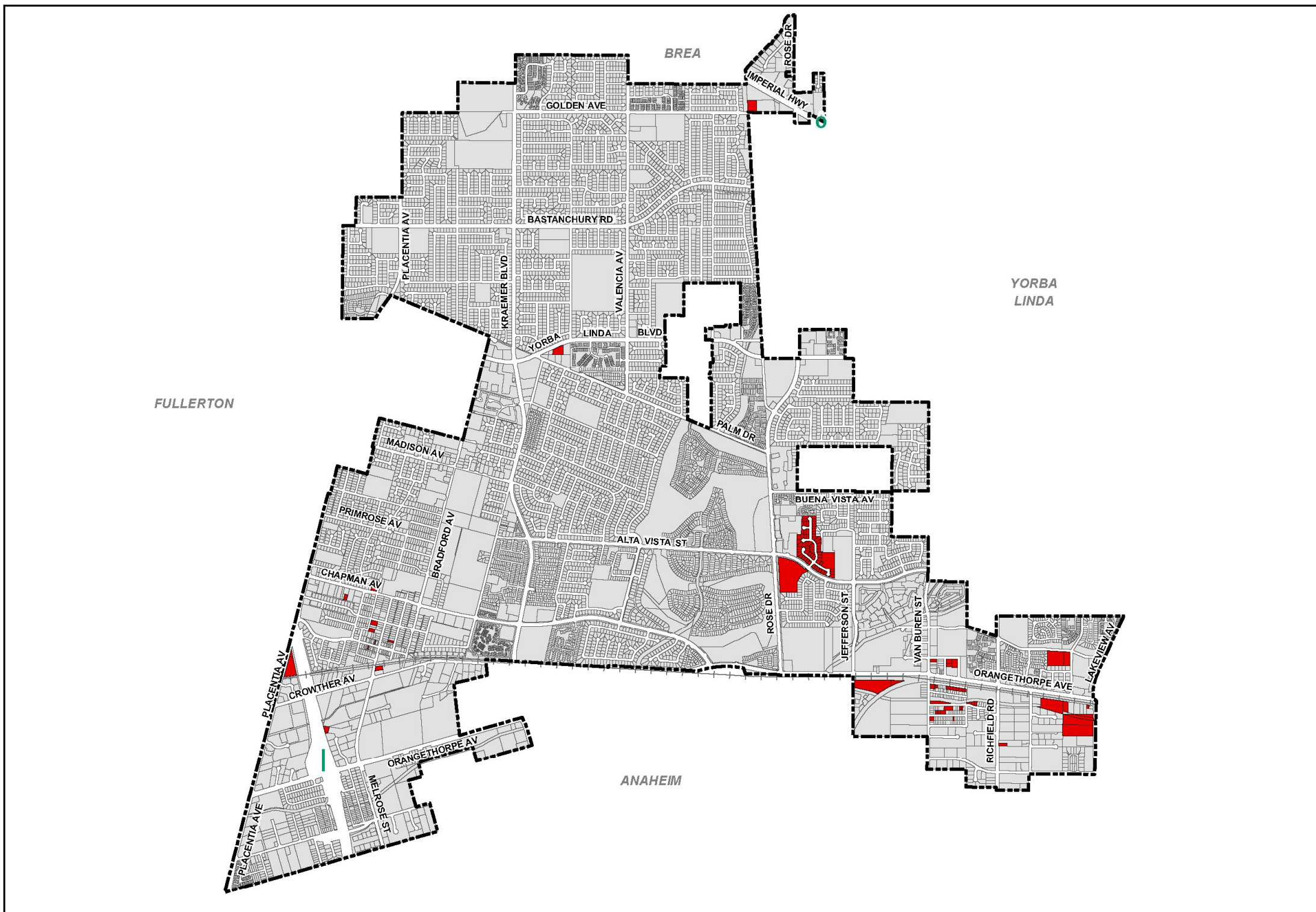
Land Use Designation	Approximate Acreage	Percentage ¹
Low Density Residential	1266	30%
Medium Density Residential	393	9%
High Density Residential	155	4%
Planned Community	320	8%
Commercial	137	3%
Old Town	29	1%*
Commercial-Manufacturing	44	1%
Mixed-Use	0	0%
Transit Oriented Development (TOD)	22	1%*
Live Work	0	0%
Office	26	1%*
Industrial	311	7%
Schools/Industrial	225	5%
Parks	99	2%
ROW - Freeways, Flood Control, Highway	49	1%
ROW - Parkway Vista	18	1%*
ROW- Local streets	798	19%
ROW- Railroad	25	1%*
Specific Plan	322	7%
TOTAL AREA OF CITY	4,238	100%

Source: City of Placentia, May 2018

¹Percentages based on 4,238 acres of total land area within City limits, which includes the right of way acreage. %age figures are rounded to closest whole numbers. The symbol * means that the %age is less than 1%.

The General Plan Land Use Map indicates the location of General Plan land use designations within the City. Each designation is defined below. It is a State requirement that the land use designations and the City’s zoning districts are to be consistent with each other. Therefore, within each land use designation definition are a list of consistent zoning districts.

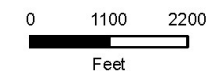
Exhibit 2-4



PLACENTIA
Rich Heritage, Bright Future

LEGEND

- Vacant Parcel (54.70 acres)
- Other Land Use (3,049.87 acres)
- Railroad
- City Boundary



Low Density Residential

The Low Density Residential designation is intended to provide for the development of single-family detached homes on moderate-to large-sized lots. The Low Density Residential designation permits a maximum development of six dwelling units per acre. The Low Density Residential designation make up approximately 1,266, or 30%, of the City's total land area.

Zoning districts compatible with the Low Density Residential designation include Residential Agriculture (R-A), Single Family Residential (R-1), Residential Planned Community (RPC) and Planned Unit Development (PUD).

Figure 2-1



- **Residential Agricultural (R-A).** Residential Agricultural classification is intended to provide an area for people to have parcels of land larger than typical residential lots where livestock, poultry and small animals may be kept or raised in limited numbers. One single-family dwelling unit per minimum lot size is permitted in this district.
- **Single-Family Residential (R-1).** Single-Family Residential classification provides for single-family residential uses in areas where a lower density of housing is desirable. This district is different from the Residential Agricultural district in terms of permitted uses and development standards.
- **Residential Planned Community (RPC).** Residential Planned Community classification provides for a variety of housing types and unit densities. Related commercial uses may be developed through the use of a development plan.
- **Planned Unit Development (PUD).** Planned Unit Development classification provides opportunities for alternative styles of single-family housing developments. The PUD is intended to provide a combination of private open space, common facilities or common open space owned and maintained by a homeowner's association.

Figure 2-2



Medium Density Residential

The Medium Density Residential designation is intended to provide for the development of single-family detached homes with increased density. The Medium Density Residential designation permits development of up to 15 dwelling units per acre. The Medium Density Residential designation makes up approximately 393 acres, or approximately 9%, of the City's total acreage.

Depending on parcel size, housing types can be innovatively designed with clustering and other techniques through a Planned Unit Development (PUD). Medium density developments typically provide greater opportunities to reduce environmental effects such as noise and aesthetics from adjacent uses than lower-density developments.

Zoning districts compatible with the Medium Density Residential designation include Low to Medium Density Multi-Family Residential (R-2), Medium Density Multi-Family (R-G), Mobilehome Park (MHP), Residential Planned Community (RPC) and Planned Unit Development (PUD). The RPC and PUD are discussed above.

- **Low to Medium Density Multi-Family (R-2).** The Low to Medium Density Multi-Family classification provides a suitable environment for family living on a smaller scale by permitting higher densities. Typical developments in this district consist of two or three units per lot.
- **Medium Density Multi-Family (R-G).** The Medium Density Multi-Family classification provides for lower density apartment living with areas for common-use facilities and open space. The maximum density allowed in this classification is 15 dwelling units per acre.

- **Mobilehome Park (MHP).** The Combining Mobilehome Park classification provides for the accommodation of mobilehomes in planned, integrated mobilehome parks and subdivisions.
- **Planned Unit Development (PUD).** This classification provides for alternative styles of single-family housing developments, utilizing more imaginative and innovative site planning concepts than would be possible through the strict application of conventional zoning and subdivision regulations. The PUD allows for density ranges of 6 to 15 dwelling units per acre.

Figure 2-3



High Density Residential

The High Density Residential designation is intended to accommodate multiple family residences such as apartments. This designation permits a maximum development of 25 dwelling units per acre. The High Density Residential designation will consist of approximately 155 acres, or 4%, of the City's total acreage.

Zoning districts compatible with the High Density Residential designation include High-Density Multi-Family (R-3) and Residential Planned Community (RPC).

- **High Density Multi-Family (R-3).** The High Density Multi-Family classification provides for medium high-density apartment living with substantial space for common-use facilities and open space.

Commercial

The Commercial designation encompasses a broad range of retail uses. The Commercial designation makes up approximately 137 acres, or 3%, of the City's total acreage. The Commercial designation permits a maximum FAR of 1.0.

Zoning districts compatible with the Commercial designation include Town Center (T-C), Commercial Office (C-O), Neighborhood Commercial (C-1), and Community Commercial (C-2). Several specific plan designations allow Mixed-Use development. These Mixed-Use areas can include commercial uses as well. In light of the fact that the majority of the City (59%) is residential, these represent some of the last opportunities for commercial and Mixed-Use development.

Figure 2-4



- **Town Center (T-C).** The Town Center classification provides for commercial uses offering a selective range of goods and services, including shopping, restaurants, major financial and administrative centers, governmental offices, entertainment, cultural and recreational uses.
- **Commercial Office (C-O).** The Commercial Office classification provides for office type uses with larger yard and open space requirements. The

commercial office classification provides architectural standards similar to those used in residential districts.

- **Neighborhood Commercial (C-1).** The Neighborhood Commercial classification provides for general retail and office uses that offer the sale of goods and services to the general public, catering primarily to local residents.
- **Community Commercial (C-2).** The Community Commercial classification provides for retail businesses that offer the sale of goods and services to a larger market area.

Figure 2-5

Old Town (OT)



This designation permits a mixture of housing, retail, office, and/or other similar uses integrated into a walkable neighborhood and located within a half-mile of quality public transportation. Typically, this type of development is characterized by a mixture of medium-high to high density residential development (30 to 65 dwelling units/acre), and neighborhood-supporting mixed-use areas designed to be contextually appropriate in and compatible with the identified neighborhood or historic area. On a single site, a combination of non-residential and residential uses can occur in the same structure or on the same site, where the residential component is located either above (vertical mixed-use) or behind or next to (horizontal mixed-use) the non-residential component. Commercial retail is encouraged to be the primary use on the ground floor. Professional office and housing uses are also encouraged, particularly as adaptive reuse opportunities within existing structures. This designation encourages lower parking standards, enhanced pedestrian environment, active streetscape, and enhanced amenities for bikes and buses. Similar to the TOD area, the pedestrian and transit rider are given priority over the motorist. Transit orientation, walkability, and pedestrian access are key considerations. This land use designation shall feature sites for reserved solely

for residential development (30 to 65 dwelling units/acre) and for mixed-use developments. The Old Town designation makes up approximately 29 acres, or less than 1% of the City's total acreage.

Transit Oriented Development (TOD)

This designation permits transit-oriented development. Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. Typically, this type of development is characterized by high density residential development (65 to 95 dwelling units/acre), lower parking standards, enhanced pedestrian environment, active streetscape, and enhanced amenities for bikes and buses. In TOD areas, the pedestrian and transit rider are given priority over the motorist. The TOD designation makes up approximately 22 acres, or less than 1% of the City's total acreage.

Mixed-Use (MU)

Local and neighborhood-supporting mixed-use areas designed to be contextually appropriate in and compatible with the identified neighborhood or historic area. On a single site, a combination of non-residential and residential uses can occur in the same structure or on the same site, where the residential component is located either above (vertical mixed-use) or behind or next to (horizontal mixed-use) the non-residential component. Commercial retail is encouraged to be the primary use on the ground floor. Professional office and housing uses are also encouraged, particularly as adaptive reuse opportunities within existing structures. Transit orientation, walkability, and pedestrian access are key considerations. There are currently no parcels designated as Mixed-Use.

Live Work (LW)

This category of land use is represented by an integrated residence and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity. There are currently no parcels designated as Live Work.

Commercial-Manufacturing

Figure 2-6



The Commercial-Manufacturing designation is intended to provide for uses combining both commercial and industrial characteristics. In addition, the designation allows for commercial uses that require large display or storage areas.

The Commercial-Manufacturing designation permits a maximum FAR of 1.0. The Commercial-Manufacturing designation makes up approximately 44 acres, or 1% of the City's total acreage.

The Commercial-Manufacturing (C-M) zoning classification is compatible with the Commercial-Manufacturing land use designation.

Office

The Office land use designation provides for office, professional employment and services. The designation is intended to provide for office type uses that are located along major roadways, providing buffers for residential areas.

The Office designation permits a maximum FAR of 1.0. The Office designation makes up approximately 26 acres, or less than 1% of the City's total acreage.

The Commercial-Office (C-O) zoning classification is compatible with the Office land use designation.

Industrial

The Industrial land use designation provides for industrial uses with a maximum FAR of 1.0. The Industrial designation makes up approximately 311 acres, or 7% of the City's total acreage. Industrial uses are high traffic generators and adequate access to these uses and buffering from surrounding sensitive uses should be provided.

Zoning classifications compatible with the Industrial designation include Manufacturing (M) and Planned Manufacturing (PMD).

- **Manufacturing (M).** The Manufacturing zoning classification provides for industrial uses and related facilities.
- **Planned Manufacturing District (PMD).** The Combining Planned Manufacturing District zoning classification provides a method by which individual parcels may be developed utilizing a wider variety of building sizes and types.

Schools/Institutional

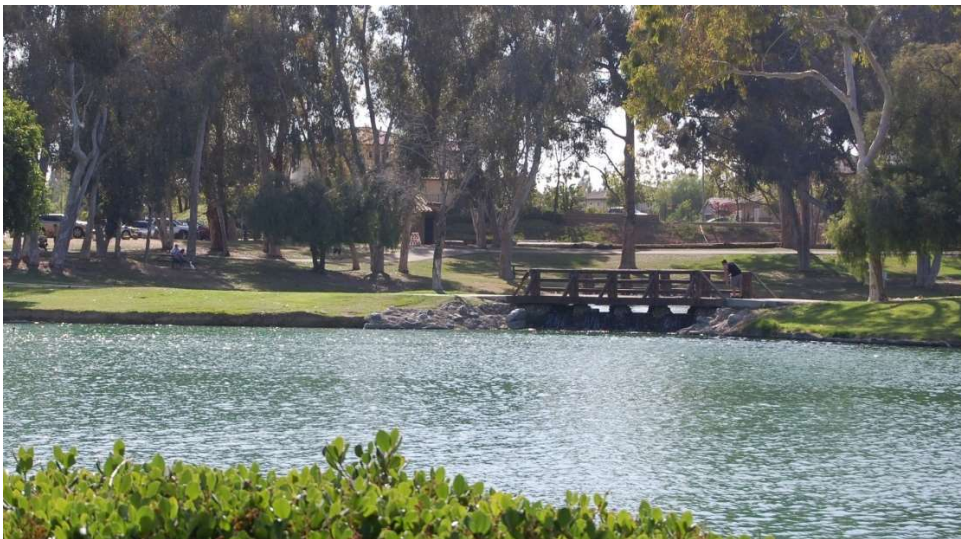
The School/Institutional land use designation provides for schools, their related uses and public buildings such as City Hall, the library, and the Police Station., all located at the City's Civic Center. Schools should be located in residential areas and away from high intensity uses that generate substantial traffic and noise. The School designation makes up approximately 225 acres. This accounts for approximately 5% of the City's total acreage.

Parks

The Parks land use designation is intended for recreational type areas such as City parks. Open space should be located in residential areas so that recreational opportunities can be in close proximity to residents. The Parks designation makes up approximately 99 acres, or 2% of the City's total acreage.

Zoning districts compatible with the Open Space designation include Combining Parkway Vista (P-V) and Combining Oil (O and O-1).

Figure 2-7



- **Parkway (P-V).** The Parkway Vista classification creates landscaped thoroughfares with common setback requirements for all districts that abut designated thoroughfares.
- **Combining Oil (O and O-1).** The Combining Oil “O” classification provides for the use of land or the surface thereof in connection with the removal of minerals. The Combining Oil “O-1” classification provides for the use of land or the surface thereof in connection with the removal of minerals, providing for the maintenance and operation of existing wells, but limited from any new surface location.

Specific Plans

Currently, the City has ten specific plan areas, covering approximately 322 acres. The specific plans are principally for residential development, although two allow for commercial. Two residential specific plans allow for home occupations on the same property as historic structures and two allow for day care or assisted living. Another permits residential in conjunction with oil extraction. The Specific Plan designation makes up approximately 322 acres, or 8% of the City’s total acreage.

2.6 LAND USE INTENSITY/DENSITY

State General Plan law requires that the Land Use Element indicate the maximum building intensities/densities allowed in the City. Each land use designation listed above contains corresponding intensity/density standards.

The term “intensity” refers to the degree of development based on a building’s characteristics such as, floor area ratio (FAR), building height and lot coverage. Intensity is most often used to describe non-residential development. The measure of intensity, known as floor area ratio (FAR), provides the most convenient method of describing levels of development. The floor area ratio is the relationship of total gross floor area of all buildings on a lot in square feet to the total land area of the lot in square feet expressed as a ratio. The FAR describes use intensity on a lot, but not the actual building height and lot coverage.

The term “density” is a measure of the population or residential development capacity of a designated land use. Residential density is described in terms of dwelling units per gross area (du/ac). A dwelling unit is a building, or a portion of a building used for human habitation and may vary considerably in size (square footage). For purposes of calculating population, an average number of persons per acre or dwelling unit for all types and sizes of dwelling units is assumed.

Table 2-7 includes the density or intensity standard for each land use designation and the corresponding future development potential. However, given the limited amount of vacant land (54 acres), the level of existing, stable development, and the historical development patterns over the last three decades, the buildout is not likely to be realized.

Table 2-7. General Plan Land Use Designation – Potential Development Buildout

Land Use Designation	Density Standard (du/ac) or Total Acres (acs)	Intensity Standard (FAR) ¹	Ultimate Buildout Dwelling Units ²	Ultimate Build Out Square Footage ²
Low Density Residential	6 du/ac		7,596	
Medium Density Residential	15 du/ac		5,895	
High Density Residential	25 du/ac		3,875	
Commercial	137 acs	1.0 FAR		5,967, 720
Old Town ³	30-65 du/ac		810	181,250
Transit Oriented Development (TOD)	65-95 du/ac		564	30,000
Commercial-Manufacturing	44 acs	1.0 FAR		1,910,640
Office	25 acs	1.0 FAR		1,089, 900
Industrial	311 acs	1.0 FAR		13,547,160
Specific Plans ⁵	322 acs	Varies	3,690	570,200
Residential Planned Community	7.1 du/ac		2,272	
TOTAL			24,702	22,511,890

Land Use Designation	Density Standard (du/ac) or Total Acres (acs)	Intensity Standard (FAR) ¹	Ultimate Buildout Dwelling Units ²	Ultimate Build Out Square Footage ²
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Source: City of Placentia, May 2018

Notes:

¹ Density standards represent the maximum gross density allowed. Net densities would be lower, dependent on zoning requirements and other regulatory considerations that limit the full development potential.

² Ultimate dwelling units and square footage estimates based upon existing acreage multiplied by gross density/intensity standards. The realistic buildout for the city is represented in the Environmental Impact Report for the General Plan update.

³ Based on the Negative Declaration, (ND 2017-02), July 2017 the Old Town area would consist of the addition of 525 residential units, 85,000 square feet of commercial use, 40,000 square feet of retail use, and a 50-room hotel to the existing area. The existing number of units is 285.

⁴ Based on Mitigated Negative Declaration, (MND 2017-01), April 2017, which assumed a 5,000 net vehicle trip cap. The cap of 5,000 vehicle trips (net) at buildout assumes that an estimated 752 dwelling units (DU) could be constructed under an all residential development scenario and stay within the 5,000-vehicle trip cap or, alternatively, a mix of 75% residential (564 DU) and 25% commercial (30,000 square feet of gross leasable area (GLA)) could also stay within the 5,000-vehicle trip cap. This table assumes the mix scenario. Any additional development above the 5,000-trip cap would require further environmental analysis and is not permitted until that is completed.

⁵ Specific Plan category represents both residential and commercial development and was calculated taking potential buildout of each specific plan area and then totaling, as below:

- SP 1- SFD=1 Unit
- SP 2- SFD =1 Unit
- SP 3- Assisted Living - 5.80 45du/ac for 261 units
- SP 4- 8 affordable units
- SP 5- 19 acres of retail, hotel, dealership 0.5 FAR assumption for 413,820 sf of commercial
- SP 6- 4.1 acres, 6 du/ac for 24 units
- SP 7- 300 acres residential and commercial:
 - Low Density—163.85 ac 6 du/ac = 983 units
 - Medium Density—11.40 ac at 15du/ac = 171 units
 - Medium-High Density—36.97ac at 20du/ac (assumption)=739 units
 - High Density—37.34ac at 25du/ac = 933 units
 - Commercial—7.18ac 0.5 FAR (assumption)=156,380sf
- SP 8- 7 acres at 10.3 du/ac = 72 units
- SP 9- 10.35 ac at 40.5 du/ac = 419 units
- SP 10- 7.82 ac at 10 du/ac = 78 units

2.7 GOALS AND POLICIES

The Land Use Element goals and policies provide direction for future growth and development in Placentia, while minimizing existing and potential land use conflicts. Goals are statements, or declarations, that reflect the broader vision for the City: the overall way Placentia wants to allow and encourage development. Policies follow each goal and provide more specific ways to achieve those goals.

Related land use goals and policies are also located in several other Elements of the General Plan.

Balance Development with Economic Growth

The City of Placentia is largely residential but also has neighborhood serving commercial uses, with a smaller industrial base. While the City provides a range of land use types, it also competes with surrounding jurisdictions for basic services (groceries, retail, etc.). Therefore, it is in the best interest of the City to establish a land use pattern that balances economic development with land use decisions.

GOAL LU - 1 *Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.*

Policy LU - 1.1 Preserve single-family neighborhoods in Placentia, which provide support for the city’s commercial and industrial uses.

Policy LU - 1.2 Allow for a variety of residential infill opportunities including single family, multi-family, mixed-use, manufactured housing and mobile homes, in designated areas to satisfy regional housing needs.

Policy LU - 1.3 Provide sites for a range of commercial uses, including shopping, dining, entertainment, and offices that provide a strong employment base and offer local services. Encourage the redevelopment of aging commercial centers.

Policy LU - 1.4 Preserve and improve industrial uses that provide manufacturing employment opportunities, through infrastructure upgrades, enhanced aesthetics, and new business development strategies.

Policy LU - 1.5 Promote the development of distinct, well-designed focus areas that are served by transit, contain a mix of commercial or civic activities, are supported by adjacent residential areas, and serve as focal points in the community.

Policy LU - 1.6 Encourage mixed-use development within the Old Town District, TOD District and other appropriate areas.

- Policy LU - 1.7 Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.
- Policy LU - 1.8 Monitor and amend ordinances periodically to provide incentives for the development of workforce housing, affordable housing, and mixed-use multi-family housing.
- Policy LU - 1.9 Encourage the development of housing for extremely low-income households, senior housing, larger family housing, and housing for persons with special needs through incentives and code flexibility.
- Policy LU - 1.10 Create specific zoning or plans for major corridors within the City. This would include the Chapman Avenue corridor and the Placentia Avenue corridor, among other major thoroughfares.
- Policy LU - 1.11 Amend the Zoning Ordinance to provide development standards for the Mixed-Use Zoning Designation.

Compatible and High-Quality Development

Compatible, complementary and high-quality development is a key element to achieving functional, economically viable and livable communities. The provision of effectively integrated land uses will promote a more walkable environment and contribute to the reduction in infrastructure needs and traffic congestion. Future redevelopment of the Old Town area is one example of the City’s desire for compatible, high-quality mixed-use development.

GOAL LU - 2 *Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.*

- Policy LU - 2.1 Where residential/commercial Mixed-Use is permitted, ensure compatible integration of adjacent uses to minimize conflicts through site planning, development standards and architectural compatibility.
- Policy LU - 2.2 Develop residential and commercial design guidelines to both protect existing development and allow for future development that is attractive, compatible, and sensitive to surrounding uses.
- Policy LU - 2.3 Orient land uses that create employment opportunities toward major and primary arterial streets so that activities associated with these uses will have minimal effect upon adjacent residential neighborhoods.
- Policy LU - 2.4 Large, contiguous vacant or underutilized parcels should be comprehensively planned for development to be compatible with adjacent neighborhoods.

- Policy LU - 2.5** Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards or design guidelines with such techniques as buffering, landscaping, setbacks and traffic calming features.
- Policy LU - 2.6** Require new multifamily development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to reduce impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.
- Policy LU - 2.7** Allow small lot single-family and medium-density development as infill projects and provide adequate development standards or design guidelines to ensure compatibility with surrounding residential uses.
- Policy LU - 2.8** Preserve Placentia's low-density residential neighborhoods through enforcement of land use and property development standards while creating a harmonious blending of buildings and landscape when new development occurs.
- Policy LU - 2.9** Reduce the number of existing isolated commercial outlets through consolidation, where appropriate, and discourage small-scale strip commercial development.
- Policy LU - 2.10** Encourage non-conforming uses and buildings to be brought into compliance with City codes.
- Policy LU - 2.11** Preserve neighborhood integrity by routing extraneous traffic around neighborhoods.
- Policy LU - 2.12** Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, when and where feasible.
- Policy LU - 2.13** Monitor the impact and intensity of land uses in adjacent jurisdictions on Placentia's transportation and circulation systems, so that traffic from projects in neighboring cities can move efficiently without interfering with existing development. Impacts from these projects shall be properly assessed to mitigate any impacts to the existing Placentia mobility network.
- Policy LU - 2.14** Encourage consolidation of parking and reciprocal access agreements among adjacent businesses to minimize curb cuts and disruption of traffic flow.
- Policy LU - 2.15** Work with Orange County Fire Authority (OCFA) to ensure adequate monitoring of those uses that utilize hazardous materials to avoid industrial accidents, chemical spills, fires, and explosions.

- Policy LU - 2.16 Establish and maintain recreational open space opportunities in proximity to residential areas.
- Policy LU - 2.17 Encourage the development of Mixed-Use and transit-oriented development to promote a wider range of residential opportunities, to help meet the regional housing needs, and to complement the principles of the Complete Streets model.
- Policy LU - 2.18 Work pro-actively with Orange County Transportation Authority (OCTA) to properly plan appropriate land uses around existing and future planned transportation projects built by OCTA.
- Policy LU - 2.19 Orient the placement of developments to take advantage of views of open space or circulation greenery to enhance mental health benefits.
- Policy LU - 2.20 Require adequate off-street parking for all land uses so that on street parking is not necessary on arterial streets. Ensure that off-street parking facilities are designed to be future-compatible and adaptively reusable for retail, distribution and other uses, reflecting advances in shared automobile technology and shifts toward e-commerce and new urban goods movement and delivery models.
- Policy LU - 2.21 Ensure development provides adequate infrastructure improvements are provided to support new multi-family development, including on-site recreational amenities.

Revitalization of Existing Uses and Properties

As the City of Placentia approaches build-out conditions, revitalization of existing uses and properties will be necessary to accommodate new development and provide for the needs of the community. The City of Placentia understands the importance of providing incentives to encourage redevelopment and revitalization opportunities within the City.

GOAL LU - 3 *Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties.*

- Policy LU - 3.1 Encourage opportunities for redevelopment and improvements in the Old Town area, the TOD district, industrial areas, neighborhoods in the southern sector of the City, and commercial centers along major roadway corridors.
- Policy LU - 3.2 Support the provision of incentives for private development (as appropriate), joint public private- partnerships, and public improvements.
- Policy LU - 3.3 Provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development.

- Policy LU - 3.4 Provide rehabilitation assistance in targeted residential neighborhoods and commercial districts to eliminate code violations and enable the upgrading of residential and commercial properties.
- Policy LU - 3.5 Vigorously enforce City codes, including building, safety, and housing codes, to promote property maintenance.
- Policy LU - 3.6 Encourage creative reuse, restoration and adaptive reuse of historical buildings.
- Policy LU - 3.7 Develop economically viable development standards and programs to facilitate adaptive reuse of historical buildings that will have a public function, thereby allowing it to become part of contemporary urban life.
- Policy LU - 3.8 Make available a building façade improvement program designed to encourage economic investment and revitalization to industrial and commercial buildings by making improvements to frontages visible from the public right-of-way. By improving the physical appearance, the Old Town, central business districts and industrial sectors of the City will have a much greater potential for attracting and retaining businesses.

Protection of Natural Resources

The City understands that importance of protecting the natural environment both now and for future generations.

GOAL LU - 4 *Ensure that new development minimizes the impacts on the natural environment including the natural landscape, vegetation, air and water resources.*

- Policy LU - 4.1 Require all new development to adhere to the standards of the Low Impact Development (LID) guidance.
- Policy LU - 4.2 Require all new development to minimize impervious surfaces wherever feasible.
- Policy LU - 4.3 Discourage soil compaction in landscaped areas, both existing and proposed.
- Policy LU - 4.4 For citywide projects in the public right-of-way, minimize impervious surfaces wherever possible, while maintaining public safety.
- Policy LU - 4.5 Require new development to preserve all mature vegetation wherever possible.
- Policy LU - 4.6 Ensure that all new development adheres to the Water Quality Management best practices and approved plans beginning at the grading stage of construction.

Well Designed Places, Building, and Streetscapes

The City of Placentia understands the importance of good design, both at a larger scale in the case of urban design and at a smaller scale in the case of buildings and public spaces. All new development should be well designed and architecturally attractive.

GOAL LU - 5 *Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.*

Policy LU - 5.1 Encourage development projects to utilize high quality design for architecture and site planning through the City’s design review process. Create Design Guidelines for focused areas and for development Citywide.

Policy LU - 5.2 Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.

Policy LU - 5.3 Continue established design themes of existing neighborhoods for new development in or adjacent to that neighborhood.

Policy LU - 5.4 Ensure compatible design with sensitive building massing and proportion.

Policy LU - 5.5 Adopt and Implement design guidelines, specific zoning, plans, and streetscape design along the Chapman Avenue Corridor, Kraemer Boulevard and Placentia Avenue Corridor to improve the overall appearance of new or redeveloped buildings, landscaped areas, streets, and parking areas.

Policy LU - 5.6 Improve roadway corridor aesthetics with implementation of a streetscape program that includes median island beautification and enhanced City entry locations.

Policy LU - 5.7 Promote exterior signage and lighting that is subdued in character and non-intrusive upon neighboring uses.

Policy LU - 5.8 Improve the quality of Placentia’s multi-family neighborhoods through a) improved buffers between multi-family residences, and commercial, and business park uses; b) provision of usable private and common open space in new multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.

Policy LU - 5.9 Review and revise, as necessary, the City’s development standards and project review/approval process to improve the quality of new development and to protect the public health and safety.

GOAL LU - 6 *Enhance and improve the visual image, economic vitality and infrastructure of the Old Town area, TOD, and surrounding areas, like the future Chapman corridor.*

Policy LU - 6.1 Vigorously implement the Old Town Revitalization Plan, adopted in 2016, TOD, and surrounding areas. Seek grants and other funding sources to implement.

Policy LU - 6.2 Promote economic revitalization for the Old Town and TOD area through business attraction and retention activities. Programs should include consultation and participation with businesses and residents of the area.

Policy LU - 6.3 Conduct, with assistance and cooperation of area merchants, special community events to encourage cultural awareness and community participation awareness of the Old Town and TOD area.

Policy LU - 6.4 Promote new businesses, mixed used projects, and re-use of historic structures in the Old Town and TOD districts. Monitor the TOD and Old Town zoning districts to determine if any amendments would help spur new development.

Policy LU - 6.5 Implement programs and projects that contribute to funding for new infrastructure in the Old Town and TOD districts, with a focus on private development funding and other infrastructure financing tools.

Policy LU - 6.6 Focus planning and economic development efforts to spur development and infrastructure improvement on major transportation corridors, such as the future Chapman Avenue corridor.

Policy LU - 6.7 Incorporate existing established businesses into new development in the Old Town and TOD districts.

Provision of High-Quality Infrastructure and Services

The provision of high-quality infrastructure service is vital to successful land use decisions. Land use decisions rely on the proper evaluation and implementation of infrastructure including roadways, public utilities and other services that support existing and new development. The establishment of diversity in transportation choices, such as bus routes, rail, shuttles, bike lanes, and the provision of high quality, well-maintained public facilities will ensure the long-term success of land use decisions.

GOAL LU - 7 *Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.*

- Policy LU - 7.1 Encourage a wide range of accessible public facilities and community services, including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services.
- Policy LU - 7.2 Identify public facility and service deficiencies, for example, through the Capital Improvement Program (CIP) and introduce priority projects into the City's budget process.
- Policy LU - 7.3 Coordinate and collaborate with other agencies providing public utility service to Placentia to define area-wide and regional needs, projects and responsibilities.
- Policy LU - 7.4 Coordinate the construction of all public utilities to minimize disruption of vehicular traffic and negative impacts on roadways.

GOAL LU - 8 *Continue to diversify transportation choices in Placentia for residents and businesses.*

- Policy LU - 8.1 Continue to facilitate the development of passenger-serving rail through the City, ensuring the construction of the proposed Metrolink stop to serve the Old Town area.
- Policy LU - 8.2 Identify locations for potential transportation facilities, such as parking facilities and transit stations, that serve both commuters and residents and include in future private and public redevelopment of these locations.
- Policy LU - 8.3 Identify transportation needs of senior citizens in the community and provide targeted services.
- Policy LU - 8.4 Provide all classes of bike lanes, bike paths, and bike routes throughout the city as new development or redevelopment occurs.
- Policy LU - 8.5 Consider new and innovative modes of transportation for inner city travel and for local regional travel, such as motorized bikes, scooters, ride-share, etc.
- Policy LU - 8.6 Consider providing parking management programs in commercial and residential areas where needed.
- Policy LU - 8.7 Facilitate the construction and management of a parking structure for the patrons of the Metrolink and Old Town area.

GOAL LU - 9 *Continue to provide a high quality of public infrastructure and services.*

- Policy LU - 9.1 Continue to improve the quality of public improvements through the capital budgeting process and through private development.

Policy LU - 9.2 Continue to identify new local, State and Federal funding sources to leverage local resources.

Policy LU - 9.3 Adopt a “Complete Streets” policy, which embodies the community’s intent to plan, design, operate and maintain streets so they are safe for all users of all ages and abilities. These policies shall guide the planning, design and construction of streets to accommodate all anticipated users, including pedestrians, bicyclists, public transit users, motorists and freight vehicles.

GOAL LU - 10 *Create enhanced connectivity with California State University Fullerton (CSUF) campus community.*

Policy LU - 10.1 Derive economic benefits through the provision of retail uses oriented toward consumer needs of the CSUF students and faculty.

Policy LU - 10.2 In creating the aforementioned corridor plans, the City shall take into consideration the nearby Cal State University Fullerton campus community and capitalize on its proximity.

Policy LU - 10.3 Where advantageous, link future land use and circulation considerations to the CSUF campus community.

3

Mobility Element

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3.1 INTRODUCTION



The Mobility Element of the General Plan represents the City's overall transportation management plan. The transportation plan includes both the physical transportation system itself such as streets, highways, rail lines, bicycle routes and sidewalks, as well as the various modes of transportation such as cars, buses, trucks, trains, bicycles, ridesharing, on demand service and pedestrians using these facilities. The City also recognizes the emergence of automated (self-driving) and inter-connected vehicles and the implications that this technology could have on the workforce, land use, urban design, and public transportation infrastructure. These various modes of transportation provide for the movement of people, goods, and products throughout the City. The circulation and transportation system provide a vital role in shaping, managing and operating the overall form and structure as well as economic development of the City as it connects various parts of the City internally and externally to the surrounding region.

In addition to the traditional vehicular transportation planning needs of the General Plan, the Mobility Element also addresses inter-connected transit and active transportation modes (pedestrians, bikeshare programs, and bicycles) to the level that recognizes the City's commitment toward advancing transportation innovation as well as long term sustainability as outlined in SB 375 (Senate Bill 375 The Sustainable Communities and Climate Protection Act of 2008 which supports the State's climate action goals to reduce greenhouse gas emissions through coordinated transportation and land use planning with the goal of more sustainable communities.)

The Mobility Element also encompasses the philosophies and requirements outlined in AB 1358 and SB 1000 (Assembly Bill 1358 Complete Streets Act of 2008, Senate Bill 1000) by planning for an interconnected multi-modal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.



The emergence of autonomous vehicles and other advanced mobility technologies (i.e., digital infrastructure) will require deliberate preparation and ongoing management and operation of the City's transportation system to ensure a safe, clean and efficient system for all segments of the community. Therefore, the Mobility Element incorporates autonomous vehicle policy provided by the National Association of City Transportation Officials' (NACTO) Policy Statement on Automated Vehicles,¹ released in 2016, and other resources with the understanding that approaches for integrating autonomous vehicles into the City's transportation system will evolve over time as new data and best practices become available. While the development and implementation of autonomously operating vehicles is largely driven by the private sector, public sector transportation professionals need to start looking at the interconnection of autonomous vehicles with public transportation management systems and adaptive traffic signal timing systems. At the time of this writing, autonomous and interconnected vehicle technologies are emerging industries that will evolve quickly over time rendering first generations of these technologies obsolete. The City's focus in this area is to

¹ National Association of City Transportation Officials (NACTO), Policy Statement on Automated Vehicles, published June 22, 2016

better understand how interconnection technologies should be built into the backbone traffic management system with scalability to ensure that public infrastructure can adapt to meet the needs of autonomous vehicle technology now and in the future.

The Mobility Element is closely related to the Land Use Element, since the circulation system must adequately handle future traffic conditions and provide the means to move people and goods through and within the City of Placentia. As vehicle ownership decreases and reliance on shared automated vehicle fleets increases, the City must also ensure that land use and infrastructure planning allow for adaptability and can capitalize on new mobility technologies.

Placentia shares its borders with the City of Fullerton to the west and Anaheim to the south. Many of Placentia's arterial roadways extend beyond the City's borders into these neighboring cities and beyond. Land use decisions and traffic patterns in these adjacent cities therefore have the potential to affect the quality of traffic flow and mobility in the City of Placentia, and in turn, traffic conditions and decisions made by the City of Placentia can affect these neighboring cities.

Many of the local, state, and regional transportation agencies encourage coordination of mobility elements among local planning agencies, and funding for new infrastructure and the maintenance of existing infrastructure can benefit from a regional approach.

One such agency is the Southern California Associate of Governments (SCAG) which is a Joint Powers Authority under California state law. It was established as an association of local governments and agencies that voluntarily convene to address regional issues. In addition, federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The agency 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.

The California Department of Transportation (Caltrans) is particularly interested in the transportation planning roles of local general plans and suggests that the following areas should be considered, with a goal of resolving transportation problems early enough in the process to avoid costly delays:

- Coordination of planning efforts between local agencies and Caltrans districts
- Preservation of transportation corridors for future multimodal system improvements;
- Development of coordinated transportation system management plans that include multimodal and transportation system demand strategies to achieve the optimal use of present and proposed infrastructure; and

- Identification of complete streets and multimodal improvements on state highway routes
- Coordinating state and local transportation planning is a key to the success of a mobility element

3.2 PRESENT DAY TRANSPORTATION SYSTEM



The City of Placentia is served by various major transportation facilities including two State Highways, major north-south and east-west arterials, and minor north-south and east-west roadways. Placentia also has a major transit provider, the Orange County Transportation Authority (OCTA), and one freight rail line (BNSF), on which the Southern California Regional Rail Authority (SCRRA, or Metrolink) operates a commuter rail line. Placentia has adopted two streetscape master plans for both its Transit Oriented District and Old Town Placentia project areas which are based on the “complete streets” concepts with the goal to enhance pedestrian facilities with improvements to sidewalks, curb ramps, signage, lighting, and streetscape amenities. Both master plans also expand multi-modal access to the planned Metrolink Station strategically located in between both project areas by adding dedicated Class II bike lanes, narrower roads and one-way traffic to slow vehicle speeds, landscape improvements and pedestrian buffers, all with the intent to enhance the pedestrian and bicycle environment. In the Transit Oriented Development District (see Land Use Map), one development in particular has an opportunity to connect directly to the Metrolink platform.

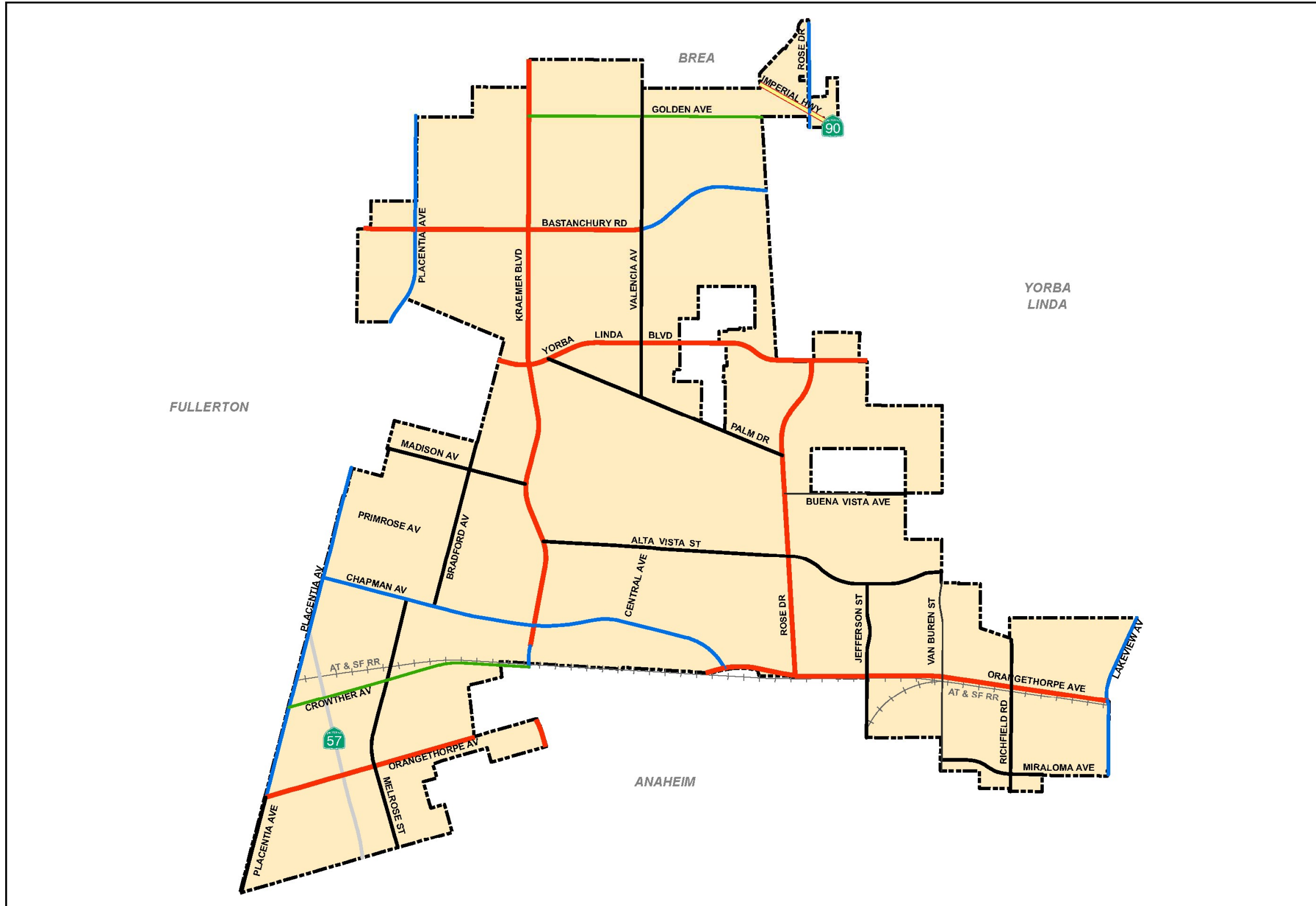
Roadways, Designated Truck Routes, and Analysis of Present Day Traffic Conditions

The Orange County Master Plan of Arterial Highways (MPAH) establishes a countywide surface roadway network intended to provide a guideline for the development of an inter-community arterial highway system to effectively serve existing and future land uses in the County. The MPAH provides a tool for coordination of the transportation and land use planning and implementation processes engaged in by the various cities, the County, and adjacent jurisdictions. Consistency with the MPAH ensures that each city and the County implement the same base transportation network using similar standards and assumptions. The Orange County 2017 MPAH network is shown on Exhibit 3-1.

The two principal goals of the MPAH are to provide a countywide circulation (arterial highway) system to accommodate regional travel demand, and to provide an arterial highway system that supports City and County land use policies. Consistency with the MPAH is required for local agencies to be eligible for Orange County Measure M2 funding. Local agency mobility elements are required to include all roadways that are included on the MPAH, and to be consistent with the functional classifications described in the MPAH and shown on the MPAH map.

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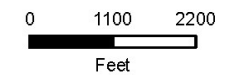
Exhibit 3-1. Orange County Master Plan of Arterial Highway (MPAH)



PLACENTIA
Rich Heritage, Bright Future

LEGEND

- Major Arterial
- Primary Arterial
- Secondary Arterial
- Two-Lane Divided Collector
- Augmented Arterial (Smart Street)
- Collector
- + + Railroad
- Placentia City Limits



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There are eight major functional classifications of streets included in the MPAH, including smart streets, principal arterials, major arterials, primary arterials, secondary arterials, divided collector, collectors, and local streets. These various classifications have been developed to provide regional traffic movement and local access. The principal, major and primary arterial classifications, and smart streets primarily serve through traffic. Secondary, divided collector and collector arterial highways or streets function as collectors funneling traffic from local streets to primary, major, and principal arterials. Each functional classification that exists within the City of Placentia is described below, along with the specific roadways falling within each classification. The majority of the major, primary and secondary arterials within the City are built out to their full paved cross sections, with curb, gutter and sidewalk.

Table 3-1 provides a general description of the existing configurations of the major streets in the City.

Table 3-1. General Description of Roadways, Existing Conditions

Roadway	Functional Classification	Existing Lanes ¹	LOS E Capacity
Imperial Highway*	Major Arterial	6D	56,300
Golden Avenue*	Divided Collector	2D	12,500
Bastanchury Road	Primary Arterial	4D	37,500
Yorba Linda Boulevard	Modified Major Arterial	4D-6D	56,300
Palm Drive	Primary Arterial	2D-4D	37,500
Madison Avenue	Secondary	2D	12,500
Buena Vista Avenue	Primary Arterial	2D-4D	37,500
Alta Vista Street	Primary Arterial	2D/4D	37,500
Chapman Avenue	Modified Primary Arterial	4D	37,500
Crowther Avenue*	Divided Collector	2D-3D	25,000
Orangethorpe Avenue	Primary Arterial	4D-6D	37,500
Miraloma Avenue	Secondary Arterial	4U	25,000
Placentia Avenue	Secondary Arterial	4D	25,000
Melrose Street	Secondary Arterial	3D-4D	25,000
Bradford Avenue	Secondary	2U	12,500
Kraemer Boulevard	Primary Arterial	4D-6D	37,500
Valencia Avenue	Secondary Arterial	4D	25,000
Rose Drive	Primary Arterial	4D	37,500
Jefferson Street	Secondary Arterial	2U-4U	25,000

Roadway	Functional Classification	Existing Lanes ¹	LOS E Capacity
Richfield Road	Secondary Arterial	4D	25,000
Lakeview Avenue	Primary Arterial	4D	37,500
Van Buren Street	Secondary Arterial	2U/2D	2,500

SOURCE: KOA Corporation, 2012

Note 1: U = Undivided; D = Divided

*Golden Avenue and Crowther Avenue were reclassified as part of separate amendments to the MPAH approved by the OCTA Board of Directors in 2017

Table 3-2 lists a description of the 2040 General Plan configurations of the major streets in the City, based on the Orange County MPAH.

Table 3-2. General Description of Roadways, MPAH Conditions

Roadway	Functional Classification	MPAH Lanes ¹	LOS E Capacity
Imperial Highway	Major Arterial	6D	56,300
Golden Avenue*	Collector	2D	22,000
Bastanchury Road	Major Arterial	6D	56,300
Yorba Linda Boulevard	Major Arterial	6D	56,300
Palm Drive	Secondary Arterial	4U	25,000
Madison Avenue	Secondary Arterial	4U	25,500
Buena Vista Avenue	Collector	2-4U	10,000-25,000
Alta Vista Street	Secondary Arterial	4U	25,000
Chapman Avenue	Primary Arterial	4D	37,500
Crowther Avenue*	Collector	2D	22,000
Orangethorpe Avenue	Major Arterial	6D	56,300
Miraloma Avenue	Secondary Arterial	4U	25,000
Placentia Avenue	Primary Arterial	4D	37,500
Melrose Street	Secondary Arterial	4U	25,000
Bradford Avenue	Secondary Arterial	4U	25,000
Kraemer Boulevard	Primary Arterial	4D-6D	37,500-56,300
Valencia Avenue	Secondary Arterial	4U	25,000

Roadway	Functional Classification	MPAH Lanes ¹	LOS E Capacity
Rose Drive	Major Arterial	6D	56,300
Jefferson Street	Secondary Arterial	4U	25,000
Richfield Road	Secondary Arterial	4U	25,000
Lakeview Avenue	Primary Arterial	4D	37,500
Van Buren Street	Secondary Arterial	2U	12,500

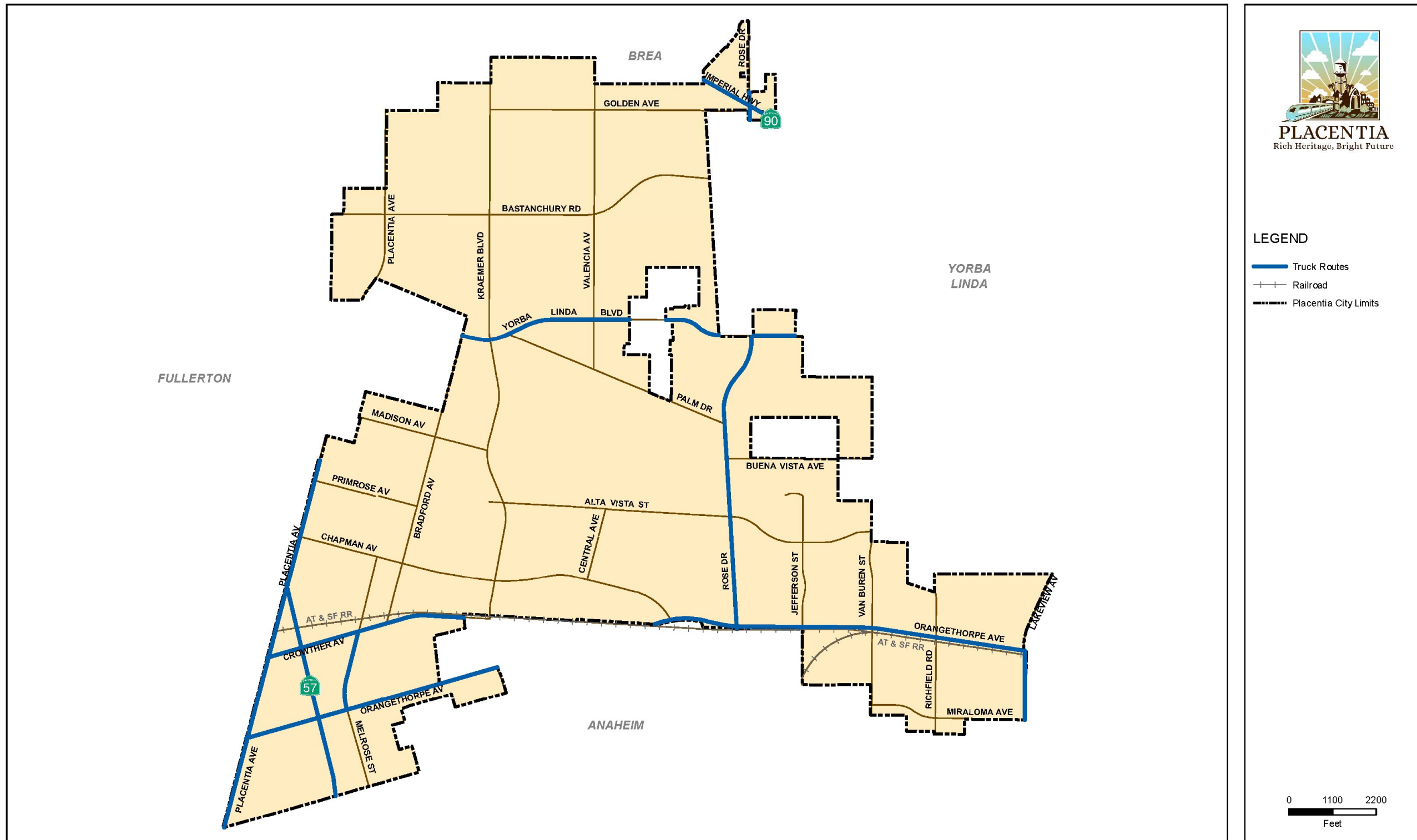
SOURCE: KOA Corporation, 2012

*Golden Avenue and Crowther Avenue were reclassified as part of separate amendments to the MPAH approved by the OCTA Board of Directors in 2017. Imperial Highway is a Caltrans highway.
 Note 1: U = Undivided; D = Divided

The City of Placentia has designated truck routes that allow for the movement of truck traffic where they would cause the least amount of neighborhood intrusion, and where noise and other impacts on residential areas and other sensitive land uses would be minimized. Figure 3-2 (Existing Truck Routes) shows the City’s truck routes along the Orange Freeway (SR-57), Placentia Avenue, Melrose Street, Rose Drive, Lakeview Avenue, Imperial Highway, Yorba Linda Boulevard, Chapman Avenue, Crowther Avenue, and Orangethorpe Avenue. Crowther Avenue will be removed from the approved list of truck routes once the TOD project area is fully developed.

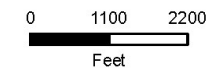
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Exhibit 3-2. Existing Truck Routes



LEGEND

- Truck Routes
- Railroad
- Placentia City Limits



Truck Routes

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Level of Service Criteria

Orange County Congestion Management Program (CMP) criteria and the City’s traffic study guidelines were used to establish assessment criteria for long-range impacts of the projected growth in the City’s planning area. Two types of analyses are used to assess traffic: the Intersection Capacity Utilization (ICU) and the Highway Capacity Manual (HCM) methodologies, both of which were used to measure existing and future traffic. The ICU method measures capacity levels (reserve capacity or overcapacity), while the HCM method quantifies delay. The City’s current General Plan defines LOS D as an acceptable level of service, while Orange County defines LOS E as acceptable for CMP intersections. The City of Placentia has five CMP intersections: Rose Drive and Del Cerro Drive; Del Cerro Drive and Orangethorpe Avenue; Rose Drive and Imperial Highway; State Route (SR) 57 northbound ramps and Orangethorpe Avenue; and SR 57 southbound ramps and Orangethorpe Avenue.

Roadway Segment Level of Service Definition

Roadway segment level of service or operating conditions is generally defined in terms of a scale ranging from LOS A (free flow) to LOS F (highly congested). Forecasting the expected daily traffic volume for each roadway segment and comparing this volume to the appropriate Level of Service capacity for that roadway classification determines level of service. The daily traffic volume is forecast based on the County traffic model forecast. Level of service criteria for roadway segments was obtained from the document Guidance for Administration of the Orange County Master Plan of Arterial Highways (OCTA, August 14, 2017), as defined in Table 3-3 below.

Table 3-3. Roadway Segment Level of Service Definitions

Level of Service	Interpretation
A	LOS A describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow
B	LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	LOS C describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between

Level of Service	Interpretation
D	LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40%
F	LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.

SOURCE: Guidance for Administration of the Orange County Master Plan of Arterial Highways (OCTA, August 14, 2017)

The MPAH defines the goal for highway design capacity as providing a Level of Service C or better on arterial highway links. The LOS indicators are based on the volume of traffic for designated sections of roadway during a typical day and the practical vehicular capacity of that roadway segment. These indicators are used to illustrate general traffic conditions along the City’s roadways. They are not necessarily an indicator of specific operational issues or needs on a specific roadway segment.

For planning purposes, the MPAH assigns roadway capacities and levels of service based on number of lanes and roadway classification. The Mobility Element uses these established maximum roadway capacities along with the roadway daily traffic volumes to determine level of service for the roadway segments. Roadway segment level of service thresholds based on maximum roadway capacity, number of lanes and roadway classification are shown in Table 3-4.

Table 3-4. Roadway Segment Level of Service Thresholds

Facility Type	Lane Configuration	Levels of Service					
		A	B	C	D	E	F
Principal Arterial	8 Lanes Divided	45,000	52,500	60,000	67,500	75,000	—
Major ¹	6 Lanes Divided	33,900	39,400	45,000	50,600	56,300	—
Primary ²	4 Lanes Divided	22,500	26,300	30,000	33,800	37,500	—

Facility Type	Lane Configuration	Levels of Service					
		A	B	C	D	E	F
Divided Collector	2 Lanes Divided	9,000	12,000	15,000	20,000	22,000	
Secondary	4 Lanes Undivided	15,000	17,500	20,000	22,500	25,000	—
Collector	2 Lanes Undivided	7,500	8,800	10,000	11,300	12,500	—

Note 1: Includes "Modified Major"

Note 2: Includes "Modified Primary"

SOURCE: Guidance for Administration of the Orange County Master Plan of Arterial Highways (OCTA, August 14, 2017)

As indicated, roadway segment level of service is based on a range of traffic volumes by functional roadway classification. It indicates the appropriate roadway classification and number of through travel lanes for roadways based upon expected daily usage. Daily roadway capacity and level of service is most appropriately used as a screening check to determine the need for more detailed peak hour analysis and to assist in determining the appropriate mitigation measures. In the City of Placentia, all roadway segments operate at an acceptable level of service.

Intersection Level of Service Definition

Intersection level-of-service is used to both quantitatively and qualitatively describe operating conditions at both signalized and unsignalized roadway intersections. Level of Service for intersections is a report-card scale used to indicate the quality of traffic flow. Levels of service range from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). Brief definitions of intersection level of service are described in Table 3-5. The intersection level-of-service analysis is based on both the ICU and HCM methodologies. The ICU methodology is generally based on critical volume/capacity ratios, and the HCM methodology is based on average delay at the intersection. The AM and PM peak hour level-of-service analyses were conducted for the study intersections based on these methodologies. The reported level-of-service is for the "worst case" analysis (either ICU or HCM method). Table 3-5 presents the relationship between level of service and ICU, and level of service and stop delay for signalized intersections, and level of service and stop delay for unsignalized intersections. Table 3-6 provides intersection LOS thresholds based on the HCM method of delay.

Table 3-5. Intersection Level of Service Definitions

Level of Service	Definition
A	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.

Level of Service	Definition
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCES: Transportation Research Board, *Highway Capacity Manual* (2000); Orange County Transportation Authority, *Orange County Congestion Management Plan* (October 2009)

Table 3-6. Intersection Level of Service Thresholds

Level of Service	Intersection Capacity	Signalized Intersection Control Delay	Unsignalized Intersection Control
A	0.000–0.600	0 – 10	0 – 10
B	0.601–0.700	10.1 – 20	10.1 – 15
C	0.701–0.800	20.1 – 35	15.1 – 25
D	0.801–0.900	35.1 – 55	25.1 – 35
E	0.901–1.000	55.1 – 80	35.1 – 50
F	> 1.000	More than 80	More than 50

Note 1: Applies to both boulevard stop and all-way stop intersections
 SOURCE: Transportation Research Board, *Highway Capacity Manual* (2010)

Traffic counts obtained by the City and OCTA were utilized to calculate the level-of-service values for the 42 study intersections. The peak hour factors based on the counts were used for the existing LOS values calculations. The majority of the City’s intersections are operating at an acceptable Level of Service D or better condition for both the AM and PM peak hours. However, in 2017 there were two signalized study intersections operating at unacceptable LOS E or LOS F conditions during the AM peak hour:

- Morse Avenue at Kraemer Boulevard during the AM peak hour
- Madison Avenue at Kraemer Boulevard during the AM peak hour

These two intersections on Kraemer Boulevard are part of the Regional Traffic Signal Synchronization Program (TSSP). At the time of this writing, the signal timing plans are still being prepared and there will be a subsequent two-year maintenance and operation period where the timing will be analyzed and refined during this time as needed. The traffic operation at these two intersections is expected to be improved after the implementation of TSSP is completed.

Intersection Improvements for Current General Plan Scenario

Recommended measures to improve operating conditions at six specific intersections under the Current General Plan Scenario are presented below. The proposed improvements are expected to mitigate the negative effects of increased traffic through incorporation of various traffic control and intersection capacity improvement measures.



Traffic volumes at the intersection of Rose Avenue and Imperial will increase primarily as a result of regional traffic growth. This increase in traffic volumes will require improvements to this intersection by 2040. This intersection and traffic signal is owned and managed by Caltrans and the City has a limited amount of right-of-way near the intersection. City staff are working with Caltrans staff to incorporate the modest mitigation measure noted above in Caltrans’ budget and work plan. The following improvements are recommended to improve traffic conditions:

- Install Westbound Right-Turn Overlap Traffic Signal Phasing
- Optimize Signal Timing

These changes will improve operating conditions at the intersection of Rose Drive at Imperial Highway to Level of Service E, considered acceptable for State

Highway intersections. Proposed General Plan Intersection impacts result in the Rose/Imperial intersection operating at LOS E AM and LOS E PM.

Kraemer Boulevard at Morse Avenue

This intersection is currently operating at a LOS value of F during the AM peak hour. The intersection would continue to operate at a LOS value of F during the AM peak hour under the current General Plan scenario. The following improvements are therefore recommended to improve operating conditions:

- Restripe the westbound left-through lane to a left-turn only lane
- Restripe the westbound right-turn only lane to through-right turn lane

This change will improve operating conditions at the intersection of Kraemer Boulevard and Morse Avenue to a LOS value of B during the AM peak hour. This intersection is part of the Regional TSSP. The traffic operation at this intersection is expected to be improved after the implementation of TSSP is completed.

Rose Drive at Palm Drive

The regional growth in traffic will result in traffic volume increases on Rose Drive which will require improvements to this intersection by 2040. Additional southbound through capacity will be required to improve operating conditions during the AM peak hour. This will be consistent with the MPAH. The southbound approaches at the intersection currently include one left-turn only lane, one through lane and one through-right turn lane. The through-right turn lane is approximately 21 feet wide. Therefore, the study considered a defacto right-turn lane under the existing conditions for LOS analysis.

The following improvements are therefore recommended at the intersection of Rose Drive and Palm Drive, and the proposed improvement can be accomplished by restriping alone:

- Restripe the southbound approaches to the following configuration:
 - 1 left-turn only lane
 - 2 through lanes
 - 1 through-right turn lane

This change will improve operating conditions at the intersection to a LOS value of C during the AM peak hour, considered acceptable by the City.

Chapman Avenue at Kraemer Boulevard

Additional northbound left-turn capacity will be required to improve operating conditions at this intersection during the PM peak hour. The following improvements are therefore recommended at the intersection of Kraemer Boulevard and Chapman Avenue to improve operating conditions:

- Northbound left-turn phasing changed from protected to protected and permissive

This change will improve operating conditions at the intersection from a LOS value of E to a LOS value of C during the PM peak hour. This intersection is part of the Kraemer Boulevard Regional TSSP. The traffic operation at this intersection is expected to be improved after the implementation of the TSSP is completed.

Orangethorpe Avenue at SR-57 Northbound Off Ramp

Expected traffic volumes increases on Orangethorpe Avenue at SR -57 Freeway, due primarily to regional traffic growth will require capacity improvements to maintain acceptable operating conditions. The following improvements are recommended to improve traffic conditions:

- Restripe the Northbound Off Ramp to the following configuration:
 - 1 left-turn only lane
 - 1 left-right shared lane
 - 1 right-turn only lane

This change will improve operating conditions at the intersection of Orangethorpe Avenue at SR -57 Northbound Ramps from a LOS value of E to a LOS value of C during the PM peak hour.

Orangethorpe Avenue at Melrose Street

Additional northbound left-turn capacity will be required to improve operating conditions at this intersection during the PM peak hour. The following improvements are recommended to improve traffic conditions at this intersection:

- Northbound left-turn phasing changed from protected to protected and permissive
- This change will improve operating conditions at this intersection from a LOS value of F to a LOS value of C during the PM peak hour.

Transit Service

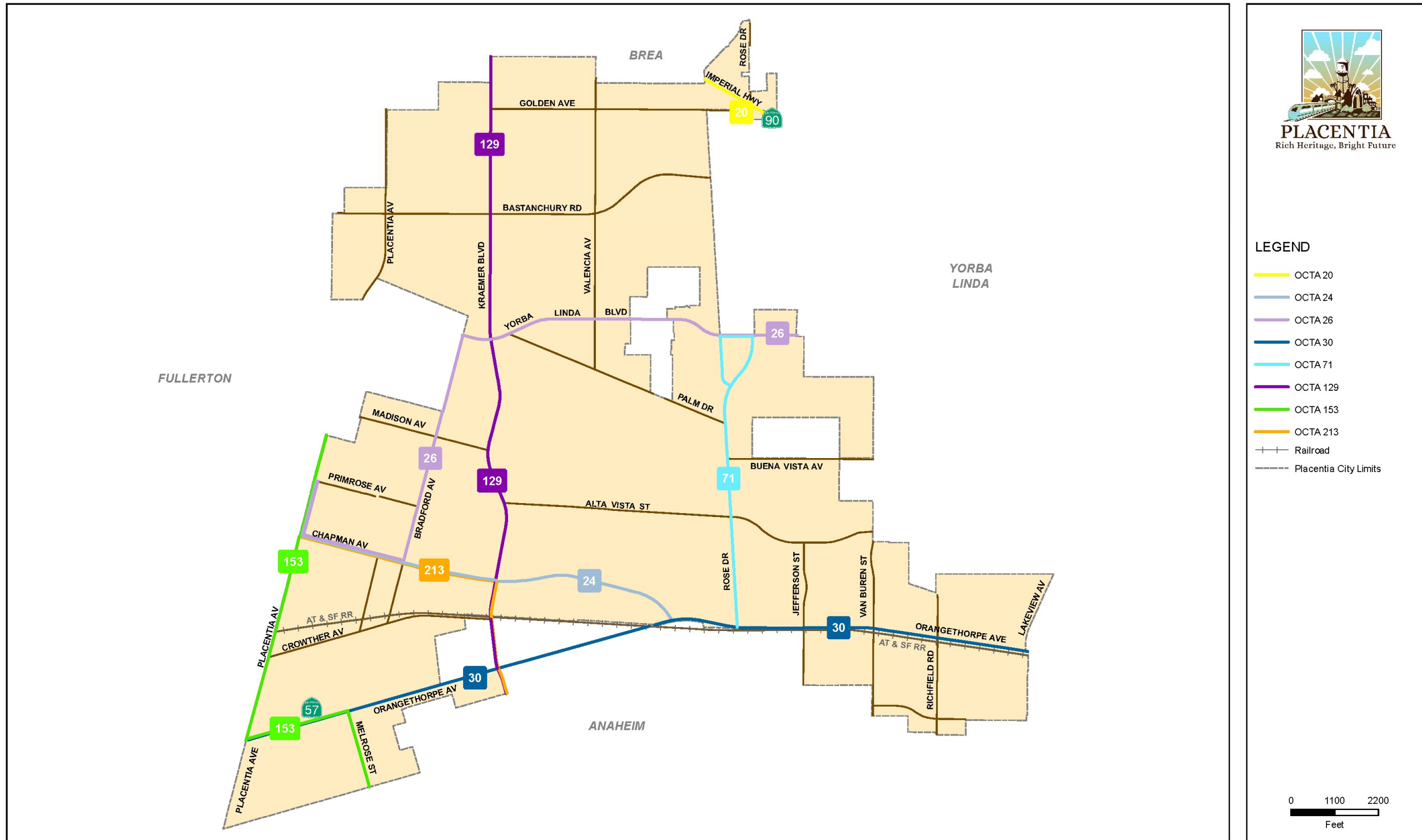


The Orange County Transportation Authority (OCTA) provides fixed route bus, commuter bus and paratransit services within the City. OCTA operates seven fixed bus routes providing service to Placentia, La Habra, Brea, Yorba Linda, Orange, Anaheim, Fullerton, Santa Ana, and other cities. Bus stops are located approximately 0.25 mile apart along major routes in the City. Most routes operate 7 days a week. Figure 3-3 provides a map of the existing transit routes in the City of Placentia.

The following provides brief descriptions of each transit route serving the City:

- OCTA Route 24 travels from the City of Buena Park to the City of Orange via Malvern Avenue, Chapman Avenue, and Tustin Avenue. This route operates Monday through Friday with weekday headways of 60 minutes AM and PM peak periods
- OCTA Route 26 travels along Chapman Avenue, Bradford Avenue, and Yorba Linda Boulevard with the eastern extent and western extent respectively Placentia Avenue and Rose Drive. The route has weekday headways of 15/30 minutes AM and PM peak periods.
- OCTA Route 30 travels from the City of Cerritos to the City of Anaheim via Orangethorpe Avenue. This route operates both weekdays and weekends and has a weekday headways of 30 minutes AM and PM peak periods.
- OCTA Route 71 travels along Rose Drive within the City of Placentia with Yorba Linda Boulevard and Orangethorpe Avenue being its north and south extents respectively. This route operates with a Monday through Friday headway of thirty minutes and a fifty-minute interval Saturday and Sunday.

Exhibit 3-3. Existing Transit Routes



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OCTA Route 129 operates along Kraemer Boulevard within the City of Placentia with the north and south extents being Golden Avenue and Orangethorpe Avenue respectively. This route operates both weekdays and weekends with a headway of 65-minute AM and PM peak periods.

- OCTA Route 153 travels Placentia Avenue, Orangethorpe Avenue, and Melrose Street within the City of Placentia. The routes north and south operation extents respectively are Madison Avenue and La Jolla Street. This route operates on both weekdays and weekends, and weekday headways of 45 minutes AM peak and 50-minute PM peaks.
- OCTA Route 213/A travels along Chapman Avenue and Kraemer Boulevard with operation extents of Placentia Avenue and La Jolla Street within the City of Placentia. This route operates Monday through Friday with an average headway of 30 minutes.

OCTA will be adding a new bus stop on Crowther Avenue to serve the new Placentia Metrolink Station and may consider rerouting an existing bus route to serve this new bus stop.

As part of OCTA's Senior Mobility Program (SMP), the City of Placentia provides a curb-to-curb Dial-A-Ride transportation service for Seniors 65 and older and persons with disabilities who are residents of the City of Placentia. It operates Monday through Friday (except holidays) from 7:30 AM until 4:30 PM to destinations within Placentia as well as Saint Jude Medical Center. The OCTA ACCESS program provides paratransit service for disabled persons. Vanpool service is available by local privately owned companies to major destinations such as commercial and employment centers.

Bicycle and Pedestrian Facilities



As the principal non-motorized transportation modes, bicycling and pedestrian options in conjunction with improved transit availability and flexibility are cost-effective ways of reducing congestion, improving air quality, and achieving mobility goals. Meeting the needs of residents and visitors for non-transportation options by providing additional bikeway facilities and programs will contribute toward reaching the City's transportation goals.

The Mobility Element contains goals and policies to enable the City to develop and adopt a bicycle master plan in the future. The Mobility Element and recommended future bicycle master plan will enable the City of Placentia to become eligible for a variety of outside funding sources to implement the bicycle master plan.

The City of Placentia currently has over 13.2 miles of existing bikeways, including 1 mile of Class I bike paths, 8 miles of Class II bike lanes, and 4 miles of Class III bike routes. An additional 4 miles of Class I, 11.4 miles of Class II, and 2.6 miles of Class III bikeways are planned.

The existing and proposed Placentia bikeway network is shown on Figure 3-4. The three existing bikeway facility types provided for in the City are described below – Class I bike paths (off-road paved), Class II bike lanes (on-road striped and signed), and Class III bike routes (on-road signed). The City shall continually seek out new opportunities to implement new bike facilities throughout the community.

Class I Bike Paths

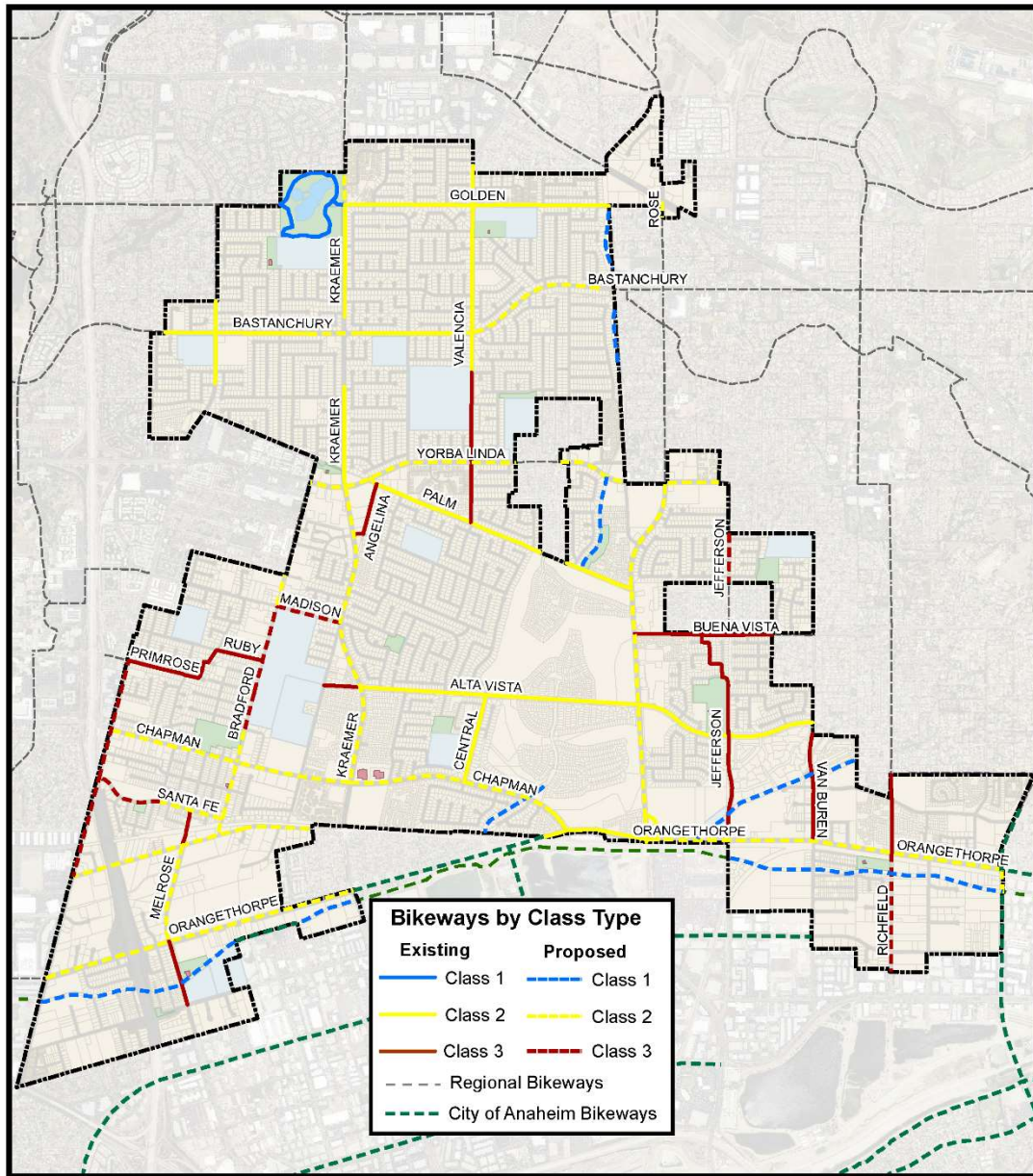
Class I bike paths are located off roadways, with at-grade or grade-separated roadway crossings. Class I bike paths are paved and do not allow motor vehicle traffic. Class I bike paths are typically located along long uninterrupted corridors such as rivers, creeks, flood control channels, and railroad rights-of-way. Class I bike paths adjacent to flood control channels, inland waterways, and railroad rights-of-way are primarily intended for bicyclists but are often shared by other recreational users such as walkers, runners, and equestrians. There is an existing Class I bicycle loop around the lake in Tri-City Park, however, the park was turned over to the County of Orange, and the facility is now part of the County park system.

Class II Bike Lanes



Class II bicycle facilities are signed and striped bicycle lanes located to the right of the vehicle traffic lane along a roadway. Bicycle lanes are typically located along collector and arterial roadways that provide connections through the City street system. They are the primary bike routes in the City. Class II facilities are not as attractive to bicyclists as Class I routes, as they must be shared with vehicle traffic, but they generally are more feasible to develop and provide access to more destinations, since they can potentially be implemented on many different types of streets.

Exhibit 3-4, Existing and Proposed Bike Network



Class III Bike Routes

Class III bike routes are signed as bikeways intended to provide continuity to the bikeway system. Typically, Class III bike routes have no designated area for bicyclists as they are shared with motor vehicles on the street. Additional enhancements of Class III facilities can be provided by adding markings along the route. There are numerous existing Class III bicycle facilities in the City totaling approximately 4.4 miles. These facilities include a loop road around the lake in Tri-City Park. The park was recently turned over to the County of Orange for operation and maintenance.

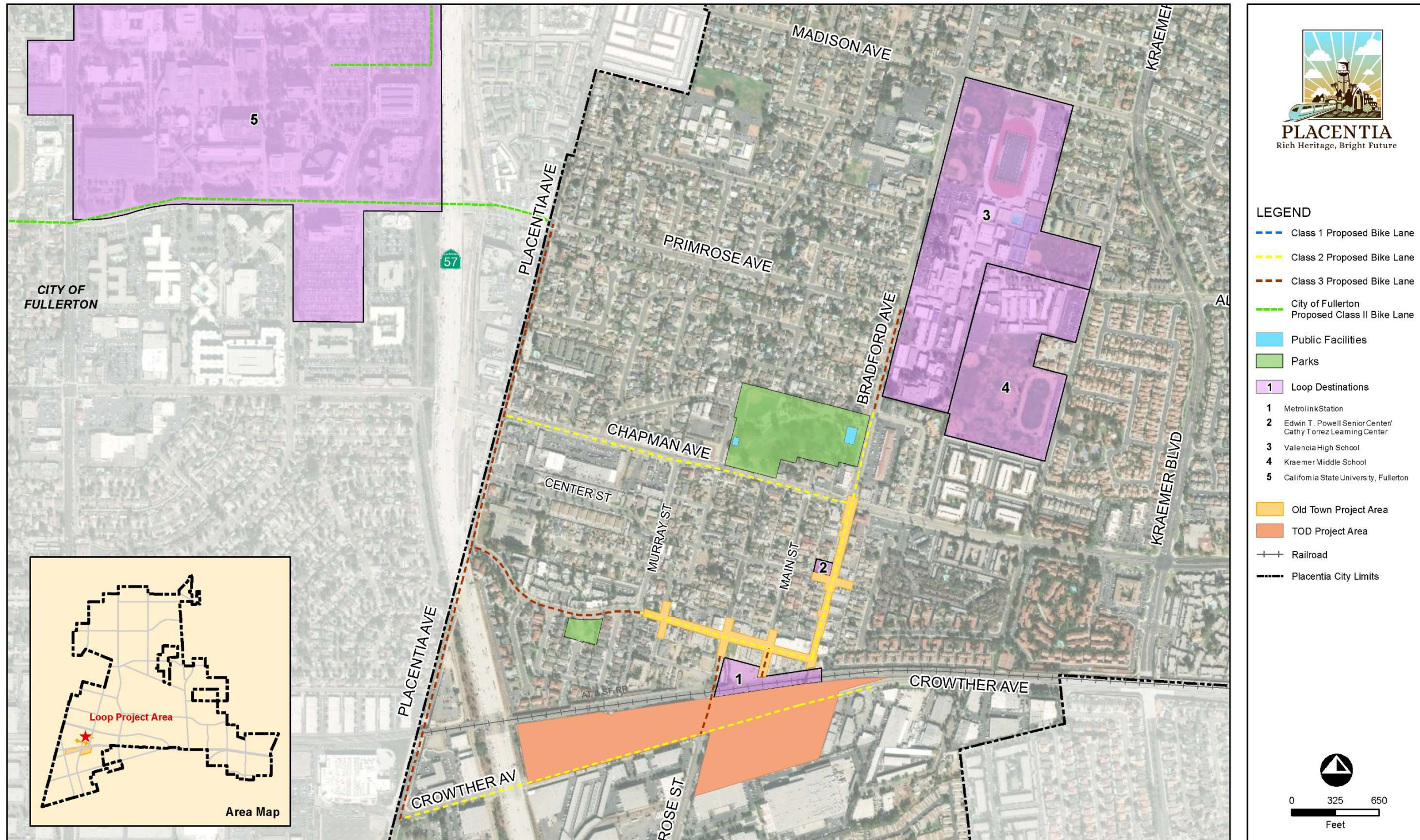
Class IV Bike Routes

Class IV separated bikeways are on-street facilities reserved for use by bicyclists, with physical separation between the bikeway and travel lanes. Separated bikeways can be one-way facilities on both sides of the street or two facilities on one side of the street. Physical separation can include concrete curbs, landscaping, parking lanes, bollards, or other vertical elements. Class IV bikeways are not Class I shared-use paths or Class II bike lanes as they are on-street yet physically separated from vehicle traffic. There are currently no Class IV bikeways in the City of Placentia however there are several potential locations around the City where Class IV facilities can be implemented.

Go Placentia Loop

The Go Placentia Loop is a master planned bikeway network linking the planned Placentia Metrolink Station with the Transit Oriented District (TOD) to the south, Old Town Placentia to the north and other nearby destinations, most notably California State University, Fullerton. The Loop will be a combination of various bike lanes and routes that will provide bicyclists with on-street facilities as part of a larger planned multi-modal transportation network within both project areas. Detailed Streetscape Master plans were adopted by the City Council for both the TOD and Old Town project areas which include the future construction of extensive pedestrian and bicycle facilities that will serve transit riders arriving at the Placentia station as well as existing and future residents who live within both project areas. Our local Go Placentia Loop will connect to the overall Orange County (OC) Loop, which plans 66 miles of seamless connections throughout Orange County, giving people an opportunity to bike, walk, and connect to some of California's most scenic beaches and inland reaches. Exhibit 3-5

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Current Pedestrian Network

Pedestrian facilities are critical when planning for pedestrian connectivity and enhancing the walkability of neighborhoods and commercial districts. The City of Placentia is generally laid out on a grid street pattern, which affords pedestrian connectivity throughout much of the City. The City provides sidewalks on the majority of these streets, and many are equipped with enhanced pedestrian facilities such as curb ramps, pedestrian crosswalks, and tactile Americans with Disabilities Act (ADA) pads to provide connectivity and accessibility to major attractions such as shopping centers, schools, and parks.



Rail Transportation

Both freight and passenger railroads operate through the City of Placentia. The Burlington Northern Santa Fe Railway (BNSF) operates a major double-track freight rail line known as the Orange County Gateway along the Orangethorpe Corridor. This rail line connects the Ports of Los Angeles and Long Beach with the Inland Empire and Midwest United States. Currently more than 70 freight trains and 12 passenger trains per day use this rail line. By Year 2030 it is forecast that over 150 trains per day, or a train every 10 minutes, will use this line.

The OCTA railroad grade separation (OC Bridges) projects were recently completed to physically separate rail and highway traffic at five at-grade rail/highway grade crossings in the City. The grade separation projects have eliminated significant delays to north-south vehicle traffic due to increasing freight and passenger rail traffic on the double-track BNSF rail line adjacent to and south of Orangethorpe Avenue. The grade separation locations are as follows, listed from west to east:

- Placentia Avenue north of Crowther Avenue

- Kraemer Boulevard at Crowther Avenue
- Orangethorpe Avenue west of Chapman Avenue
- Rose Drive/Tustin Avenue at Orangethorpe Avenue
- Lakeview Avenue at Orangethorpe Avenue

The nearest train station for residents of Placentia is in Fullerton, which is served by both Metrolink and Amtrak. A new Metrolink Station in Placentia will be constructed by 2020 and will be located near the intersection of Melrose Avenue and Crowther Avenue in the heart of Old Town. This station will serve both the Metrolink 91 Line and the Inland Empire-Orange County Line. Currently, 10 Metrolink trains per day use the rail line that passes through Placentia, with train frequencies expected to increase to 13 trains per day by the time the Placentia Metrolink station is completed. In addition to the train station, a new 4-story 246 space parking structure will be built adjacent to the station to accommodate Metrolink riders.

3.3 THE FUTURE TRANSPORTATION SYSTEM

The Future Transportation System is developed by evaluating the improvements necessary to accommodate the land use increases planned for by the City. The majority of proposed land use changes are through the redevelopment of existing developed parcels rather than development of currently vacant land. The City proposes no net changes to commercial land uses and a 14% increase in high density residential uses, with increases in the following categories:

- High Density Residential – 19.2 acres
- Parks – 5.7 acres
- Schools and Institutional – 13.3 acres
- Specific Plan – 11.8 acres

An analysis was performed to determine the amount of additional traffic that would be added from these land uses, and what impact, if any, this additional traffic would have on the existing roadway. Finally, improvements that would mitigate the impacts were proposed

Future Traffic Conditions

Forecasted (2040) daily traffic volumes are shown in Figure 3-6. The majority of the roadway segments are expected to operate at acceptable conditions with the proposed land use increases, with the exception of the following segment:

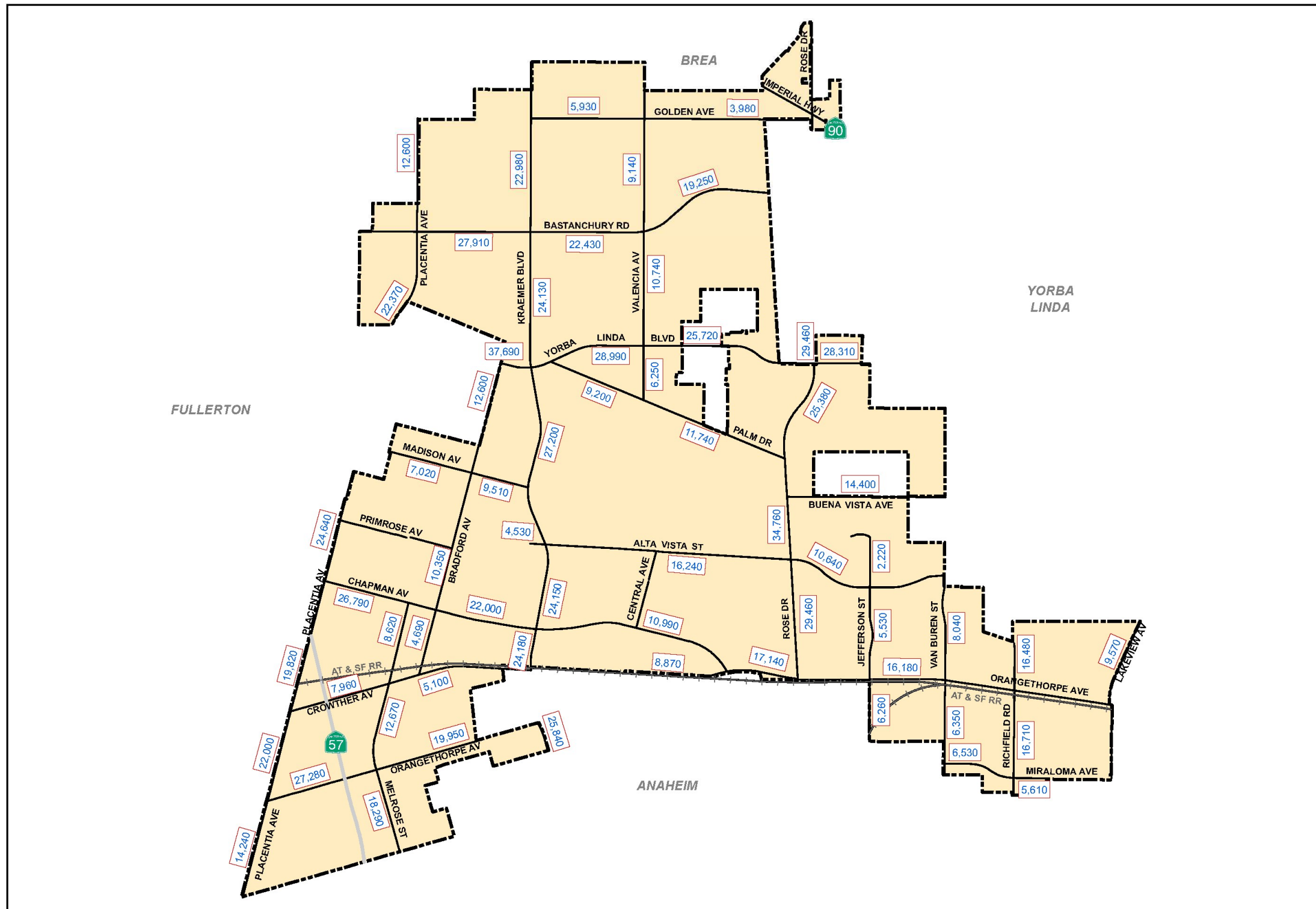
- Rose Drive between Alta Vista Street and Palm Drive

Future Traffic Conditions at Intersections

An analysis was similarly conducted to determine the impact, if any, on intersections from the proposed land use increases. The majority of the intersections in Placentia are expected to operate at acceptable levels of service under the Proposed General Plan scenario. The following five intersections are expected to operate at unacceptable LOS E or F conditions during AM and/or PM peak hours:

- Rose Drive at Imperial Highway (Caltrans intersection)
- Morse Avenue at Kraemer Boulevard AM peak hour
- Kraemer Boulevard and Chapman Avenue PM peak hour
- SR-57 NB Off Ramps at Orangethorpe PM peak hour
- Melrose Street at Orangethorpe Avenue PM peak hour

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PLACENTIA
Rich Heritage, Bright Future

LEGEND

- 5,930 Average Daily Traffic
- Railroad
- Placentia City Limits

0 1100 2200
Feet

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Recommended Roadway and Intersection Improvements

The combined effects of regional traffic growth and local land use changes are forecast to result in declines in levels of service to below acceptable levels on one roadway segment and at five specific roadway intersections. The expected declines in levels of service can be addressed through improvements to general roadway configurations consistent with planned MPAH classifications and through specific intersection improvements. Recommendations for changes to these roadways and intersections to improve operating conditions are presented below.

Roadway Improvements for Proposed General Plan Scenario

Roadway improvements are recommended for one additional roadway segment for the General Plan scenario. The recommended improvements are consistent with the planned MPAH configurations of this roadway and will improve operating conditions both for this roadway segment and for the intersection within the segment limits.

- Rose Drive between Alta Vista and Palm – restripe roadway as a 6-lane Major Arterial with southbound approaches at Palm Drive to be restriped with 1 left-turn only lane, 2 through lanes, 1 through-right turn lane

Intersection Improvements for Proposed General Plan Scenario

Five intersections are expected to have unacceptable levels of service under the Proposed General Plan scenario, presented below. The expected LOS after improvement is also listed.

- Rose Drive at Imperial Highway – Install westbound right-turn overlap traffic signal phasing and optimize signal timing:
 - LOS AM: E
 - LOS PM: E

This is a Caltrans intersection and traffic signal and the City has a limited ability to implement these improvements. City staff will work with Caltrans staff to incorporate these improvements into a future Caltrans capital improvement project.

- Morse Avenue At Kraemer Boulevard – Restripe the westbound left-through lane to left-turn only lane and restripe the westbound right-turn only lane to through-right turn lane
 - LOS AM: B
 - LOS PM: A
- Chapman Avenue at Kraemer Boulevard – Northbound left-turn phasing changed from protected to protected and permissive
 - LOS AM: C
 - LOS PM: C

- Orangethorpe Avenue at SR-57 Northbound Off Ramp – Restripe the Northbound Off Ramp to the following configuration: 1 left-turn only lane, 1 left-right shared lane and 1 right-turn only lane
 - LOS AM: A
 - LOS PM: C
- Orangethorpe Avenue at Melrose Street – Northbound left-turn phasing changed from protected to protected and permissive
 - LOS AM: C
 - LOS PM: C

Table 3-7 shows forecast LOS with and without identified mitigations

Table 3-7. Change in Level-of-Service with Improvements, Study Intersections, Proposed General Plan Scenario

ID	Study Intersections	Peak Hour	Proposed General Plan				With Mitigation			
			ICU	HCM	LOS	LOS Below Acceptable Level?	ICU	HCM	LOS	LOS Below Acceptable Level?
3	Rose Dr. at Imperial Hwy*	AM	0.921	64.9	E	Yes	0.921	61.0	E	No
		PM	1.000	83.2	F	Yes	0.912	61.6	E	No
13	Morse Ave at Kraemer Blvd	AM	0.690	125.1	F	Yes	0.690	13.0	B	No
		PM	0.585	48.5	D	No	0.585	8.7	A	No
25	Kraemer Blvd at Chapman Ave	AM	0.787	44.5	D	No	0.787	30.3	C	No
		PM	0.712	71.9	E	Yes	0.712	24.4	C	No
31	SR-57 NB Ramps at Orangethorpe Ave*	AM	0.758	19.0	C	No	0.576	11.6	A	No
		PM	0.939	65.9	E	Yes	0.709	20.5	C	No
32	Melrose St at Orangethorpe Ave	AM	0.721	27.8	C	No	0.721	24.3	C	No
		PM	0.827	87.3	F	Yes	0.827	29.1	C	No

Note: Appendix J in the Traffic Study (2018) contains the intersection operations analysis worksheets for the Proposed General Plan conditions, with improvements.

Proposed General Plan Functional Roadway Classifications

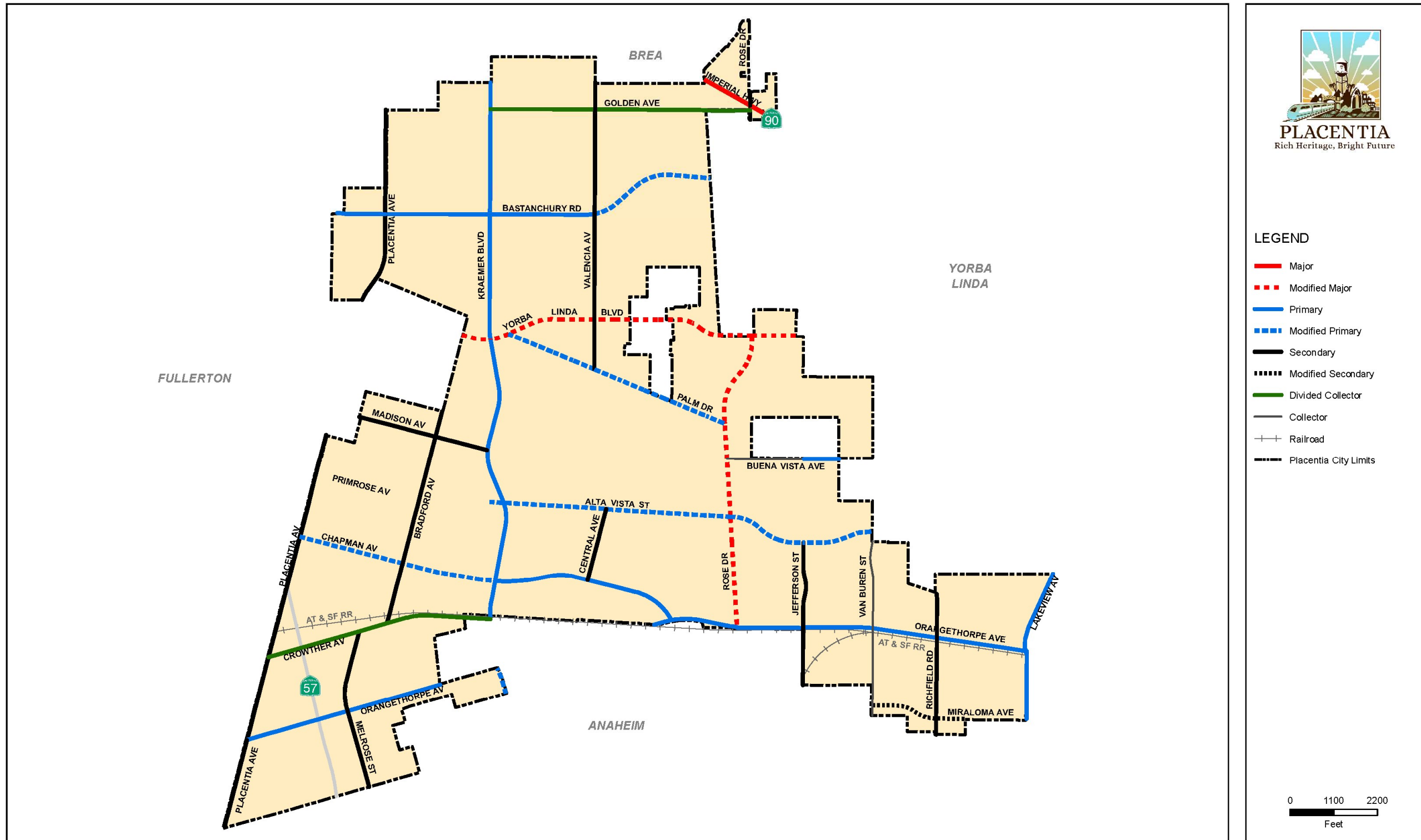
Figure 3-7 shows the Proposed General Plan Functional Classifications, which includes the five OCTA grade separation projects.

Complete Streets

Multimodal transportation networks allow for all modes of travel including walking, bicycling, and transit to be used to reach key destinations in a community and region safely and directly. The City of Placentia can use complete streets design to construct networks of safe streets that are accessible to all modes and all users no matter their age or ability based on appropriateness of local context. The adopted Streetscape Master Plans for the TOD and Old Town project areas were based on complete streets concepts.

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Exhibit 3-7. Proposed General Plan Functional Roadway Classifications



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3.4 MOBILITY GOALS AND POLICIES

Maximize and Enhance Transportation Facilities

GOAL MOB - 1 *Provide adequate transportation facilities for existing and future inhabitants of the City, maximizing use of existing facilities and enhancing those facilities as growth occurs.*

Policy MOB - 1.1 Developments that are under the City's jurisdiction are to provide improvements needed to maintain LOS D or better with existing plus new development traffic.

Policy MOB - 1.2 Assure all new development pays its fair share of costs associated with that development including regional traffic mitigation. The City adopted a revised and updated Citywide Traffic Impact Development Fee as well as a TOD Traffic Development Impact Fee in 2017.

Policy MOB - 1.3 For development projects, an approved phasing program (if applicable) is required that identifies phases of the proposed development that also corresponds to required improvements to roadway capacities. The phasing program must demonstrate the adequacy of the infrastructure to support the proposed project as well as a financing source to fund the improvements.

Policy MOB - 1.4 The City shall continue to collect Traffic Impact Development Fees for improvements within its boundaries and shall work with adjacent jurisdictions through the Inter-Jurisdictional Forums to determine acceptable impact fees. These fees may be assessed and increased as necessary.

Policy MOB - 1.5 Roadway improvements and expansions shall include prioritizing public transit and shared mobility in order to address gaps in the multi-modal transit system, improve and incentivize mobility for shared vehicles, discourage single-occupancy vehicles, and expand non-motorized transportation options.

Balanced, Functional, And Efficient Street System

GOAL MOB - 2 *Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.*

Policy MOB - 2.1 Link with arterial highways of adjoining jurisdictions so that projected traffic flows safely and efficiently through the City.

- Policy MOB - 2.2** Ensure adequate capacity to accommodate the traffic generated by land uses within the City, while balancing the needs of the pedestrian, cyclists and other multi-modal users.
- Policy MOB - 2.3** Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation and to enhance transportation systems. Continue participating in multi-agency/jurisdiction traffic signal synchronization projects.
- Policy MOB - 2.4** Respond to transportation problem areas with efforts to implement both interim and long-term solutions.
- Policy MOB - 2.5** Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e., locate retail in closer proximity to residents).
- Policy MOB - 2.6** Require new development to conform to the standards and criteria of the City of Placentia and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system as well as ensuring new developments manage their parking onsite with no impact to surrounding public streets.
- Policy MOB - 2.7** Maintain consistency between the City's Mobility Element and the Orange County Master Plan of Arterial Highways (MPAH).
- Policy MOB - 2.8** Route through traffic around residential neighborhoods and recreational areas as well as prepare and implement a Citywide Neighborhood Traffic Management Program.
- Policy MOB - 2.9** Encourage and implement subdivision design and traffic calming techniques that reduce vehicle speed and discourage through traffic on local streets.
- Policy MOB - 2.10** Reduce potential traffic conflicts by controlling access and minimizing driveway and local street intersections with arterial highways.
- Policy MOB - 2.11** Design streets and turning movements to provide vehicle-operating speeds consistent with traffic needs and adjacent land use.
- Policy MOB - 2.12** Develop additional capacity on arterial streets using the existing right-of-way, as needed or required.
- Policy MOB - 2.13** Encourage the development of aesthetic streetscapes to promote a positive City image, and provide visual relief and traffic calming benefits.
- Policy MOB - 2.14** Require adequate off-street parking for all land uses and eliminate parking on all arterial streets. Ensure that off-street parking facilities are designed to be future-compatible and adaptively reusable for retail, distribution and other uses,

reflecting advances in shared automobile technology and shifts toward e-commerce and new urban goods movement and delivery models.

- Policy MOB - 2.15** Minimize the use of signs and billboards along arterial highways and ensure adequate visibility of necessary traffic and informational signs. Implement a Citywide, uniform Wayfinding Signage Program.
- Policy MOB - 2.16** Require adequate noise mitigation measures for new developments along arterial highways including the use of rubberized asphalt.
- Policy MOB - 2.17** Continue to assure safety at the railroad/roadway crossing locations.
- Policy MOB - 2.18** Coordinate with railroad lowering efforts to improve safety at railroad crossings within the City.
- Policy MOB - 2.19** Require the use of Transportation Control Measures (TCM's) to improve air quality and reduce traffic congestion.
- Policy MOB - 2.20** Continue to provide Local Signal Synchronization Plan (LSSP) as a TDM/TSM strategy and to remain in compliance with OCTA Measure M guidelines.
- Policy MOB - 2.21** Analyze the need for, and incorporate into street design, passenger drop-off/pick-up zones for shared vehicles (i.e., Uber, Lyft, etc.) to improve the safety and efficiency for drivers and passengers using these transportation modes.
- Policy MOB - 2.22** Analyze citywide curb space to identify how the curbs are used and where the City may establish time-based access restrictions and/or pricing for certain vehicle types (e.g., automated freight, single-occupant, and zero-occupant vehicles during peak travel periods.

Transit and Active Transportation Modes

GOAL MOB - 3 *Encourage transit and active transportation modes, including public transportation, bicycles, ridesharing, and walking, and other alternative modes of transportation to support land use plans and related transportation needs.*

- Policy MOB - 3.1** Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.
- Policy MOB - 3.2** Support the development of a high quality- public transit system that minimizes dependency on the automobile.

- Policy MOB - 3.3** Ensure that effective Transportation Demand Management (TDM) measures and programs such as ridesharing and increased vehicle occupancy are being implemented.
- Policy MOB - 3.4** Implement adequate sidewalks and crosswalks to meet the required uses and needs, which serve to encourage alternative modes of transportation.
- Policy MOB - 3.5** Respond to increases in demand for additional bus service through interaction with OCTA and other available resources and seek out grant funding to provide supplemental transit services such as additional fixed bus/trolley routes or subsidized on-demand transit services such as Lyft or Uber.
- Policy MOB - 3.6** Install handicap access ramps to improve disabled access.
- Policy MOB - 3.7** Encourage pedestrian activities through streetscape and transit enhancement programs.
- Policy MOB - 3.8** Cooperate and assist transit agency efforts to enhance transit environments by improving passenger loading sites by providing bus benches, safety lighting and other improvements to enhance bus stops.
- Policy MOB - 3.9** Working cooperatively with OCTA, construct the planned Placentia Metrolink Station and parking structure as well as implement maintenance and operation plans for the station to serve both residents and commuters.
- Policy MOB - 3.10** Continue to support the accessibility and accommodation of all transit users.
- Policy MOB - 3.11** Continue to develop and improve access to and from transit routes by walking and bicycling and by people with disabilities.

GOAL MOB - 4 *Encourage bicycle travel as a primary mode of transportation.*

- Policy MOB - 4.1** Develop and adopt a comprehensive bicycle master plan to position for region, state, and federal funding opportunities.
- Policy MOB - 4.2** Once a comprehensive bicycle master plan is adopted, update it as necessary: generally, a five-year cycle.
- Policy MOB - 4.3** Review the existing Class I, II and III bikeways and modify as needed to comply with the *California Manual on Uniform Traffic Control Devices* (CA MUTCD).
- Policy MOB - 4.4** Provide direct, continuous bicycle routes for commuter and recreational cyclists that also improve the safe passage of cyclists.

- Policy MOB - 4.5** Support the safe and efficient movement of cyclists through and across intersections, including compliance with bicycle detection requirements in the CA MUTCD.
- Policy MOB - 4.6** Incorporate bicycle planning into the traditional transportation planning process.
- Policy MOB - 4.7** Support bikeways that minimize cyclist/motorist conflicts, such as constructing the planned replacement of the Golden Avenue Bridge to link directly to Segment D of the OC Loop Project to further link multiple bikeways into a 66-mile branded facility throughout northern and central Orange County as well as implementation of the Go Placentia Loop linking the Placentia Metrolink Station to major destinations near and around Placentia.
- Policy MOB - 4.8** Support regional and sub-regional efforts to ensure cyclists are considered when developing new or retrofitting existing transportation facilities and systems.
- Policy MOB - 4.9** Support and implement policies and regulations to comply with recognized bicycle infrastructure design standards of the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the American Association of Highway and Transportation Officials (AASHTO).
- Policy MOB - 4.10** Support efforts to maintain, expand and create new connections between the Placentia bikeways, the bikeways in neighboring jurisdictions and regional bikeways.
- Policy MOB - 4.11** Support policies, programs and projects that make bicycling safer and more convenient for all types of cyclists.
- Policy MOB - 4.12** Support and facilitate programs in conjunction with local bicycle shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.
- Policy MOB - 4.13** Support projects and programs to facilitate safer travel by bicycle to key destinations within the community and the larger region, including the new Metrolink station, when completed.
- Policy MOB - 4.14** Require that new streets or developments contain adequate right-of-way for bicycle lanes, where appropriate.
- Policy MOB - 4.15** Where space and appropriate roadway conditions currently exist, continue to install bike routes.
- Policy MOB - 4.16** Work with the Orange County Flood Control District under the City and District's cooperative agreement to develop and utilize District facilities within Placentia as off-road recreational bike trails and loop connections to other existing or planned on-street bicycle facilities.

Policy MOB - 4.17 Seek out grant funding opportunities to fund the cost of additional off-road bicycle and recreational trails.

Policy MOB - 4.18 Reduce or eliminate parking on arterial roads to provide space for expanding Class II bicycle lanes.

Policy MOB - 4.19 Plan for and give careful consideration to the future implementation of personal transport devices and develop an ordinance regulating their use within the public-right-of way.

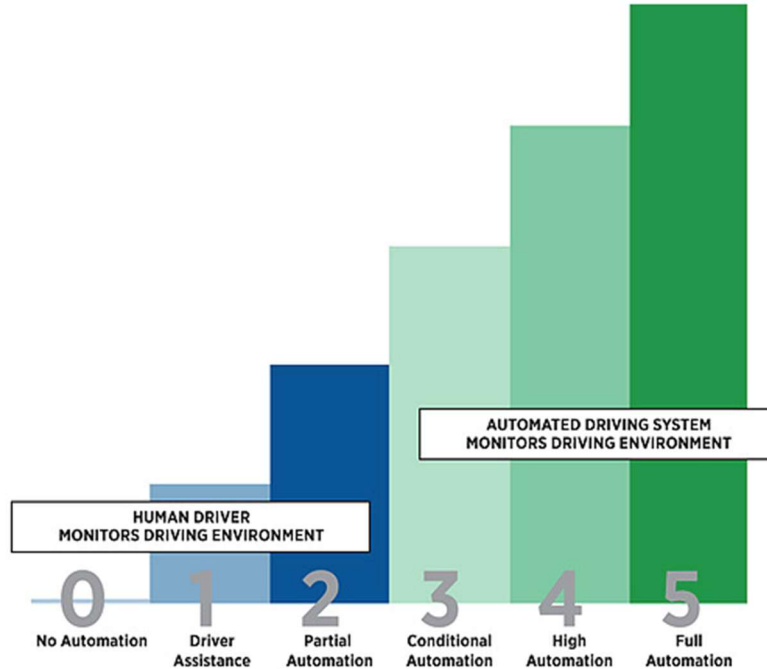
Autonomous Vehicles and Future Mobility Technologies

GOAL MOB - 5 *Support and prepare for the imminent emergence of autonomous vehicles in a way that strengthens the City's transportation and land use goals to create a more walkable, bikeable, transit-oriented, safe and efficient circulation system.*

Policy MOB - 5.1 Coordinate with OCTA as well as the Los Angeles Department of Transportation (LADOT) to customize and implement region-wide transportation technology strategies to ensure an integrated and interoperable regional system.

Policy MOB - 5.2 Complete a Citywide transportation technology strategy that develops short-, mid-, and long-term strategies for becoming a smart-street City that can optimize and capitalize on emerging transportation technology.

Policy MOB - 5.3 Allow a combination of human-driven (SAE Level 0 and 1, see graphic below) and fully automated vehicle operations (SAE Level 4 or 5), as defined by the Society of Automotive Engineers (SAE International)² within the City of Placentia to eliminate the dangers of partial automation (SAE Levels 2 and 3) that encourages distracted driving patterns and exacerbates driving error.



² Society Of Automotive Engineers. Taxonomy And Definitions For Terms Related To On-Road Motor Vehicle Automated Driving Systems, January 16, 2014, <https://www.SAE.org/standards>.

- Policy MOB - 5.4** Require shared automated vehicle fleets to use fully electric vehicles.
- Policy MOB - 5.5** Require submission of detailed data from automated owned vehicles, shared fleet services, commercial fleets, freight, and transit to neutral data platforms in order to evaluate and respond to impacts of automated vehicles on City streets. Required data will include vehicle speeds, crash and near miss reports, average latency of vehicle-to-infrastructure and vehicle-to-vehicle data flows, trip time, trip route, trip origins and destinations, vehicle occupancy, pavement quality, and environmental conditions.
- Policy MOB - 5.6** Protect the privacy of individuals by anonymizing personally identifiable data generated by connected and automated vehicles.
- Policy MOB - 5.7** Ensure the benefits of automated mobility are equitably distributed and accessible for all segments of the community, consider the safety needs of vulnerable populations and loading needs of seniors, families with children, and individuals with mobility impairments.
- Policy MOB - 5.8** Assess and implement alternatives to parking and state gas tax revenue sources, through such mechanisms as zero- and low-occupancy fees, curbside dwell time fees, per mile road use charges, peak period surcharges, penalty structures for declined rides by shared automated fleets, etc.
- Policy MOB - 5.9** Develop strategic research partnerships to determine needs and effectiveness of physical pricing infrastructure, connected sensor infrastructure, and requirements for personal digital devices.
- Policy MOB - 5.10** Consider an update to the Zoning Code with new standards that regulate the curb for optimal access; require that all new parking is adaptively reusable for retail, distribution and other uses (including mandating higher floor heights and above-ground parking to enable retrofits) and is furnished with Level 2 EVSE charging infrastructure.
- Policy MOB - 5.11** Consider an update to the Zoning Code as demand for personal vehicles decreases to remove parking minimums and address other needs such as new passenger and delivery forms, shared mobility hubs, drop off/pick up zones, and design standards for digital technology.
- Policy MOB - 5.12** Seek out new opportunities to install traffic infrastructure to support the interconnection of vehicles

Inter-Jurisdictional Cooperation

GOAL MOB - 6 *Coordinate and cooperate with neighboring jurisdictions, the County and the region to reduce traffic and parking congestion and other traffic impacts.*

Policy MOB - 6.1 The City shall continue to participate in Inter-Jurisdictional Planning Programs to discuss developments with multi-jurisdictional impacts and appropriate mitigation measures.

Policy MOB - 6.2 The City shall cooperate with OCTA in the annual Congestion Management Plan update in order to continue receiving Measure M Fair Share funds for road and traffic improvements.

Policy MOB - 6.3 The City shall participate in meetings with other jurisdictions and the Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) to develop and adopt Transportation Control Measures that will improve air quality and reduce traffic congestion.

Policy MOB - 6.4 Continue partnering with neighboring jurisdictions to advance and implement regional traffic signal synchronization projects.

Policy MOB - 6.5 Work with neighboring jurisdictions to link up bicycle facilities and recreational trails to expand their regional reach and benefits to the larger community.

Policy MOB - 6.6 The City shall collaborate with federal and state policymakers to ensure that the City's local controls and police powers related to automated vehicle regulation are not preempted.

Policy MOB - 6.7 Work with the region's transit agencies to pilot new automated transit service delivery models that improve first- and last-mile transit connections and grow the public transit market.

4 Housing

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4.1 INTRODUCTION

This Housing Element provides the identification and analysis of existing and projected housing needs and articulates the City's official policies for the preservation, conservation, improvement, and production of housing within the City of Placentia for the 2013-2021 planning period.



Purpose and Content

The City of Placentia's Housing Element addresses adequate housing opportunities for present and future residents through 2021 and provides the primary policy guidance for local decision-making related to housing.

California Government Code §65583 requires a jurisdiction's Housing Element include the following components:

- A review of the previous Element's goals, policies, objectives and programs to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the Housing Element;
- An assessment of housing need and an inventory of resources and constraints related to meeting these needs;
- A statement of goals, policies and quantified objectives related to the maintenance, preservation, improvement and development of housing; and,
- A policy program that provides a schedule of actions that the City is undertaking or intends to undertake implementing the policies set forth in the Housing Element.

Housing Element Update Process

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the state's main housing goal. Recognizing the important part that local planning programs play in pursuit of this goal, the Legislature has mandated that all cities and counties prepare a

Housing Element as part of their comprehensive General Plans (*California Government Code* §65302(c)).

This Housing Element update covers the planning period from October 2013 to October 2021. State planning law mandates that jurisdictions review and update their Housing Elements every eight years in order to remain relevant and useful and reflect the community's changing housing needs.

State Law and Local Planning

Consistency with State Law

The Housing Element is one of the seven General Plan elements required by the State of California, as articulated in §65580 to §65589.8 of the *California Government Code*. It is the only General Plan Element that requires review by the State of California. State law requires that each jurisdiction's Housing Element consist of "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled program actions for the preservation, improvement, and development of housing." The Housing Element plans for the provision of housing for all segments of the population.

Section 65583 of the *Government Code* sets forth specific requirements regarding the scope and content of each Housing Element. Table 4-1 summarizes these requirements and identifies the applicable sections in the Housing Element where these requirements are addressed.

Table 4-1. State Housing Element Requirements

Required Housing Element Component	Reference
A. Housing Needs Assessment	
1. Analysis of population trends in Placentia in relation to countywide trends	Section 2
2. Analysis of employment trends in Placentia in relation to regional trends	Section 2
3. Projections and quantification of Placentia's existing and projected housing needs for all income groups	Section 2
4. Analysis and documentation of the city's housing characteristics, including:	
a. Level of housing cost compared to ability to pay	Section 2
b. Overcrowding	Section 2
c. Housing stock condition	Section 2

Required Housing Element Component	Reference
5. An inventory of land suitable for residential development including vacant sites and having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites	Appendix B
6. Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels	Section 3
7. Analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels	Section 3
8. Analysis of special housing need: elderly, persons with disabilities, large families, farm workers, and families with female heads of household	Section 2
9. Analysis of housing needs for families and persons in need of emergency shelter	Section 2
10. Analysis of opportunities for energy conservation with respect to residential development	Section 3
11. Analysis of assisted housing developments that are eligible to convert from lower-income housing to market rate housing during the next 10 years	Appendix B
B. Goals and Policies	
1. Identification of goals, quantified objectives and policies relative to maintenance, improvement and development of housing	Section 4
C. Implementation Program	
1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels	Appendix B
2. Programs to assist in the development of adequate housing to meet the needs of Extremely Low, Very Low, Low and Moderate-Income households.	Section 4
3. Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing	Section 4
4. Remove constraints to or provide reasonable accommodations for housing for persons with disabilities	Section 4

Required Housing Element Component	Reference
5. Conserve and improve the condition of the existing affordable housing stock in Placentia	Section 4
6. Promote housing opportunities for all persons	Section 4
7. Identify programs to address the potential conversion of assisted housing development to market-rate housing	Section 4
8. Program actions to identify zones where emergency shelters are permitted without a conditional use or other discretionary permit and with the capacity to meet the needs of individuals and persons needing emergency shelter.	Section 4

General Plan Consistency

The California Government Code requires internal consistency among the various elements of a General Plan. Section 65300.5 of the Government Code states that the General Plan’s various Elements shall provide an integrated and internally consistent and compatible statement of policy. The City has reviewed the other elements of the General Plan and has determined that this Housing Element provides consistency with the other Elements of the General Plan. The City will maintain this consistency as future General Plan amendments are processed by evaluating proposed amendments for consistency with all elements of the General Plan.

Relationship to Other Plans and Programs

The Housing Element identifies goals, objectives, policies, and action programs for the next eight years that directly address the housing needs of Placentia. Other City plans and programs that work to implement the goals and policies of the Housing Element include the City’s Municipal Code, Specific Plans, Capital Improvement Program and the annual budget process.

Housing Element Organization

The Housing Element is organized into four sections:

- **Section 1:** Introduction describes the purpose, organization and requirements of the Housing Element;
- **Section 2:** Housing Profile analyzes the demographic, economic and housing trends in Placentia and describes the housing needs of the city;
- **Section 3:** Resources and Constraints Analysis analyzes the governmental and non-governmental constraints to and resources for housing; and,
- **Section 4:** Housing Policy Program provides goals and policy actions for the construction, conservation, rehabilitation, and preservation of housing in Placentia.

Supporting background material is included in the following appendices:

- Appendix A: Community Outreach
- Appendix B: Residential Land Resources
- Appendix C: Review of Housing Element Performance
- Appendix D: Glossary

Citizen Participation

This Housing Element was developed through the combined efforts of City staff, the Planning Commission, the City Council, and the City's residents and stakeholders. Citizen input was received through website postings, public workshops and public hearings conducted by the Planning Commission and City Council. The notices for these workshops and hearings were published in a local newspaper, on the City's website and prominently posted at City Hall and other public facilities. Throughout the process, organizations that represent the interests of lower-income and special needs households, or are otherwise involved in the development of housing, were invited to participate in the preparation and review of the Housing Element.

The following stakeholders were invited to participate in the Housing Element update process:

- Orange County Rescue Mission
- Building Industry Association
- Placentia Chamber of Commerce
- Public Law Center
- Fair Housing Council of Orange County
- Jamboree Housing Corporation
- Adult Mental Health Services
- Community of Friends
- Land Acquisition
- Orange County Business Council
- Kennedy Commission
- Southern California Association of Governments
- Orange County Community Housing Corporation
- Rebuilding Together Orange County
- Neighborhood Housing Services of Orange County
- Mercy Housing
- Orange County Council of Governments
- Mary Erickson Community Housing
- Orange County Housing Providers
- Orange County Community Resources Department
- Irvine Housing Opportunities
- League of Women Voters
- Heritage Community Housing, Inc.
- H.I.S. House (Homeless Intervention Services)

Comments received through the City's outreach activities have been considered in the development of the Housing Policy Program provided in **Section 4** of this Housing Element. Additional information regarding the public participation process is provided in **Appendix A**.

4.2 HOUSING PROFILE

Introduction

When preparing the Housing Element, jurisdictions must evaluate existing and future housing needs for all income groups.

This section analyzes demographic and housing characteristics that influence the demand for and availability of housing. The analyses form a foundation for establishing programs and policies that seek to address identified housing needs. Housing needs are identified according to income, tenure, and special needs groups. Finally, the City's projected housing growth needs based on the 2014-2021 Regional Housing Needs Assessment (RHNA) are examined.

Primary data sources include the U.S. Census, the California Department of Finance, the Southern California Association of Governments, and other relevant data sources. These data sources are the most reliable for assessing existing conditions and provide a basis for consistent comparison with historical data and the basis for forecasts.

Community Profile

Population Trends and Characteristics

Housing needs are generally influenced by population and employment trends. This section provides a summary of the changes to the population size, age and racial/ethnic composition of Placentia.

Historical, Existing and Forecast Growth

The City of Placentia is one of the 34 cities within Orange County. The Department of Finance estimates Orange County's population at 3,055,792 in 2012, ranking as the third largest county in the state. Orange County was the second largest county in California in 2000 with 2,846,289 residents. Overall, the county has experienced rapid population growth over the last two decades. From 1990 to 2000, the population increased by 18.1 percent. From 2000 to 2012, the County population increased by 7.4 percent (see **Table 4-2**).

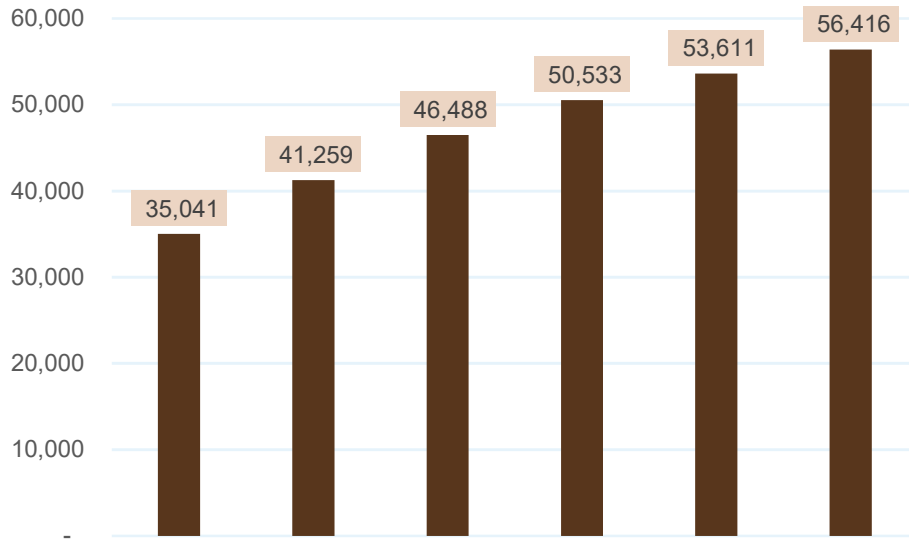
According to the U.S. Census Bureau and the California Department of Finance, Placentia experienced a 12.7 percent population increase between 1990 and 2000 and an 11.4 percent increase between 2000 and 2013 (see **Table 4-2**). As shown on **Figure 4-2**, the Center for Demographic Research at Cal State Fullerton forecasts a leveling in population growth rate with a projected population of 56,416 in 2030.

Table 4-2. Population Trends – 1990 – 2013: Placentia vs. Orange County

	1990	2000	2013	Growth 1990-2000	Growth 2000-2013
Placentia	41,259	46,488	51,776	12.7%	11.4%
Orange County	2,410,556	2,846,289	3,081,804	18.1%	8.3%

Source: U.S. Census, California Dept. of Finance Table E-5 (2013)

Figure 4-1. Population Growth Forecast: 1990-2030, City of Placentia



Source: U.S. Census and CSUF Center for Demographic Research

Age Composition

Housing needs are influenced by the age characteristics of the population. Different age groups require different accommodations based on lifestyle, family type, income level, and housing preference. **Table 4-3** provides a comparison of the city’s and county’s population by age group in 2010. This table shows that the age distribution of the city’s population is very similar to Orange County as a whole. The median age of the city’s population (36.0) is almost identical to the county’s median age (36.2).

Table 4-3. Age Distribution: Placentia vs. Orange County

Age Group	Placentia		Orange County	
	Persons	%	Persons	%
Under 5 years	3,327	7%	191,691	6%
5 to 9 years	3,423	7%	198,769	7%
10 to 14 years	3,394	7%	210,195	7%
15 to 19 years	3,719	7%	227,689	8%
20 to 24 years	3,784	7%	213,601	7%
25 to 29 years	3,692	7%	215,362	7%
30 to 34 years	3,197	6%	198,166	7%
35 to 39 years	3,488	7%	213,605	7%
40 to 44 years	3,568	7%	225,438	7%
45 to 49 years	3,601	7%	230,596	8%
50 to 54 years	3,413	7%	213,589	7%
55 to 59 years	2,923	6%	175,127	6%
60 to 64 years	2,661	5%	146,727	5%
65 to 69 years	2,019	4%	107,421	4%
70 to 74 years	1,486	3%	80,033	3%
75 to 79 years	1,181	2%	63,133	2%
80 to 84 years	892	2%	49,570	2%
85 years and over	765	2%	49,520	2%
Total	50,533	100%	3,010,232	100%
Median age	36.0		36.2	

Source: 2010 Census, Table DP-1

Race and Ethnicity

Placentia residents are predominantly comprised of two racial/ethnic groups: White and Hispanic. According to 2010 Census data, 45 percent of Placentia residents were White and 36 percent were of Hispanic origin. The Asian population was the third largest ethnic group in the city comprising approximately 15 percent of the population.

Table 4-4. Race/Ethnicity: Placentia, vs. Orange County

Racial/Ethnic Group	Placentia		Orange County	
	Persons	%	Persons	%
Not Hispanic or Latino	32,117	64%	1,997,259	66%
- White	22,590	45%	1,328,499	44%
- Black or African American	818	2%	44,000	1%
- American Indian/Alaska Native	123	0%	6,216	0%
- Asian	7,457	15%	532,477	18%
- Native Hawaiian/Pacific Islander	58	0%	8,357	0%
- Other races or 2+ races	1,071	2%	77,710	3%
Hispanic or Latino (any race)	18,416	36%	1,012,973	34%
Total	50,533	100%	3,010,232	100%

Source: 2010 Census, Table DP-1

Employment Trends

Current employment and projected job growth have a significant influence on housing needs during this planning period. **Table 4-5** shows that the city had a workforce of 25,851 persons, or 68 percent of the working-age population, as reported in recent Census data. This table shows that the characteristics of the city’s population are very similar to those countywide with an almost identical proportion of the working-age population in the labor force (68 percent city versus 67 percent county).

Table 4-5. Labor Force: Placentia vs. Orange County

Labor Force Status	Placentia		Orange County	
	Persons	%	Persons	%
Population 16 years and over	38,067	100%	2,315,782	100%
In labor force	25,851	68%	1,559,264	67%
Civilian labor force	25,851	68%	1,556,696	67%
Employed	24,135	63%	1,442,008	62%
Unemployed	1,716	5%	114,688	5%
Armed Forces	0	0%	2,568	0%

Labor Force Status	Placentia		Orange County	
	Persons	%	Persons	%
Not in labor force	12,216	32%	756,518	33%

Source: Census 2006-2010 ACS, Table DP3

As shown in **Table 4-6**, approximately 40 percent of Placentia residents were employed in management and professional occupations. A significant number (29 percent) were employed in sales and office-related occupations. A relatively low percentage of workers (13 percent) were employed in service-related occupations such as waiters, waitresses, and beauticians. Blue collar occupations such as machine operators, assemblers, farming, transportation, handlers, and laborers constituted 17 percent of the workforce.

Table 4-6. Employment by Occupation

Occupation	Placentia	
	Persons	%
Civilian employed population 16 years and over	24,135	100%
Management, business, science, and arts occupations	9,714	40%
Service occupations	3,154	13%
Sales and office occupations	7,096	29%
Natural resources, construction, and maintenance occupations	1,808	7%
Production, transportation, and material moving occupations	2,363	10%

Source: U.S. Census 2006-2010 ACS, Table DP3

Table 4-7 lists the major private employers located in Placentia based on total revenue. While this list does not indicate the number of persons employed at each company, it provides information on the types of businesses and potential employment opportunities found in Placentia.

Table 4-7. Major Employers in Placentia - 2012

Interface Rehab, Inc.
Tenet Healthsystem Medical, Inc
Customline Screenprinting
Toll Brothers, Inc.

Placentia Yorba Linda School District

Source: Harris InfoSource, 2012

According to recent Census data, 81.3 percent of employed Placentia residents worked in Orange County, and approximately 14.5 percent of all workers were employed within the city limits (Table 4-8).

Table 4-8. Job Location for Placentia Residents

Workplace Location	%
Worked in state of residence	99.5%
Worked in county of residence	81.3%
Worked in place of residence	14.5%
Worked outside county of residence	18.2%
Worked outside state of residence	0.5%

Source: Census 2006-2010 ACS, Table S0801

Household Characteristics

This section describes Placentia’s housing occupancy characteristics. Household characteristics are important indicators of the type and size of housing needed in a city. The U.S. Census Bureau defines a “household” as all persons living in a single housing unit, whether or not they are related. One person living alone is considered a household, as is a group of unrelated people living in a single housing unit. Persons in group quarters, such as dormitories, retirement or convalescent homes, or other group living situations are included in population totals, but are not considered households. The U.S. Census Bureau defines a family as related persons living within a single housing unit.

Household Formation and Composition

Table 4-9 provides a comparison of households by type for the city and Orange County as a whole, as reported in the 2010 Census. Family households comprised approximately 76 percent of all households in the city, a 5 percent increase over the county with 71 percent. The household composition of the city is similar to that of the county with no greater than a three percent difference in each reported category. However, the city’s average household size of 3.07 is somewhat higher than Orange County as a whole (2.99).

Table 4-9. Household Composition: Placentia vs. Orange County

Household Type	Placentia		Orange County	
	Households	%	Households	%
Family households:	12,366	76%	708,491	71%
Husband-wife family	9,399	57%	538,268	54%
With own children under 18 years	4,350	27%	258,719	26%
Male householder, no wife present	897	5%	54,615	6%
With own children under 18 years	345	2%	22,972	2%
Female householder, no husband present	2,070	13%	115,608	12%
With own children under 18 years	875	5%	53,896	5%
Nonfamily households:	3,999	24%	284,290	29%
Householder living alone	2,880	18%	207,849	21%
Households with individuals under 18 years	6,310	39%	375,387	38%
Households with individuals 65 years and over	4,468	27%	252,420	25%
Total households	16,365	100%	992,781	100%
Average household size	3.07		2.99	

Source: 2010 Census, Table DP-1

Household Size and Overcrowding

The distribution of households by size and tenure is shown in **Table 4-10**. Just under half of owner households contained only one or two persons, while about 14 percent of owner households had five or more persons. The household size distribution was similar among renters, with 47% containing one or two persons and 17 percent having five or more persons (see also the discussion of large families in the Special Needs section later in this chapter).

Table 4-10. Household Size by Tenure

Household Size	Owner		Renter	
	Households	%	Households	%
1 person	1,794	17%	1,254	24%
2 persons	3,417	32%	1,216	23%
3 persons	1,677	16%	1,157	22%
4 persons	2,364	22%	761	14%
5 persons	917	9%	382	7%
6 persons	372	3%	214	4%
7 persons or more	214	2%	344	6%
Total households	10,755	100%	5,328	100%

Source: U.S. Census 2006-2010 ACS, Table B25009

Overcrowding is defined as households having more than one person per room, excluding bathrooms and kitchens, with severe overcrowding when there are more than 1.5 occupants per room. Overcrowding can affect the health and well-being of residents, reduce the quality of the physical environment and contribute to physical deterioration of housing units.

Table 4-11 summarizes recent Census estimates of overcrowding in Placentia compared to the county as a whole. Approximately 3.7 percent of owner households and 19.9 percent of renter households in Placentia reported overcrowding, which is slightly higher than overcrowding rates for the entire county.

Table 4-11. Overcrowding by Tenure: Placentia vs. Orange County

Occupants per Room	Placentia		Orange County	
	Units	%	Units	%
Owner occupied units	10,755	100%	599,032	100%
1.01 to 1.50	296	2.8%	18,297	3%
1.51 to 2.00	92	0.9%	4,962	1%
2.01 or more	0	0.0%	1,527	0.3%
Renter occupied units	5,328	100%	385,471	100%
1.01 to 1.50	623	12%	38,874	10%
1.51 to 2.00	253	4.7%	18,709	5%
2.01 or more	169	3.2%	7,508	2%

Source: Census 2006-2010 ACS, Table B25014

Household Income and Overpayment

The federal Department of Housing and Urban Development (HUD) generates an annual median family income for the purpose of determining program eligibility. The 2013 Median Family Income (MFI) for all jurisdictions in Orange County was reported as \$87,200.

The State of California uses five income categories to determine housing affordability. These categories are as follows:

- Extremely-low income: 30 percent or less of the median income;
- Very-low income: 31 percent to 50 percent of the median income;
- Low income: 51 percent to 80 percent of the median income;
- Moderate income: 81 percent to 120 percent of the median income; and,
- Above-moderate income: greater than 120 percent of the median income.

Income categories are adjusted for family size. **Table 4-12** shows the income limits for each income category based on household size, as reported by the California Department of Housing and Community Development for Orange County.

Table 4-12. 2013 Income Limits by Category and Family Size: Orange County

Income Category	Number of Persons in Family							
	1 Person	2 Persons	3 Persons	4 Person	5 Persons	6 Persons	7 Persons	8 Persons
Extremely Low	20,250	23,150	26,050	28,900	31,250	33,550	35,850	38,150
Very-Low	33,750	38,550	43,350	48,150	52,050	55,900	59,750	63,600
Low	53,950	61,650	69,350	77,050	83,250	89,400	95,550	101,750
Median	61,050	69,750	78,500	87,200	94,200	101,150	108,150	115,100
Moderate	73,250	83,700	94,200	104,650	113,000	121,400	129,750	138,150

Source: State of California, Department of Housing and Community Development-Division of Housing Policy Development, 2/13/2013.

Recent Census ACS estimates of the household income distribution for Placentia are shown in **Table 4-13**.

Table 4-13. Households Distribution by Income Category

Income Category	% of Households
Extremely Low	11.0%
Very Low	12.0%
Low	14.9%
Moderate	19.0%
Above Moderate	43.1%

Source: SCAG based on 2005-09 ACS

Extremely Low Income Households

Extremely-low income (“ELI”) households are defined as households with income less than 30 percent of the MFI, which is approximately \$28,900 for a 4-person household in Orange County. The provisions of *Government Code* §65583(a)(1) require quantification and analysis of existing and projected housing needs of ELI households. As noted in **Table 4-13** above, recent Census data estimated that

approximately 11 percent of Placentia households were within the ELI category. As noted in **Table 4-14** below, approximately 89 percent of ELI owner households and 96 percent of ELI renter households were reported to be overpaying for housing (i.e., more than 30 percent of gross income for housing expenses). ELI households often have other housing problems such as overcrowding due to insufficient incomes to afford large enough dwellings.

Table 4-14. Housing Overpayment by Income Category

Income Category	Owners		Renters	
	Households	Percent	Households	Percent
Extremely low households	265		365	
Households overpaying	235	88.7%	350	95.9%
Very low households	1,385		1,860	
Households overpaying	900	65.0%	1,690	90.9%
Low households	1,445		1,120	
Households overpaying	615	42.6%	860	76.8%
Subtotal: All lower-income households	3,095		3,345	
Subtotal: Households overpaying	1,750	56.5%	2,900	86.7%
Moderate households	1,925		1,210	
Households overpaying	975	50.6%	385	31.8%
Above moderate households	5,530		810	
Households overpaying	1,305	23.6%	130	16.0%

Source: U.S. Department of Housing and Urban Development, CHAS, based on the 2006-2008 ACS. Table 15

Housing Inventory and Market Conditions

This section describes the housing stock and market conditions in the City of Placentia. By analyzing past and current housing trends, future housing needs can be projected.

Housing Stock Profile

As of 2012, the housing stock in Placentia was comprised mostly of single-family homes, representing approximately 71 percent of total housing units. Multi-family units comprised approximately 26% of the total. **Table 4-15** provides a breakdown

of the housing stock by type along with growth trends for the city compared to the county as a whole for the period 2000-2012.

Table 4-15. Housing by Type – 2000 – 2012: Placentia vs. Orange County

Structure Type	2000		2012		Growth	
	Units	%	Units	%	Units	%
Placentia						
Single-family	11,242	73%	11,972	71%	730	46%
Multi-family	3,524	23%	4,350	26%	826	52%
Mobile homes	560	3.7%	585	3.5%	25	2%
Total units	15,326	100%	16,907	100%	1,581	100%
Orange County						
Single-family	614,359	63%	663,030	63%	48,671	59%
Multi-family	322,675	33%	355,807	34%	33,132	40%
Mobile homes	32,450	3%	33,524	3%	1,074	1%
Total units	969,484	100%	1,052,361	100%	82,877	100%

Source: Cal. Dept. of Finance, Tables E-5 & E-8

Between 2000 and 2012, multi-family homes represented 52 percent of all units added to the city’s housing stock, outpacing the construction of single-family

homes (46 percent). For the county as a whole, the growth of single-family units (59 percent) exceeded multi-family unit development (40 percent).



Approximately 63 percent of Placentia’s housing units were owner-occupied and 34 percent of the units were renter-occupied in 2010. As shown in Table 4-16 the percentage of owner-occupied units in Placentia was higher than in Orange County as a whole.

Housing vacancy rates are also shown in **Table 4-16**. The table shows that vacancy rates in the city were relatively low, with 4.7 percent of the rental units and less than 1 percent of the for-sale units available for rent or sale, respectively. The rental vacancy rate for the county as a whole was higher, at 5.9 percent, while the rate of for-sale housing was also higher at 1.4 percent. Rental vacancy rates in the 2 percent range indicate nearly full occupancy and contribute to upward pressures on rents.

Table 4-16. Household Tenure

Housing Type	Placentia		Orange County	
	Units	%	Units	%
Occupied housing units	16,365	97%	992,781	95%
Owner-occupied housing units	10,681	63%	588,313	56%
Average household size of owner-occupied units	2.97		2.98	
Renter-occupied housing units	5,684	34%	404,468	39%
Average household size of renter-occupied units	3.24		3.00	

Housing Type	Placentia		Orange County	
	Units	%	Units	%
Vacant housing units	507	3%	56,126	5%
For rent	278	2%	25,254	2%
Rented, not occupied	15	0.1%	1,327	0.1%
For sale only	82	0%	8,434	1%
Sold, not occupied	28	0.2%	2,096	0.2%
For seasonal, recreational, or occasional use	29	0%	10,806	1%
All other vacants	75	0%	8,209	1%
Homeowner vacancy rate (%)	0.8		1.4	
Rental vacancy rate (%)	4.7		5.9	
Total housing units	16,872	100%	1,048,907	100%

Source: 2010 Census, Table DP-1

Age of Housing Stock

The age of a housing unit is often an indicator of housing conditions. Housing units without proper maintenance can deteriorate over time. Housing units built before 1970 are the most likely to need rehabilitation and to have lead-based paint in deteriorated condition. Lead-based paint becomes hazardous to children under age six and to pregnant women when it peels off walls or is pulverized by windows and doors opening and closing.

Housing over 50 years old is considered aged and is more likely to exhibit a need for major repairs. Additionally, older units may not be built to current building standards for fire and earthquake safety.

Table 4-17 categorizes the City’s housing units by the year of construction. The table shows that 37 percent of Placentia’s housing units were constructed prior to 1970, and 12 percent of the City’s housing units were constructed prior to 1960. These findings suggest that there may be a need for maintenance and

rehabilitation, including remediation of lead-based paint, for a large percentage of the city’s housing stock.



Table 4-17. Age of Housing Stock

Year Built	Placentia		Orange County	
	Units	%	Units	%
Built 2005 or later	304	2%	21,184	2%
Built 2000 to 2004	1,432	9%	63,957	6%
Built 1990 to 1999	1,762	11%	120,798	12%
Built 1980 to 1989	2,041	12%	167,031	16%
Built 1970 to 1979	5,000	30%	262,455	25%
Built 1960 to 1969	4,239	25%	215,213	21%
Built 1950 to 1959	1,135	7%	138,061	13%
Built 1940 to 1949	320	2%	26,745	3%
Built 1939 or earlier	446	3%	26,810	3%
Total units	16,679	100%	1,042,254	100%

Source: Census 2006-2010 ACS, Table DP-4

Housing Conditions

Households living in substandard conditions are considered to be in need of housing assistance, even if they are not seeking alternative housing arrangement, due to threat to health and safety.

The City estimates there are more than 200 substandard housing units currently in the City. The substandard housing units are primarily concentrated in the La Jolla and Santa Fe areas. Housing programs intended to assist lower-income households with needed repairs are described in **Section 4.4**.

Housing Costs and Affordability

This section evaluates housing cost and affordability trends in Placentia.

Home Price Trends

As shown in **Table 4-18**, the median sale price for single-family homes in Placentia was \$455,000 while the median price for condos was \$250,000. These median sales prices were moderately lower than for the county as a whole.

Table 4-18. Median Home Sales Prices – 2012: Placentia vs. Orange County

Area	ZIP	Median Price	
		SFD	Condo
Countywide		\$500,000	\$287,000
Placentia	92870	\$455,000	\$250,000

Source: DataQuick, 2013

Rental Prices

According to the apartment research firm RealFacts, rents in Orange County reached an all-time high in 2012 with a countywide average of \$1,604. In the wake of the financial crisis of 2008-2009 average rents in Orange County declined from \$1,603 in 2008 to \$1,473 in early 2010, but growing demand has allowed the market to fully recover those temporary losses. Real estate professionals expect rents to continue rising in the near future as growing demand exceeds the pace of new apartment construction.

Affordability Gap Analysis

The costs of home ownership and renting can be compared to a household’s ability to pay for housing. Housing affordability is defined as paying no more than 30 percent of the household income on housing expenses. **Table 4-19** summarizes affordable rents and purchase prices by income category based on the 2013 median income of \$87,200 for Orange County.

Table 4-19. Affordable Housing Costs: Orange County

2013 County Median Income = \$87,200	Annual Income Limits	Affordable Monthly Rent	Affordable Price (est.)
Extremely Low (<30%)	\$28,900	\$723	--
Very Low (31-50%)	\$48,150	\$1,204	--
Low (51-80%)	\$77,050	\$1,926	\$260,000
Moderate (81-120%)	\$104,650	\$2,616	\$400,000
Above moderate (120%+)	\$104,650+	\$2,616+	\$400,000+

Assumptions:

-Based on a family of 4

-30% of gross income for rent or Principal/Interest/Taxes/Insurance

-10% down payment, 4.5% interest, 1.25% taxes & insurance, \$200 HOA dues

Source: Cal. HCD; J.H. Douglas & Associates

Based on 2012 sales data, lower-income households may be able to find affordable condos in some areas of the city, and some single-family homes may be affordable at the moderate-income level. However, in 2013 sales prices have begun to rise as Orange County’s economy continues to recover from the recession and the inventory of homes for sale remains low compared to demand.

When market rents are compared to the amount lower-income households can afford to pay, it is clear that very-low- and extremely-low-income households have a difficult time finding housing without overpaying. The gap between average rents and affordable rent for 4-person families at the very-low-income level is about \$400 per month, while the gap at the extremely-low-income level is \$881 per month. However, at the low-income and moderate-income levels, households are much more likely to find affordable rental units.

Housing Growth Needs

The Southern California Association of Governments (SCAG) is responsible for allocating housing needs to each jurisdiction in its region, including Placentia. A local jurisdiction’s “fair share” of regional housing need is the number of additional housing units that would need to be constructed to accommodate projected growth in the number of households, to replace expected demolitions and conversion of housing units to non-housing uses, and to achieve a future vacancy rate that allows for healthy functioning of the housing market. The allocation is distributed among four income categories, Very Low, Low, Moderate, and Above Moderate Income, and is adjusted to avoid an over-concentration of lower-income households in

jurisdictions that currently have a disproportionately high share of low-income residents. The City must also plan for the growth needs of Extremely Low-Income households. The Extremely Low-Income need is assumed to be 50 percent of the Very-Low-Income allocation.

Table 4-20 shows the Regional Housing Needs Allocation for the City of Placentia during the 2014-2021 projection period.

Table 4-20. Regional Housing Needs Assessment: 2014-2021

	Extremely Low-Income ¹	Very Low- Income	Low Income	Moderate-Income	Above Moderate-Income	Total
Number of Units ²	56	56	81	90	209	492

Notes:

¹ Extremely Low-Income need is assumed to be 50% of Very Low-Income need

² The RHNA projection period covers the period 1/1/2014 – 10/1/2021

Source: Regional Housing Needs Allocation, SCAG 2012

Special Needs Groups

Certain segments of the population may have more difficulty in finding affordable and suitable housing due to special needs. This section identifies the needs for elderly persons, large households, female-headed households, persons with disabilities, persons who are homeless, and farmworkers.

Elderly Persons

Elderly persons are considered a special needs group because they are more likely to have fixed incomes and often have special needs related to housing location and construction. Because of limited mobility, elderly persons may need convenient access to services (e.g., medical and shopping) and public transit.

According to recent Census data, about 25 percent of households in Placentia were headed by a householder age 65 or older (**Table 4-21**). Approximately 12 percent of renter-occupied households had an elderly householder.

Table 4-21. Elderly Households by Tenure

Householder Age	Owner		Renter	
	Households	%	Households	%
Under 65 years	8,075	75%	4,685	88%
65 to 74 years	1,404	13%	274	5%
75 to 84 years	1,047	10%	251	5%
85 years and over	229	2%	118	2%
Total households	10,755	100%	5,328	100%

Source: U.S. Census 2006-2010 ACS, Table B25007

Large Households

Large households are defined as having five or more persons living within the same housing unit. Large households are considered a special needs group because they require more space and more bedrooms. According to recent Census data, there were 2,443 households in Placentia with at least five persons, representing 31 percent of the total households in the City (**Table 4-22**). Among owner-occupied units, 14 percent were large households while 17 percent of renter households had five or more persons.

Table 4-22. Household Size by Tenure

Householder Size	Owner		Renter	
	Households	%	Households	%
1 person	1,794	17%	1,254	24%
2 persons	3,417	32%	1,216	23%
3 persons	1,677	16%	1,157	22%
4 persons	2,364	22%	761	14%
5 persons	917	9%	382	7%
6 persons	372	3%	214	4%
7 persons or more	214	2%	344	6%
Total households	10,755	100%	5,328	100%

Source: U.S. Census 2006-2010 ACS, Table B25009

Female-Headed Households

Female-headed households are a special needs group due to comparatively low rates of homeownership, lower incomes, and higher poverty rates experienced by this group. According to recent Census data, there were 2,065 female-headed households in Placentia, representing 10 percent of owner households and 18 percent of renter households.

Table 4-23. Household Type by Tenure

Household Type	Owner		Renter	
	Households	%	Households	%
Married couple family	7,006	65%	2,108	40%
Male householder, no wife present	554	5%	387	7%
Female householder, no husband present	1,112	10%	953	18%
Non-family households	2,083	19%	1,880	35%
Total households	10,755	100%	5,328	100%

Source: U.S. Census 2006-2010 ACS, Table B11012

Persons with Disabilities

Access and affordability are the two major housing needs for persons with disabilities. This often requires specially-designed dwelling units typically not found in market-rate housing. Additionally, locating near public facilities and public transit is important for this special needs group.

According to recent ACS estimates (**Table 4-24**), a relatively small proportion of working-age persons in Placentia reported a disability. In the 18-64 age group, less than 3 percent reported any type of disability. Of those aged 65 and over, disabilities were much more prevalent. The most common reported disabilities among seniors included ambulatory difficulties (19 percent), independent living difficulties (15 percent) and hearing difficulty (11 percent). Housing opportunities for those with disabilities can be maximized through housing assistance programs and providing universal design features such as widened doorways, ramps, lowered countertops, single-level units and ground floor units.

Table 4-24. Distribution by Age Group

Disability by Age	Persons	Percent
Under Age 5 - total persons	3,425	--
With a hearing difficulty	0	0.0%

Disability by Age	Persons	Percent
With a vision difficulty	0	0.0%
Age 5 to 17 - total persons	9,449	
With a hearing difficulty	0	0.0%
With a vision difficulty	61	0.6%
With a cognitive difficulty	220	2.3%
With an ambulatory difficulty	20	0.2%
With a self-care difficulty	34	0.4%
Age 18 to 64 - total persons	31,809	
With a hearing difficulty	154	0.5%
With a vision difficulty	295	0.9%
With a cognitive difficulty	596	1.9%
With an ambulatory difficulty	739	2.3%
With a self-care difficulty	232	0.7%
With an independent living difficulty	725	2.3%
Age 65 and over* - total persons	5,878	
With a hearing difficulty	659	11.2%
With a vision difficulty	128	2.2%
With a cognitive difficulty	278	4.7%
With an ambulatory difficulty	1091	18.6%
With a self-care difficulty	459	7.8%
With an independent living difficulty	904	15.4%

Source: U.S. Census, 2009-2011 ACS Table S1810

Note: Totals may exceed 100% due to multiple disabilities per person

Developmentally Disabled

As defined by federal law, “developmental disability” means a severe, chronic disability of an individual that:

- Is attributable to a mental or physical impairment or combination of mental and physical impairments;
- Is manifested before the individual attains age 22;

- Is likely to continue indefinitely;
- Results in substantial functional limitations in three or more of the following areas of major life activity: a) self-care; b) receptive and expressive language; c) learning; d) mobility; e) self-direction; f) capacity for independent living; or g) economic self-sufficiency;
- Reflects the individual's need for a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.

The Census does not record developmental disabilities. According to the U.S. Administration on Developmental Disabilities, an accepted estimate of the percentage of the population that can be defined as developmentally disabled is 1.5 percent. Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services (DDS) currently provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Regional Center of Orange County (RCOC) is one of 21 regional centers in the State of California that provides point of entry to services for people with developmental disabilities. The RCOC is a private, non-profit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

Any resident of Orange County who has a developmental disability that originated before age 18 is eligible for services. Services are offered to people with developmental disabilities based on Individual Program Plans and may include: Adult day programs; advocacy; assessment/consultation; behavior management programs; diagnosis and evaluation; independent living services; infant development programs; information and referrals; mobility training; prenatal diagnosis; residential care; respite care; physical and occupational therapy; transportation; consumer, family vendor training; and vocational training. RCOC also coordinates the state-mandated Early Start program, which provides services for children under age three who have or are at substantial risk of having a developmental disability. The RCOC currently serves approximately 17,000 individuals. Of those, approximately 302 individuals reside in Placentia.

The mission of the Dayle McIntosh Center is to advance the empowerment, equality, integration and full participation of people with disabilities in the

community. The Center is not a residential program, but instead promotes the full integration of disabled persons into the community. Dayle McIntosh Center is a consumer-driven organization serving all disabilities. Its staff and board are composed of over 50% of people with disabilities. Its two offices service over 500,000 people in Orange County and surrounding areas with disabilities. The Center's main office is located in Garden Grove, approximately 7 miles south of Placentia.

Homeless Population and Transitional Housing

To estimate the number of homeless in the city an analysis of existing studies/estimates was utilized, and different organizations and agencies were consulted. The County of Orange Housing and Community Services Department undertakes a biannual "Point-in-Time" survey of the homeless population as part of its application for homeless assistance grant funds to HUD. The most recent Point-in-Time survey for which results are available (January 2011) estimated that there were approximately 6,939 homeless persons in Orange County at the time of the survey, of which 2,667 were sheltered and 4,272 were unsheltered¹. The survey did not estimate the total homeless population by jurisdiction, however the City of Placentia represents approximately 1.7 percent of the total county. Assuming a homeless distribution similar to the general population, the estimated number of homeless persons in Placentia at any point in time would be approximately 117 persons. While it is very difficult to accurately determine the homeless population, a sample of 610 homeless persons interviewed during the 2011 Point in Time study were asked where they lived just prior to becoming homeless. Of the 610 survey respondents, 2 persons (0.3%) reported Placentia as their last city of residence. Since this percentage is substantially lower than the city's proportion of total county population, the City's total homeless population is estimated to be less than 117 persons.

Senate Bill (SB) 2 of 2007 requires that jurisdictions quantify the need for emergency shelter and determine whether existing facilities are adequate to serve the need. An emergency shelter is defined as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay." If adequate existing facilities are not available, the law requires jurisdictions to identify areas where new facilities are permitted "by-right" (i.e., without requiring discretionary approval such as a use permit). As noted in Chapter 3 the City's Zoning Code allows emergency shelters in compliance with SB 2.

According to the Orange County Community Resources Department, there are 68 emergency and transitional shelters countywide that provide 3,300 beds.

There is one emergency shelter located in Placentia, Homeless Intervention Shelter (H.I.S.). The shelter provides transitional living facilities for families and

¹ 2011 Orange County Homeless Census and Survey Comprehensive Report, Applied Survey Research, 2011

single individuals; and serves about 140 persons on average every year. Two local churches also provide food and other emergency services. Placentia Presbyterian Church operates a weekly soup kitchen that serves meals to about 60 persons every Thursday. St. Joseph Catholic Church also distributes food, and offers other services such as transportation assistance and job referrals.

The Neighborhood Services Division of the City of Placentia oversees the operation of the Neighborhood Services Office and Senior Center that provide food programs and emergency resources to the community. The Neighborhood Services Office provides residents with assistance in a wide range of issues including employment, financial assistance, domestic abuse, healthcare, homeless services, landlord and tenant disputes, public assistance forms, senior citizen services, translation assistance and youth services. Neighborhood Services distributes USDA surplus commodities received from Second Harvest Food Bank to over 300 households each month along with providing emergency food to residents and weekly bread distributions. Additionally, the Senior Center offers two food programs for adults 60 years or older, including a daily nutritional lunch program that serves 400 meals per month and a Brown Bag program that provides basic grocery items to over 130 adults per month.

Farm Workers

Farm workers are defined as persons whose primary incomes are earned through seasonal agricultural work. Recent Census² data estimated that 73 persons, less than 0.3 percent of Placentia's labor force, were employed in agriculture or related industries. It is assumed that only a small percentage of persons employed in this industry are involved in active agricultural production and harvest. Therefore, there is no apparent or recognized need for farmworker housing.

Assisted Units “At-Risk” of Conversion

Jurisdictions are required by California Housing Element law to analyze government-assisted housing that is eligible to convert from low-income to market rate housing over the next 10 years. State law identifies housing assistance as a rental subsidy, mortgage subsidy, or mortgage insurance to an assisted housing development. Government assisted housing might convert to market rate housing for a number of reasons including expiring subsidies, mortgage repayments or expiration of affordability restrictions.

This section addresses:

- An inventory of assisted housing units that are at-risk of converting to market rate housing during 2013-2023;
- An analysis of the costs of preserving and/or replacing these units;
- Resources that can be used to preserve at-risk units;
- Program efforts for preservation of at-risk housing units; and

² 2006-2010 ACS, Table DP03

- Quantified objectives for the number of at-risk units to be preserved during the Housing Element planning period

Inventory of At-Risk Units

Two affordable projects are located in Placentia **Table 4-25**. According to the California Housing Partnership Corporation (CPHC), the Imperial Villas project could convert to market rate within the next 10 years and is therefore considered to be “at-risk.”

Table 4-25. Units At-Risk of Conversion: 2013-2023

Project	Address	Type of Units	Program	Earliest Conversion Date	Total Units	Assisted Units
Imperial Villas	1050 E. Imperial Hwy.	Family	Section 8	07/30/2017	58	58
Villa La Jolla	734 W. La Jolla St.	Family	Section 8	12/15/2031	55	55
Total					113	113

Source: California Housing Partnership Corporation, 2013

Preservation Versus Replacement

According to CPHC, preservation of existing affordable housing has significant advantages over new construction, including:

- It generally costs half as much and takes half the time than building it new.
- On average it serves much lower income households than new construction.
- New construction alone cannot produce enough affordable housing to meet demand in most markets in California.

Preservation Strategies

There are several options for preserving affordable units, including purchase by a non-profit or public agency, providing financial incentives to project owners to extend low-income use restrictions, or providing local subsidies to offset the difference between the affordable and market rent.

Local Rental Subsidy

One strategy for preserving the units at-risk is to provide a local rental subsidy to residents if their affordable units convert to market rate. Based on the current

average federal rent subsidy of \$1,108 per month per unit³, the total subsidy that would be needed to extend affordability for the 58-unit Imperial Villas project would be \$771,168 per year.

Replacement through New Construction

Affordable units lost to conversion can be replaced through new construction. Construction cost would depend on many factors including site acquisition, site preparation, construction and a variety of “soft” costs such as architecture, permit processing, financing and administration. Based on an average cost of \$250,000 per unit, the total cost of replacing 58 affordable units would be approximately \$14.5 million.

Resources for Preservation

A variety of programs exist to assist cities in acquiring, replacing or subsidizing at-risk affordable housing units. The following summarizes the available financial resources.

Federal Programs

- Community Development Block Grant (CDBG) – CDBG funds are awarded to entitlement communities (entitlement cities and urban counties) on a formula basis for housing activities. Placentia is a participating city in the County of Orange’s Urban County. Funding is awarded on a competitive basis to each participating city. Activities eligible for CDBG funding include acquisition, rehabilitation, economic development, and public services.
- HOME Investment Partnership – HOME funds are awarded on a formula basis for housing activities. The flexible grant program takes into account local market conditions, inadequate housing, poverty, and housing production costs. HOME funding is provided to jurisdictions to assist rental housing or homeownership through acquisition, construction, reconstruction, and/or rehabilitation of affordable housing. The County of Orange allocates funds to participating cities on a competitive basis.
- Section 8 Rental Assistance Program – The Section 8 Rental Assistance Program provides rental assistance payments to owners of private, market rate units on behalf of very-low income tenants. Rental assistance is provided through the Orange County Housing Authority. As of 2012, there were approximately 205 households within the City of Placentia receiving assistance through the Section 8 program.
- Section 811/202 Program – Non-profit and consumer cooperatives can receive no-interest capital advances from HUD under the Section 202 program for the construction of very-low-income rental housing for seniors and persons with disabilities. These funds can be used in conjunction with Section 811, which can be used to develop group homes, independent

³ Source: California Housing Partnership Corporation, 9/2013

living facilities and immediate care facilities. Eligible activities include acquisition, rehabilitation, new construction and rental assistance.

State Programs

- California Housing Finance Agency (CalHFA) Multifamily Programs- CalHFA's Multifamily Programs provide permanent financing for the acquisition, rehabilitation, and preservation or new construction of rental housing that includes affordable rents for low and moderate-income families and individuals. One of the programs is the Preservation Acquisition Finance Program which is designed to facilitate the acquisition of at-risk affordable housing developments provide low-cost funding to preserve affordability.
- Low-Income Housing Tax Credit (LIHTC) - This program provides tax credits to individuals and corporations that invest in low-income rental housing. Tax credits are sold to those with high liability and proceeds are used to create housing. Eligible activities include new construction, rehabilitation and acquisition of properties.
- California Community Reinvestment Corporation (CCRC) - The California Community Reinvestment Corporation is a multifamily affordable housing lender whose mission is to increase the availability of affordable housing for low-income families, seniors and residents with special needs by facilitating private capital flow from its investors for debt and equity to developers of affordable housing. Eligible activities include new construction, rehabilitation and acquisition of properties.

Local Programs

The Redevelopment Agency for the City of Placentia was dissolved by the State of California along with all other redevelopment agencies through Assembly Bill 26x1 (the Dissolution Act). Based on this action, the former "set-aside" or 20% of tax increment will no longer be available for affordable housing programs or development. To assist with affordable housing funding, the City has required all residential development projects larger than 10 units enter into a Development Agreement and pay an Affordable Housing In-Lieu fee to generate funds. The City will continue to pursue other funding opportunities to assist with the development of affordable housing.

Qualified Entities to Develop or Operate Affordable Housing

A number of non-profit corporations currently working in Orange County have the experience and capacity to assist in preserving at-risk units. These non-profits include:

- BRIDGE Housing Corporation (San Francisco)
- Civic Center Barrio Housing Corporation (Santa Ana)
- Jamboree Housing Corporation (Irvine)
- Mercy Housing Corporation (San Francisco)

4.3 RESOURCES AND CONSTRAINTS

Resources and Opportunities

A variety of resources are available for the development, rehabilitation, and preservation of housing in the City of Placentia. This chapter provides a description of the land resources and adequate sites to address the City’s regional housing needs allocation for the projection period of January 1, 2014 to October 1, 2021, as adopted by the Southern California Association of Governments, as well as financial and administrative resources available to support the provision of affordable housing. Additionally, the chapter discusses opportunities for energy conservation that can lower utility costs and increase housing affordability.

Land Resources

Section 65583(a)(3) of the *Government Code* requires Housing Elements to contain an “inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.” A detailed inventory of residential development sites is provided under **Appendix B** in **Section 4.5**. The results of this analysis are summarized in **Table 4-26** below. The table shows that the City’s land inventory for potential residential development is more than sufficient to accommodate the RHNA in the moderate- and above-moderate income categories for this projection period; however, rezoning is required to provide additional sites to accommodate 231 lower-income units. **Program HE - 1.8** in the Housing Plan (**Section 4.4**) describes the specific actions the City will take to address this requirement.

Table 4-26. Residential Sites vs. Regional Housing Need 2014-2021

Income Category	Very Low	Low	Moderate	Above Moderate
Housing Need 2014-2021	112	81	90	209
Carryover from the Prior Period	21	17	--	--
Total Housing Need	133	98	90	209
Vacant Sites	--	--	163	63
Adequate Capacity?	(133)	(98)	Yes	Yes*

Notes:

**It is expected that additional above-moderate units will be accommodated through excess moderate sites and on underutilized parcels.*

Source: City of Placentia, 2013

A discussion of public facilities and infrastructure needed to serve future development is contained in the topic Non-Governmental Constraints. There are

currently no known service limitations that would preclude the level of development described in the RHNA, although developers will be required to pay fees or construct public improvements prior to or concurrent with development.

Financial and Administrative Resources

Community Development Block Grant and HOME Programs

Placentia participates in a consortium with the County of Orange and 12 other cities known as the Orange County Urban County Program. The Urban County consortium receives Community Development Block Grant (CDBG) and HOME funding on a formula basis from the Federal government. Funds are distributed by the County of Orange to individual jurisdictions on a competitive basis. During the 2006/07 through 2010/11 Fiscal Years, the City received \$150,000 annually in CDBG funds for housing rehabilitation but this amount declined to \$135,000 per year in FY 2012/13 and 2013/14. This City also was awarded grants for public improvements for pedestrian accessibility, Edwin T. Powell Community Center, neighborhood facilities, streets and neighborhood parks. The City has not received HOME funds in recent years but will pursue them in the future when eligible projects are identified.

CDBG funds can be used for the following activities:

- Acquisition
- Rehabilitation
- Home Buyer Assistance
- Economic Development
- Homeless Assistance
- Public Services
- Public Improvements
- Rent Subsidies

HOME funds can be used for the following activities:

- New Construction
- Acquisition
- Rehabilitation
- Home Buyer Assistance
- Rental Assistance

Former Redevelopment Agency and the Successor Agency

As of February 1, 2012, the Redevelopment Agency (RDA) of the City of Placentia was dissolved by Governor Jerry Brown and the State Legislature. As part of the Dissolution Act, the City of Placentia designated itself as both the Successor Agency and successor housing agency to the former redevelopment agency to wind down its operations and continue local control over the former assets of the agency. The Successor Agency is able to pay for those items found to be enforceable obligations by the State Department of Finance until such time as the

obligation ceases. The Successor Agency does not have any affordable housing obligations as all properties or loan receivables were transferred to the City as the housing successor agency.

Energy Conservation Opportunities

In order to reduce the consumption of water in a landscaped area the City of Placentia has adopted a xeriscape ordinance within the Zoning Code. Primary techniques to reduce water consumption are the use of water conserving plants, minimizing the amount of grass area, grouping plants in accordance to their watering needs, and providing an irrigation system designed to meet the needs of the plants in the landscape. All new developments are required to submit plans that comply with the ordinance.

In 1982, the City adopted an ordinance that encourages the development of energy efficient residential dwellings in order to reduce the reliance of the City's residents in commercial energy sources.

Southern California Edison, which provides electricity service in Placentia, also offers public information and technical assistance to developers and homeowners regarding energy conservation. Southern California Edison also provides incentives for energy efficient new construction and home improvements. Through the California Energy Star New Homes program, builders can receive up to \$700 per single family unit or \$275 per multi-family unit for constructing homes that are 15-20 percent more energy efficient than the Title 24 requirements. Builders also have the option of installing efficient appliances, insulation, and/or tight ducts to receive similar monetary incentives. Owners of existing homes can receive monetary incentives for purchasing Energy-star qualified appliances or making other energy-saving improvements such as installing a whole-house fan in the attic.

One of the more recent strategies in building energy-efficient homes is following the U.S. Green Building Council's guidelines for LEED Certification. LEED-certified buildings demonstrate energy and water savings, reduced maintenance costs and improved occupant satisfaction. The LEED for New Construction program has been applied to numerous multi-family residential projects nationwide. The LEED for Homes pilot program was launched in 2005 and includes standards for new single-family and multi-family home construction.

The City Council authorized participation in the Home Energy Renovation Program (HERO) as provided for through the Western Riverside Council of Governments. The HERO program is financed through property assessments where the improvements are made and is not a City program, but simply a means to provide property assessed financing to eligible property owners in the City for various energy and water conservation improvements.

Constraints

In planning for the provision of housing, constraints to the development, maintenance and improvement of housing must be recognized, and jurisdictions must take appropriate steps to mitigate them where feasible. Local government cannot control many of these constraints, such as those related to general economic and market conditions, and constraints imposed by other governmental entities. Potential governmental and non-governmental constraints along with City efforts to reduce these constraints are discussed below.

Governmental Constraints

Governmental constraints are policies, standards, requirements, and actions imposed by various levels of government upon land and housing development. These constraints may include building codes, land use controls, growth management measures, development fees, processing and permit procedures, and site improvement costs. State and federal agencies play a role in the imposition of governmental constraints; however, these agencies are beyond the influence of local government and are therefore not addressed in this analysis.

Land Use Controls

Land use controls include General Plan policies, zoning regulations (and the resulting use restrictions, development standards and permit processing requirements) and development fees.

General Plan

Every city in California must have a General Plan, which establishes policy guidelines for all development within the city. The General Plan is the foundation of all land use controls in a jurisdiction. The Land Use Element of the General Plan identifies the location, distribution, and density of the land uses within the City. General Plan residential densities are expressed in dwelling units per acre. The Placentia General Plan identifies three residential land use designations, a Planned Community designation and a Specific Plan designation. **Table 4-27** summarizes the residential land use designations and their associated acreages and density ranges. The City’s General Plan is undergoing a comprehensive update, to include inclusion of a new sustainability element, and will be considered for adoption by the City Council by June 2014.

Table 4-27. General Plan: Residential Land Use Designations

Designation	Description	Acreage	Density Range
Low Density Residential	Single family residences on individual parcels.	1935.3*	6 du/ac maximum
Medium Density Residential	Single-family and multi-family developments including attached and detached housing. Can include clustering and planned unit development approaches	439.2	15 du/ac maximum

Designation	Description	Acreage	Density Range
High Density Residential	Multifamily residences such as apartments	152.7	25 du/ac maximum
Residential Planned Community	Allows a variety of housing types and related commercial uses through a development plan	370.8	7.1 du/ac maximum mean
Specific Plan	Specific Plans, programs, regulations, and conditions that are unique for an area and are pertinent to maintain compatibility with surrounding areas.	348.8	Established individually for each Specific Plan

**Includes a County island*

Source: City of Placentia General Plan

According to the current General Plan, the maximum potential capacity is 22,645 dwelling units in the City and the realistic capacity is 18,117 dwelling units. The Department of Finance (DOF) reports 17,049 dwelling units have been developed as of January 2013.

Depending on land costs, certain densities are needed to make a housing project economically feasible. The following densities required to accommodate construction affordable to specific income levels are generally accepted:

- Very Low- and Low-Income: 30 dwelling units per acre
- Moderate-Income: 11-30 dwelling units per acre
- Above Moderate-Income: Up to 11 dwelling units per acre

Zoning Code

The Zoning Code is the primary tool for implementing the Land Use Element of the General Plan. It is designed to protect and promote public health, safety, and welfare. Placentia’s residential zoning designations control both the use and development standards of specific sites and influence the development of housing. Table 4-28 summarizes the single-family residential zoning designations and their requirements. **Table 4-28** summarizes the multi-family residential designations and requirements. Based on residential units approved and constructed complying with these standards, the City has determined the development standards do not unreasonably impact the cost and supply of housing nor the ability of projects to achieve maximum densities.

The City will be adding a Transit Oriented Development (TOD) overlay zone to its Zoning Code as well as adjusting the land use categories to reflect higher densities within such TOD zones. The City received a grant from the Southern California Association of Governments in September 2013 to assist in drafting a TOD zoning code. The TOD overlay zone, as well as allowing higher densities than the current

25 du/ac, will provide the City with a means to achieve its Regional Housing Needs Assessment allocation of units.

Table 4-28. Summary of Single Family Residential Zoning Requirements

Zone	Minimum Lot Area (Sq. Ft.)	Maximum Lot Coverage	Minimum Floor Area (Sq. Ft.)	Maximum Building Height	Minimum Front Yard	Minimum Interior Side Yard	Minimum Street Side Yard	Minimum Rear Yard
R-A	20,000	40%	N/A	30'	25'	6' one side, 12' other side; corner lot line, 11'		Corner and interior lot, 5'
R-1	Interior lots 7,000; corner lots 7,500	50%	1,300	30'; accessory buildings 20'	20'-25'	6' on one side and 10' opposite side; corner lot 12'		20'
PUD	N/A	60%	N/A	35'; 30' when located adjacent to properties zoned "R-A" or "R-I," may be modified pursuant to §23.15.090	10'	None required; except there shall be a minimum 10-foot separation between buildings	5' or less, or 18' or more	10'

Source: City of Placentia Municipal Code, Chapter 23

Table 4-29. Summary of Multiple Family Residential Zoning Requirements

Zone	Minimum Lot Area (Sq. Ft.)	Maximum Lot Coverage	Maximum Building Height	Minimum Front Yard	Minimum Interior Side Yard	Minimum Street Side Yard	Minimum Rear Yard
R-2	Interior lots 7,000; corner lots 8,000;	50%	35'; 30' when located adjacent to properties zoned "R-A" or "R-1," may be modified pursuant to §23.15.040	20'-25'	5'	Subject to §23.15.110	10'
R-G	Interior lots 8,000; corner lots 9,000	60%	35'; 30' when located adjacent to properties zoned "R-A" or "R-1," may be modified pursuant to §23.18.040	20'	0'-10'	Subject to §23.81.130	0'-10'
R-3	Interior lots 8,000; corner lots 9,000	60%	35'; 30' when located adjacent to properties zoned "R-A" or "R-1," may be modified pursuant to §23.21.040	15'	0'-5'	10'-15'	0'-10'
MHP	15 acres	Subject to Title 25 of the Calif. Admin. Code	2 stories or 35'	10'		25'	

Source: City of Placentia Municipal Code, Chapter 23

The single-family residential zones are R-A and R-1. As shown in **Table 4-30**, single-family units are permitted by-right in R-A, R-1, R-2, RPC, PUD, SP-6, SP-7, and SP-8. Single-family units are approved administratively without a public hearing, although subdivisions require a discretionary review process pursuant to the state Subdivision Map Act.

The multi-family residential zones are R-2, R-G, R-3, and MHP. Multi-family dwellings are permitted subject only to Development Plan Review (DPR) by the Planning Commission in the R-2, R-G, R-3, SP-3, SP-4, SP-7 and SP-9 zones. The DPR process (Municipal Code Chapter 23.75) ensures that projects are consistent with applicable policies and standards. Multi-family developments are subject to a conditional use permit in the RPC (Residential Planned Community) zone. Second units and accessory units are permitted by-right in the R-A, R-1, RPC, PUD, SP-6, and SP-7 zones.

Table 4-30. Summary of Permitted Residential Uses by Zone

Residential Zone	Single-family	Multi-family	Mobile home Parks	Second and Accessory Units
R-A	Permitted	Prohibited	Permitted	Permitted
R-1	Permitted	Prohibited	Permitted With CUP	Permitted
R-2	Permitted	Permitted	Permitted With CUP	Prohibited
R-G	Prohibited	Permitted	Permitted With CUP	Prohibited
R-3	Prohibited	Permitted	Permitted With CUP	Prohibited
RPC	Permitted	Permitted With CUP	Permitted With CUP	Permitted
MHP	Prohibited	Prohibited	Permitted With CUP	Prohibited
PUD	Permitted	Prohibited	Permitted With CUP	Permitted
SP-3	Prohibited	Permitted ¹	Prohibited	Prohibited
SP-4	Prohibited	Permitted ²	Prohibited	Prohibited
SP-6	Permitted	Prohibited	Prohibited	Permitted
SP-7	Permitted	Permitted	Permitted With CUP	Permitted
SP-8	Permitted	Prohibited	Prohibited	Prohibited
SP-9	Prohibited	Permitted	Prohibited	Prohibited

¹Apartment projects for persons 55 years of age or older.

²Apartments of medium density residential setting reserved for lower-income families for a minimum of 30 years.

Source: City of Placentia Municipal Code Chapter 23

Parking Requirements

Table 4-31 summarizes the residential parking requirements in Placentia. Parking requirements do not constrain the development of housing directly. However, parking requirements may reduce the amount of available land for residential development.

Table 4-31. Residential Parking Requirements

Type of Residential Development	Required Parking Spaces (Off Street)
R-A and R-1 (4 or fewer bedrooms)	2 (2 in garage) per unit
R-A and R-1 (5 or more bedrooms)	3 (3 in garage) per unit
R-G	2 (1 in garage) per unit; plus 10% of said total for guest parking; carports allowed for multiple dwellings
R-3	2 (1 in garage) per unit; plus 15% of said total for guest parking; carports allowed for multiple dwellings
PUD (bachelor and 1 bedroom)	2 (1 in garage) per unit
PUD (2 or more bedrooms)	3 (2 in garage) per unit; 1 recreational vehicle space, for each 10 units
Mobile Home Parks	2 spaces per mobile home lot (may be in tandem), plus 1 additional space per every 5 mobile home lots provided as guest parking. In addition, there shall be provided 1 boat or travel trailer space for every 5 mobile home lots
Boardinghouses, fraternities, and group living quarters	1 space per resident
Rest Homes	1 space for each 4 beds, plus 1 ½ space per employee
Second Residential Units	1 space in addition to that required for the primary unit; shall not be located within the required front yard setback and may be open

Source: City of Placentia Municipal Code Title 23, Sect. 78.030 et. seq.

There are no specific criteria for allowing carports in multi-family housing. When carports are utilized, the required dimensions of a carport space shall be measured from the interior of the carport. The carport shall cover the entire length of the space and shall be separated from open parking spaces by a landscaped buffer.

The off-street parking requirements for multi-family housing are the same regardless of unit size. To ensure that the City's parking requirements do not pose future constraints on development of smaller units, the Housing Plan (**Section 4.4**) includes Program 1.17 to review and revise parking requirements to mitigate any identified constraints.

Density Bonus

In order to encourage the construction of affordable housing developments for very low and low-income households, the City of Placentia has adopted a Density Bonus Ordinance (Chapter 23.23 of the Municipal Code). Upon request from the applicant, the City grants a density bonus and incentives consistent with state law based on the applicant's commitment to provide housing units for low- and moderate-income persons or senior housing.

Transit Oriented Development Overlay Zone

In 2013 the City received a grant to develop a Transit Oriented Development (TOD) overlay zone, which is proposed to amend the current manufacturing zone located south of the downtown Placentia area and immediately adjacent to, and south of, a proposed Metrolink commuter rail station. The TOD zone is the successor to the formerly envisioned Placentia Westgate Specific Plan area. The TOD zone is approximately 110 acres in size and runs south from the Burlington Northern Rail Road to Orangethorpe Avenue, and east from State Highway 57. The TOD area will provide for increased residential densities, mixed-use residential-commercial, and increased amenities to encourage use of the commuter rail station.

Senior Housing

Placentia's Zoning Code allows group dwellings including nursing homes, intermediate care facilities and assisted care facilities in the C-2 designation with a conditional use permit, senior housing and facilities in Specific Plan 3 area as a permitted use, and independent living facilities, assisted living facilities, and skilled nursing facilities in Specific Plan 9 area as a permitted use.

Specific Plan 3 area developments are subject to the requirements found in Chapter 23.103 (Specific Plan 3) of Placentia Municipal Code. Specific Plan 3 area contains requirements for board and care facilities for persons 62 years of age or older, with private bathrooms, central kitchen facilities and services which include transportation, activities programs, housekeeping, linen and laundry service and full-time staff supervision; and apartment projects for persons 55 years of age or older, which contain a private entry and individual kitchen, but are no larger than two bedrooms, where two bedroom units do not exceed 50 percent of the total number of units.

Specific Plan 9 area developments are subject to the requirements found in Chapter 23.109 (Specific Plan 9) of Placentia Municipal Code. A deed restriction



for this area requires that for the life of the structures at least one resident of each independent living unit shall meet the minimum age requirement of 55 years.

The City currently does not have a senior housing zoning designation. The Zoning Code currently permits housing types that provide opportunities for senior housing within various zones.

The City has reviewed §65008 of the *Government Code* and found that the City's Zoning Code does not conflict with state law.

Emergency Shelters

Pursuant to state law (SB 2), jurisdictions with an unmet need for emergency shelters are required to identify a zone(s) where emergency shelters are allowed as a permitted use without a conditional use permit or other discretionary permit. The identified zone must have sufficient capacity to accommodate the shelter need, and at a minimum provide capacity for at least one year-round shelter. Permit processing, development and management standards for emergency shelters must be objective and facilitate the development of, or conversion to, emergency shelters.

- A maximum of 30 beds or persons permitted to be served nightly by the facility;
- Off-street parking at a rate of 1 space per 4 beds plus employee parking, or an alternative ratio based on an analysis of demonstrated need;
- Waiting and client intake area of at least 10 square feet per bed;
- The provision of onsite management at a rate of one staff person for each 15 beds;
- Minimum separation of 300 feet from residential property, parks, schools, or other emergency shelters;
- Maximum length of stay of 45 days within any 120-day period;

- Exterior lighting; and
- A Security and Safety Plan subject to approval by the City Administrator.

Transitional Housing and Supportive Housing

Transitional housing is defined as buildings configured as rental housing and operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient in a predetermined future time, which shall be not less than 6 months.

Supportive housing means housing with no limit on length of stay that is targeted to persons with disabilities or the homeless and is linked to on- or off-site services that assist the resident in retaining the housing, improving health status, and maximize the resident's opportunity to live and/or work in the community.

As required by state law, the Zoning Code considers transitional and supportive housing to be residential uses that are subject only to those regulations that apply to other residential uses of the same type in the same zone.

H.I.S. House currently operates a transitional living facility in the City. The facility, which consists of a single-family residence, was sold by the City as the successor housing agency to the non-profit and is deed restricted as affordable housing for a period of 55 years.

Single Room Occupancy (SRO) Units

Single Room Occupancy (SRO) residences are small, one-room units occupied by a single individual, and may either have a shared or private kitchen and bathroom facilities. SROs are rented on a monthly basis typically without a rental deposit and can provide an entry point into the housing market for Extremely Low-Income individuals, formerly homeless, and disabled persons.

The Zoning Code allows SROs with up to 30 units as a permitted use by-right in the R-3 (High Density Multiple Family) District. Larger SRO developments with more than 30 units require approval of a conditional use permit. SROs are also permitted in the C-2 (Community Commercial) District as part of a mixed-use development subject to a conditional use permit.

Second Dwelling Units

Second dwelling units provide additional opportunities to provide housing for people of all ages and economic levels, while preserving the integrity and character of single-family residential neighborhoods. Placentia permits second units in the R-A, R-1 and PUD-1 districts, and in the SP-7 or RPC districts with an underlying land use designation of low-density residential, provided certain requirements are met.

Requirements for a second unit should comply with all of the development standards for a new single-family detached dwelling unit in the R-A or R-1 zone, including but not limited to, setbacks, height, lot coverage and those listed in

Section 23.75.020 (Development Plan Review) of the Municipal Code. The following standards also apply:

- The total floor area of an attached second unit cannot exceed 30 percent of the total living area of the primary dwelling unit.
- The total floor area of a detached second unit cannot exceed 1,200 square feet.
- The architecture of the new unit has to be compatible with the existing unit and neighborhood.
- One off-street parking space must be provided in addition to that required for the primary unit. This space does not need to be located within the required front yard setback and may be open.
- Only one exterior entrance on any one side of the building is allowed.
- No exterior stairways on the front of the house are allowed.
- Only one second unit is allowed on any lot.
- The primary unit must continue to comply with the minimum standards applicable to a single-family detached dwelling unit in an R-A or R-1 zone even with the creation of a second unit, including but not limited to maximum lot coverage and minimum floor area.

Housing for Persons with Disabilities

The U.S. Census Bureau defines persons with disabilities as those with a long-lasting physical, mental or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.

The City of Placentia allows, by-right, residential care facilities for 6 or fewer persons in any single-family residence in an R-A, R-1 or R-2 zone. Residential care facilities provide twenty-four hour supervised non-medical care. Group dwellings including nursing homes, rest homes, and other special needs facilities are permitted in residential and commercial districts subject to a use permit.

The City's Municipal Code defines "family" as "an individual or two or more persons related by blood, marriage or adoption, or a group of not more than six persons, excluding servants, who are not related by blood, marriage or adoption, living together as a single housekeeping unit in a dwelling unit." The Housing Plan (Chapter 4) includes Program 2.5 to process a Municipal Code amendment to revise this definition consistent with current law.

To further accommodate housing for persons with disabilities, there are no maximum concentration requirements for residential care facilities. And the City considers parking requirements for residential care facilities on a case-by-case basis.

Reasonable Accommodation Procedures

As a matter of state law (SB 520), cities are required to analyze potential and actual constraints upon the development, maintenance and improvement of housing for persons with disabilities, and demonstrate local efforts to remove governmental constraints that hinder the locality from meeting the need for housing for persons with disabilities. Cities are required to include programs that remove constraints and provide reasonable accommodations for housing designed for persons with disabilities. Zoning Code Chapter 23.59 establishes the process by which persons with disabilities may request a reasonable accommodation and provides for administrative review and approval by the Director. This process is consistent with state law and assists persons with disabilities in improving their access to housing.

Building Codes and Enforcement

Building and safety codes are adopted to preserve public health and safety and ensure the construction of safe and decent housing. These codes and standards also have the potential to increase the cost of housing construction or maintenance.

Building Codes

The City of Placentia will adopt the 2013 California Building Code, which establishes construction standards for all residential buildings, and also the 2013 California Green Building Standards Code, prior to its implementation in January 2014. The City amends the code as needed to further define requirements based on the unique local conditions. The code is designed to protect the public health, safety and welfare of Placentia's residents. Code enforcement in the City is performed on a complaint basis.

The local amendments to the Building Codes are derived from Orange County Building Officials, local governments, the Orange County Building Industry Association, and the Orange County Fire Authority. The City has found that the amendments to the 2013 California building code do not unduly influence the cost, availability and conservation of housing.

Code Enforcement

Contained within the City's Police Department and staffed by Police Services Officers, the City's Code Enforcement key objective is maintaining and preserving value and appearance in residential, commercial and industrial properties throughout the City. The City's Code Enforcement representatives enforce the following items:

- Substandard housing;
- Garage conversions;
- Property maintenance;
- Recreation vehicle parking on private property;
- Trash container placement, time and location;
- Illegal business activity;
- Inoperable vehicles on private property; and

- Garage sales and signage.

Code enforcement efforts are focused on property maintenance practices and standards so as to avoid conditions, which can be detrimental to the public health, safety, or general welfare.

Fair Housing and Americans with Disabilities Act

The Federal Fair Housing Act of 1998 (FHA) and the Americans with Disabilities Act (ADA) are federal laws intended to assist in providing safe and accessible housing. Building requirements and provisions including the minimum percentage of units accessible to persons with physical disabilities in new developments are incorporated into Title 24 of the California Code of Regulations. Compliance with these regulations may increase the cost of housing construction as well as the cost of rehabilitating older units, which may be required to comply with current codes. However, the enforcement of ADA requirements is not at the discretion of the City but is mandated under federal law.

Planning and Development Fees

Various development and permit fees are charged by the City and other agencies to cover administrative processing costs associated with development. These fees ensure quality development and the provision of adequate services. Often times, development fees are passed through to renters and homeowners in the price/rent of housing, thus affecting the affordability of housing.

The City of Placentia charges the majority of environmental, planning and engineering fees on a fixed fee basis, with some fees deposit-based and ultimately charged on a time and materials basis. The City annually reviews its fees and used a third-party consultant in 2012 to conduct a cost allocation plan and fee study. The development fees are a result of actual costs of providing the services and are reviewed annually based on staffing resources and related expenditures to provide services. **Table 4-32** summarizes the total typical development fees for single-family and multi-family developments, based on two projects recently constructed in the City.

In addition to impact fees for schools, parks, libraries and wastewater, the City requires an affordable housing impact fee for developments of five or more units. The fee ranges from approximately \$2,625 to \$5,250 per market-rate unit depending on project size.

Table 4-32. Typical Development Fee Comparison: Single Family and Multi-Family

Development Fee	Single-Family ¹	Multi-Family ²
Development Plan Review (DPR)	\$50	\$266
Placentia-Linda School District fee	\$6,400	\$3,200

Development Fee	Single-Family ¹	Multi-Family ²
Park in-lieu fee (city)	\$4,978	\$3,628
County Sanitation District fee	\$4,081	\$2,399
County Library Fee	\$1,820	\$1,120
Affordable housing impact fee	\$2,625 - \$5,250	\$2,625 - \$5,250
Total per unit	\$19,904-22,529	\$13,238-15,863

Notes:

¹ Based on a 2,000-sq.ft. Single-family house.

² Based on a 1,000-sq.ft. Apartment in a 20-unit project.

Source: City of Placentia, 2013

Local Processing and Permit Procedures

Considerable holding costs can be associated with delays in processing development applications and plans. Three levels of decision-making bodies govern the review process in Placentia: the Zoning Administrator, the Planning Commission and the City Council.

The single-family residential zones are R-A and R-1. As shown in **Table 4-30**, individual single-family units are permitted by-right in R-A, R-1, R-2, RPC, PUD, SP-6, SP-7, and SP-8.

Multi-family dwellings are permitted subject to Development Plan Review approval by the Planning Commission in the R-2, R-G, R-3, SP-3, SP-4, SP-7 and SP-9 zones, and are subject to Planning Commission approval of a conditional use permit in the RPC zone.

The time required to process a project varies depending on the given project’s size and complexity and the number of actions and/or approvals required to complete the process. Both single-family residential and multi-family residential developments take between 6 and 12 months for total entitlement and permit processing. Table 4-33 provides a summary of the most common steps in the entitlement process. Not every project is required to follow all the steps outlined in the table. In addition, some of the approval procedures can run concurrently.

To address any constraints posed by processing timelines on residential development, this Housing Element update will include a program to review and revise processing timelines to mitigate and/or remove any identified constraints.

Table 4-33. Approximate Development Timeline

	Procedure	Processing Time
Initial Contact	Check Requirements: Zoning, General Plan, Use Permit, Variance Tentative Map, Development Plan Review, CEQA	1-3 days
Preliminary Review	Conceptual Plan Submitted: Circulation, Traffic, Parking, Street Improvements, Building Elevations, Signs, Landscaping, CEQA requirements	1-2 weeks
Formal Submittal	Planning Commission Package: Filing Fee, CEQA (Exemption, Negative Declaration, EIR), Site Plan, Preliminary grading plan, Conceptual landscape plan, building elevations, floor plan	4 weeks
Planning Commission Hearing	Input from staff, applicant and public. (Decisions include condition of approval and standard development requirements	1 day
City Council Hearing (if required)	Same package as submitted to the Planning Commission	3 weeks
Submittal of Working Plans (First Check)	All drawings are reviewed for compliance with city design standards and policies, conditions of approval, specific details not included in conceptual plans. Drawings Submitted include: Engineering plans (Grading and street improvements, sewer, storm drains and utility plans and details) and Building Plans (Structural, electrical, plumbing, heating and ventilation, and air conditioning plans; soil test and reports; structural and energy calculations; landscape and irrigation plans; fence and wall plans; sign plans; and lighting plans).	2-4 weeks
Submittal of Working Plans (Second Check)	All resubmitted plans are reviewed to ensure corrections are completed and all plans consent with each other.	2-4 weeks
Issuance of Permits	Permits are issued after final map is approved and bonds are posted, grading permit issued.	1 day

Source: City of Placentia, April 2009

Environmental and Infrastructure Constraints

Environmental Constraints

Environmental hazards affecting housing units include geologic and seismic conditions, which provide the greatest threat to the built environment. The following hazards may impact future development of residential units in the city.

Seismic Hazards

Similar to most southern California cities, Placentia is located within an area considered to be seismically active. No faults have been identified within the City limits. There are six faults within close proximity to Placentia: Whittier-Elsinore, Norwalk, Newport-Inglewood, Sierra Madre, Palos Verdes and San Gabriel. The Whittier-Elsinore fault is located approximately 1,000 feet to the north of Placentia and is able to produce a seismic event of magnitude 6.0 or greater. The impact of earthquakes on Placentia depends on several factors: the particular fault, fault location, distance from the City, and magnitude of the earthquake. Some areas of the City may experience liquefaction and ground failure during extreme shaking. As part of the City's development review process, future residential projects would be required to prepare geotechnical studies to abate and potential hazards.

Flooding

Portions of the City are located within 100-year flood zones. Inundation is projected to be most significant in the southwest portion of Placentia. Flooding within Placentia as a result of a 100-year flood would be expected to reach an average depth of only one foot and only at specific locations.

Prado Dam is a flood control and water conservation project constructed and operated by the U.S. Army Corps of Engineers, Los Angeles District. The dam is located approximately 11 miles east of Placentia, on the Santa Ana River, west of the City of Corona. In the event of dam failure, the flood wave would reach Placentia in approximately 40 to 45 minutes with possible surge wave depths ranging from nine to twenty-three feet.

Carbon Canyon Dam provides flood control in and around the drainage basin. The dam is located approximately one mile north of Placentia. In the event of the dam's failure at maximum capacity, water would reach the northerly City limits in approximately two minutes with depths ranging from 10 to 30 feet. In the event of a dam failure at either the Prado or Carbon Canyon Dams, the City's emergency evacuation plan would be implemented, and emergency service personnel would respond to any hazards.

Toxic and Hazardous Wastes

Although definitions of hazardous materials vary, federal, state, and county agencies have generally recognized toxic substances as chemicals or mixtures whose manufacture, process, distribution, use or disposal may present an unreasonable risk to human health or the environment. The OCFA's Hazardous

Materials Area Plan provides a detailed hazard analysis of chemical hazards within Orange County.

Transportation of Hazardous Materials

Transportation routes through and around the City are used to transport hazardous materials from suppliers to users. Major transportation routes within Placentia include surface streets and railroads. Additionally, the SR-57 and SR-91 freeways are located adjacent to the city. Transportation accidents involving hazardous materials could occur on any of the routes, potentially resulting in explosions, physical contact by emergency response personnel, environmental degradation, and exposure to the public via airborne exposure.

The Federal Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing). The California Highway Patrol (CHP) enforces the intrastate transport of hazardous materials and hazardous waste.

Hazardous Waste Management

The *Orange County Hazardous Waste Management Plan* provides policy direction and action programs to address current and future hazardous waste management issues that require local responsibility and involvement in Orange County. The Plan discusses hazardous waste issues and analyzes current and future hazardous waste generation in the County. The Integrated Waste Management Department (IWMD) of Orange County owns and operates three active landfills, four household hazardous waste collection centers (HHWCC) and monitors ten closed landfills.

The *California Health and Safety Code* (H&SC) establishes regulations requiring businesses within the city to complete a chemical inventory to disclose hazardous materials stored, used, or handled on site. The disclosure information is intended to assist emergency responders in planning for and handling emergencies involving hazardous materials. The main program objective is to safeguard the lives of emergency responders, the public, and to minimize property loss. The H&SC also requires a Business Emergency Plan (BEP) to assist in mitigating a release or threatened release of a hazardous material, and to minimize any potential harm or damage to human health or the environment. Disclosure of hazardous materials is updated annually. The Fire Prevention Department of the OCFA is responsible for the distribution and handling of disclosure forms. Additionally, the OCFA maintains the files of all chemical inventory information and business plans, which are made available for public inspection.

Fire Hazards

The City of Placentia is highly urbanized with no wildlands adjacent to areas zoned for residential use. There is minimal potential for fire related to brush or other natural materials. Fire hazards within the City may be associated with industrial uses, hazardous materials, and arson. The County of Orange Fire Authority

provides fire protection services to Placentia. There are two fire stations located within the City limits.

Noise

Residential land uses are generally considered to be the most sensitive to loud noises. The principal noise sources in Placentia are the transportation systems. Roadways are the primary source of transportation-generated noise. The Burlington North Santa Fe Railroad also runs through the city along the Orangethorpe Corridor. The Placentia Quiet Zone went into effect in August of 2007. Along the quiet zone, all trains are prohibited from using horns unless an engineer feels an emergency exists that threatens human or animal injury or property damage. The Orange County Transportation Authority is also constructing five grade separation projects within the City, which will further diminish the noise impacts of the train traffic.

Infrastructure Constraints

Sewer

The City of Placentia operates and maintains approximately 76 miles of gravity sewer pipelines. In addition, the Yorba Linda Water District services approximately 12 to 15 percent of the City. A capacity study of the City's sewer system was conducted in 2000 as part of the Sewer System Master Plan (SSMP). Deficiencies found in that study, as well as those found in an inspection of the Old Town area released in 2003 have been prioritized and were the basis for the initial capital improvement program list. The City Council adopted a sewer service fee in March of 2005 to provide a dedicated source of funding and that funding is used for annual sewer cleaning and improvement projects.

The City maintains and operates the local sanitary sewer collection system, which includes gravity sewers and lift stations. The Orange County Sanitation District (OCSD) collects, treats, and disposes of the wastewater from central and northwestern Orange County, including Placentia. Wastewater generated by the City is transported through trunk lines to OCSD's Plant No. 1 (located at 10844 Ellis Avenue, Fountain Valley) and Plant No. 2 (located at 22212 Brookhurst Street, Huntington Beach) where it receives primary and secondary treatment. Plant No. 1's average daily flow is 90 million gallons per day (MGD) and its capacity is 174 MGD. Similarly, Plant No. 2's average daily flow is 153 MGD and its capacity is 276 MGD. Thus, excess capacity exists at both plants. It is noted up to 10.0 MGD of effluent from Plant 1 is delivered to Orange County Water District (OCWD) for advance treatment, and ultimately used for groundwater recharge and landscape irrigation.

The City's future housing needs would generate increased wastewater flows, placing greater demands on wastewater treatment and collection. The City requires individual assessments of potential impacts to wastewater facilities to ensure future development does not impact the ability to serve future needs Based

upon the analysis of future development need, current infrastructure capacity exists.

Water

The City of Placentia is served by the Yorba Linda Water District and the Golden State Water Company. The Yorba Linda Water District has approximately 3,400 service connections in Placentia. The remainder of the city is served by Golden State.

According to the Golden State Water Company's Urban Water Management Plan, there are no factors affecting the wholesale supply of the Placentia system, therefore, there is 100 percent reliability of imported water supply. The Yorba Linda Water District's Urban Water Management Plan indicates that the reliability of the Orange County Basin is less than 100 percent, which is reflective of low groundwater levels due to drought, saltwater intrusion, and increased accumulated overdraft of the Basin. To counteract the intermittent supply from the Basin during multiple dry water years, wholesale supply reliability is over 100 percent.

The water demand associated with future housing could impact groundwater supplies. The Urban Water Management Plans (UWMPs) for both the Golden State Water Company and the Yorba Linda Water District concluded that the City water supplies would be 100 percent reliable in meeting future water demands. The proposed Housing Element was considered in both UWMPs, since additional residential development was assumed. As such, potential increases in water demand associated with future housing were anticipated in the UWMPs. All future residential development would be subject to compliance with the UWMP's Conservation Programs, which would ensure that future development would incorporate water conservation measures. Therefore, Housing Element program implementation would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

On- and Off-Site Improvements

On- and off-site improvements may be required in conjunction with development based on the location of the project and existing infrastructure. Dedication and construction of streets, alleys and other public easements and improvements may be required to maintain public safety and convenience.

The City's standards and requirements for streets, sidewalks, and other site improvements are found in the Municipal Code. **Table 4-34** summarizes the City's standards for roadway and right-of-way widths.

Table 4-34. Street Widths

Streets	Right-of-Way Width (in feet)	Pavement Width Curb Face to Curb Face (in feet)	Median Island Width (in feet)
Major street	120	104	14
Primary or modified major street	100	84	14
Secondary or modified primary street	80	64	N/A
Modified secondary street	64	52	N/A
Local industrial street	60	44	N/A
Local residential/ commercial street	60	40	N/A
Minor residential street - 500 feet or less in length	56	36	N/A
Minor residential street - looped 800 feet or less	56	36	N/A
Minor residential street - cul-de-sac, 500 feet or less serving 12 lots or less	56	36	N/A
Cul-de-sacs residential/commercial	50 radius	40 radius	N/A
Cul-de-sacs industrial	50 radius	44 radius	N/A

Source: City of Placentia, Municipal Code

Minimum sidewalk widths shall be as follows:

- Residential district- 4.5 feet
- Commercial district- Minimum 7.5 feet
- Industrial district- Minimum 5.5 feet

New subdivisions may be required to dedicate land for public facilities such as schools, parks, libraries, fire stations or other public uses based on the land requirements for such facilities in the adopted General Plan.

Tree well easements shall be provided on major, primary, and secondary streets in accordance with the City's Municipal Code. Trees will be installed by the developer in accordance with the master plan of street trees and City standards.

The on- and off-site improvements required by the City are necessary to adequately provide the infrastructure and public facilities that support housing development. These requirements ensure public safety and health; and are not jeopardized by increased development and do not unduly hinder housing development.

Non-Governmental Constraints

Land Prices

Land costs influence the cost of housing. Prices are determined by a number of factors, most important of which are land availability and permitted development density. As land becomes less available, the price of land increases. The price of land also increases as the number of units permitted on each lot increases. In Orange County, undeveloped land is limited and combined with a rapidly growing population land prices have increased. Prices for vacant residential land in Placentia are estimated to be \$35 to \$50 per square foot.

Construction Costs

Construction cost is affected by the price of materials, labor, development standards and general market conditions. The City has no influence over materials and labor costs, and the building codes and development standards in Placentia are not substantially different than most other cities in Orange County. Construction costs for materials and labor have increased at a slightly higher pace than the general rate of inflation according to the Construction Industry Research Board. Typical residential construction cost is estimated to be \$100-140 per square foot for standard quality development.

Financing

Mortgage interest rates have a large influence over the affordability of housing. Higher interest rates increase a homebuyer's monthly payment and decrease the range of housing that a household can afford. Lower interest rates result in a lower cost and lower monthly payments for the homebuyer.

The recent crisis in the mortgage industry has affected the availability of real estate loans, although the long-term effects are unpredictable. The credit "crunch" resulted when "sub-prime" lenders made it possible for families who could not qualify for standard mortgages to become home owners even though they might not have had the credit history and income to support repayment of the loans. The problem typically occurred with adjustable rate mortgages (ARMs) after the initial fixed interest rate period expired (often two to three years) and the interest rate converted to market. Because ARMs often offer "teaser" initial interest rates well below market for the first few years, monthly payments may increase by several

hundred dollars when the loan adjusts to market rate. When property values were increasing, as was the case from 2000 to 2006, homeowners had the option of refinancing to a new loan when the initial rate expired. However, after the real estate crash of 2008, homeowners often owed more than the value of their home, making refinancing impossible. As a result of these conditions, there was a significant rise in foreclosure rates, and changes in mortgage underwriting standards have made it much more difficult to obtain financing. It is likely that the credit tightening will have greater impacts on low-income families than other segments of the community.

Table 4-35 shows 2011 loan application data by income category for Orange County. It is not surprising that the percentage of loan application denials is highest for the very-low income (less than 50 percent of the MFI) category with 25 percent.

Table 4-35. Home Mortgage Disclosure Act Data: 2011, Santa Ana-Anaheim-Irvine Metropolitan Division

Income Group	Total Applications	Loans Originated	Applications Denied	Percentage Denied
< 50% MFI	324	153	80	24.7%
50-79% MFI	1,681	1,037	278	16.5%
80-99% MFI	1,428	960	185	13.0%
100-119% MFI	1,126	772	136	12.1%
>= 120% MFI	3,240	2,269	375	11.6%
Total	7,927	5,269	1,070	13.5%

Source: Federal Financial Institutions Examination Council, HMDA Data, 2011

4.4 HOUSING PLAN

This section describes Placentia's goals, policies, programs, and objectives for the 2013-2021 Planning Period related to the preservation, improvement and development of housing in the City. These policies and actions address current and future housing needs, meet the requirements specified by state law and consider the input by residents and stakeholders. While the plan provides a comprehensive approach to address housing issues throughout the City, the emphasis is on actions enabling the City to increase and maintain housing opportunities affordable to extremely-low-, very-low-, low- and moderate-income households.

Housing Goals and Programs

Placentia's housing goals focus on four policy priority areas. Goals are provided to address each of these areas and programs are developed to support and implement each goal. The four priorities are:

1. Developing and Maintaining Housing Supply and Variety
2. Promoting Equal Housing Opportunity
3. Promoting Housing and Neighborhood Preservation and Conservation
4. Encouraging Housing Cooperation and Coordination

GOAL HE - 1 *Housing Supply and Variety*

Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, type, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land.

Program HE - 1.1 Manufactured Housing and Mobile Homes



The City of Placentia recognizes the importance of manufactured housing and mobile homes as a means to provide affordable housing for the City’s residents. The City shall explore land use policies, regulations, and programs to facilitate and encourage manufactured housing and amend the Municipal Code in compliance with state law. These policies, regulations, and programs may include, but are not limited to, flexible development standards, technical assistance, and referrals to the County of Orange Mobile Home Exterior Grant Program. There are four mobile home parks within the City.

Objective	Use of manufactured housing
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Review policies, regulations and programs and process a Zoning Code amendment by June 2014

Program HE - 1.2 Locate Housing Near Transportation, Employment and Services

To increase livability within new housing developments, the City shall encourage and coordinate the location of major housing developments, particularly affordable housing and multi-family units near transportation options, major employment centers and services. The City, through a sustainability grant provided by the Southern California Association of Governments, is preparing a transit-oriented development (TOD) zone south of the future Metrolink station. The TOD will provide for residential uses in proximity to the transit station as well as entertainment, retail and office spaces. The development regulations for the TOD area will encourage and facilitate multi-family residential development and live-work units. The City will also encourage housing near transportation, employment, and services through Program HE-1.15: Transit-Oriented Development.

Objective	Encourage new housing in proximity to transportation, employment and services
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 1.3 Pursue County, State, and Federal Housing Funds

Monitor availability of county, state, and federal housing programs and pursue available funds as appropriate. The City shall encourage and coordinate with housing developers and service organizations to obtain funds for affordable housing projects, initially through pre-application meetings and throughout project

development. The City shall also make funding information available to all proposed developers in the City through informational materials distributed through the City’s website and at pre-application meetings.

Objective	Increase use of county, state and federal funds
Responsible Agency	Development Services
Funding Source	County, state and federal programs
Implementation Schedule	Monitor funding opportunities on an annual basis and apply for funding as opportunities arise

Program HE - 1.4 Emergency Shelters and Transitional and Supportive Housing

During the previous planning period the Zoning Code was amended to facilitate the provision of emergency shelters and transitional/supportive housing in compliance with State Law (SB 2). The City will continue to encourage these types of housing opportunities.

Objective	Continue to encourage the provision of emergency shelters, transitional and supportive housing
Responsible Agency	Development Services
Funding Source	General Fund (including funds from County, State and Federal governments)
Implementation Schedule	Ongoing

Program HE - 1.5 Infrastructure Provision

To ensure that requirements for infrastructure provision are not considered an undue constraint to residential development, the City shall review infrastructure provision costs and procedures on an annual basis. Based on its findings, the City shall work with housing developers to reduce costs and streamline infrastructure-financing programs.

Objective	Reduce constraints associated with infrastructure
Responsible Agency	Development Services/Public Works/ Engineering
Funding Source	General Fund, CDBG, Capital Improvements Program
Implementation Schedule	Annual review, revisions as appropriate

Program HE - 1.6 Development Processing System Review

The City shall review existing procedures for project review, processing and building plan check to determine if the procedures are a constraint to housing development. Based on these findings, the City shall develop programs and procedures to minimize processing timelines for extremely-low-, very-low-, low- and moderate-income housing developments. The City shall monitor processing timelines and modify as needed to further encourage affordable housing development.

Objective	Minimize development review/processing time
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing, Annual Review

Program HE - 1.7 Vacant and Underutilized Land Inventory

To provide additional areas for housing development and maximize the potential for a variety of housing types, the City will identify vacant and underutilized sites for development of residential units. Additionally, the City will maintain and update an inventory of these sites on an annual basis. The City will provide information about these sites to housing developers through printed materials available at City Hall and electronically on the City’s website.

Objective	Inventory of vacant and underutilized land
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Annual update of inventory

Program HE - 1.8 Adequate Sites for Housing Development

The City has a lower-income growth need of 231 dwelling units during the 2014-2021 timeframe, which includes a carryover of unaccommodated need from the previous Housing Element cycle. To ensure the availability of adequate sites to accommodate this projected need, the City shall develop and adopt a Transit Oriented Development zone for the area immediately south of the proposed Metrolink Station and downtown. As part of the TOD zone, the City shall rezone a minimum of 8 acres to permit by-right multi-family, rental and ownership residential development at a density of 30 units per acre (or an amount of land needed to accommodate at least 231 units at an alternate density of more than 30 units/acre). Of the rezoned land, at least half of the capacity shall be provided on sites that permit exclusively residential uses by-right. The lower-income growth need shall be accommodated on sites with densities and development standards that permit a minimum of 20 units/acre and 16 units per site.

The City has identified the opportunity sites to accommodate the remaining lower-income need in Appendix B of this Housing Element. The City shall encourage the development of housing on the opportunity sites through financial incentives (such as land write-downs; assistance with on- or off-site infrastructure costs, fee waivers, or deferrals to the extent feasible); expedited entitlement review; in-kind technical assistance; and other regulatory concessions or incentives. The City will also provide incentives for lot consolidation (see Program HE 1.18).

Objective	Rezone a minimum of 8 acres to permit residential development at a density of 30 du/ac
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Prior to October 2014

Program HE - 1.9 Monitoring of Constructed Units Based on Income-Level

To effectively track performance during the planning period, the City will track the income levels of units constructed by including an estimate sales/rental value at the time of unit occupancy. This value will be included as part of the building permit application to reflect the assumed market value of the home constructed.

Objective	Tracking performance by income level.
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 1.10 Encourage Development of Housing for Extremely-Low-Income Households

The City will encourage the development of housing units for households earning 30 percent or less of the Area Median Income for Orange County. The City shall work with non-profit developers and service providers with the specific emphasis on providing family housing and non-traditional housing types such as single-room-occupancy units, transitional housing and units serving temporary needs by providing in-kind technical assistance and support in seeking funding. The City shall encourage housing for extremely-low-income households through incentives and activities such as technical assistance, expedited processing and flexibility in development standards.

Objective	67 ELI Units (by 2021)
Responsible Agency	Development Services
Funding Source	General Fund//HOME/CDBG/LIHTC
Implementation Schedule	Annual consultation with affordable housing developers, or as development opportunities arise

Program HE - 1.11 Amend the Density Bonus Ordinance

The City of Placentia currently provides for a density bonus, incentives and concessions to facilitate and encourage the development of lower-income housing units through its Density Bonus Ordinance. To further the effectiveness of the City's Density Bonus Ordinance consistent with the requirements of SB1818 the City will process an amendment to the ordinance for review and approval by the City Council by February 2014. The City will inform housing developers of the

Density Bonus Ordinance through informational materials distributed at City Hall, on the City’s website and during pre-application meetings.

Objective	Revise the Density Bonus Ordinance
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	February 2014

Program HE - 1.12 Development of Senior Housing

The City recognizes the unique character of the senior population. Seniors typically have specialized housing needs and fixed incomes that may require housing units not generally included in market rate housing. The City shall encourage the development of a wide range of housing choices for seniors through incentives (e.g. financial assistance, parking reductions, regulatory waivers, etc.). These may include independent living communities and assisted living facilities with on-site services and access to health care, nutrition, transportation and other appropriate services.

Objective	Senior Housing Development
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 1.13 Development of Housing for Larger Families



The City recognizes that providing appropriately sized housing units for families is important to improving livability, reducing instances of overcrowding and minimizing deferred maintenance issues. The City shall encourage incorporation

of larger bedroom counts in for-sale and rental housing developments to accommodate the needs of larger families through activities such as technical assistance, expedited processing, and flexibility in development standards.

Objective	Housing units with larger bedroom counts
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 1.14 Housing for Persons with Special Needs

The City understands the need for housing to accommodate persons and families with special needs. The City shall work with non-profit housing developers, service providers and the County of Orange to encourage and support the development of housing for special needs households, including persons with developmental disabilities, through activities such as technical assistance, assistance in seeking funding, expedited processing and flexibility in development standards.

Objective	Housing units for households with special needs
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 1.15 Transit-Oriented Development

A Transit-Oriented Development is a compact mixed-use or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. Consistent with federal, state and regional policies focusing on concentrated growth around transit, the City shall solicit proposals for transit-oriented developments and consider partnerships with local jurisdictions, other transit and regional agencies, and the private sector to implement development plans. The City shall encourage Transit-Oriented Developments through incentives that may include financial assistance, density bonus, regulatory waivers, etc. (see also Programs 1.2 and 1.8).

Objective	Encourage transit-oriented development
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 1.16 Single-Room Occupancy (SROs)

Single-room-occupancy developments (SROs) provide housing opportunities for lower-income individuals, persons with disabilities, and the elderly. State law

requires that jurisdictions identify zoning districts available to encourage and facilitate a variety of housing types, including SROs. The Zoning Code allows SRO developments in the R-3 and C-2 districts. The City will continue to encourage development of SROs through a variety of methods including financial assistance, density bonus, regulatory concessions, etc.

Objective	Facilitate development of SROs
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 1.17 Residential Parking Requirements

The City’s greatest potential for affordable housing development exists in the area near the Metrolink station. As part of the new TOD zone for this area, the City will adopt parking standards based on the realistic demand and opportunities for shared parking in TOD and mixed-use developments, especially new housing units affordable to lower- and moderate-income households. The City will also initiate an amendment to the Code to revise multi-family parking standards for small (i.e., studio or 1-bedroom) units to reduce this potential constraint.

Objective	Adopt appropriate parking requirements for new TOD and mixed-use development; Review existing multi-family parking standards and revise as necessary
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	2014

Program HE - 1.18 Encourage and Facilitate Lot Consolidation

The City will encourage and facilitate consolidation of vacant and underutilized lots to create larger building sites for residential development through a lot consolidation density incentive that allows a 5% density increase when parcels totaling at least 0.5 acre are consolidated, and a 10% density increase when parcels totaling at least 1.0 acre are consolidated. This incentive program will be publicized to developers and other interested parties through printed materials available at City Hall and electronically on the City’s website.

Objective	Encourage/facilitate lot consolidation
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Zone Code amendment in 2014

GOAL HE - 2 Equal Housing Opportunity

Promote equal housing opportunities for all persons without discrimination regardless of race, religion, ethnicity, sex, age, disability, marital status or household composition.

Program HE - 2.1 Support Regional Fair Housing Efforts

The City will continue to disseminate information regarding fair housing in a variety of locations including City Hall, the City website and the library, and refer fair housing inquiries to the Fair Housing Council of Orange County. The organization provides community education, individual counseling, mediation, and low-cost advocacy with the expressed goal of eliminating housing discrimination and guaranteeing the rights of all people to freely choose the housing for which they qualify in the area they desire.

Objective	Fair housing activities
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 2.2 Section 8 Rental Assistance

The City will continue to provide referral services and information to residents regarding the Section 8 Rental Housing Assistance Program administered by the Orange County Housing Authority.

Objective	Provide information regarding housing assistance
Responsible Agency	Orange County Housing Authority
Funding Source	HUD
Implementation Schedule	Ongoing

Program HE - 2.3 Reasonable Accommodation Procedures

In compliance with SB 520, the City will continue to implement the Reasonable Accommodation Ordinance, which provides relief from local regulations and permitting procedures that may have a discriminatory effect on housing for persons with disabilities.

Objective	Provide reasonable accommodation in housing regulations for persons with disabilities
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 2.4 Comprehensive Housing Resource Directory

The City of Placentia will continue to coordinate with the County of Orange on the preparation and maintenance of a Comprehensive Housing Resource Directory, which will be made available on the City’s website and in print form at City Hall, the library and other public buildings.

Objective	Housing Resource Directory
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Program HE - 2.5 Zoning Regulations

The Municipal Code establishes a limit of six unrelated persons within the definition of a “family” for zoning purposes. State law provides that a “family” consists of a group of unrelated persons living together as a single housekeeping unit without regard to the number of persons. The City will initiate an amendment to the Municipal Code by March 2014 to revise the definition consistent with state law.

Objective	Revise the Municipal Code definition of family consistent with current law
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	March 2014

GOAL HE - 3 *Neighborhood Preservation*

Encourage activities that conserve and improve existing residential neighborhoods including a housing stock that is well maintained and structurally sound, and with adequate services and facilities provided; and having a sense of community identity.

Program HE - 3.1 Community Based Neighborhood Rehabilitation

Encourage neighborhood rehabilitation programs that maximize community participation in the maintenance and improvement of housing in individual neighborhoods. The City will coordinate with and assist neighborhood and non-profit organizations in implementing programs such as “Neighborhood Pride Days” where the City will collect electronic waste and bulk waste from residents, promote neighborhood cleanup and beautification especially in low-income areas.

Objective	Conserve and improve existing residential neighborhoods
Responsible Agency	Development Services

Funding Source	CDBG
Implementation Schedule	Ongoing

Program HE - 3.2 Neighborhood Identity

Encourage the creation of neighborhood themes and identity in all types of residential developments by use of building material, texture, color and landscaping linked with architectural styles.

Objective	Create neighborhood identity
Responsible Agency	Development Services
Funding Source	Private sources
Implementation Schedule	Ongoing

Program HE - 3.3 Placentia Rehabilitation Grant Program

The City of Placentia shall continue to provide grants to rehabilitate owner-occupied, very-low-income housing units. The City shall outreach to potential applicants through the City’s website and print material.

Objective	72 units
Responsible Agency	Development Services
Funding Source	CDBG
Implementation Schedule	Ongoing

Program HE - 3.4 Energy Conservation and Sustainable Building Practices

The City recognizes that utility costs contribute to a household’s overall expenditure for housing. The City shall promote energy and water conservation and “green building” in new and existing residential developments by providing educational materials on the City’s website and in print form at City Hall, the library and at other public buildings. Compliance with Title 24 of the California Building Code will be required of all residential construction necessitating a building permit. The City shall also refer residents to local utility providers for energy and water conservation programs through the City’s website. Finally, through participation in the HERO Program, the City shall provide information and encourage property owners to participate in the property-assessed conservation improvements as allowed by the program.

Objective	Energy conservation/reduced utility costs
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Continue to provide energy conservation educational materials to residents

Program HE - 3.5 Monitoring At-Risk Units

The City shall continue to monitor units in the City with affordability covenants that will expire during the planning period. To encourage the preservation of these “at-risk” units, the City shall coordinate with the County and non-profit housing organizations to encourage the extension and/or renewal of deed restrictions or covenants.

Objective	Encourage preservation and extension/renewal of “At Risk” units
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing coordination with the County and nonprofits

Program HE - 3.6 Vacant Building Ordinance

To prevent blight and deterioration of Placentia’s residential and non-residential neighborhoods, the Municipal Code establishes owner responsibilities for the maintenance and rehabilitation of long-term vacant buildings. The ordinance requires the registration of vacant properties resulting from foreclosure and provides for an administrative monitoring program for boarded-up and vacant buildings. To ensure compliance, the ordinance imposes fees and civil penalties; and provides for administrative review and appeal opportunities. The City will continue to implement this ordinance to prevent blight and deterioration in Placentia’s neighborhoods.

Objective	Prevent blight and deterioration in neighborhoods
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

GOAL HE - 4 *Housing Cooperation and Coordination*

Coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.

Program HE - 4.1 Partnerships with the Housing Industry

The City of Placentia has limited resources to use for the development and maintenance of affordable housing. In order to maximize its funding and staff resources, the City shall seek opportunities to partner with non-profit and for-profit housing developers.

Specifically, the City shall proactive seek partnerships to develop affordable housing on identified sites within the TOD area near the Metrolink Station to meet the City’s lower-income housing growth need. The City shall contribute to the partnership through activities such as in-kind technical assistance, support in seeking grant and funding opportunities, and financial assistance, which may include land write-downs and assistance with on- or off-site infrastructure costs where feasible.

Objective	Establish partnerships with nonprofit and for-profit housing developers
Responsible Agency	Development Services/ Neighborhood Services Division
Funding Source	General Fund, state and federal grants
Implementation Schedule	Ongoing

Program HE - 4.2 Participation in Continuum of Care Forum

The City recognizes that homelessness is both a local and regional issue that requires a comprehensive and coordinated effort among various cities and agencies throughout the region. The City of Placentia will continue to participate in the County of Orange Continuum of Care Forum to pool resources to address homeless needs.

Objective	Continue participation in the County of Orange Continuum of Care Forum
Responsible Agency	Development Services
Funding Source	General Fund
Implementation Schedule	Ongoing

Quantified Objectives

Activity	Quantified Objective
New Construction	
Extremely Low	67
Very Low	66
Low	98
Moderate	90
Above Moderate	209
Total	530
Rehabilitation	
Acquisition and Rehabilitation	6 (2 Extremely Low, 2 Very Low, 2 Low)
Placentia Rehabilitation Grant Program	30 Very Low/Low

Conservation

At-Risk Units

Imperial Villas – 58 units

4.5 APPENDICES

Appendix A: Community Outreach

Public participation is an important component of the Housing Element update. Government Code §65583(c)(8) states that "The local government shall make diligent effort to achieve public participation of all the economic segments of the community in the development of the housing element, and the program shall describe this effort." Public participation played an important role in the formulation and refinement of the City's housing goals and policies and in the development of a Land Use Plan that determines the extent and density of future residential development in the community.

City residents and other interested parties were given several opportunities to identify housing issues of concern, recommend strategies, review the draft element, and provide recommendations to decision-makers on the Housing Element. A public hearing was held by the Planning Commission on September 24, 2013, followed by a public hearing by the City Council on January 7, 2014. Organizations that participated in these meetings or submitted comments included the Kennedy Commission, the Regional Center of Orange County (RCOC), and city residents. Comments on the draft Housing Element during the public review process along with how those comments have been considered are summarized below. The City will continue to consult with interested organizations such as the Kennedy Commission and RCOC during the implementation process for programs described in the Housing Plan (**Section 4.4**) as well as subsequent updates to the Housing Element.

Comment	Response
How was the City's RHNA share determined?	The RHNA is determined by SCAG based on the same regional growth forecast that is used in the Regional Transportation Plan. The distribution of each city's total RHNA share to income categories is based on the countywide income distribution with adjustments to avoid overconcentration of low-income households.
How are income limits determined?	Income limits are determined based on a percentage of the median county income, with some adjustments in high housing cost areas such as Orange County. The percentages associated with each income category are as follows: Very Low: 50% or less of median income Low: 51 – 80 % of median income Moderate: 81 – 120% of median income Above Moderate: Over 120% of median income

Comment	Response
Is the City required to rezone property to high density?	When a city does not have adequate capacity to accommodate its assigned share of lower-income housing, rezoning is required. State law establishes a “default density” of 30 units/acre that is deemed to be suitable for lower-income housing.
With the dissolution of the Redevelopment Agency, the City lost a significant source of funding for affordable housing. How does that affect the City’s housing obligations?	While the loss of redevelopment funding significantly reduces the City’s ability to provide assistance to affordable and special needs housing, the City’s obligations are primarily related to zoning and development standards. Cities are not required to build or subsidize affordable housing.
Are there any incentives for certification of the Housing Element?	There are some grant programs that are available to cities with certified Housing Elements, such as the Housing Related Parks Program, which offers grant funds to cities that have approved affordable housing developments.
There is a great need for affordable housing for persons with developmental disabilities. What can the City do to address that need?	Affordable housing for persons with special needs is an important priority for the City. Unfortunately, the state’s dissolution of redevelopment agencies eliminated a significant source of local funding for affordable housing. Without financial resources the City is limited in what it can do to facilitate affordable housing development. The new Housing Element includes programs to rezone property for higher density, which can help to reduce development cost. The City will also work with developers to facilitate grant applications and expedite the review process for affordable housing developments.
The data regarding persons with developmental disabilities is not correct?	The data reported in the Housing Element is based on information from the Regional Center of Orange County. Prior to adoption of the final Housing Element, the City will check with RCOC regarding the most current data.

Meeting notices were posted on the City’s website, and notification was published in the local newspaper in advance of the meetings. Copies of the draft Housing Element were made available for review at City Hall and were posted on the City website, and notices were sent directly to housing interest groups and organizations that serve the City’s special needs populations (see **Exhibit C-1**).

Exhibit 4-1. Public Meeting Notification List

<p>Kennedy Commission Attn: Cesar Covarrubias 17701 Cowan Ave., Suite 200 Irvine, CA 92614</p>	<p>Jacqui Kerze Community Outreach Coordinator Regional Center of Orange County P.O. Box 22010 Santa Ana, CA 92702-2010</p>	<p>OC Association of Realtors Attn: Teryll Hopper 25552 La Paz Road Laguna Hills, CA 92653</p>
<p>Public Law Center Attn: Pauline Chow 601 Civic Center Drive West Santa Ana, 92701</p>	<p>Community Housing Resources, Inc. Linda Nelson 17701 Cowan Avenue, Suite 200 Irvine, CA 92614</p>	<p>Jamboree Housing Corp. Laura Archuleta 17701 Cowan Avenue Suite 200 Irvine, CA 92614</p>
<p>The Related Companies of California Frank Cardone 18201 Von Karman Ave Ste 900 Irvine, CA 92612</p>	<p>OC Housing Trust Attn: Ken Mutter, Exec. Director 198 W. Lincoln Ave., 2nd Floor Anaheim, CA 92805</p>	<p>Neighborhood Housing Services of Orange County Attn: Glen Hayes, Executive Director 198 W. Lincoln Ave., 2nd Floor Anaheim, CA 92805</p>
<p>OC Business Council Attn: Kris Murray 2 Park Plaza, Suite 100 Irvine, CA 92614</p>	<p>Habitat for Humanity of Orange County 2200 S. Ritchey St. Santa Ana, CA 92705</p>	<p>City of Fullerton Attn: Joan Wolff, AICP Planning Manager 303 W. Commonwealth Ave. Fullerton, CA 92832</p>
<p>BIA/OC Attn: Mike Balsamo, Executive Director 17744 Sky Park Circle #170 Irvine, CA 92614</p>	<p>City of Yorba Linda Attn: Steve Harris Community Development Director 4845 Casa Loma Avenue Yorba Linda, CA 92885</p>	<p>City of Anaheim Attn: Sheri Vander Dussen Community Development Director 200 S. Anaheim Blvd. Anaheim, CA 92805</p>
<p>City of Brea Attn: Eric Nicoll Community Development Director 1 Civic Center Circle Brea, CA 92821</p>	<p>Orange County Housing Authority 1770 North Broadway Santa Ana, CA 92706</p>	<p>Fair Housing Council of Orange County 201 South Broadway Santa Ana, CA 92701-5633</p>
<p>Orange County Community Housing Corporation 2024 North Broadway, 3rd Floor Santa Ana, CA 92706-2623</p>		

Appendix B: Residential Land Resources

Regional Housing Needs Assessment

California Housing Element law mandates that each city show it has adequate sites available through appropriate zoning and development standards and with the required public services and facilities for a range of housing types and incomes. This evaluation of adequate sites represents planning goals, and not a quota or mandate for actual production of housing within the planning period. The City must demonstrate that it has the capacity or adequate sites to accommodate the projected need for housing at all income levels.

SCAG, the Council of Governments (COG) representing the region, in cooperation with local jurisdictions, is responsible for allocating the region's projected new housing demand in each jurisdiction. This process is known as the Regional Housing Needs Assessment (RHNA) and the goals are referred to as the "regional share" goals for new housing construction. The allocation takes into account factors such as market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, and type and tenure of housing needs. In determining a jurisdiction's share of new housing needs by income category, the allocation is adjusted to avoid an over-concentration of lower income households in any one jurisdiction. The allocation is divided into four income categories:

- Extremely-Low Income: 0 to 30 percent of the area median income;
- Very-Low Income: 31 to 50 percent of the area median income;
- Low Income: 51 to 80 percent of the area median income;
- Moderate Income: 81 to 120 percent of the area median income;
- Above-Moderate Income: more than 120 percent of the area median income.

The RHNA prepared by SCAG for the planning period of January 1, 2014 through October 1, 2021 identifies the City of Placentia's share of the region's housing needs as 492 new housing units, distributed among income categories as shown in **Table 4-36**.

Unaccommodated Need from the Prior Planning Period

Government Code §65584.09 requires that any portion of the regional housing need that was not accommodated in the prior planning period must be added to the housing need for the current period. The City's assigned share of lower-income need was 38 units in the prior period, and because the City does not have adequate sites with appropriate zoning to accommodate these units, they must be added to the 193 lower-income units for the current period, resulting in a total lower-income need of 231 units (**Table 4-36**). Adequate capacity existed in the prior planning period to accommodate the City's share of moderate- and above-moderate units.

Table 4-36. Regional Housing Need 2014-2021

Income Category	Very Low ¹	Low	Moderate	Above Moderate	Total
RHNA 2014-2021 ²	112	81	90	209	492
Unaccommodated Need 2006-2014	21	17	--	--	38
Total Need 2014-2021	133	98	90	209	530

Notes:

¹Extremely Low-Income need is assumed to be 50% of Very Low-Income need

²The RHNA projection period covers the period 1/1/2014 – 10/1/2021

Source: SCAG 2012, City of Placentia 2013

Adequate Sites Analysis

The City’s potential sites for housing development are described below. Like most older cities in the Southern California metropolitan area, Placentia has minimal areas of vacant land. The majority of vacant land is within Specific Plan 7. This area is bounded by the south side of Buena Vista Avenue to the north, the east side of Rose Drive to the west, the north side of Orangethorpe Avenue along the south, and the west side of Van Buren Street to the east. Many of the vacant parcels are contiguous land areas too small to allow for construction. However, through lot consolidation these parcels have the potential to provide opportunities for new housing construction. **Table 4-38** shows vacant sites that are suitable for residential development. The vacant residential land in Placentia has the capacity for construction of 226 residential units. Based on the densities permitted in these areas, the units would be affordable to moderate- and above-moderate-income households.

As shown in **Table 4-37**, there is adequate capacity to accommodate the City’s need for moderate- and above-moderate-income housing but there is a shortfall of 231 lower-income units. This shortfall will be addressed through the rezoning of underutilized parcels in a new TOD zone in the downtown area (see **Program HE - 1.8** in **Section 4.4**). Potential sites for rezoning are described in **Table 4-39**.

Table 4-37. Residential Sites vs. Regional Housing Need 2014-2021

Income Category	Very Low	Low	Moderate	Above Moderate
Housing Need	133	98	90	209
Vacant Sites	--	--	163	63
Adequate Capacity?	(133)	(98)	Yes	Yes*

*It is expected that above-moderate units will be accommodated with surplus moderate sites and underutilized parcels.

Source: City of Placentia, 2013

Table 4-38. Vacant Land Permitting Residential Development

APN	Zoning Designation	General Plan Designation	Acres	Permitted Density	Units	Notes
Moderate-Income Sites						
336-520-26	PUD	Medium Density	0.216	15 du/ac	3	
337-241-63	R-1	Medium Density	0.143	15 du/ac	2	
339-361-05	R-2	Medium Density	0.066	15 du/ac	1	
339-364-18	R-2	Medium Density	0.134	15 du/ac	2	
339-392-20	R-2	Medium Density	0.149	15 du/ac	2	
339-392-21	R-2	Medium Density	0.102	15 du/ac	1	
341-122-83	PUD	Medium Density	1.134	15 du/ac	17	
341-122-89	PUD	Medium Density	1.445	15 du/ac	21	
341-352-10	SP	Medium Density	0.227	15 du/ac	3	Specific Plan 7
341-362-01	SP	Medium Density	0.078	15 du/ac	1	Part of contiguous area of vacant land; Specific Plan 7

APN	Zoning Designation	General Plan Designation	Acres	Permitted Density	Units	Notes
341-362-02	SP	Medium Density	0.693	15 du/ac	10	Specific Plan 7
341-374-01	R-G	Medium Density	0.258	15 du/ac	3	
341-375-01	R-G	Medium Density	0.298	15 du/ac	4	
341-375-02	R-G	Medium Density	0.224	15 du/ac	3	
341-481-28	SP	Medium Density	1	15 du/ac	15	Specific Plan 7
343-712-47	PUD	Medium Density	0.046	15 du/ac		
343-712-48	PUD	Medium Density	0.129	15 du/ac		
343-712-49	PUD	Medium Density	0.031	15 du/ac		
343-712-69	PUD	Medium Density	0.041	15 du/ac		
343-682-24	PUD	Medium Density	0.109	15 du/ac	1	
343-691-06	R-G	Medium Density	4.134	15 du/ac	62	
343-712-03	PUD	Medium Density	0.424	15 du/ac	6	
344-031-02	R-3	High Density	0.195	25 du/ac	4	
344-143-15	R-2	Medium Density	0.114	15 du/ac	1	
Subtotal – Moderate Income Sites					163	
340-461-13	PUD	Low Density	0.218	6 du/ac	1	
340-511-66	RPC	Low Density	0.257	6 du/ac	1	
341-022-10	R-1	Low Density	0.471	6 du/ac	2	
341-042-39	R-1	Low Density	0.365	6 du/ac	2	
341-042-43	R-1	Low Density	0.381	6 du/ac	2	

APN	Zoning Designation	General Plan Designation	Acres	Permitted Density	Units	Notes
341-081-34	R-1	Low Density	0.218	6 du/ac	1	
341-081-36	R-1	Low Density	0.341	6 du/ac	2	
341-082-02	R-1	Low Density	0.546	6 du/ac	3	
341-093-02	R-1	Low Density	0.232	6 du/ac	1	
341-093-02	R-1	Low Density	0.243	6 du/ac	1	
341-201-35	R-1	Low Density	0.491	6 du/ac	2	
341-343-10	SP	Low Density	0.179	6 du/ac	1	Specific Plan 7
341-352-15	SP	Low Density	0.169	6 du/ac	1	Specific Plan 7
341-354-01	SP	Low Density	0.178	6 du/ac	1	Specific Plan 7
341-354-02	SP	Low Density	0.256	6 du/ac	1	Specific Plan 7
341-361-01	PUD	Low Density	0.964	6 du/ac	5	
341-361-02	SP	Low Density	0.399	6 du/ac	2	Specific Plan 7
341-421-33	SP	Low Density	0.409	6 du/ac	2	Specific Plan 7
341-431-01	SP	Low Density	0.436	6 du/ac	2	Specific Plan 7
341-433-23	SP	Low Density	0.48	6 du/ac	2	Specific Plan 7
346-171-01	R-1	Low Density	0.646	6 du/ac	3	
346-172-24	R-1	Low Density	0.264	6 du/ac	1	
346-173-01	R-1	Low Density	0.201	6 du/ac	1	
346-181-01	R-1	Low Density	0.234	6 du/ac	1	
340-401-28	R-1	Low Density	0.16	6 du/ac	1	Potential for lot consolidation
340-401-29	R-1	Low Density	0.166	6 du/ac		
340-462-13	PUD	Low Density	0.126	6 du/ac	9	Potential for lot consolidation
340-462-14	PUD	Low Density	0.113	6 du/ac		
340-462-15	PUD	Low Density	0.12	6 du/ac		
340-462-16	PUD	Low Density	1.209	6 du/ac		

APN	Zoning Designation	General Plan Designation	Acres	Permitted Density	Units	Notes
341-354-08	SP	Low Density	0.083	6 du/ac		
341-354-09	SP	Low Density	0.124	6 du/ac		
341-354-10	SP	Low Density	0.041	6 du/ac	2	Potential for lot consolidation; Specific Plan 7
341-354-11	SP	Low Density	0.082	6 du/ac		
341-354-14	SP	Low Density	0.093	6 du/ac		
341-365-02	SP	Low Density	0.144	6 du/ac	1	Potential for lot consolidation; Specific Plan 7
341-365-03	SP	Low Density	0.149	6 du/ac		
346-013-02	R-1	Low Density	0.115	6 du/ac	1	Potential for lot consolidation
346-013-03	R-1	Low Density	0.125	6 du/ac		
346-172-26	R-1	Low Density	0.088	6 du/ac	1	Potential for lot consolidation
346-172-27	R-1	Low Density	0.088	6 du/ac		
346-181-02	R-1	Low Density	0.057	6 du/ac		
346-181-11	R-1	Low Density	0.094	6 du/ac		
346-181-12	R-1	Low Density	0.189	6 du/ac		
346-181-13	R-1	Low Density	0.094	6 du/ac		
346-181-14	R-1	Low Density	0.14	6 du/ac		
346-181-16	R-1	Low Density	0.096	6 du/ac	7	Potential for lot consolidation
346-181-17	R-1	Low Density	0.098	6 du/ac		
346-181-18	R-1	Low Density	0.094	6 du/ac		
346-181-19	R-1	Low Density	0.093	6 du/ac		
346-181-20	R-1	Low Density	0.135	6 du/ac		
346-181-21	R-1	Low Density	0.09	6 du/ac		
Subtotal – Above Moderate Sites					63	
Total Sites					226	

Candidate Sites for Rezoning to Accommodate the RHNA

Pursuant to AB 2348, jurisdictions with a shortfall of vacant/underutilized residential land to meet its RHNA needs must commit to a rezoning program to provide adequate sites to meet its remaining housing growth needs. The program must adhere to the following parameters:

- Sites must be re-zoned to accommodate 100 percent of the remaining RHNA need for lower-income units
- Re-zoned sites must permit rental- and owner-occupied multi-family residential uses by-right
- AB 2348 establishes “default” density standards. If a local government adopts density standards consistent with the “default” density standard (at least 30 du/ac for Placentia), the sites with those density standards are accepted as appropriate for accommodating the jurisdiction’s share of regional housing need for lower-income households
- At least 50 percent of the very-low- and low-income need shall be accommodated on sites designated for residential use and for which non-residential use or mixed-uses are not permitted
- Sites identified to meet the very-low- and low-income need must have density and development standards that permit at least 16 units per site.

The City has a remaining very-low- and low-income need of 231 dwelling units, which requires a minimum of 8 acres at 30 dwelling units per acre to accommodate this remaining need (or a total acreage with capacity for at least 231 units at a higher allowable density). Of the rezoned land, at least 50 percent of the capacity must be provided on sites that permit exclusively residential uses to accommodate the City’s remaining very-low- and low-income need. **Program HE - 1.8** in the Housing Plan (**Section 4.44.4**) describes the specific actions the City will take to address this requirement.

Transit Oriented Development Overlay Zone

The City, through a sustainability grant provided by the Southern California Association of Governments, is preparing a transit-oriented development (TOD) zone south of the future Metrolink station. The TOD will provide for residential uses in proximity to the transit station as well as entertainment, retail and office spaces. The development regulations for the TOD area will encourage and facilitate multi-family residential development and live-work units. The location of the TOD area is shown in **Exhibit 4-2**. The TOD zone envisions a walkable network of varied blocks, plazas, parks and streetscapes; and a reestablishment of the community’s relationship with the rail corridor.

The City has identified sites within the TOD area that have the greatest potential or opportunity to provide for affordable housing, specifically along the “Crowther Corridor” and on Baker Street. These opportunity sites are the candidate sites for rezoning to permit by-right multi-family residential use at a density of at least 30 du/ac and have the capacity to accommodate the City’s remaining RHNA need. **Table 4-39** summarizes these opportunity sites.

Table 4-39. Opportunity Sites Summary

APN	Existing General Plan / Zoning	Proposed Zoning	Existing Use	Acreage	Unit Capacity at 30 du/ac
339-402-08	I/M	TOD	Vacant/Parking (City-owned)	0.26	84
339-402-10	I/M	TOD	Packing House Offices (City-owned)	0.43	
339-402-05	I/M	TOD	Packing House	2.08	
339-401-16	I/M	TOD	Packing House	3.24	97
339-401-01 to 15	I/M	TOD	Residential, Vacant, Parking, Recycling	2.81	85
339-431-06	I/M	TOD	Manufacturing	1.39	42
339-431-05	I/M	TOD	Manufacturing	1.40	42
339-431-04	I/M	TOD	Manufacturing	1.40	42
339-431-03	I/M	TOD	Manufacturing	1.52	46
339-431-02	I/M	TOD	Manufacturing	.61	19
339-431-01	I/M	TOC	Manufacturing	2.01	61
Totals				17.15	518

The first three parcels identified in Table 4-39 are contiguous and are part of what is referred to as the East Packing House site. These parcels are able to be consolidated. Through the TOD, the East Packing House site will permit mixed-use including higher-density residential uses and may include public facilities and retail uses to support the future Metrolink station. While the potential capacity is 84 units at the “default density” of 30 du/ac, the City anticipates construction of up to 200 units on this site. The structure was historically used as a packing house, but the use has long been discontinued. The City purchased these parcels in 2010 with the intent of redeveloping them.

The third parcel is referred to as the West Packing House site. The City has identified this site for an adaptive reuse project. The parcel has been designed to be rezoned to permit exclusively by-right residential use at a minimum of 30 du/ac. The existing building will be converted to accommodate affordable housing units. While the potential unit capacity is 63 units at the “default density” of 30 du/ac, the City anticipates this site will yield over 100 units. The building was originally constructed as a packing house; however, the use has been discontinued. The

building is currently occupied with light industrial uses, specifically dry storage. The property owner has expressed interest in discontinuing the existing uses and selling the property. Policy actions to secure partnerships are included in the Housing Element policy program (**Section 4.4**).

The remaining sites are what is considered the “Crowther Corridor.” These are parcels on the north side of Crowther Avenue adjacent to the rail road tracks and between Melrose Avenue and State Highway 57. These sites are deemed the most worthy of being transformed into consolidated parcels in which to develop housing and mixed-uses under the proposed TOD overlay zone (**Exhibit 4-2**).

Adequate water and wastewater capacity exists to serve the anticipated level of development in this area, and there are no environmental constraints that preclude development.

Exhibit 4-2. Proposed TOD Zone Boundary



Appendix C: Review of Housing Element Performance

Section 65588(a) of the *Government Code* requires that jurisdictions evaluate the effectiveness of the existing Housing Element, the appropriateness of goals, objectives and policies, and the progress in implementing programs for the previous planning period. This appendix contains a review the housing goals, policies, and programs of the previous housing element, and evaluates the degree to which these programs have been implemented during the previous planning period, 2008 through 2013. The findings from this evaluation have been instrumental in determining the City's 2013 Housing Implementation Program.

Table 4-40 summarizes the programs contained in the previous Housing Element along with the City's progress in implementation.

Table A-2 presents the City's progress in meeting the quantified objectives from the previous Housing Element.

Table 4-40. Review of Housing Element Past Performance

Goal/Program/Objective	Progress in Implementation
<p>Goal HE-1: Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, type, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land.</p>	
<p>Program HE-1.1: Manufactured Housing The City of Placentia recognizes the importance of manufactured housing as a means to provide affordable housing for the City's residents. The City shall explore land use policies, regulations, and programs to facilitate and encourage manufactured housing. These policies, regulations, and programs may include, but are not limited to, flexible development standards, technical assistance and referrals to the County of Orange Mobile Home Exterior Grant Program.</p>	<p>Completed review and is encouraging manufactured housing use by contacting distributors for information. Due to reduced staffing and budget, revised zoning regulations have not yet been processed.</p>
<p>Objective & Schedule: Review policies, regulations and programs by June 2010</p>	

Goal/Program/Objective	Progress in Implementation
<p>Program HE-1.2: Locate Housing Near Transportation, Employment and Services</p> <p>To increase livability within new housing developments, the City shall encourage and coordinate the location of major housing developments, particularly affordable housing and multi-family units near transportation options, major employment centers and services. The City is currently drafting a specific plan for a transit-oriented development in Placentia-Westgate area surrounding the future Metrolink station. The specific plan will provide for residential uses in proximity to the station as well as entertainment, retail and office spaces. The development regulations for the specific plan area will encourage and facilitate multi-family residential development and live-work units. The City will also encourage housing near transportation, employment and services through Program HE-1.16: Transit-Oriented Development of this Housing Element.</p> <p>Objectives & Schedule: Proximity to transportation, employment and services; Ongoing</p>	<p>This continues to remain a high priority for the City. While the Metrolink station project is being completed, the City is reviewing zoning code changes to allow TOD-related land use designations, including housing of various types and densities. The 300-acre Placentia-Westgate Specific Plan was never adopted and no longer in effect, however, the transit-oriented development concept for the area is still viable and being pursued. In 2006 a high-density infill residential development was approved and built adjacent to the Metrolink station.</p> <p>This program should be continued.</p>
<p>Program HE-1.3: Pursue County, State and Federal Housing Funds</p> <p>Monitor availability of county, state, and federal housing programs and pursue available funds as appropriate. The City shall encourage and coordinate with housing developers and service organizations to obtain funds for affordable housing projects, initially through pre-application meetings and throughout project development. The City shall also make funding information available to all proposed developers in the City through informational materials distributed through the City’s website and at pre-application meetings.</p> <p>Objectives & Schedule: Increase use of County, State and Federal Funds; Ongoing (project based)</p>	<p>Although the elimination of the Redevelopment Agency has resulted in reduced staffing and funding, the City is continually reviewing grant funding opportunities for housing developments and is actively pursuing County/State funds for planned residential development adjacent to the Metrolink Station to the extent staff resources are available.</p> <p>This program should be continued.</p>

Goal/Program/Objective

Progress in Implementation

Program HE-1.4: Emergency Shelters and Transitional and Supportive Housing

In compliance with State Law (SB 2), the City will review and revise the existing Zoning Ordinance to allow for emergency shelters and transitional and supportive housing for families and individuals that are homeless. The City will comply with the requirements of the state in the following manner:

Provide at least one zoning category in which emergency shelters can be located without discretionary approvals.

The subject zoning category (ies) shall include sites with sufficient capacity to meet the local need for emergency shelters and in any case accommodate at least one year-round shelter. The City is considering the R-3, C-M and M zones to allow emergency shelters by-right.

Ensure the provisions of the Housing Accountability Act are enforced and prohibit the denial of emergency shelter/transitional housing facility via discretionary approvals if it is consistent with adopted regulatory standards.

Evaluate development standards and regulatory provisions to ensure that standards encourage rather than discourage development of emergency shelters and Transitional Housing.

Amend the Zoning Code to allow transitional and supportive housing as a residential use, subject only to those requirements of other residential uses in the same zone.

Objectives & Schedule:

Zoning for emergency shelters, transitional and supportive housing; December 2009

Zoning Ordinance amendments for emergency shelters, transitional and supportive housing were adopted by the City Council in 2013.

This program should be modified to focus on implementation of these ordinances.

Program HE-1.5: Infrastructure Provision

To ensure that requirements for infrastructure provision are not considered an undue constraint to residential development, the City shall review infrastructure provision costs and procedures on an annual basis. Based on its findings, the City shall work with housing developers to reduce costs and streamline infrastructure-financing programs.

Objectives & Schedule:

Reduce constraints associated with infrastructure; Annual review, revisions as appropriate

On an annual basis, the City reviews development costs and opportunities for removing constraints due to the high cost of infrastructure improvements. The City is near build-out condition with infrastructure mostly in place. Infrastructure near the proposed Metrolink station project is a candidate for competitive grant funding.

This program should be continued.

Goal/Program/Objective	Progress in Implementation
<p>Program HE-1.6: Development Processing System Review The City shall review existing procedures for project review, processing and building plan check to determine if the procedures are a constraint to housing development. Based on these findings, the City shall develop programs and procedures to minimize processing timelines for extremely low, very low, low and moderate-income housing developments. The City shall monitor processing timelines and modify as needed to further encourage affordable housing development.</p> <p>Objectives & Schedule: Minimize development review/processing time; Ongoing, Annual Review</p>	<p>On an annual basis, the City reviews its development processing procedures and has adopted several streamlined procedures in the last three years. These changes include removing the development of a single residence from requiring discretionary approval and providing for greater staff-level decision making for development requirements.</p> <p>This program should be continued.</p>
<p>Program HE-1.7: Vacant and Underutilized Land Inventory To provide additional areas for housing development and maximize the potential for a variety of housing types, the City will identify vacant and underutilized sites for development of residential units. Additionally, the City will maintain and update an inventory of these sites on an annual basis. The City will provide information about these sites to housing developers through printed materials available at City Hall and electronically on the City’s website.</p> <p>Objectives & Schedule: Inventory of vacant and underutilized land; Annual update of inventory</p>	<p>The inventory of vacant and underutilized land is available on the City website, and staff routinely discusses these parcels with developers.</p> <p>This program should be continued.</p>

Goal/Program/Objective

Progress in Implementation

Program HE-1.8: Adequate Sites For Housing Development

The City has a remaining lower-income growth need of 38 dwelling units. To ensure the availability of adequate sites to accommodate the projected construction need by income category for the 2006-2014 planning period, the City shall develop and adopt a specific plan for the Placentia-Westgate area. As part of the Specific Plan, the City shall rezone a minimum of 1.27 acres to permit by-right multi-family, rental and ownership residential development at a minimum net density of 30 du/ac. Of the rezoned land, a minimum of 0.63 acres shall permit exclusively by-right residential uses to accommodate at least 50 percent of the City's lower-income growth need. The lower-income growth need shall be accommodated on sites with densities and development standards that permit a minimum of 16 units per site.

The City has identified the opportunity sites to accommodate the remaining lower-income need in Table B-6 of this Housing Element. The City shall encourage the development of housing on the opportunity sites through incentives such as financial incentives, land write-downs; assistance with on- or off-site infrastructure costs; expedited entitlement review; fee reductions, fee deferrals or concessions; in-kind technical assistance; and other regulatory concessions or incentives. The City will also provide incentives for lot consolidation (see Program HE 1.19).

Objectives & Schedule:

Rezone a minimum of 1.27 acres to permit residential development at a minimum density of 30 du/ac by December 2009.

Due to staffing and budget limitations, the City suspended the completion of the Placentia Westgate Specific Plan in order to focus on the comprehensive update of the General Plan. This program will be continued as part of the 2013-2021 Housing Element.

Program HE-1.9: Monitoring of Constructed Units Based on Income-Level

To effectively track performance during the planning period, the City will track the income levels of units constructed by including an estimate sales/rental value at the time of unit occupancy. This value will be included as part of the building permit application to reflect the assumed market value of the home constructed.

Objectives & Schedule:

Tracking performance by income level; ongoing.

This program has been completed. Forms have been developed to record affordability information at the time building permits are issued.

This program should be continued.

Goal/Program/Objective	Progress in Implementation
<p>Program HE-1.10: Encourage Development of Housing for Extremely Low-Income Households The City will encourage the development of housing units for households earning 30 percent or less of the Median Family Income for Orange County. The City shall work with non-profit developers and service providers with the specific emphasis on providing family housing and non-traditional housing types such as single-resident occupancy units, transitional housing and units serving temporary needs by providing in-kind technical assistance and support in seeking funding. The City shall encourage housing for extremely-low income households through incentives and activities such as technical assistance, expedited processing and flexibility in development standards.</p> <p>Objectives & Schedule: Develop incentive program by June 2010; 11 Extremely Low Income Units by 2014.</p>	<p>Although the City has increased its contacts with non-profit developers regarding affordable housing opportunities, no ELI units were produced during the planning period. The elimination of redevelopment set-aside funds has severely restricted this effort.</p> <p>This program should be continued.</p>
<p>Program HE-1.11: Amend the Density Bonus Ordinance The City of Placentia currently provides for a density bonus, incentives and concessions to facilitate and encourage the development of lower-income housing units through its Density Bonus Ordinance. To further the effectiveness of the City's Density Bonus Ordinance and to be in compliance with the requirements of SB1818, AB2280 and state and Federal Fair Housing Law, the City shall review and revise the existing ordinance. The City will inform housing developers of the Density Bonus Ordinance through informational materials distributed at City Hall, on the City's website and during pre-application meetings.</p> <p>Objectives & Schedule: Review and Revise Density Bonus Ordinance by December 2009.</p>	<p>Due to staffing limitations the Density Bonus Ordinance amendment has not yet been completed. This program will be carried forward in the new planning period.</p>
<p>Program HE-1.12: Development of Senior Housing The City recognizes the unique character of the senior population. Seniors typically have specialized housing needs and fixed incomes that may require housing units not generally included in market rate housing. The City shall encourage the development of a wide range of housing choices for seniors through incentives (e.g. financial assistance, parking reductions, regulatory waivers, etc.). These may include independent living communities and assisted living facilities with on-site services and access to health care, nutrition, transportation and other appropriate services.</p> <p>Objectives & Schedule: Senior Housing Development; ongoing.</p>	<p>The City has continued to offer incentives for senior housing. This program should be continued.</p>

Goal/Program/Objective

Progress in Implementation

Program HE-1.13: Development of Housing for Larger Families

The City recognizes that providing appropriately sized housing units for families is important to improving livability, reducing instances of overcrowding and minimizing deferred maintenance issues. The City shall encourage incorporation of larger bedroom counts in for-sale and rental housing developments to accommodate the needs of larger families through activities such as technical assistance, expedited processing and flexibility in development standards.

Objectives & Schedule:

Housing units with larger bedroom counts; Develop incentive program by June 2010.

The City has worked with potential affordable housing developers, although a potential development did not go through due to the lack of funding availability. Additionally, the elimination of redevelopment set-aside funds has severely restricted this effort.

The City should continue to encourage large family units to the extent feasible.

Program HE-1.14: Housing for Persons with Special Needs

The City understands the need for housing to accommodate persons and families with special needs. The City shall work with non-profit housing developers, service providers and the County of Orange to encourage and support the development of housing for special needs households through activities such as technical assistance, assistance in seeking funding, expedited processing and flexibility in development standards.

Objectives & Schedule:

Housing units for households with special needs; Develop incentive program by June 2010.

The City had identified a potential parcel for special needs housing, however, the parcel was acquired by another owner and the project was not pursued. Additionally, the elimination of redevelopment set-aside funds has severely restricted this effort.

The City should continue to encourage large family units to the extent feasible.

Program HE-1.15: Redevelopment Agency Housing Set-Aside Fund

The Redevelopment Agency is required by State Law to allocate 20 percent of the gross tax increment revenues to provide for affordable housing projects. The Agency shall continue its obligation of providing 20 percent of the tax increment to the Housing Set-Aside Fund for extremely low, very low, low and moderate-income housing projects. Use of the Housing Set-Aside Fund outlined in the Redevelopment Agency's Implementation Plan is described in Chapter 3: Resources and Constraints of this Housing Element.

Objectives & Schedule:

20% of tax increment for Housing Set-Aside; Ongoing.

Redevelopment agencies were eliminated in 2012 by the State Legislature. This program will not be continued.

Goal/Program/Objective	Progress in Implementation
<p>Program HE-1.16: Transit-Oriented Development A Transit-Oriented Development is a compact mixed-use or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. To encourage recent federal, state and regional policies focusing on concentrated growth around transit, the City shall solicit proposals for transit-oriented developments and consider partnerships with local jurisdictions, other transit and regional agencies, and the private sector to implement development plans. The City shall encourage Transit-Oriented Developments through incentives that may include financial assistance, density bonus, regulatory waivers, etc.</p> <p>Objectives & Schedule: Encourage Transit-Oriented Development; December 2009.</p>	<p>The City continues to work with developers on TOD opportunities connected with the Metrolink Station. Incentives include the utilization of City-owned property, as well as the development of an overlay zone for the area surrounding the station, which will encourage development of TOD.</p> <p>This program should be continued.</p>
<p>Program HE-1.17: Single-Room Occupancy Units (SROs) Single-room occupancy units (SROs) provide housing opportunities for lower-income individuals, persons with disabilities, and the elderly. State law requires that jurisdictions identify zoning districts available to encourage and facilitate a variety of housing types, including SRO's. Currently, SROs are not defined nor addressed in the City's Zoning Code. The City shall amend the Zoning Code to explicitly define and establish regulatory standards for single-room occupancy units.</p> <p>Objectives & Schedule: Amend Zoning Code to include SROs by December 2009.</p>	<p>The City amended its Zoning Code in 2013 to provide regulations for SROs. This program should be revised accordingly.</p>
<p>Program HE-1.18: Review and Revise Residential Parking Requirements To ensure the City's parking requirements are not a constraint to residential development, especially new housing units affordable to lower- and moderate-income households, the City shall review existing adopted parking standards to identify potential constraints. Based upon this review, the City will revise current standards, as appropriate.</p> <p>Objectives & Schedule: Review/Revise Residential Parking Requirements by December 2009.</p>	<p>This program has not been implemented due to the slowdown in the real estate market, staffing reductions. The City will review residential parking requirements as part of the General Plan and Zoning Code updates. Parking requirements for overlay zones and TOD-designated locations will be consistent with the anticipated parking demand in such developments.</p>
<p>Program HE-1.19: Encourage and Facilitate Lot Consolidation</p>	<p>This program will be revised and</p>

Goal/Program/Objective	Progress in Implementation
<p>The City will encourage and facilitate consolidation of vacant and underutilized lots for residential development to provide the opportunity to develop these lots. The City will encourage and facilitate lot consolidation through a variety of incentives such as financial incentive, land write-downs, assistance with on- or off-site infrastructures costs, and other pre-development costs association with the assemblage of multiple parcels. The City will develop an incentive program and provide information to developers and other interested parties through printed materials available at City Hall and electronically on the City’s website.</p> <p>Objectives & Schedule: Encourage/ facilitate lot consolidation; Develop incentive program by January 2010.</p>	<p>accomplished through the General Plan and Zoning Code updates.</p>
<p>Goal HE-2: Promote equal housing opportunities for all persons without discrimination regardless of race, religion, ethnicity, sex, age, disability, marital status or household composition.</p>	
<p>Program HE-2.1: Support of Regional Fair Housing Efforts The City will continue to contract with and refer fair housing inquiries to the Fair Housing Council of Orange County. The organization provides community education, individual counseling, mediation, and low-cost advocacy with the expressed goal of eliminating housing discrimination and guaranteeing the rights of all people to freely choose the housing for which they qualify in the area they desire.</p> <p>Objectives & Schedule: Fair Housing activities; Ongoing.</p>	<p>The City continues to support the Fair Housing Council of Orange County and to refer members of the community to FHCOOC for counseling, mediation and low-cost advocacy for housing-related needs.</p> <p>This program should be continued.</p>
<p>Program HE-2.2: Section 8 Rental Assistance The City will continue to provide referral services and information to residents regarding the Section 8 Rental Housing Assistance Program administered by the Orange County Housing Authority.</p> <p>Objectives & Schedule: 167 vouchers; Ongoing.</p>	<p>The City continues to partner with the Orange County Housing Authority. Currently, 205 vouchers are allocated to residents with the City of Placentia.</p> <p>This program should be continued.</p>
<p>Program HE-2.3: Reasonable Accommodation Procedures In compliance with SB 520, the City will analyze existing land use controls, building codes, and permit and processing procedures to determine constraints they impose on the development, maintenance, and improvement of housing for persons with disabilities. The</p>	<p>A Reasonable Accommodation ordinance was adopted in 2013.</p>

Goal/Program/Objective	Progress in Implementation
<p>City will develop a policy and procedures for reasonable accommodation, separate from a variance or CUP, to provide relief from local regulations and permitting procedures that may have a discriminatory effect on housing for persons with disabilities.</p> <p>Objectives & Schedule: Adopt reasonable accommodation procedures; December 2009.</p>	<p>Implementation of the ordinance should be continued.</p>
<p>Program HE-2.4: Comprehensive Housing Resource Directory The City of Placentia will develop a comprehensive housing resource directory to assist residents in locating affordable housing. The City will coordinate with the County of Orange and update the directory on an annual basis. The Comprehensive Housing Resource Directory will be available on the City’s website and in print form at City Hall, the library and other public buildings.</p> <p>Objectives & Schedule: Develop directory by June 2010; Annual updates.</p>	<p>This program was implemented. The City works with the Orange County Community Resources Department to provide information and direct residents to their online housing resource area for information.</p> <p>Ongoing implementation of this program should be continued.</p>
<p>Goal HE-3: Encourage activities that conserve and improve existing residential neighborhoods including a housing stock that is well maintained and structurally sound, and with adequate services and facilities provided; and having a sense of community identity.</p>	
<p>Program HE-3.1: Community Based Neighborhood Rehabilitation Encourage neighborhood rehabilitation programs that maximize community participation in the maintenance and improvement of housing in individual neighborhoods. The City will coordinate with and assist neighborhood and non-profit organizations in implementing programs such as “Neighborhood Pride Days” where the City will collect electronic waste and bulk waste from residents, promote neighborhood cleanup and beautification especially in low-income areas.</p> <p>Objectives & Schedule: Conserve and Improve Existing Residential Neighborhoods; Ongoing.</p>	<p>This program is ongoing. The City created a Neighborhood Services Division in order to foster increased neighborhood services to include the coordination of CDBG-funded rehabilitation. The division manager is responsible for the rehabilitation program and is working with specific neighborhoods on community-centered programs.</p> <p>Ongoing implementation of this program should be continued.</p>
<p>Program HE-3.2: Neighborhood Identity Encourage the creation of neighborhood themes and identity in all types of residential developments by use of</p>	<p>The City routinely works with developers of new neighborhoods to foster</p>

Goal/Program/Objective	Progress in Implementation
<p>building material, texture, color and landscaping linked with architectural styles.</p> <p>Objectives & Schedule: Create a Neighborhood Identity; Ongoing.</p>	<p>project design that supports community identity.</p> <p>This program should be continued due to budget limitations.</p>
<p>Program HE-3.3: Placentia Rehabilitation Grant Program The City of Placentia shall continue to provide grants to rehabilitate owner-occupied, very low-income housing units. The City shall outreach to potential applicants through the City’s website and print material.</p> <p>Objectives & Schedule: 72 units by 2014.</p>	<p>This program is ongoing. The City is very successful in implementing the CDBG rehabilitation program and recently begun working with “Paint Your Heart Out” in order to increase participation. The City is on track to exceed the identified number of units rehabilitated.</p> <p>This program should be continued.</p>
<p>Program HE-3.4: Acquisition and Rehabilitation In order to prevent deteriorating of neighborhoods and increase the affordable housing stock, the City’s Redevelopment Agency shall partner with non-profit housing developers to acquire and rehabilitate housing units. These units will be sold or rented to lower-income households.</p> <p>Objectives & Schedule: 18 units by 2014.</p>	<p>With the state’s elimination of redevelopment agencies, this program is no longer feasible and should not be continued.</p>
<p>Program HE-3.5: Energy Conservation The City recognizes that utility costs contribute to a household’s overall expenditure for housing. The City shall promote energy and water conservation in new and existing residential developments by providing educational materials on the City’s website and in print form at City Hall, the library and at other public buildings. Compliance with Title 24 of the California Building Code will be required of all residential construction necessitating a building permit. The City shall also refer residents to local utility providers for energy and water conservation programs through the City’s website.</p> <p>Objectives & Schedule: Energy conservation/ reduced utility costs; Provide energy conservation educational materials by December 2009.</p>	<p>This program is ongoing. The City has utilized federal Energy and Efficiency & Conservation Block Grants to provide material and energy-efficient products to residents in order to promote energy efficiency. Additionally, the City adopted the new 2010 codes and the City Council has authorized the incentivization of increased compliance with Title 24 through</p>

Goal/Program/Objective	Progress in Implementation
	<p>building permit fee reduction.</p> <p>This program should be continued.</p>
<p>Program HE-3.6: Sustainable Building Practices The City understands that sustainable or “green building” practices can lead to the conservation of energy and natural resources. To encourage “green building” practices in new and existing housing development, the City shall explore the feasibility of education and incentive programs.</p> <p>Objectives & Schedule: Encourage Green Building Practices; Investigate potential programs by December 2010.</p>	<p>This program is ongoing. The City has reviewed Green Building best practices and adopted the 2010 Green Building Code. As more information is made available, the City will make it available on its website and Development Services counter for the public.</p> <p>This program should be continued but consolidated with Program 3.5 (Energy Conservation).</p>
<p>Program HE-3.7: Monitoring At-Risk Units The City shall regularly monitor the units in the City with affordability covenants that will expire during the planning period. To encourage the preservation of these “at-risk” units, the city shall provide for targeted outreach to the owners of these units to encourage the extension and/or renewal of deed restrictions or covenants. The City shall develop a preservation strategy that is ready for implementation should owners of these units choose not to extend affordability. The preservation strategy shall identify non-profit agencies that the City can partner with to preserve the units and available funding sources. As part of this strategy, the City shall ensure compliance with noticing requirements and conduct tenant education.</p> <p>Objectives & Schedule: Encourage the Preservation and Extension/Renewal of “At-Risk” Units; Ongoing monitoring and outreach; Develop preservation strategy by December 2010</p>	<p>This program has been delayed due to fiscal and staffing constraints and the loss of redevelopment funding. The City will cooperate with the County of Orange Community Resources Department and non-profit housing organizations to target at-risk projects and seek assistance in preserving at-risk units.</p> <p>This program should be continued.</p>
<p>Program HE-3.8: Vacant Building Ordinance To prevent blight and deterioration of Placentia’s residential and non-residential neighborhoods, the City recently approved an ordinance establishing owner responsibilities for the maintenance and rehabilitation of long-term vacant buildings. The ordinance requires the registration of vacant properties resulting from foreclosure</p>	<p>The City continues to enforce the Vacant Building Ordinance through its Code Enforcement and Planning Divisions. This</p>

Goal/Program/Objective	Progress in Implementation
<p>and provides for an administrative monitoring program for boarded-up and vacant buildings. To ensure compliance, the ordinance imposes fees and civil penalties; and provides for administrative review and appeal opportunities. The City will continue to implement this ordinance to prevent blight and deterioration in Placentia’s neighborhoods.</p> <p>Objectives & Schedule: Prevent Blight and Deterioration in Neighborhoods; Ongoing.</p>	<p>program should be continued.</p>
<p>Goal HE-4: Coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.</p>	
<p>Program HE-4.1: Partnerships with Housing Industry The City of Placentia has limited resources to use for the development and maintenance of affordable housing. In order to maximize its funding and staff resources, the City shall seek opportunities to partner with non-profit and for-profit housing developers. Specifically, the City shall proactive seek partnerships to develop affordable housing on identified sites within the Placentia-Westgate Specific Plan area to meet the City’s remaining lower-income housing growth need. The City shall contribute to the partnership through activities such as in-kind technical assistance, support in seeking grant and funding opportunities, and financial assistance, which may include land write-downs and assistance with on- or off-site infrastructure costs.</p> <p>Objectives & Schedule: Establish Partnerships with Non-Profit and For-Profit Housing Developers; Ongoing.</p>	<p>This program is ongoing. The City began to establish and continues to do so, relationships with non-profit and for-profit housing partners. Additionally, the City is maintaining an updated interest list for housing industry partners for future development projects.</p> <p>This program should be continued.</p>
<p>Program HE-4.2: Participation in Continuum of Care Forum The City recognizes that homelessness is both a local and regional issue that requires a comprehensive and coordinated effort amongst various cities and agencies throughout the region. The City of Placentia will continue to participate in the County of Orange Continuum of Care Forum to pool resources to address homeless needs.</p> <p>Objectives & Schedule: Continue Participation in the County of Orange Continuum of Care Forum; Ongoing.</p>	<p>This program is ongoing. The City continues to participate with the County of Orange Continuum of Care Forum and has actively responded to the needs of the City in providing letters of support and other request material in support of funding applications to the federal government.</p> <p>This program should be continued.</p>

Goal/Program/Objective

Progress in
Implementation

Table 4-41. Progress in Achieving Housing Element Quantified Objectives: 2008-2012

Program	Quantified Objective	Level of Achievement
New Construction		
Extremely Low	11	-
Very Low	21	-
Low	17	-
Moderate	19	134
Above-moderate	41	212
TOTAL	98	346
Rehabilitation		
Acquisition/Rehabilitation		-
Extremely Low	6	-
Very Low	6	-
Low	6	-
TOTAL	18	-
Placentia Rehabilitation Grant Program		
Very Low	72	-
Preservation/Conservation		
At-Risk Units	113 Imperial Villas- 58 Moderate, Villa La Jolla- 55 Low	113
Section 8 Certificates	167	211
TOTAL	113	211

Appendix D: Glossary

Above Moderate-Income Household. A household with an annual income greater than 120% of the Area Median Income (AMI) adjusted by household size, as determined by the U.S. Department of Housing and Urban Development (HUD) or the California Department of Housing and Community Development.

Apartment. An apartment is one or more rooms in an apartment house or dwelling occupied or intended or designated for occupancy by one family for sleeping or living purposes and containing one kitchen.

Assisted Housing. Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs.

Below-market-rate (BMR). Any housing unit specifically priced to be sold or rented to Low- or Moderate-Income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as “Low-Income” or “Moderate-Income.” May also refer to the financing of housing at less than prevailing interest rates.

Build-out. That level of urban development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum level of development envisioned by the General Plan.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities and by counties or the California Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Condominium. A type of ownership in which the interior space is individually owned and the balance of the property (both land and building) is owned in common by the owners of the individual units. (See “Townhouse.”)

Covenants, Conditions, and Restrictions (CC&Rs). A term used to describe private restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision of affordable housing at the same site or at another location.

Density, Residential. The number of residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.

Developable Land. Land that is suitable as a location for structures.

Down Payment. Money paid by a buyer from his own funds, as opposed to that portion of the purchase price that is financed.

Duplex. A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit (du). A building or portion of a building containing one or more rooms, designed for or used by one family for living or sleeping purposes, and having a separate bathroom and only one kitchen or kitchenette. See Housing Unit.

Elderly Housing. Typically, small apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

Emergency Shelter. Temporary housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay. [*California Health and Safety Code §50801(e)*]

Extremely Low-Income Household. A household with an annual income equal to or less than 30% of the area median income adjusted by household size, as determined by the U.S. Department of Housing and Urban Development (HUD) or the California Department of Housing and Community Development.

Fair Market Rent. The rent, including utility allowances, determined by the United States Department of Housing and Urban Development (HUD) for purposes of administering the Section 8 Program.

Family. (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind.

General Plan. A comprehensive, long-term plan mandated by State Planning Law for the physical development of a city or county and any land outside its boundaries which, in its judgment, bears relation to its planning. The plan shall include seven required elements: land use, circulation, open space, conservation, housing, safety, and noise. The plan must include a statement of development policies and a diagram or diagrams illustrating the policies.

Goal. A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Green Building. Green or sustainable building is the practice of creating healthier and more resource-efficient models of construction, renovation, operation, maintenance, and demolition. (US Environmental Protection Agency)

Historic Preservation. The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Historic Property. A historic property is a structure or site that has significant historic, architectural, or cultural value.

Household. All those persons—related or unrelated—who occupy a single housing unit. (See “Family.”)

Housing and Community Development Department (HCD). The state agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of Low-and Moderate-Income households.

Housing Element. One of the seven state-mandated elements of a local general plan. It assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing.

Housing Payment. For ownership housing, this is defined as the mortgage payment, property taxes, insurance and utilities. For rental housing this is defined as rent and utilities.

Housing Unit. The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under state law.

Housing and Urban Development, U.S. Department of (HUD). A cabinet-level department of the Federal government that administers housing and community development programs.

Implementing Policies. The City’s statements of its commitments to consistent actions.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Infill Development. The development of new housing or other buildings on scattered vacant lots in a built-up area or on new building parcels created by permitted lot splits.

Jobs-Housing Balance. The existing or projected ratio of employment to housing units within a geographic area.

Land Use Classification. A system for classifying and designating the allowable use of properties.

Live-Work Units. Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Low-Income Household. A household with an annual income usually no greater than 51%-80% of the area median income adjusted by household size, as determined by the U.S. Department of Housing and Urban Development (HUD) or the California Department of Housing and Community Development.

Low-Income Housing Tax Credits. Tax reductions provided by the Federal and state governments for investors in low-income housing.

Manufactured Housing. Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the Federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U. S. Department of Housing and Urban Development (HUD). (See “Mobile Home” and “Modular Unit.”)

Mixed-use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Moderate-Income Household. A household with an annual income usually no greater than 81%-120% of the area median income adjusted by household size, as determined by the U.S. Department of Housing and Urban Development (HUD) or the California Department of Housing and Community Development.

Monthly Housing Expense. Total principal, interest, taxes, and insurance paid by the borrower, or total rent and utilities paid by a tenant on a monthly basis. Used with gross income to determine affordability.

Multiple Family Building. A building designed and used exclusively as a dwelling by two or more households occupying separate suites.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overcrowded Housing Unit. A housing unit in which the members of the household or group are prevented from the enjoyment of privacy because of small room size and housing size. The U.S. Bureau of Census defines an overcrowded housing unit as one that is occupied by more than one person per room.

Parcel. A lot or tract of land.

Persons with Disabilities. Persons determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Planning Area. The area directly addressed by the general plan. A city's planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Policy. A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its objectives before undertaking an action program.

Poverty Level. As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Program. An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Redevelop. To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional. Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Assessment. A quantification of existing and projected housing need, by household income group, for localities within a region.

Rehabilitation. The repair, preservation, and/or improvement of substandard housing.

Residential. Land designated in the General Plan and zoning ordinance for building consisting of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential Care Facility. A facility that provides 24-hour care and supervision to its residents.

Residential, Multiple Family. Two or more dwelling units on a single site, under common ownership.

Residential, Single-Family. A single dwelling unit on a building site.

Retrofit. To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning. An amendment to the map to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Second Unit. A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. “Granny Flat” is one type of second unit.

Section 8 Rental Assistance Program. A Federal (HUD) rent-subsidy program that is one of the main sources of Federal housing assistance for low-income households. The program operates by providing housing assistance payments to owners, developers, and public housing agencies to make up the difference between the “Fair Market Rent” of a unit (set by HUD) and the household’s contribution toward the rent, which is calculated at 30% of the household’s adjusted gross monthly income (GMI).

Shared Living. The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by §1566.3 of the California Health and Safety Code.

Single-family Dwelling, Attached. A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See “Townhouse.”)

Single-family Dwelling, Detached. A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See “Family.”)

Single Room Occupancy (SRO). A single room, typically 80 to 250 square feet, with a sink and closet, but which may require the occupant to share a communal bathroom, shower, and kitchen.

Subsidize. To assist by payment of a sum of money or by the granting to terms or favors that reduces the need for monetary expenditures. Housing subsidies may

take the form 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.

Supportive Housing. Housing with no limit on length of stay, that is occupied by the target population as defined in *California Health and Safety Code* §3260(d), and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. "Target population" means adults with low incomes having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act and may, among other populations, include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people. [*California Health and Safety Code* §50675.14(b) and §53260(d)]

Target Areas. Specifically designated sections of the community where loans and grants are made to bring about a specific outcome, such as the rehabilitation of housing affordable by very-low- and low-income households.

Tenure. A housing unit is "owned" if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. All other occupied units are classified as "rented," including units rented for cash rent and those occupied without payment of cash rent.

Townhouse. A townhouse is a dwelling unit located in a group of three (3) or more attached dwelling units with no dwelling unit located above or below another and with each dwelling unit having its own exterior entrance.

Transitional Housing. Shelter provide to the homeless for an extend period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Emergency Shelter") Buildings configured as rental housing developments but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. [*California Health and Safety Code* §50675.2(h)]

Very-Low-Income Household. A household with an annual income usually no greater than 50% of the area median income adjusted by household size, as determined by the U.S. Department of Housing and Urban Development (HUD) or the California Department of Housing and Community Development.

5

Conservation

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5.1 INTRODUCTION



The Conservation Element addresses the topics of air quality, water resources, biological resources and historic and cultural resources. The California Government Code mandates that all General Plans include a Conservation Element. The purpose of the Conservation Element is to provide direction regarding the conservation, development and utilization of natural and historic resources.

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5.2 AUTHORITY FOR THE ELEMENT

Authority for the Conservation Element is found in Section 65303 of the State Government Code. This Element meets State requirements concerning the Conservation Element as defined in Section 65302(d) of the Government Code. According to these requirements, the Conservation Element must contain goals and policies that further the protection and maintenance of the State's natural

resources; such as water, air, energy, biological, solid waste, minerals and other natural resources; and prevents their wasteful exploitation, degradation and destruction. This Element also addresses the preservation of cultural and historic resources.

5.3 SUMMARY OF EXISTING CONDITIONS

The following section inventories conservation resources in Placentia including water resources, air quality, energy resources, biological resources, solid waste, land resources and cultural resources. This inventory will provide the basis to identify issues to be addressed in this Element.

Water Resources

Water supply is always a concern throughout Southern California with increased development. As the native water supply decreases in certain regions, that the region's dependence on imported water grows. This section describes the quantity and quality of surface and groundwater resources within Placentia.

Surface Water

No naturally-occurring permanent surface water features exist within the City of Placentia. Tri-City Park (which is a County-owned facility) in northern Placentia contains a 10-acre man-made lake. Additionally, numerous small man-made lakes exist at the Alta Vista Country Club golf course. Two storm drain channels, Carbon Canyon Creek and Atwood Channel, intermittently carry water during heavy rains.



Other bodies of water located within close proximity of Placentia include a lake at Carbon Canyon Regional Park in Brea, a lake at Craig Regional Park in Fullerton, and

Anaheim Lake in Anaheim. These water bodies are part of the main aquifer underlying most of the Placentia area.

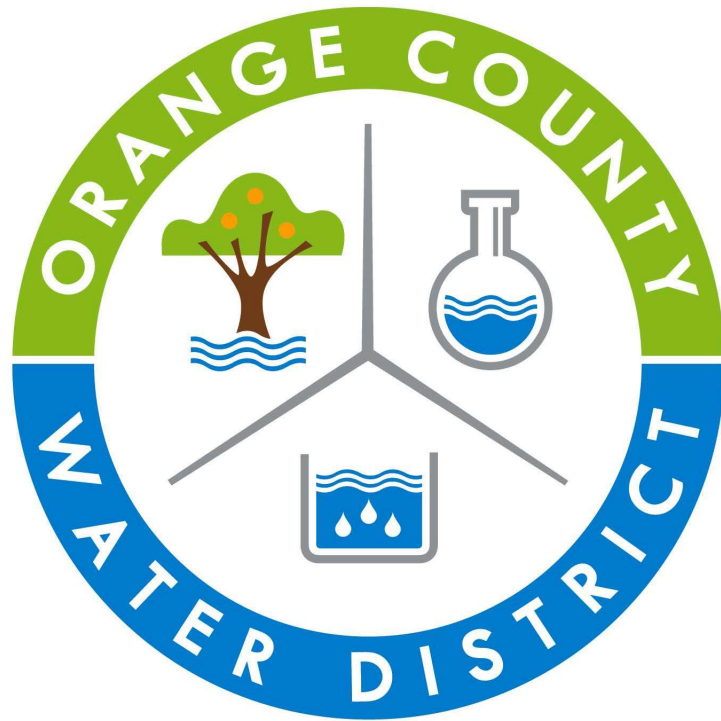
Groundwater

The 2004 Orange County Groundwater Management Plan, prepared by the Orange County Water District, outlines strategies for conserving water resources for all of Orange County, including the City of Placentia. The District's management of the Basin is guided by two primary objectives: protecting water quality and cost effectively increasing the Basin's sustainable yield.

There are several programs being implemented to improve basin management and decrease reliance upon imported water. The Metropolitan Water District (MWD) seasonal storage program gives local agencies financial incentives to store water through the winter months, thus reducing peak loads in the drier summer months. The Orange County Water District (OCWD) conjunctive use well program offers local agencies low interest loans for construction of up to three wells.

Placentia, in conjunction with the Golden State Water Company (GSWC), promotes voluntary water conservation strategies to be implemented year round. Methods to reduce water consumption promotion of include drought-resistant landscaping and water saving irrigation, especially for City projects and new developments. Other measures include promoting low-flow showerheads and toilets, flow restrictors and drip irrigation.

The Golden State Water Company (GSWC) and Yorba Linda Water District (YLWD) provide water distribution in Placentia. Approximately 75 percent of Placentia's water use is obtained from the groundwater basin managed by the YLWD and GSWC. The remaining 25 percent of water is imported through the Municipal Water District of Orange County (MWDOC). Created by the State legislature in 1933, the Orange County Water District (OCWD) is responsible for maintaining the quantity and quality of groundwater underlying Placentia and much of northern Orange County.



SINCE 1933

Orange County Water District

The Orange County Water District (OCWD) was formed in 1933 by a special act of the California State Legislature to protect Orange County's rights to water in the Santa Ana River. OCWD's primary responsibility is managing the vast groundwater basin under northern and central Orange County that supplies water to more than 20 cities and water agencies, serving more than 2.3 million Orange County residents. Since 1933, OCWD has replenished and maintained the groundwater basin at safe levels while more than doubling the basin's annual yield. This important source of water provides local groundwater producers with a reliable supply of high-quality water.

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OCWD primarily recharges the basin with water from the Santa Ana River and, to a lesser extent, with imported water purchased from the Metropolitan Water District of Southern California. OCWD currently holds rights to all Santa Ana River flows reaching Prado Dam. Water enters the groundwater basin via settling or percolation ponds in the cities of Anaheim and Orange. Behind Prado Dam (constructed and owned by the U.S. Army Corps of Engineers for flood prevention), OCWD owns 2,400 acres in Riverside County, which the District uses for water conservation, water quality improvement and environmental enhancement.

OCWD monitors the groundwater taken out each year to ensure that the basin is not overdrawn; refills the basin; and carries out an assessment program to pay for operating expenses and the cost of imported replenishment water. The groundwater basin holds millions of acre-feet of water (an acre-foot satisfies the needs of two families for one year). The groundwater basin provides more than half of all water used within the District. Protection, safety and enhancement of groundwater are OCWD's highest priorities. With one of the most sophisticated groundwater protection programs in the country, OCWD uses more than 700 wells providing more than 1,400 sampling points—from which OCWD takes more than 18,000 water samples and conducts more than 350,000 analyses every year. OCWD's monitoring program looks for more than 330 constituents—far more than the 122 required by the regulatory agencies.

OCWD is leading the way in purification of wastewater for reuse to provide a reliable, new, drought-proof, high-quality source of water. The Groundwater Replenishment System, a joint project of OCWD and the Orange County Sanitation District, went on-line in January 2008 and can produce enough near-distilled quality water for 500,000 people.

Additional efforts to increase local water supplies include expanding the capacity of the existing percolation facilities, treating poor quality water to make it useable, studying methods to extend the life of filtration membranes, improving advanced purification technologies, using bacteria to remove contaminants, and studying the quality of Santa Ana River water and other water-related issues. Other OCWD groundwater management and water quality activities focus on expanding the Prado wetlands, groundwater treatment at well heads, computer modeling of the groundwater basin and conservation of endangered or threatened species.

About Groundwater

It's the high-quality water that makes up more than half of all water used in Orange County. The groundwater basin began forming millions of years ago as mountains eroded and ocean sediments filled a deep valley, trapping Santa Ana River water between the layers of accumulated sand and gravel. The deepest aquifers of the groundwater basin still contain pristine water that fell to the earth thousands of years ago. The water Orange County drinks today may have entered the basin one year, 100 years or 1,000 years ago, depending on the location and depth of the well. The groundwater basin holds between 10 million and 40 million acre-feet of water, of which 1.25 million to 1.5 million acre-feet is usable.

Groundwater has always been vital to the lives and livelihoods of Orange County residents. In the 1800s and early 1900s, Orange County's growing agricultural industry thrived because of a reliable, easily obtainable supply of water—water pumped from the ground below. As farmers continued to pump groundwater and divert water from the Santa Ana River for irrigation, they noticed that groundwater levels were falling. Pumps had to be lowered deeper into the ground to pump out

the same amount of water, requiring more energy. The question of seawater being drawn into the groundwater basin also was of serious concern.

Orange County's groundwater basin supplies up to 75% of the water needs for residents and businesses in Anaheim, Buena Park, Costa Mesa, Cypress, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Newport Beach, Irvine, La Palma, Los Alamitos, Orange, Placentia, Santa Ana, Seal Beach, Stanton, Tustin, Villa Park, Westminster and Yorba Linda.

Golden State Water Company

According to the Golden State Water Company Urban Water Management Plan, the Golden State Water Company's Placentia System receives its regular water supply from a combination of groundwater (four wells) and treated surface water via two interconnections to the Municipal Water District of Orange County (MWDOC). Exhibit 6-1, Water Sources, illustrates the location of the City's water wells. The combined capacity of the four wells in the Placentia System is approximately 2,900 gallons per minute (gpm) or 3.9 million gallons per day (mgd). Other Golden State Water Company facilities that serve the City of Placentia include one reservoir and two booster stations.

The average monthly residential water usage in Golden State Water's Region 3 Service Area is approximately 12 Ccf, the equivalent of 1,200 cubic feet or 8,976 gallons. This is driven primarily by larger homes and more outdoor water usage.

Three water systems serve the Placentia Customer Service Area. Water delivered to customers in the Placentia, system is a blend of groundwater pumped from the Orange County Groundwater Basin, and imported water from the Colorado River Aqueduct and the State Water Project (imported and distributed by Metropolitan Water District of Southern California).

Yorba Linda Water District



The YLWD currently operates a total of eight water wells serving the City of Placentia. Six of these wells are located within the City (refer to Exhibit 6-1, *Water Sources*). The Yorba Linda Water District also provides water service via eleven reservoirs, two of which are located in the City of Anaheim and serve the City of Placentia. The system also provides one booster station within the City, two connections for treated imported water and one connection for untreated imported water. The eight wells have a total maximum pumping capacity of 15,000 gallons per minute (gpm). The two imported water connections have a total maximum pumping capacity of 18,000 gpm.

Wastewater

Municipal wastewater is generated in the City's service area from a combination of residential and commercial sources. Wastewater in the City is collected by gravity sewers and lift stations owned and operated by the City of Placentia. The wastewater is transported through trunk sewers to Orange County Sanitation District's (OCSD) Plant No. One in Fountain Valley and/or Plant No. Two in Huntington Beach.

OCSD's Plant No. 1 has a capacity of 182 Million Gallons per Day (MGD) and Plant No. 2 has a capacity of 150 MGD. Average daily flow is 96 MGD at Plant No. 1 and 102 MGD at Plant No. 2. During peak flow events, wastewater flows can be shifted between plants to meet changing flow conditions. The plants provide primary and secondary treatment.

Up to 90 MGD of effluent from OCSD is delivered to Orange County Water District (OCWD) for advanced treatment. This water is used for treatment processes,

landscaping, injected into the seawater intrusion barrier to protect groundwater, and for the Groundwater Replenishment System.

Stormwater Management

Stormwater runoff is a significant contributor to local and regional pollution. Urban stormwater runoff is the largest source of unregulated pollution to the waterway and coastal areas of the United States. Stormwater can be contaminated with a variety of pollutants that contribute to increased health risks and environmental damage.

The City of Placentia seeks to protect and promote the health, safety and welfare of its citizen by controlling non-stormwater discharges to the stormwater conveyance system. The City is required by the Clean Water Act and other federal, state and regional regulations to control the discharge of pollutants to the storm drain system, including the discharge of pollutants from construction sites and areas of new development or significant redevelopment.



Federal Requirements

Local stormwater pollution control measures are implemented pursuant to the Clean Water Act, Federal Water Quality Control Act and National Pollutant Discharge Elimination System (NPDES).

Clean Water Act

The Federal Clean Water Act prohibits any person from discharging pollutants through a “point source” into a “water of the United States” unless they have an NPDES permit. NPDES permits regulate the discharges from publicly owned facilities. The NPDES program also regulates wet weather discharges such as

stormwater discharges from industrial activities and municipal stormwater discharges including, urban stormwater runoff, combined sewer overflows, and storm sewer overflows.

The Clean Water Act amendments of 1987 established a framework for regulating stormwater discharges from municipal, industrial and construction activities under the NPDES program. The primary objectives of the municipal stormwater program requirements are to effectively prohibit non-stormwater discharges and reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable (MEP), including management practices, control techniques and systems, design engineering method and such other provisions that the U.S. EPA or the California State Water Resources Control Board deem appropriate for the control of such pollutants.

National Pollution Discharge Elimination System (NPDES) Stormwater Program

Mandated by Congress under the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) Stormwater program is a comprehensive two-phased national program for addressing the non-agricultural sources of stormwater discharges adversely affecting the quality of the nation's waters. The Program uses the NPDES permitting mechanism to require the implementation of control and monitoring measures designed to prevent harmful pollutants from being washed into local water bodies by stormwater runoff.

The NPDES program requires the owner or operator of any facility, or any person responsible for any activity that discharges waste into the surface waters of the U.S. to obtain a NPDES permit from the Regional Water Quality Control Board, as mandated by the Clean Water Act.

State and Regional Programs

The Clean Water Act provides that states are authorized to operate their own NPDES programs provided such programs meet minimum federal requirements. The Santa Ana Regional Water Quality Control Board issues the municipal storm water National Pollutant Discharge Elimination System permit. The City of Placentia currently operates under Permit No. CAS618030, Order No. R8-2010-0062.

Order No. R8-2002-0010 expired on January 19, 2007. On July 22, 2006, the permittees submitted a Report of Waste Discharge for renewal of the Permit. On February 20, 2007, Order No. 2002-0010, NPDES No. CAS618030, was administratively extended in accordance with Title 23, Division 3, Chapter 9, §2235.4 of the California Code of Regulations.

Orange County Municipal NPDES Storm Water Permit (Order No. R8-2009-0030, Amended by Order No. R8-2010-0062.

Proposed Orange County Municipal NDPES Storm Water Permit (Draft Order No. R8-2016-0001).

The objective of the Order is to protect the beneficial uses of receiving waters in Orange County. To meet this objective the first term permit (Order No. 90-71) required permittees to implement requirements to reduce discharge of pollutants in surface waters from urban runoff to the maximum extent practicable. The second term permit (Order No. 96-31) required continued implementation of the first term permit required the permittees to focus on those areas that threaten beneficial uses. The current term permit (current Order No. R8-2010-0062) outlines additional steps for an effective storm water management program and specifies requirements to protect the beneficial uses of all receiving waters. Permittees are required to examine sources of pollutants in storm water runoff from activities, which the permittees conduct, approve, regulate and/or authorize by issuing a license or permit.

Locally, the Order requires the City of Placentia to minimize short and long term impacts on receiving water quality from new development and significant redevelopment to the maximum extent practicable. The City's General Plan must be reviewed and updated as necessary, to ensure that watershed and storm water quality and quality management are considered in accordance with the Order.

Conservation of Water Resources

Southern California suffered a severe drought during the 1980s and early 1990s requiring the importing of water to meet growing demands of the region. The Metropolitan Water District imports water from the Colorado River via the Colorado River Aqueduct and from northern California via the State Water Project to obtain water supplies from sources outside of Southern California.

In recognition of California's limited water supply, the Golden State Water Company (GSWC) has created voluntary measures to promote water conservation in Placentia. Current programs include the distribution of low flush toilets and offering conservation information to residential customers regarding their water use patterns.

The Model Water Efficiency Landscape Ordinance (MWELo), created by the State, was adopted by City of Placentia in November 2016. Placentia adopted these measures in the Municipal Code and require compliance with each new development.

Yorba Linda Water District Conservation Efforts

The Yorba Linda Water District Board has passed a Conservation Ordinance. The water conservation ordinance consists of permanent year-round restrictions, focused on the prevention of water waste, and four "Water Supply Shortage" stages. These stages would have increasing restrictions on water use in order to allow

District to meet all health and safety guidelines in the face of water shortages. While the permanent restrictions would be in effect all the time, the District would change from stage to stage based on MWD's declared "water condition alert". The ordinance also contains a financial penalty structure similar to a code enforcement violation, for the waste of water. Examples of the permanent restrictions include:

- No irrigation between 9:00 a.m. and 6:00 p.m. ***
- Limiting of irrigation to fifteen (15) minutes per station per day ***
- No irrigation when it is raining
- No runoff
- No washing down of hard or paved surfaces

The YLWD provides an electronic newsletter to inform its customers of conservation topics. It also provides a speaker's bureau and conservation topic links on its website. Several informational flyers are available for download from the website as well.

Yorba Linda Water District offers several residential rebate programs through the Municipal Water District of Orange County (MWDOC) to help you conserve water:

- SmarTimers (also for Commercial users)
- High Efficiency Clothes Washers
- High Efficiency Toilets
- Rotating Nozzles
- Turf Removal Program

Yorba Linda Water District encourages its customers to use water wisely. They promote several methods for the home:

- Nearly half of all home water use goes for lawn and garden irrigation. Reducing outdoor irrigation use is the best opportunity for well water savings.
- Adjust sprinklers to avoid "watering" sidewalks, driveways and the street. Lower pressure to avoid creating a wasteful mist.
- Yards need little or no watering during the cool late fall, winter and early spring months. Program automatic controllers to fit the season.
- Don't let the hose run while washing your car.
- Use a broom instead of a hose to clean sidewalks, driveways, patios, tennis courts and other paved areas.
- A pool or spa cover prevents wasteful evaporation.
- Fix leaky pipes and faucets. A steady drip can waste up to 600 gallons of water each month.
- Automatic dish and clothes washers are very efficient when used for full loads. More water efficient clothes washers are now available. ^{SEP}
- Call the District for details on clothes washer rebate programs.

- Older toilets use up to seven gallons of water per flush. They should be replaced with new ultra-low-flush models that use only 1.6 gallons.
- Low-flow showerheads save water and money every time you take a shower.
- A half-filled bath tub requires less water than all but the shortest shower.

GOLDEN STATE WATER COMPANY CONSERVATION EFFORTS

Golden State Water Company is subject a local city ordinance which requires water conservation efforts. The average monthly residential water usage in Golden State Water's Region 3 Service Area is approximately 1,200 cubic feet or 8,976 gallons. This is driven primarily by larger homes and more outdoor water use.

The Golden State Water Company, in partnership with the MWD and MWDOC offers rebate and incentives to their customers for:

- High Efficiency Toilet
- High Efficiency Clothes Washer
- Weather-Based Irrigation Controllers (Smart Controllers)
- Soil Moisture Sensors Rebate
- Efficient Sprinkler Nozzle Rebate
- Rain Barrel Rebate

They provide a Turf Removal Program providing incentives to remove high water using turf and install climate appropriate landscaping.

Air Quality

This section is based on an Air Quality and Greenhouse Gas Analysis, prepared in October 26, 2018. The purpose of the analysis was to project air quality conditions associated with this General Plan update. Many land use decisions that involve siting, zoning and permitting actions provide opportunities to complement local and state air regulations and prevent or minimize adverse health impacts with regards to air quality. In local planning and policy development, sensitive land uses are given special consideration to best protect those individuals that are especially vulnerable to the effects of air pollution. This analysis provides a basis to inform policy direction and implement measures that allow the Basin to attain Federal and State air quality standards, as well as to protect Placentia residents and businesses from the harmful effects of poor air quality.

Perhaps the greatest air quality issue facing American cities today is how to address global warming. The temperature of the earth is rising at nearly twice the rate it was nearly 50 years ago. ¹ 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

¹ National Geographic, nationalgeographic.com

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. This is what is known as the “greenhouse effect.”

Greenhouse gases trap heat and make the planet warmer. Human activities are responsible for almost all of the increase in greenhouse gases in the atmosphere over the last 150 years.¹ The largest source of greenhouse gas emissions from human activities in the United States is from burning fossil fuels for electricity, heat, and transportation.²

It is important for cities to address global warming by adopting policies and practices that help reduce greenhouse gases. Cities can adopt policies that:

- Focus higher density development within existing urban or developed areas;
- Facilitate and increase biking, walking, and public transportation and reduce vehicle miles traveled;
- Follow the tenets of “complete neighborhoods” where local services, schools, and parks are within walking distance of residences;
- Provide incentives for mixed-use development; and
- Mandate energy and water conservation and green building practices.

² Environmental Protection Agency, www.epa.com

Existing Setting

South Coast Air Basin

Geography



The City of Placentia is located in the South Coast Air Basin (Basin), a 6,600-square mile area bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area of Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Climate

The climate in the Basin is characterized by moderate temperatures and comfortable humidity, with precipitation limited to a few storms during the winter season (November through April). The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit (°F). However, with a less pronounced oceanic influence, the eastern inland portions of the Basin show greater

variability in annual minimum and maximum temperatures. January is usually the coldest month at all locations, while July and August are usually the hottest months of the year. Although the Basin has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as “high fog,” are a characteristic climate feature.

Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation in the Basin is typically 9 to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

In the City of Placentia, the climate is typically warm during summer when temperatures tend to be in the 70’s and cool during winter when temperatures tend to be in the 50’s. The warmest month of the year is August with an average maximum temperature of 89°F, while the coldest month of the year is December with an average minimum temperature of 47°F. Temperature variations between night and day tend to be moderate during summer with a difference that can reach 24°F, and moderate during winter with an average difference of 23°F. The annual average precipitation in Placentia is 13.53 inches. Rainfall is evenly distributed throughout the year. The wettest month of the year is February with an average rainfall of 3.18 inches.³

Ambient Air Quality

The monitoring stations in the State are operated by the California Air Resources Board (CARB), local Air Pollution Control Districts or Air Quality Management Districts, by private contractors, and by the National Park Service. These entities operate more than 250 air monitoring stations in California. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level. In the Basin, each monitoring station is located within a Source Receptor Area (SRA). The communities within a SRA are expected to have similar climatology and ambient air pollutant concentrations. The City of Placentia is in SRA 16 (North Orange County).

Pollutants Measured

The following air quality information briefly describes the various types of pollutants monitored at the Anaheim Monitoring Station. The Anaheim Monitoring Station is the nearest to the City within SRA 16. Air quality data from 2015 through 2017 is provided in [Table 1, Local Air Quality Levels](#).

³ The Weather Channel, *Average Weather for Placentia, CA*, Accessed October 9, 2018. <https://weather.com/weather/monthly/l/USCA0875:1:US>.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency, as seen in high altitudes) are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO. Exposure to high levels of CO can slow reflexes and cause drowsiness, as well as result in death in confined spaces at very high concentrations.

Table 1. Local Air Quality Levels

Pollutant	California Standard	Federal Standard	Year	Maximum ¹ Concentration	Days (Samples) State/Federal Std. Exceeded
Ozone (O ₃) (1-Hour) ²	0.09 ppm for 1 hour	NA ⁵	2015	0.100 ppm	1/0
			2016	0.103	2/0
			2017	0.090	0/0
Ozone (O ₃) (8-Hour) ²	0.07 ppm for 8 hours	0.07 ppm for 8 hours	2015	0.080 ppm	1/1
			2016	0.074	4/4
			2017	0.076	4/4
Carbon Monoxide (CO)(1-Hour) ²	20.0 ppm for 1 hour	35.0 ppm for 1 hour	2015	3.07 ppm	0/0
			2016	2.61	0/0
			2017	2.45	0/0
Carbon Monoxide (CO)(8-Hour) ²	9.0 ppm for 8 hours	9.0 ppm for 8 hours	2015	8.0 ppm	0/0
			2016	8.0	0/0
			2017	8.0	0/0
Nitrogen Dioxide (NO ₂)(1-Hour) ²	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2015	0.0591 ppm	0/0
			2016	0.0643	0/0
			2017	0.0812	0/0
Particulate Matter (PM ₁₀) ^{2, 3,4}	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours	2015	59.0 µg/m ³	2/0
			2016	74.0	NA/0
			2017	95.7.0	NA/0
Fine Particulate Matter (PM _{2.5}) ^{2,4}	No Separate State Standard	35 µg/m ³ for 24 hours	2015	45.8 µg/m ³	NA/3
			2016	44.4	NA/1
			2017	53.9	NA/7

ppm = parts per million; PM₁₀ = particulate matter 10 microns in diameter or less; NM = not measured; µg/m³ = micrograms per cubic meter; PM_{2.5} = particulate matter 2.5 microns in diameter or less; NA = not available.

Pollutant	California Standard	Federal Standard	Year	Maximum ¹ Concentration	Days (Samples) State/Federal Std. Exceeded
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Notes:

1. Maximum concentration is measured over the same period as the California Standards.
2. Anaheim Monitoring Station located at 1630 Pampas Lane, California 92802.
3. PM₁₀ exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
4. PM₁₀ and PM_{2.5} exceedances are derived from the number of samples exceeded, not days.
5. The Federal standard was revoked in June 2005.

Sources:

1. Aerometric Data Analysis and Measurement System (ADAM), summaries from 2015 to 2017, <http://www.arb.ca.gov/adam>.
2. Quality Assurance Air Monitoring Sites, https://www.arb.ca.gov/qaweb/site.php?s_arb_code=30031.
3. Air Data, Tables of 8-Hour Average Data, https://aqs.epa.gov/aqsweb/airdata/download_files.html#eighthour.

Nitrogen Dioxide (NO_x). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃, and react in the atmosphere to form acid rain. Nitrogen dioxide (NO₂) (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations).

NO₂ can irritate and damage the lungs, and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air, may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes as well as cause pulmonary dysfunction.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the earth’s surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the “good” O₃ layer) extends upward from about 10 to 30 miles and protects life on earth from the sun’s harmful ultraviolet rays.

The “Bad” O₃ is a photochemical pollutant, and needs reactive organic compounds (ROGs), NO_x, and sunlight to form; therefore, ROGs and NO_x are O₃ precursors. Precursors are a group of pollutants that combine to create other pollutants. In this case ROG and NO_x combine with sunlight to create ground-level O₃. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the

atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at levels typically observed in Southern California can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter which is smaller than 10 microns (or ten one-millionths) of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate in the lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to PM_{2.5}, both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the U.S. Supreme Court reversed this decision and upheld the EPA's new standards.

On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Orange County portion of the Basin as a nonattainment area for Federal PM_{2.5} standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO₂). SO₂ is a colorless, irritating gas with a rotten egg smell. It is formed primarily by the combustion of sulfur-containing fossil fuels, such as gasoline and diesel fuel. Sulfur is a natural component in crude oil that ends up in gasoline and diesel unless removed. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_x) and lead (Pb). Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO₂.

Reactive Organic Gases (ROG) and Volatile Organic Compounds (VOC). Hydrocarbons are organic gases that are formed solely of hydrogen and carbon that exist in the ambient air. There are several subsets of organic gases including ROGs and VOCs. ROGs contribute to the formation of smog and/or may be toxic themselves. ROGs often have an odor; some examples include gasoline, alcohol, and the solvents used in paints. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation). Although ROGs and VOCs they represent slightly different subsets of organic gases, they are used interchangeably for the purposes of this analysis. On a regional emissions level, adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOC to form secondary pollutants such as O₃.

Primary Sources of Air Pollutant Emissions

Air pollutants within the City of Placentia are generated by stationary and mobile sources. These emission sources are described below.

Stationary and Point Sources

Stationary source emissions refer to those that originate from a single place or object that does not move around. Typical stationary sources include buildings, power plants, mines, smokestacks, vents, incinerators, and other facilities using industrial combustion processes. Stationary point sources have one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial projects.

The City of Placentia also contains several point sources, a single identifiable source of air pollution. A variety of pollutants, including reactive hydrocarbons from activities such as spray painting, are generated by smaller commercial and industrial uses. Industrial uses are generally located in the southern portion of the City adjacent to the Burlington Northern Santa Fe (BNSF) rail line. While each use might not represent a significant source of air pollution, the cumulative effects of development within the City could be significant. For example, the combination of several point sources could represent a substantial amount of emissions. Although the number and nature of future additional air pollutant point sources is presently unknown, each individual source would be required to comply with rules and regulations established by the SCAQMD. These regulations require that sources of

hazardous materials or criteria pollutants above threshold levels obtain permits prior to operation of the facility.

Mobile Sources

Mobile sources of emissions refer to those moving objects that release pollution and include cars, trucks, busses, planes, trains, motorcycles, and gasoline-powered lawn mowers. Mobile source emissions may be classified as on- or off-road sources. Increased traffic volumes within the City of Placentia could contribute to regional incremental emissions of NO_x, VOC, CO, SO_x, and PM₁₀. The following is a listing of emissions that typically emanate from vehicular sources:

- Vehicle running exhaust (VOC, CO, NO_x, SO_x, and PM₁₀);
- Vehicle tire wear particulates (PM₁₀);
- Vehicle brake wear particulates (PM₁₀);
- Vehicle variable starts (VOC, CO, NO_x) – starting a vehicle and the first few minutes of driving generate higher emissions because the emissions-control equipment has not yet reached its optimal operating temperature;
- Vehicle hot soaks [cooling down] (VOC) – the engine remains hot for a period of time after the vehicle is turned off, and gasoline evaporates when the car is parked while cooling down;
- Vehicle diurnal [while parked and engine is cool] (VOC) – even when the vehicle is parked for long periods of time, gasoline evaporation occurs as the temperature rises during the day;
- Vehicle resting losses (VOC) – includes the escape of fuel vapor from the fuel system while the vehicle is inoperative; and
- Vehicle evaporative running losses (VOC) – the hot engine and exhaust system can vaporize gasoline while the vehicle is running.

On-Road Sources. These sources are considered to be a combination of emissions from automobiles, trucks, and indirect sources. Major sources of mobile emissions in the City of Placentia include the local and regional roadway network. State Route 57 (SR-57) passes through the southwest portion of the City in a north-south direction and State Route 90 (Imperial Highway) passes through northeast portion of the City. State Route 91 (SR-91) is located outside the City boundary to the south, traversing in an east-west direction. Additionally, major and primary arterials that serve the City are Orangethorpe Avenue, Yorba Linda Boulevard, Chapman Avenue, Placentia Avenue, Kraemer Boulevard, Rose Drive/Tustin Avenue, Lakeview Avenue, and Bastanchury Road.

Indirect on-road sources of emissions are those that by themselves may not emit air contaminants; however, they indirectly cause the generation of air pollutants by attracting vehicle trips or by consuming energy. Examples of these indirect sources include an office complex or commercial center that generates trips and consumes energy resources.

Off-Road Sources. Off-road sources include aircraft, trains, construction equipment, and landscape equipment. The Fullerton Municipal Airport, approximately five miles to the west of the City, is one of the primary sources of air traffic from a nearby city. The nearest common-carrier airport is John Wayne Airport in the City of Santa Ana, approximately 15 miles south of the City. Additionally, the BNSF railroad crosses the City. The railroad serves BNSF freight trains as well as the Metrolink 91 Line. The BNSF operates a major double-track freight rail line known as the Orange County Gateway along the Orangethorpe Corridor. This rail line connects the Port of Los Angeles with the Inland Empire and Midwest United States. The nearest Metrolink train station is currently located in Fullerton, approximately 4 miles west of the City, which provides commuter train service from Oceanside to Los Angeles Union Station. The nearest Amtrak train station is also located in Fullerton. Plans are underway to begin construction of a Metrolink commuter train station in 2019, to be located at the intersection of Melrose Avenue and Crowther Avenue.⁴ Construction activities are typically temporary and intermittent and can be located at various locations within the City. Landscape equipment emissions would occur more regularly and would occur throughout the City, especially within residential areas.

Emissions from off-road sources include NO_x and diesel particulate matter, which contribute to public health problems. The EPA has set emission standards for the engines used in most construction, agricultural, and industrial equipment. The EPA has adopted off-road diesel fuel requirements to decrease the allowable levels of sulfur, which can damage advanced emission control technologies. Additionally in 2007, CARB adopted the In-Use Off-Road Diesel Vehicle to reduce diesel particulate matter and NO_x emissions from in-use off-road heavy-duty diesel vehicles in California.⁵

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The majority of land uses located within the City that are sensitive to air pollution include residential uses (particularly those in the vicinity of SR-57), schools, hospitals, churches, and parks. There is a total of 16 schools located within the City of Placentia. Of those 16 schools, ten are elementary schools, two are middle schools, three are high schools,

⁴ KOA Corporation, *City of Placentia General Plan Mobility Element Update Technical Traffic Study*, August 2018.

⁵ California Air Resources Board, *In-Use Off-Road Diesel Vehicle Regulation*, October 1, 2018, <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>, accessed October 9, 2018.

and there is one District Education Center. Additionally, there is one hospital, several parks and a golf course located within the City.

Regulatory Framework

This section discusses the Federal, State, and regional air quality policies and requirements applicable to the City of Placentia.

Federal

Air quality is protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the EPA developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and Pb. A nonattainment area is an area where pollutant concentrations do not meet the National Ambient Air Quality Standards and/or California Ambient Air Quality Standards. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan (SIP) to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 *Code of Federal Regulations (CFR)* Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The EPA has designated enforcement of air pollution control regulations to the individual states.

State

In 1988, the California Clean Air Act (CCAA) was adopted and led to the establishment of the California Ambient Air Quality Standards (CAAQS) for the same major pollutants, as the NAAQS and to standards for visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. There are currently no NAAQS for these latter pollutants. CARB is responsible for enforcing air pollution regulations in California. The CCAA requires all air pollution control districts in California to endeavor to achieve and maintain state ambient air-quality standards by the earliest practicable date and to develop plans and regulations specifying how they will meet this goal. [Table 5](#) also depicts the FCAA and CCAA attainment status for the South Coast Air Basin, wherein the City of Placentia is located.

Regional

South Coast Air Quality Management District

The *2016 Air Quality Management Plan* (2016 AQMP), which was adopted by the SCAQMD in March 2017, proposes policies and measures to achieve Federal and State air quality standards in the South Coast Air Basin (Basin) and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under the SCAQMD's jurisdiction. The 2016 AQMP relies on a regional and multi-level partnership of governmental agencies at the Federal, State, regional, and local level. These agencies (EPA, CARB, local governments, Southern California Association of Governments [SCAG] and the SCAQMD) are the primary agencies that implement the 2016 AQMP programs. The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016-2040 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts.

The 2016 AQMP addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. The 2016 AQMP highlights the reductions and the interagency planning necessary to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under federal Clean Air Act. The primary task of the 2016 AQMP is to bring the Basin into attainment with federal health-based standards.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the Federally-designated metropolitan planning organization (MPO) for the Southern California region and is the largest metropolitan planning organization in the United States. With respect to air quality planning, SCAG has prepared the *Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* for the region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the 2016 AQMP. SCAG is responsible under the FCAA for determining conformity of projects, plans, and programs within the SCAQMD.

Greenhouse Gases and Global Climate Change

Climate Change

Climate change is a distinct change in average meteorological conditions with respect to temperature, precipitation, and storms. Climate change can result from both natural processes and/or from human activities. Natural changes in the climate result from very small variations in the Earth's orbit which changes the amount of solar energy the planet receives. Human activities can affect the climate

by emitting heat absorbing gases into the atmosphere and by making changes to the planet's surface, such as deforestation and agriculture. The following impacts to California from climate change have been identified:

- Higher temperatures, particularly in the summer and in inland areas,
- More frequent and more severe extreme heat events,
- Reduced precipitation, and a greater proportion of precipitation falling as rain rather than snow,
- Increased frequency of drought conditions,
- Rising sea levels,
- Ocean water becoming more acidic, harming shellfish and other ocean species, and
- Changes in wind patterns.

These direct effects of climate change may in turn have a number of other impacts, including increases in wildfires, coastal erosion, reduced water supplies, threats to agriculture, and the spread of insect-borne diseases.

Greenhouse Gases

Greenhouse gases (GHGs) are naturally present in the Earth's atmosphere and play a critical role in maintaining the planet's temperature. The natural process through which heat is retained in the troposphere is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a threefold process as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and re-emit this long wave radiation in all directions, with some radiation heading out into space and some heading back toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. Without the presence of GHGs, the Earth's average temperature would be approximately zero degrees Fahrenheit.

The most abundant GHGs are water vapor and carbon dioxide (CO₂). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. (See the Air Quality Analysis, October 2018, in the Environmental Impact Report for the General Plan Update for a list of all greenhouse gases and their sources.)

Greenhouse Gas Emissions Inventory

United States GHG Emissions

The United States is the second largest emitter of GHGs globally (behind China), and emitted approximately 6.5 billion metric tons of CO₂ equivalent (MTCO₂e) in 2016, not including GHG absorbed by forests and agricultural land. The largest source of GHG in the United States (28.5 percent) comes from burning fossil fuels for transportation. Electrical power generation accounted for the second largest portion (28.4 percent) and industrial emissions accounted for the third largest portion (21.6 percent) of U.S. GHG emissions. The remaining 21.5 percent of U.S. GHG emissions were contributed by the agriculture, commercial, and residential sectors, plus emissions generated by U.S. Territories. Agriculture accounted for 9.4 percent of the U.S. emission, commercial accounted for 6.4 percent, and residential accounted for 5.1 percent with U.S. territories accounting for 0.6 percent of emissions.⁶

California GHG Emissions

In 2016, California emitted 429.4 million MTCO₂e of GHG⁷, more than any other state except Texas.⁸ According to the *California Greenhouse Gas Emission Inventory 2017 Edition* by the California Air Resources Board (CARB), transportation was the single largest source of the state's GHG emissions and accounted for 39 percent of the state wide total. The California's industrial sector generated 23 percent of the state's GHG and electricity generation (including electricity generated out-of-state but used in California) was responsible for 19 percent of the GHG total. The agricultural sector at 8 percent, residential sector at 6 percent, and commercial sector at 5 percent accounted for the remaining GHG emissions.

City of Placentia GHG Emissions

An estimation of existing greenhouse gas emission for the City of Placentia was conducted as part of the air quality analysis (October 2018). This analysis summarized the GHG emissions within the City for area, energy, mobile, waste, and water categories. The emissions inventory is based on existing land use information and traffic behavior. The data used to calculate the GHG emissions is based on the City's existing land use inventory provided by City of Placentia, August 2018. According to the analysis, mobile sources are generally the largest contributor to GHG levels.

The air quality analysis also summarized the City's future emission of pollutants for the proposed General Plan update. The data used to calculate the emissions inventory for criteria pollutants is based on the General Plan update land use inventory provided by the City of Placentia, August 2018. According to this analysis, mobile sources remain the largest contributor to the estimated annual average GHG emissions.

⁶ U.S. Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2016*, April 2018.

⁷ California Air Resources Board, *California Greenhouse Gas Emission Inventory – 2018 Edition*, <https://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed on October 16, 2018

⁸ U.S. Energy Information Administration, *Energy-Related Carbon Dioxide Emissions by State, 2000-2015*, January 2018.

Regulatory Programs

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding. The EPA authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (carbon dioxide [CO₂], methane [CH₄], nitrous oxide [N₂O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards. In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for

model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

Clean Power Plan and New Source Performance Standards for Electric Generating Units. On October 23, 2015, the EPA published a final rule (effective December 22, 2015) establishing the carbon pollution emission guidelines for existing stationary sources: electric utility generating units (80 FR 64510–64660), also known as the Clean Power Plan. These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units. The guidelines establish CO₂ emission performance rates representing the best system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: (1) fossil-fuel-fired electric utility steam-generating units and (2) stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility

generating units (80 FR 64661–65120). The rule prescribes CO₂ emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. The U.S. Supreme Court stayed implementation of the Clean Power Plan pending resolution of several lawsuits. Additionally, in March 2017, President Trump directed the EPA Administrator to review the Clean Power Plan in order to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

Presidential Executive Order 13783. Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State

Various statewide and local initiatives to reduce California’s contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring, and that there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions. Currently, there are approximately fourteen different executive orders, assembly bills, and senate bills all having the goal of reducing statewide emission. (See the Air Quality Analysis, October 2018, in the Environmental Impact Report for the General Plan Update for a list of all initiatives.)

California Air Resources Board

The California Air Resources Board (CARB) is a publically appointed board of sixteen members whose overall charge is to reduce air pollution and protect the public health. The Board is charged with protecting the public from the harmful effects of air pollution and developing programs and actions to fight climate change.

CARB Scoping Plan

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB32)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (ARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and is updated every five years.

The latest CARB Scoping Plan update functions as a roadmap to achieve the 2030 GHG reduction goal of reducing greenhouse gas emissions in California to 40

percent of their 1990 levels. The 2017 scoping plan update builds on previous air pollution reduction actions and takes aim at the 2030 target established by State Senate Bill 32. (See the Air Quality Analysis, October 2018, in the environmental impact report for the General Plan Update for details of the Scoping Plan.)

REGIONAL

The Southern California region has begun to address climate change through its regional planning process, as described in this section.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for all jurisdictions in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, including Placentia. SCAG is required to prepare a Sustainable Communities Strategy as part of its Regional Transportation Plan (RTP) to reduce vehicle travel emissions to 13 percent below 2005 per capita emissions by 2035. The most recent update to the Regional Transportation Plan was approved in 2016.

SCAG's first Sustainable Communities Strategy was incorporated into the Regional Transportation Plan in 2012, providing broad guidance to support focused development in key areas, improvements to enable more walking and biking, a mix of housing types, and transportation investments (including public transit). Two SCAG subregions, including the Orange County Council of Governments, have prepared their own subregional Sustainable Communities Strategies. The underlying land use, transportation, and socioeconomic data in the Orange County Council of Governments' subregional Sustainable Communities Strategy has been incorporated into the regional Sustainable Communities Strategy prepared by SCAG.

5.4 BIOLOGICAL RESOURCES

The City of Placentia is almost completely urbanized and landscaped with mostly nonnative species. No known rare or endangered plant or animal species have been identified within the City. The community's most significant plant resources are its ornamentals. Ornamental landscaping is that type of landscaping whose primary purpose is to add visually pleasing plants to gardens and planted areas. The urban landscaping within Placentia provides habitat for smaller rodents and birds. The frequent disruptions caused by urban activities and the frequent cultivation of such plant life make these plant communities a less than an ideal habitat for wild animals.

5.5 ENERGY RESOURCES

Limited supplies and environmental concerns regarding conventional energy resources such as oil, electricity and natural gas require their conservation. Reductions in domestic oil production in the U.S. has resulted in increasing dependence on foreign imports.

Southern California Edison (Edison) supplies residential and commercial electricity for the City of Placentia. The Southern California Gas Company (The Gas Co.) supplies natural gas to Placentia. Natural gas is a finite resource and therefore supplies cannot be increased.

Given the area's warm climate, the most important alternative and renewable energy resource in Placentia is solar energy. This energy source has considerable potential and can be developed to substitute for oil, gas and other energy supplies. Solar energy's ability to substitute for fossil fuels can be an important tool in the battle against air pollution.

Solar radiation in the form of sunlight can be utilized for energy production in two ways. The first method, active solar systems, involves the use of mechanical devices to convert solar energy to heat or electricity. The second, passive solar systems, utilizes natural heating and cooling from the sun through proper orientation and building design. Placentia's geographic location and climate make it well suited for the utilization of solar power. Southern exposure in the winter and limited western exposure in the summer should be a factor in building design and placement. Streets that run east-west are more adaptable to solar energy practices than north/south streets. The ideal building orientation recommended for the Southern California coastal inland regions is a 35-degree variation to the southwest of the building's long axis. State Title 24 Energy Regulations establish energy performance building code requirements that the City is following and implementing.

5.6 SOILD WASTE AND SOURCE REDUCTION

The City contracts with Republic Waste Services of Southern California, LLC, a division of Republic Services, Inc (Republic) to provide solid waste collection and recycling services within the City. Through this contract, the City provides residential, commercial, and industrial refuse services. The refuse is collected and hauled to Republic's material recovery facility (MRF) in the City of Anaheim. Prior to being transported to the landfill, the waste is processed to separate recyclables from the waste stream. The majority of the solid waste generated in the City is disposed of at the Olinda Alpha Landfill in Brea. As landfill sites in California approach capacity, it is necessary to reduce the amount of solid waste to these sites.

The City of Placentia has adopted a Source Reduction and Recycling Element (SRRE) in response to Assembly Bill 939; the California Integrated Waste Management Act (AB 939). AB 939 requires all Cities to divert 25 percent of their waste stream from landfills by 1995 and 50 percent by the year 2000. The SRRE identifies how the City of Placentia intends to achieve these goals. Strategies to reduce waste include source reduction, recycling, composting, special waste provisions and education and public information. In accordance with AB 939, specific programs were implemented to reduce the amount of waste generated in Placentia by 25 percent in 1995 and 50 percent by 2000. In addition, the City has a purchasing policy that gives preferential credit for those vendors using or providing recycled material (10% minimum).

In 2012, Assembly Bill 341 (AB 341) was signed into law in California to help reduce greenhouse gas emissions and set a statewide goal to recycle, compost, or source reduce 75 percent of all solid waste generated in California by 2020. This legislation requires businesses and multi-family residential dwellings of five units or more, that generate four or more cubic yards of commercial solid waste per week, to implement a recycling program.

One of the five key strategies the State identified to meet the waste diversion goal of 75% is increased composting of organic materials, which make up approximately one-third of all waste disposed of in the state. In 2014, the State legislature enacted AB 1826, which requires jurisdictions to develop programs for businesses to begin recycling organic waste, including food waste. Multifamily residences with at least five units must also begin recycling organic waste, although food waste does not have to be included in the multi-family program. Other relevant new legislation includes:

- CALGreen Code 2016 - requires 65% of construction waste to be recycled.
- SB 1383 - establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025 and regulations to become effective by 2022.

As state regulations for waste diversion increase, Placentia should continue efforts to maximize recycling, composting, and source reduction to ensure continued compliance. Improving waste collection services to commercial businesses and multi-family dwelling units and increasing the community's knowledge of waste diversion practices are the primary ways the City plans to eliminate landfill waste.

Source Reduction & Recycling Programs

Placentia focuses on the "reduce, reuse, and recycle" model of waste management and encourages its residents and commercial tenants to do the same. Recycling focuses on retrieving goods that can be processed into new products. It is the

practice of recovering used materials from the waste stream and then incorporating those same materials into the manufacturing process.



The City has established a number of programs in partnership with Republic Services that promote recycling, composting, and waste reduction, all of which have contributed to the City's increasing diversion rate and decreasing disposal rate in recent years. These programs rely on public education through printed materials, community outreach, media and school programs. The following programs support source reduction and recycling:

Bulky Item & E-Waste Collection Services

The City provides up to three (3) free curbside bulky item and/or e-waste collections per calendar year for single and multi-family residents. Bulky items include furniture, refrigerators, stoves and water heaters. Businesses and/or commercial property owners may also request bulky-item and e-waste collection for an additional fee. Bulk waste and e-waste are taken to Republic's Regional Recycling Complex, where appliances commonly known as "white goods" are recovered from the waste stream.

Commercial Recycling Program

The City implemented a recycling program in accordance with AB 341, California's mandatory commercial recycling law in an effort to help the state reach its 75 percent diversion goal. This program provides commercial recycling services, outreach and education to eligible commercial business and multifamily units. All commercial and industrial waste is delivered to Republic's material recovery facility for select processing to help achieve maximum diversion.

Commercial Organics Recycling Program

In 2018, the City implemented a commercial organics recycling program in accordance with AB 1826, California's mandatory commercial organics recycling law. This program provides organic recycling services, outreach and education to inform customers how to recycle organic waste and monitoring to identify those not recycling and to notify them of the law and how to comply.

Household Hazardous Waste Collection

Placentia residents can dispose of their household hazardous waste items for free at a County of Orange (County) Household Hazardous Waste Collection Center. The County operates four collection centers. Household hazardous wastes Items that are accepted include: cleaning products, lawn and garden products, automotive products, flammable products, wood shop and painting supplies, pesticides, e-waste and medical sharps.

Residential Curbside Green Waste Collection Program

In 1995, the City implemented a green waste program in accordance with State mandated waste reduction and diversion requirements. In 2016, Over 5, 100 tons of residential waste was collected. Residential green waste is collected weekly from residences and delivered to the MRF in Anaheim, CA, where it is mulched and then transported to the landfill in Brea, CA for beneficial use as alternative daily cover.

Residential Curbside Recycling Program

In 1997, the City adopted a three cart automated residential collection program. The program includes three carts; one each for commingled recyclable materials, yard waste and trash. Commingling recyclables makes it easy for residents to recycle. Recyclable materials are collected and processed at Republic's state-of-the-art materials recovery facility where maximum diversion is achieved

Recycle Placentia Teen Team

The City operates a volunteer program for local high school students to increase their knowledge of environmental sustainability in the community by actively participating in special events and educational programs.

Used Oil Recycling Program

The City provides its residents a free recycling service for their used engine, transmission and gear oil, plastic motor oil bottles, oil filters and oily rags from their homes. This household collection program is provided through the City's participation in CalRecycle's Used Oil Payment Program.

Outreach and Education

AB 341 & AB 182 Outreach

Letters and billing notes help keep qualified businesses and multi-family dwellings up to date on AB 341 & AB 1826 requirements.

Recycle Placentia

This is a newsletter aimed at educating and keeping residents informed and is distributed annually. It provides a collection schedules as well as helpful tips for reusing, reducing and recycling to help keep waste out of the landfill.

Eco Center Tours

Republic provides free tours of its Eco Center and single-sorting system to allow the community to see firsthand how recyclables are store and prepared for shipment so they can be turned into brand new items.

Educational Outreach

Republic conducts presentations at schools, libraries and local events to help keep the community engaged and informed. Republic uses a 1951 vintage garbage truck and a robot named MRFy (pronounced Mur-fee) to help engage and encourage the community to learn about recycling and sustainability.

Sharps Mail Back Program

Republic offers residents with sharps-mail back program to assist residents with the proper disposal of sharps.

Special Events

The City regularly participates in civic events to help keep environmental protection at the forefront. Every year the City hosts a Compost Giveaway to distribute composting materials and promote the

Websites

To help encourage participation, the City and Republic Services Inc. provide a host of educational information available on their websites www.placentia.org and www.republicservices.com.

5.7 AGRICULTURE PRODUCTION RESOURCES

Placentia was originally an agricultural and dairy community featuring row crops and citrus trees. Placentia developed rapidly during the 1960s and 1970s converting most agricultural acreage to urban uses. Currently, row crops (predominantly strawberries and oranges) do not exist in any significant quantity.

5.8 MINERAL RESOURCES

The State Division of Mines and Geology has identified mineral resource areas throughout the State. According to the geologic map of Orange County, Placentia does not contain any mineral resources as defined. The only mineral extraction within the City at the present time is petroleum. Oil extraction/pumping operations continue in marketable quantities throughout the city.

5.9 HISTORIC AND CULTURAL RESOURCES

This section provides an overview of Historic and Cultural resources located in the City of Placentia. Placentia has a rich and diverse heritage that is characterized by buildings, artifacts of historical significance and cultural traditions.

The Placentia Public Library maintains a history room dedicated to the preservation and display of materials relevant to the history of Placentia. The collection includes information regarding the cultural, geographic, agricultural, economic, social and political development of the City. Items preserved (some are digitized) in the history room include:

- Family memorabilia and records;
- High School Yearbooks;
- Artifacts;
- Newspapers and Clipping;
- Historical documents of how the City developed;
- Books and pamphlets;
- Periodicals;
- Government documents;
- Directories and telephone books;
- Manuscripts;
- Oral histories;
- Photographs and postcards; and
- Maps.

Historical Development of Placentia

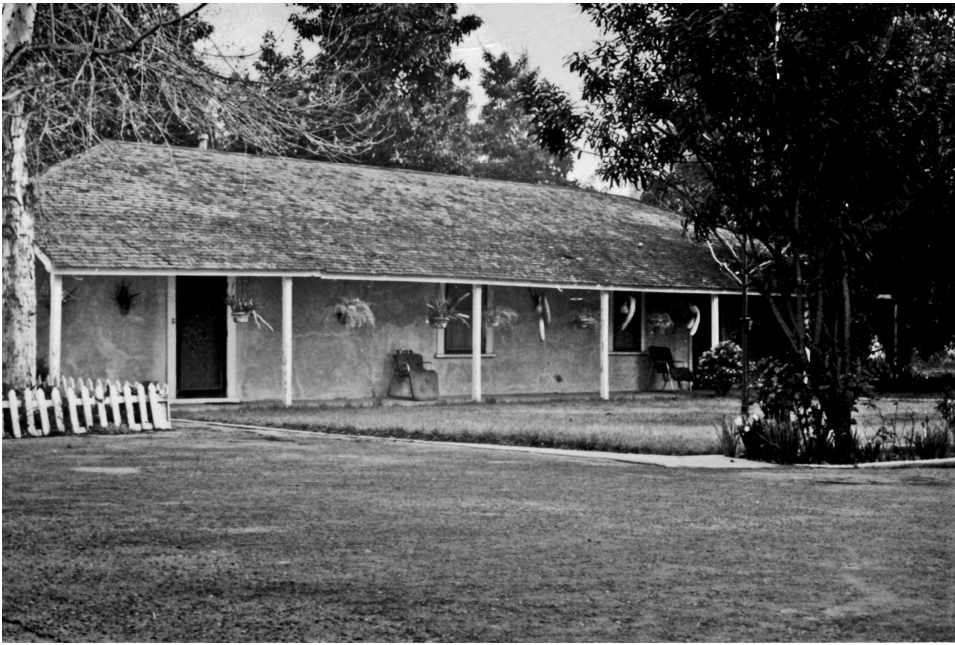
The following historical overview of Placentia is summarized from several historical accounts.⁹

⁹

- Virginia L. Carpenter. *Placentia, A Pleasant Place*. Santa Ana, CA: Friss-Pioneer Press, 1988.
- Jeanette Gardner and Lawrence de Graaf. *Early Placentia*. Charleston, S.C.: Arcadia Publishing, 2007.
- Jeanette Gardner and Marie Schmidt, *Placentia City History: A Brief History of Events*. City of Placentia, No Date. Pamphlet.

In the early 1760s, the Spanish began exploring what would later be known as California. Gaspar de Portola, a Spanish explorer, led a group of men on an expedition through California with detailed plans to develop the vast land. While traveling northward, some of Portola's men were impressed with the area, which was to become Orange County, and later settled there.

Juan Pacifico Ontiveros, a soldier who had been a member of the exploration party, received a grant of 35,970 acres of land from California Governor Francisco Alvarado. Ontiveros named his new land Rancho San Juan Cajon de Santa Ana. Placentia and portions of the present day cities of Brea, Fullerton, Anaheim, and Yorba Linda were part of the land grant. During the next two decades, the largely Spanish population increased as a few new settlers came to the area.



Daniel Kraemer, credited with being the first non-Spanish settler, arrived in 1865. Kraemer bought 3,900 acres of the Ontiveros ranch and moved his family from Illinois. Daniel Kraemer was a community leader who helped pave the way to make Placentia the city it is today. Kraemer Middle School, a park, and a major street are named after him.

After moving from Pittsburgh, Pennsylvania, William McFadden purchased 100 acres on the southwest corner of Placentia Avenue and Yorba Linda Boulevard. McFadden was a schoolteacher and later Superintendent of Los Angeles County schools. He was involved in community affairs and his wife, Sarah, is credited with naming the community of Placentia.

Charles Wagner arrived in Placentia with his brother John in 1871. Both raised sheep in the northern portion of Placentia and in Brea. He also grew walnuts and oranges. He had three sons whose houses remain in Placentia.

In about 1881, Albert S. Bradford came to California, following the gold rush fever. On the way to California, he met Mr. Halladay who persuaded Bradford to manage a large ranch in Santa Ana. In the 1890s, he came to Placentia and bought 20 acres of land, growing vegetables at first, and changed to growing oranges. One of his orange brands was Tesoro (Treasure) with a picture of the large ranch house he built in 1902 on the label of the orange crates. Bradford was active in the community, helping obtain and lay out its town. He served as Chamber of Commerce president from its beginning in 1924 until his death in 1933. Mr. Bradford was instrumental in organizing a committee to raise money in order to buy the necessary rights-of-way for the Santa Fe railroad. His home, which is located at 136 E. Palm Circle, is listed in the National Register of Historical Places.

The lack of water in Placentia was one of the principal reasons for its slow development. Prior to the 1870s, Placentia was an arid area without natural water sources. There was no water to develop residential, agriculture or industrial uses. Water ditches for agriculture began to be dug in the 1870s. A primitive irrigation system for agriculture began around 1910, after the railroad was brought in.

In 1893, the first post office was built, which legitimized Placentia as a community.

The Town



News of imminent railroad construction in 1910 resulted in fast commercial growth. As the population grew, citizens began to recognize the need for community services. By 1874, there were enough children to justify building a school. Daniel Kraemer donated land on Orangethorpe Avenue, and William McFadden built the schoolhouse. In 1898, the school was enlarged by the addition of a second story. A citizen's group formed the Placentia Improvement League to further the development with projects like pavement of streets and installation of streetlights.

The League arranged for utility companies to serve the community. The Placentia Domestic Water Company supplied water to inhabitants within a one-mile radius of the center of town. By 1912, the City was served by Southern Counties Gas Company, Pacific Telephone, and Edison Electric.

In 1910, Albert Bradford and Richard Melrose subdivided land near the new railroad station. The boundaries were Chapman Avenue, Crowther Avenue, Bradford Avenue and Melrose Street. These two men also laid out the original streets, in the first plat map.

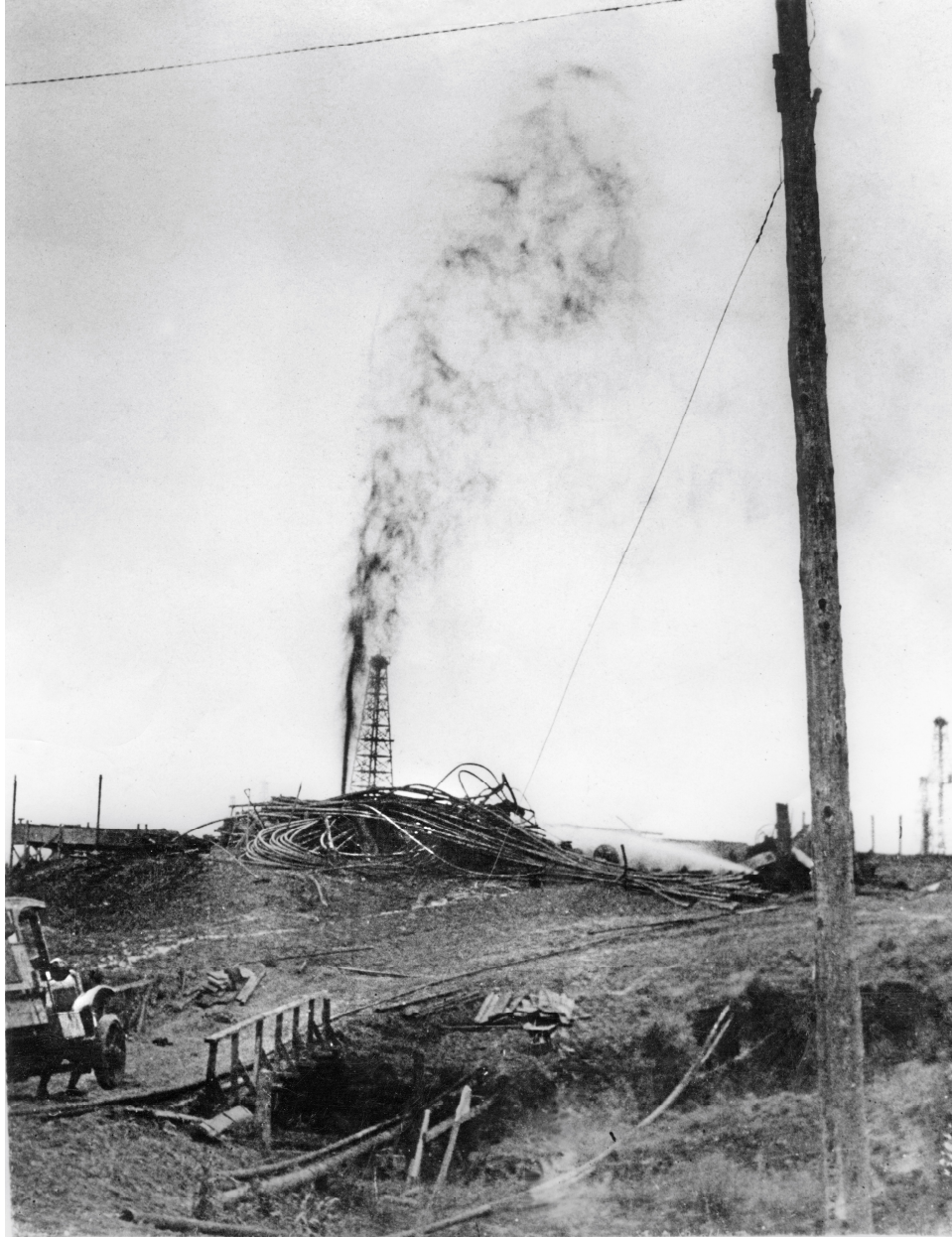
Main and Center Streets developed primarily as residential property, while businesses concentrated along Santa Fe Avenue abutting the railroad. The stores did not extend past Bradford Avenue or Melrose Street but these few blocks became a thriving business district.

Economic Growth

Although early Spanish settlers called the area “peor que nada”, which means “worse than nothing,” Placentia proved to have very strong economic potential. In the late 1800s, irrigation water was in short supply and dry farming was practiced. The drought of 1864 devastated the cattle industry. Sheep raising, initially popular and prosperous, was later destroyed by a drought in 1877.

Richard Gilman is credited with establishing what would be known as the heart of the Orange County economy. He experimented with orange seedlings and later grew the Valencia orange variety. The Valencia orange became commercially popular and was grown throughout Southern California. Placentia growers were successful with Valencia oranges and they became the main cash crop for many of the farmers.

Oil was discovered in nearby Brea in the 1890s, after which wells were built in Placentia. In 1919, a huge gusher of oil rose out of a drill while CC Chapman was exploring for oil on his property. In addition to Chapman, Samuel Kraemer was also a large oil developer in the area. Oil derricks were erected throughout the City of Placentia. The oil supplies were among the most productive in the state. Oil wells in the city continue to produce marketable quantities of oil.



On December 2, 1926, Placentia was incorporated with 800 residents on 0.16 square miles, with Harry Easton becoming the first mayor, chosen by vote of the board trustees. Rapid growth began with the population doubling between 1920 and 1930, reaching 1,607. Nearly 17 miles of streets were paved in 1927, but most remained dirt. The new City hired its first Policeman in 1925.

The City had one hired police officer and one hired firefighter and in 1927, businessmen bought an 800-gallon fire truck. The rest of the police and fire staff were volunteers. The City Council succeeded in passing a bond in order to build a city hall and, in 1939, a small Spanish-style building was erected. It housed both the police and fire stations.

Placentia remained a small town surrounded by miles of citrus groves through World War II. In 1950, the population was 1,682. A decade later it had grown to 5,861, and suburban tracts were replacing orange groves. Recognizing the need for planning future directions, the City Council in 1966 called upon residents to attend the *Placentia Tomorrow* series of public forums and study groups. This program concluded that residents wanted to preserve a small-town atmosphere with some recreational and leisure time activities, but no large commercial businesses and minimal industrial ones. The city grew as a “bedroom” community into the 1970s.

Progress since the issuance of the *Placentia Tomorrow* report in 1967 has been dramatic. In 1968, voters gave overwhelming support to one of the few successful recreation bond issues in Orange County’s history.

The County of Orange selected Placentia as its Model City in 1971. In September of the same year, the National Sports Foundation awarded Placentia its coveted National Gold Merit Award for excellence in Parks.

On February 28, 1972, the National Municipal League of the *Saturday Evening Post* announced that Placentia was one of nine cities in the United States to win the coveted “All America City Award,” the first ever presented to a city in Orange County. The award is one of the highest forms of recognition for citizen involvement in a community.

In 1974, Edward and Angelina Backs donated a 6-acre parcel for the development of a Civic Center to replace the City Hall and library in the Old Town area of the City. It was completed in September 1974 and is located at the northeast corner of Chapman Avenue and Kraemer Boulevard. The center has a landscaped mall with three fountains and a bell tower and includes a police facility and library. The Civic Center’s architectural style reflects the early Spanish heritage of the Placentia area.

Historic Sites

The City of Placentia has many historic structures that serve as reminders of the City’s unique history. The following structures have been identified as historically significant:

Santa Fe District - Santa Fe Avenue between Bradford Avenue and Main Street



Santa Fe Avenue was the first commercial street in the townsite, stretching from a train depot (demolished in 1976) at Bradford Avenue to the two-story bank building at Main Street. To serve the growing area after the railroad was completed in 1910, there was a Chamber of Commerce, a grocery store, feed store, post office, a lumber yard, barber shop, blacksmith shop and livery stable, a reading and recreation room which grew into the library, a hardware store, a hotel and many other stores. In 1989, the area was named Placita Santa Fe.

Placentia Mutual Orange Association Packing House – California Register of Historic Resources, Point of Interest (P631) - 341 South Melrose Street

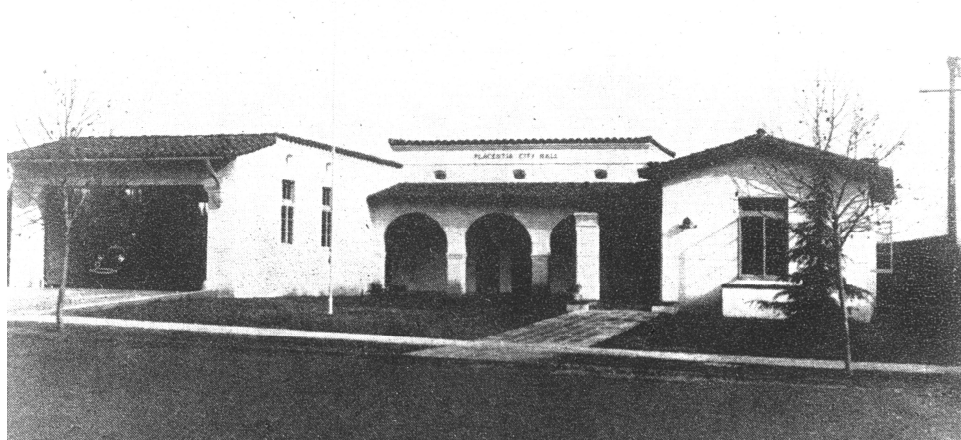


The Placentia Mutual Orange Association (PMOA) was organized October 12, 1910 with 33 members. John C. Tuffree served as the first president. At one time the PMOA claimed to ship more citrus in one year via the Santa Fe Railroad than any other California Sunkist affiliated house. The best-known label, which commanded a high price in the New York market, was a Shamrock. [California Historic Resources Registration Date: 5/31/1984]

Old Placentia Library District Building - 143 S. Bradford Avenue



The Edwin T. Powell Building, at the corner of Bradford Avenue and Center, is the former library building constructed by the Placentia Library District in 1926 at a cost of \$30,000. The architect was Carlton Winslow who had gained worldwide recognition for his design of the Los Angeles City Library. This building is considered one of the most interesting small structures in the town and served the citizens until the new library was constructed in 1974. Currently, the senior center is housed in the City-owned building.

Old City Hall - 120 S. Bradford Avenue (demolished)

The City Hall Building, in use until a new Civic Center was dedicated in 1974, was built with federal assistance in the 1930s and replaced a building on Bradford Avenue, just north of Santa Fe. The City retains ownership to the portion of the site containing the fire station.

Kraemer Memorial Park - 201 N. Bradford Avenue

Mr. and Mrs. Edward Backs donated the site for Kraemer Park to the City of Placentia in 1954. Angeline Backs asked that the public park be named in honor of her father, Samuel Kraemer and her mother, Angelina Yorba Kraemer. A family tree is outlined in three brass tablets, located in a memorial near the entrance to the Backs Building facing Bradford Avenue. Trees planted throughout the park were donated and dedicated to other City pioneers.

Veteran's Memorial Fountain - Chapman Avenue and Walnut Street

The Veteran's Memorial Fountain was donated to the City by Edward and Angeline Backs. Constructed at a cost of \$250,000, it is dedicated to our nation's veterans. The sculptor was John Edward Svenson who cast the dolphins in Norway. The dolphins have since been removed and are being stored. Arthur Barton, landscape architect for Kraemer Park, designed the courtyard that surrounds the fountain.

Water Tower - Chapman Avenue and Main Street

The 50,000-gallon water tower, which today bears the markings of Placentia's All America City Award, is currently empty and stands as a historic landmark. It was constructed in 1935, replacing earlier towers built to serve the original town site.

Valencia High School - 500 N. Bradford Avenue

The first high school in Placentia was Valencia and it was rebuilt after a fire to its present form in 1935 with some later additions. It is a good example of Moderne Style sometimes called Art Deco. Bradford Elementary School, built in 1912 as a replacement for the original Placentia school on Chapman and Placentia Avenues.

One structure from the 1912 school remains behind the auditorium, which was built in the 1936 under the WPA, the Works Progress Administration.

Bradford House – National Register (N676) – 136 Palm Circle

The Albert Sumner Bradford home in Bradford Park, was built in 1902 in the Colonial Revival style popular at the time. It was located on the Tesoro Rancho, which is now the site of the Town Center Shopping Mall. The original Bradford citrus nursery was on this site and provided many seedlings for the burgeoning California Valencia Orange Industry.

[National Register Registration Date: 10/3/1978]

Nenno House – 503 Palm Drive



The Nenno home was built in 1907-08 by John and Antoinette Nenno, who came to Placentia in 1892. John was one of several citrus fumigators, and the house was the site of a small citrus ranch. The house has been recently restored as an office building with a similar style to the freestanding office building on the north end of the property.

George Key Home – National Register (N351) – 625 W. Bastanchury Avenue

The George Key Home was built in 1898 and is an excellent example of ranch homes of that period, once found throughout the area. In 1983, the County of Orange purchased the home and its contents to be operated as a museum. The site contains a collection of the items that were used by ranchers when Placentia was the center of the Valencia Orange industry. It contains the last grove of citrus trees in Placentia. The museum is currently closed.

[National Register Registration Date: 4/21/1975]

Tri-City Park – 2301 N. Kraemer Boulevard

The Tri-City Park is bounded by Fullerton, Brea and Placentia, and these cities have joined together to develop the lake and its park. It was originally a storage reservoir on the ranch land of Colonel J.K. Tuffree, who had surveyed ranch lands owned by Don Able Stearns. Tuffree received 600 acres of land in Placentia as a wedding gift from his father-in-law, C.B. Polhemus. The reservoir held water brought by a gravity canal and flume from the Santa Ana River. Constructed from 1876 to 1878, the canal was operated by the Anaheim Union Water Company, which delivered water to nearby ranches until the 1960s. As of 2013, the County of Orange owns and maintains this park. The park continues to serve as a regional park facility.

Charles Wagner, Jr. House - 902 E. Yorba Linda Boulevard

The Wagner home was built in 1920 by one of three Wagner brothers. The home of each Wagner brother still stands today. All three were citrus ranchers, and this house is one of several elegant former ranch homes. Its last use was as a wedding planner location.

Site of the original *Macadamia Tetraphylla* Planted in California - California Register of Historical Resources, Point of Interest (P589)

Placentia, California

[National Register Registration Date: 3/1/1982]

The Historical Committee

The City supports an active local Historical Committee that consists of members who are appointed by the City Council. Committee members typically are familiar with historic preservation principles and practices and have gained knowledge of Placentia history from either long-term residence and/or study and research. Monthly meetings of the Committee cover the following duties:

- Advise City Council on matters related to historical structures and/or sites located in Placentia.
- Nominate buildings, sites or districts within the City for designation as local landmarks.
- Review items submitted by City Council, staff or the general public and recommend appropriate course of action.
- Continues to administer the historic plaque program.
- Coordinate, plan, and participate in community events and programs to increase public awareness and education on historic preservation.

5.10 GOALS AND POLICIES

Goals and policies that preserve natural resources, reduce sources of global warming are found in the Mobility, Land Use, Open Space and Health, Wellness and Environmental Justice Elements of this General Plan.

Water Resources

GOAL CON - 1 *Conserve groundwater and imported water resources.*

Policy CON - 1.1 Achieve statewide mandates on water reduction by working with local water purveyors Golden State Water Company, Orange County Water District and the Yorba Linda Water District to design and implement water conservation measures.

Policy CON - 1.2 Promote the use of native trees in landscaping to conserve water resources. And seek out opportunities to eliminate turf grass in public landscaping in favor of low water usage plant materials.

Policy CON - 1.3 Protect ground water resources from sources of pollution by monitoring with a robust inspection program for existing and potential gross polluters. This uses the NPDES program requirements.

Policy CON - 1.4 Conserve imported water by requiring new development to utilize water conservation techniques, water conserving appliances, and drought- resistant landscaping.

Policy CON - 1.5 Support expansion of public education programs pertaining to reclaimed water production and use wherever possible and when economically feasible.

Policy CON - 1.6 Reduce the amounts of hazardous materials (i.e. used oil, pesticides, etc.) entering storm drains through public education efforts.

Policy CON - 1.7 Require all private development to adhere to the City's Model Water Efficiency Landscaping Ordinance (MWELO).

Policy CON - 1.8 Periodically update the MWELO ordinance as new best practices become avail.

Air Quality

GOAL CON - 2 *Reduce air pollution through proper land use and transportation planning.*

- Policy CON - 2.1** Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region's current Air Quality Management Plan.
- Policy CON - 2.2** Design safe and efficient vehicular access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
- Policy CON - 2.3** Locate multiple family developments close to commercial areas to encourage pedestrian and cycling activity rather than vehicular travel.
- Policy CON - 2.4** Develop neighborhood parks near concentrations of residents to encourage walking to parks. Use Qulmby in-lieu fees to fund new and expanded park space.
- Policy CON - 2.5** Implement through design requirements, the Complete Streets tenets. Encourage the design of commercial areas to foster pedestrian circulation.
- Policy CON - 2.6** Cooperate and participate in regional air quality management plans, programs, and enforcement measures.
- Policy CON - 2.7** Implement the required components of the Congestion Management Plan, and continue to work with Orange County Transportation Authority on annual updates to the CMP.
- Policy CON - 2.8** Encourage and expand the use of electric charging station for EV vehicles. This would be in private and public development.
- Policy CON - 2.9** Adopt a Climate Action Plan by December 2022.
- Policy CON - 2.10** Utilize California Air Resources Board (CARB) recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.
- Policy CON - 2.11** Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, ride share, bikeshare programs (and scooter share programs) and creating and expanding a network of multiuse trails and bicycle paths. Focus on connecting Placentia and Fullerton along bikeways, using the Placentia Metrolink station as a catalyst.
- Policy CON - 2.12** Encourage mixed use development as a way to preserve natural resources.

GOAL CON - 3 *Improve air quality by reducing the amount of vehicular emissions in Placentia.*

- Policy CON - 3.1** Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to reduce and eliminate vehicle trips.
- Policy CON - 3.2** As the Placentia Metrolink Station is developed and more widely used, investigate use of ride share and van pool programs near the station. Encourage the use of the train for commuting into Los Angeles County and other job centers.
- Policy CON - 3.3** Promote and establish modified work schedules for private development and employers which reduce peak period auto travel. This applies to the City government services but supports private industry efforts as well.
- Policy CON - 3.4** Cooperate in and encourage efforts to encourage efforts to promote the Metrolink Station by residents and visitors to Placentia. Expand bus, railroad and other forms of transit serving the City and the urbanized portions of Orange County.
- Policy CON - 3.5** Expand the use of alternative fueled vehicles for city services.
- Policy CON - 3.6** Encourage non-motorized transportation through the provision and expansion of bicycle and pedestrian pathways.
- Policy CON - 3.7** Encourage employer rideshare and transit incentives programs by local businesses.
- Policy CON - 3.8** Manage parking supply to discourage auto use, while ensuring that economic development goals are not sacrificed.
- Policy CON - 3.9** Encourage businesses to alter truck delivery routes and local delivery schedules to lessor traveled roads during peak hours, or switch to offpeak- delivery hours.
- Policy CON - 3.10** Implement Citywide traffic flow improvements outlined in the Mobility Element.
- Policy CON - 3.11** Support state and federal legislation that would improve vehicle/transportation technology and cleaner fuels.
- Policy CON - 3.12** Support efforts to balance jobs and housing to provide housing options and job opportunities to reduce commuting.
- Policy CON - 3.13** Encourage a mix of land uses located together to reduce vehicle trips and miles traveled.
- Policy CON - 3.14** Participate in and create incentive and rebate programs for alternative fuel vehicles.
- Policy CON - 3.15** Educate residents and commercial business owner on any rebate programs for solar heating and cooling in both residential and commercial structures.

Policy CON - 3.16 Require new developments to install electric vehicle charging stations.

Policy CON - 3.17 Install electric vehicle charging stations at City owned properties.

Policy CON - 3.18 Implement a bicycle sharing program at the new transit station.

Particulate Matter Emissions¹⁰

GOAL CON - 4 *Reduce particulate emissions to the greatest extent feasible.*

Policy CON - 4.1 Continue policies to minimize particulate matter emissions during road and building construction and demolition.

Policy CON - 4.2 Encourage the use of pavement recycling program recycle construction debris for City roadway improvement projects.

Energy Consumption

GOAL CON - 5 *Reduce emissions through reduced energy consumption and promote sustainable and renewable energy sources.*

Policy CON - 5.1 Promote energy conservation in all sectors of the City including residential, commercial, and industrial.

Policy CON - 5.2 Promote local recycling of wastes and the use of recycled materials in both private and public projects and uses.

Policy CON - 5.3 Encourage solar swimming pool heater systems and residential and commercial water heaters and other energy using appliances.

GOAL CON - 6 *Conserve energy resources through the use of available technology such as solar and other conservation practices.*

Policy CON - 6.1 Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

¹⁰ Particulate Matter (PM) are components of particulate matter (PM) including finely divided solids or liquids such as dust, fly ash, soot, smoke, aerosols, fumes, mists and condensing vapors that can be suspended in the air for extended periods of time and are known to cause respiratory problems.

Policy CON - 6.2 Encourage new development and existing structures to install energy efficient equipment.

Biological Resources

GOAL CON - 7 *Preserve the few remaining native and established plant and animal species.*

- Policy CON - 7.1** Develop an urban forest management plan to promote the consistent use of trees, thereby helping to reducing air quality impacts.
- Policy CON - 7.2** Provide for thorough environmental review prior to project approval to ensure that important biological resources will not be reduced or eliminated. Physical site inspection of all project sites should be occur prior to any city approvals, no matter what level of environmental review is required by CEQA.
- Policy CON - 7.3** Utilize the urban forest management plan to provide for the consistent use of street trees along all sidewalks and property frontages. Continue planting trees along all roadways to help filter air pollutants, clean the air, and provide other health benefits to the community. Replace trees promptly when damaged or diseased. Consider increasing the number of street trees on both commercial and residential streets.

Solid Waste

GOAL CON - 8 *Reduce solid waste produced in the City.*

- Policy CON - 8.1** Continue implementing the Source Reduction and Recycling Element as required by State legislation.
- Policy CON - 8.2** Continue to comply with the requirements mandated by the Integrated Waste Management Act and other related legislation (AB 939, AB 341, AB 1826,) in order to reduce the amount of solid waste and organic waste ending up in local landfills.
- Policy CON - 8.3** Maximize public awareness of all source reduction and recycling programs, including opportunities for communication feedback and educational outreach.
- Policy CON - 8.4** Maximize integration of all source reduction programs.
- Policy CON - 8.5** Encourage composting as an alternative to disposal for organic wastes.
- Policy CON - 8.6** Ensure that new development and reuse projects provide adequate space for recycling and organics collection activities to support state waste reduction goals.
- Policy CON - 8.7** Continue to provide public information regarding residential collection of household hazardous wastes including paint containers, electronics, household chemicals, motor oils, and

pesticides, and promote development of facilities that collect these materials.

Policy CON - 8.8 Coordinate with the County and surrounding jurisdictions to dispose of special waste including tires, construction/demolition debris, medical waste, asbestos, household hazardous waste, and computer technology waste.

Storm Water and Urban Runoff Management

GOAL CON - 9 *Adequate conveyance of storm water and reduction of the presence of pollutants consistent with regional, state and federal standards.*

Policy CON - 9.1 Ensure the proper maintenance of drainage facilities to ensure the absence of debris and other material that may impact storm water flow and water quality.

Policy CON - 9.2 Ensure construction and grading activities utilize appropriate storm water mitigation techniques.

Policy CON - 9.3 Properly monitor all project-related storm water mitigation techniques to ensure effectiveness.

Policy CON - 9.4 Ensure compliance with local, regional, state and federal regulations related to storm water management.

GOAL CON - 10 *Minimize short and long-term impacts of local water quality.*

Policy CON - 10.1 Provide periodic review of local policies and procedures related to storm water and urban runoff management to ensure they are consistent with regional, state and federal water quality.

Policy CON - 10.2 Ensure the limited disturbance of natural water bodies and drainage systems through the conservation of natural areas, protection of slopes and channels.

Policy CON - 10.3 Minimize the impacts of storm water and urban runoff on the biological integrity of natural drainage systems and water bodies.

Policy CON - 10.4 Minimize changes in hydrology and pollutant loading and require incorporation of structural and non-structural controls to mitigate any projected increase in pollutant loads and flows.

Policy CON - 10.5 Ensure that post-development runoff rates and velocities do not have an adverse impact on downstream erosion and stream habitat.

Policy CON - 10.6 Ensure the minimization of the quantity of storm water directed to impermeable surfaces and maximize the

percentage of permeable surfaces to facilitate increase percolation of storm water into the ground.

Policy CON - 10.7 Ensure the preservation of riparian habitat and establish limits on the clearing of natural vegetation from project sites.

Policy CON - 10.8 Encourage the use of biofiltration swales, watershed-scale retrofit, etc. where such measures are technically and economically feasible.

Policy CON - 10.9 Establish the provision of appropriate permanent measures to reduce storm water pollutant loads in storm water from development sites.

Policy CON - 10.10 Establish and monitor guidelines for areas particularly susceptible to erosion and sediment loss.

Historical and Cultural Resources

GOAL CON - 11 *Preserve Placentia's Historic, Archaeologic and Paleontologic Resources.*

Policy CON - 11.1 Have a local register adopted by City Council Resolution.

Policy CON - 11.2 Adopt a local preservation ordinance to guide policy and procedure for preserving the historical resources in the City.

Policy CON - 11.3 Update the City's inventory of historic resources every 10 years.

Policy CON - 11.4 Periodically update the adopted local register of historic places, which would include local cultural resources, California and National Register properties, points of interest, and survey areas of the City that are over 50 years old and that may be considered historic resources.

Policy CON - 11.5 Protect and maintain the historical integrity of the Bradford House at 136 East Palm.

Policy CON - 11.6 Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.

Policy CON - 11.7 Protect and enhance buildings that are deemed historic by adhering to the Historical Resources Ordinance that establishes a local register and outlines regulations for demolition, rehabilitation, additions, restoration, and conservation.

Policy CON - 11.8 Promote the use of the Mills Act as incentive to preserving both residential and commercial historic buildings.

- Policy CON - 11.9** Promote the City's historic resources with programs celebrating the historic buildings such as annual historic preservation awards or a historic plaque program.
- Policy CON - 11.10** Consider designation of conservation areas or historic districts to protect the existing historic character of neighborhoods.
- Policy CON - 11.11** Continue to support the historic plaque program citywide and consider an historic street sign program, marking historic landmarks in the public right of way.
- Policy CON - 11.12** Consider adaptive re-use to further the preservation of historic resources.
- Policy CON - 11.13** Continue to heighten community awareness of Placentia's history and the City's physical development, and educate the public to the significance of historic area, sites, and structures, including the social events associated with them.
- Policy CON - 11.14** Continue to encourage pride in the quality and character of historic areas.
- Policy CON - 11.15** Continue to recognize the fragile nature of historic resources and areas, and work to ensure the harmonious appearance of each historic area. Address the transitional areas between residential and non-residential areas.
- Policy CON - 11.16** Strive to prevent the demolition of structures listed under the local register of historic places.
- Policy CON - 11.17** Continue to offer historic preservation tools such as the Mills Act or Old Town Façade Improvement Program.
- Policy CON - 11.18** Recognize and work with other preservation organizations, building relationships and sharing information that could assist with further preservation efforts.
- Policy CON - 11.19** Enhance and formalize the oral history program to capture the stories of Placentia residents, thus, further preserving the history of the city by remembered and firsthand account.
- Policy CON - 11.20** Explore and evaluate different approaches to protect and enhance historic resources throughout the community.

6

Open Space & Recreation

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6.1 INTRODUCTION

The Open Space and Recreation Element of the Placentia General Plan provides the strategies and actions to preserve and enhance open space areas in the City and meet the recreational needs of its residents. Open space and recreational facilities in the City of Placentia include parks, schools, community and privately-owned recreation facilities, bikeways, trailways, golf courses and open space easements ranging from passive open space to active recreation sites.



6.2 AUTHORITY FOR THE ELEMENT

The State of California Government Code Section 65302(e) requires a General Plan to “include an open space element as provided in Article 10.5 (commencing with Section 65560).” Recreation Elements are an optional element of the General Plan, pursuant to Section 65303 of the Government Code. This Element combines the required Open Space and optional Recreation components into one element.

The Open Space and Recreation Element must contain goals and polices concerned with managing and preserving all open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element includes open space that is left undeveloped for public health and safety reasons, and open space that is used for the preservation of natural resources, for the managed production of resources and for outdoor recreation. The Recreation portion of this element includes the description of recreational facilities and the policies for maintaining, improving, and expanding those facilities.

6.3 SUMMARY OF EXISTING CONDITIONS

Existing Open Space and Recreational Facilities

Placentia’s open space and recreation resources include parkettes, neighborhood, community and sub-regional parks, special use facilities, such as golf courses, schools and sports complexes with sports fields. Combined, these resources offer Placentia residents a wide variety of recreational opportunities. Table 5-1, *Open Space Inventory* identifies existing types and corresponding acreages of open space resources located within Placentia and Exhibit 5-1, *Parks, Recreation and Open Space Inventory*, illustrates the location of these resources.

Table 6-1. Open Space Inventory

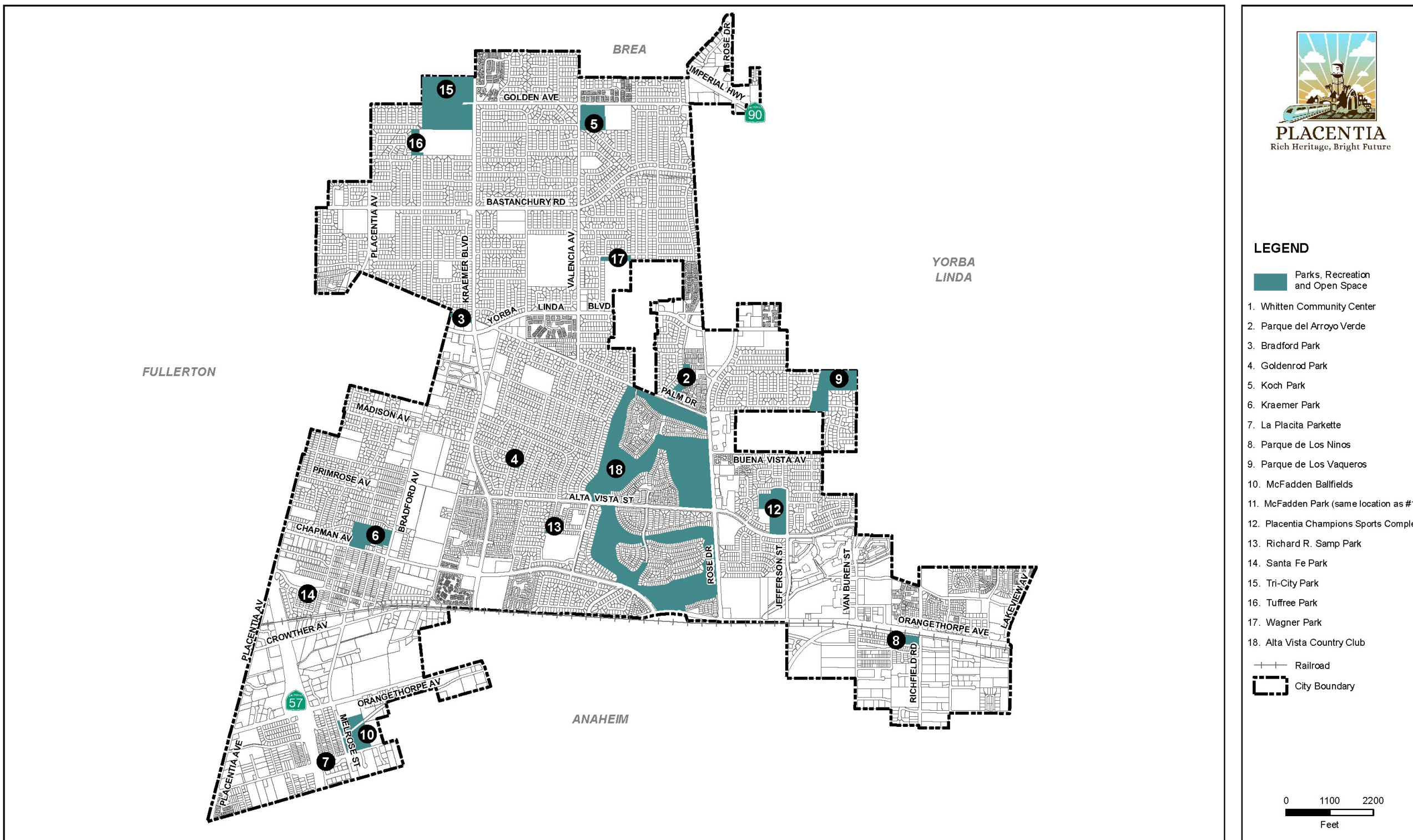
Type of Open Space	Acreage
Parkettes	1.3 ac
Neighborhood Parks	22.9 ac
Community Parks	18.6 ac
Special Use	18.1 ac
Sub-regional Parks	40.0 ⁽¹⁾ ac
School acreage	123.3 ⁽²⁾ ac
Total	224.2 acres

Notes: ⁽¹⁾County of Orange Tri-City Park is located entirely within Placentia Corporate boundaries.

⁽²⁾One half of the City’s school acreage is credited to the City’s open space inventory.

The City of Placentia Community Services Department operates 15 park sites within the City. Table 5-2, *Parks and Recreation Inventory* provides a summary of existing resources at these facilities. In addition, fifty percent of the City’s school acreage (approximately 123.3 acres) is credited to the City’s open space inventory.

Exhibit 6-1. Parks, Recreation and Open Space Inventory



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Open Space For Outdoor Recreation

The provision of a variety of public parks and the availability of small-scale residential, industrial and commercial open space/recreation areas is a contributing factor to the well-being and health of Placentia residents. Open space and outdoor recreation opportunities include:

Parkettes

Parkettes are small areas of passive land usually ranging in size from a few square feet to an acre. They are landscaped areas that sometimes have special design features such as fountains or flower areas as the dominant feature in their design. Placentia has two parkettes, Jaycee and La Placita, contributing approximately 1.3 acres to the City's open space inventory.



Neighborhood Parks

A neighborhood park generally serves immediately adjacent residential areas bounded by arterial streets and is typically near an elementary school to obtain maximum benefits from both facilities. Generally, neighborhood parks provide space for primarily outdoor recreation activities and are geared toward young persons five -14 years of age. Neighborhood parks generally contain a play area for younger children; a multi-purpose grass area; picnic area; and off-street parking when possible. Neighborhood parks are typically one to five acres and have a service radius of approximately one-half mile. Neighborhood parks located adjacent to schools are typically 5 to 15 acres. Placentia has seven Neighborhood Parks, contributing approximately 22.9 acres to the City's open space inventory.



Community Parks

A community park serves several neighborhoods within a community. The community park provides indoor and outdoor facilities to meet a much wider range of recreation interests than a neighborhood park. A community park generally contains features such as community centers, picnic grounds, children’s play areas, swimming pools, outdoor activity courts, and off-street parking. This type of park is generally five to 10 acres, with a service radius of approximately three miles.



Placentia has three community park facilities, Parque de Los Ninos, Kraemer Memorial Park and McFadden Park, encompassing approximately 18.6 acres of the City's total park acreage. These community parks offer a variety of facilities including ballfields, playgrounds and multi-purpose rooms.

Special Use Facilities

Special use facilities generally provide a specific recreational service within the community. Examples of special use facilities are golf courses, zoos, casting ponds, local campsites, archery and rifle ranges and athletic complexes, which may include baseball, softball, soccer and football fields, or tennis, handball and racquetball courts.

Placentia has three special use facilities Tuffree Park, Bradford Park and Placentia Champions Sports Complex, contributing approximately 18.1 acres to the City's open space inventory.

Subregional Parks

A sub-regional park is generally 25 to 50 acres in size, serving several cities. Sub-regional parks may contain family and group picnicking, camping, nature trails, play areas, outdoor amphitheatres and lakes with water-oriented activities. The service radius for a subregional park can extend to three or more miles.

Placentia has one subregional park facility, Tri-City Park, comprising 40 acres. Tri-City Park has an 8-acre lake, commonly used for fishing. Additionally, the park has picnic shelters, areas with barbeques, hiking and walking trails, biking paths, restrooms, multiple parking lots, and a playground area. Various City sponsored events are held at the park throughout the year including community wide and regional events such as the Heritage Festival and Parade and summer Concerts in the Park series. Various community groups and non-profit groups also utilize the park for special events, camps and programs.

The park is owned and managed by Orange County Parks. Previous to Orange County ownership, Tri-City Park Authority was founded in 1974 as a joint powers authority by three cities (Brea, Fullerton, Placentia) and the County of Orange to develop the 40 acre location into a sub-regional park site in North Orange County. Tri-City Park is located entirely within the City of Placentia and in 2013 operations were transferred to the County of Orange. The County is responsible for acquisition and development, including master planning for future development, and administering the day-to-day maintenance and operations of the park.

Golf Courses

Alta Vista County Club is a 58,851-square foot private golf club located in the southeastern portion of the City. The private facility includes an 18-hole course, driving range, putting greens and clubhouse. The clubhouse is comprised of administrative offices, lounge, card room, pro-shop and a restaurant. Alta Vista

Country Club is also available for public events such as weddings, banquets, receptions, fundraisers and fundraising golf tournaments.



Bikeways

Bikeways provide access to schools, parks and other open space areas within the community. Although not included in the open space inventory, the City's bikeway network provides significant recreation opportunities. Exhibit 3-4, of the Mobility Element, Existing Bikeways, illustrates the location of bikeways within Placentia. Existing bike paths are classified as Class I, II, or III. Class I bike paths are off road bike paths, separate from the street and are the highest quality bike path. Class II bike lanes and Class III bike routes are both located on the street. Class II lanes include a designated bike lane and Class III paths are marked by signage. The City has a Master Bike Plan and the bikeway system ties into the Orange County Transit Authority bikeway system (see Mobility Element). As development occurs, bikeways will be considered a goal for implementing Complete Streets. The City will also be looking at way to connect to the Orange County Bike Loop.

Currently no equestrian trails or facilities exist within the City of Placentia. The surrounding cities of Yorba Linda and Fullerton have equestrian trails and facilities for use by Placentia residents.

Table 6-2. Parks and Recreation Inventory

Park Sites	Acreage	Barbecues	Baseball/softball Fields	Basketball Courts	Walking Paths	Overnight Camping	Tot Lots	Lake with Fishing	Handball Courts	Multi-Purpose Facilities	Picnic Structures	Picnic Tables	Restrooms	Soccer Fields	Tennis Courts	Benches	Reservations	Swimming Pool	Outdoor Exercise Equipment
Parkettes																			
Jaycee Parkette	0.4						●									●			
La Placita Parkette	0.9						●									●			
Subtotal	1.3																		
Neighborhood Parks																			
Goldenrod Park	2.5	●		●			●					●				●			
Koch Park	4.3	●			●		●			●	●	●	●			●	●		
Wagner Park	1.8	●					●					●							
Santa Fe Park	1.1	●					●					●				●			●
Parque del Arroyo Verde	4.4	●			●		●					●	●			●	●		
Parque de Los Vaqueros	5.4	●			●		●				●	●	●			●	●		
Richard R. Samp Park	3.4	●			●		●				●	●				●			
Subtotal	22.9																		
Community Parks																			
Parque de Los Ninos	3.7	●	●	●	●		●		●	●		●	●				●	●	●
Kraemer Park	11.0	●	●	●	●		●			●	●	●	●			●	●		●
McFadden Park	3.9	●	●	●	●		●		●	●	●	●	●	●			●	●	●
Subtotal	18.6																		

Park Sites	Acreage	Barbecues	Baseball/softball Fields	Basketball Courts	Walking Paths	Overnight Camping	Tot Lots	Lake with Fishing	Handball Courts	Multi-Purpose Facilities	Picnic Structures	Picnic Tables	Restrooms	Soccer Fields	Tennis Courts	Benches	Reservations	Swimming Pool	Outdoor Exercise Equipment
Special Use Facilities																			
Tuffree Park	3.4	●	●	●	●		●		●	●	●	●	●		●	●	●		
Bradford Park/ House	1.7				●											●	●		
Placentia Champions Sports Complex	13	●	●	●	●		●			●	●	●	●	●		●	●		
Institutional Use (Schools)																			
See Table 5-3	123.3 ⁽¹⁾																		
Subtotal	141.4																		
Subregional																			
Tri-City Park ⁽²⁾	40	●			●	●	●	●			●	●	●			●	●		
Subtotal	40																		
Total Park Acreage	224.2																		

Source: City of Placentia Community Services Department. Date: October 2014

⁽¹⁾One half of the City's school acreage is credited to the City's open space inventory.

Placentia Recreational Facilities



Recreational facilities within Placentia contribute to the City’s recreational resources. These facilities typically include community buildings, recreation centers, senior centers, gymnasiums and sports facilities. Placentia recreation facilities provide a wide variety of programs and events for City sponsored activities. Community facilities also enhance the community by providing building space for governmental agencies, non-profit organizations, resident use, non-resident use and commercial organizations. Placentia’s recreational facilities can accommodate a diverse range of activities including: after-school and summer youth programs, teen programs, day camps, office space, banquet rooms, building and classroom rentals, exercise and sporting activities, dances and dance classes, continuing education and lifelong learning classes, events, voting locations, performances, senior programs, food distribution sites, and tutoring.

City of Placentia recreational facilities and community buildings include:

Aguirre Building	505 Jefferson Street
Backs Community Building	201 N. Bradford Avenue
Bradford House	136 E. Palm Circle
Gomez Community Center	1701 Atwood Avenue
Koch Park Recreational Center	2210 N. Valencia Avenue
Kraemer Clubhouse	116 N. Walnut Avenue
Oberle Gym ¹	974 S. Melrose Avenue

¹ Joint use facility with PYLUSD

E.T. Powell Building	143 S. Bradford Avenue
Tynes Gym	2101 N. Tuffree Boulevard
Whitten Community Center	900 S. Melrose

A description of each facility is attached in the Open Spaces and Urban Greening Master Plan tentatively scheduled for adoption by the City Council in September 2019, available in the appendices. Each description includes history of the complex, acreage of the site and recommended site upgrades.

Placentia Recreational Programs

The City's Community Services Department provides educational, recreational and leisure opportunities for the residents of Placentia by coordinating the planning and implementation of after-school and summer activities for youth and teens, recreational contract classes and sports programs, senior programs, human services programs, learn to swim and recreational swim aquatic programming, and community wide special events. The Cultural Arts Commission coordinates the implementation of cultural and fine arts activities, events, festivals, and projects throughout the community. These programs include the Photography Contest, Concerts in the Park, Cultural Arts Projects for Every Student (CAPES) Scholarship Program, and the Concerts in the Park series.

A number of committees and commissions support the City's recreational activities including the Recreation and Parks Commission, Cultural Arts Commission, Heritage Festival Committee, Chamber of Commerce, Placita Santa Fe Merchants Association, Sports Advisory Committee, Senior Advisory Committee, and Veterans Advisory Committee.

The City's Recreation Services Division provides quality recreation services to the community through programs and special events including:

- Adult Sports Leagues
- After-School and Summer PARK's (Positive Activities and Recreation for Kids) Programs during the school year and summer
- Aquatic Learn-to-Swim Programs at El Dorado and Valencia High Schools.
- Aquatic Recreation Swim Programs at Whitten and Gomez Pools
- Contractual Recreational Classes
- Concerts in the Park Series
- Adult Excursions
- Youth Excursions
- Movies in the Park Series
- Summer Community Walks
- Heritage Festival and Parade
- Senior Programs

- Easter Egg-Citement
- Pee-Wee Sports Clinics (All sorts of Sports, Basketball, Soccer and T-Ball) for Children 5-7 Years if Age
- Jr. Sports Clinics (All Sorts of Sports, Basketball, Soccer, T-Ball) for Children 3 ½ - 4 Years of Age
- Volunteer Program
- Youth and Teen Basketball Leagues
- Santa Activities and Programs
- Jr. and Pee-Wee Summer Sports Camps
- Placita Santa Fe TamaleFest
- Community Christmas Baskets Giveaway
- Holiday Tree Lighting Festival
- Placentia Teen Center at Kraemer Park

School Facilities

The use of school facilities as an additional open space resource is an important component of the City’s overall open space and recreational program. Seventeen school facilities are located within the City of Placentia. Exhibit 5-2, School Facilities, illustrates the location of educational facilities located within the City. The use of school facilities for open space and recreational opportunities provides a creative means to enhance and expand the City’s overall open space and recreational resources. Times when these facilities can be used by public vary depending on school sessions. The amount of school acreage attributed to the City’s park acreage is shown in Table 5-3, School Facilities Acreage.

Table 6-3. School Facilities Acreage

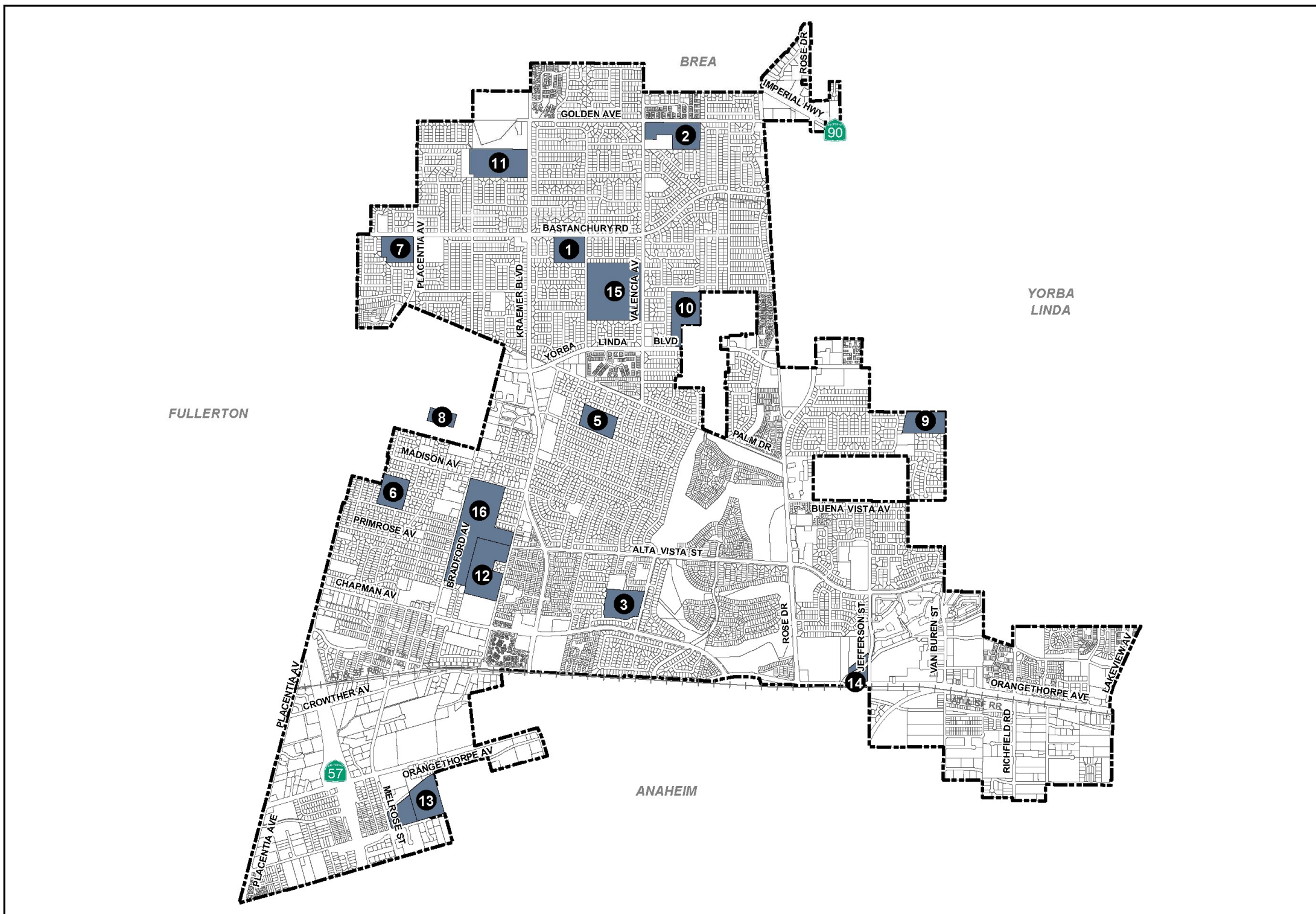
Placentia – Yorba Linda Unified School District	Existing Acreage	
	Total	Park Use*
Elementary Schools		
Ruby Drive Elementary	10.2	5.10
Morse Elementary	9.5	4.20
Sierra Vista Elementary	10.6	5.30
Brookhaven Elementary	10.0	5.00
Golden Elementary	9.5	4.75
Wagner Elementary	12.6	6.30
Van Buren Elementary	10.8	5.40
Melrose Elementary	9.4	4.70
Tynes Elementary	15.0	7.50
George Key School	10.1	5.05

Middle Schools		
Kraemer Middle School	22.7	11.35
Tuffree Middle School	20.2	10.10
Valadez Middle School	11.2	5.6
High Schools		
El Dorado High	39.1	19.55
Valencia High	41.7	20.85
El Camino High	5.1	2.55
Other Schools		
District Education Center	10.1	0.00
Total	257.80	123.3

Source: Placentia - Yorba Linda School District, 2014

* Fifty percent of school land credited to park use.

Exhibit 6-2. School Facilities




LEGEND

- School Facilities
- 1. Brookhaven Elementary
- 2. Golden Elementary
- 3. John Tynes Elementary
- 4. Melrose Elementary
- 5. Morse Avenue Elementary
- 6. Ruby Drive Elementary
- 7. Sierra Vista Elementary
- 8. Topaz Elementary
- 9. Van Buren Elementary
- 10. Wagner Elementary
- 11. Col. J.K. Tuffree Middle School
- 12. Kraemer Junior High
- 13. Valadez Middle School
- 14. El Camino Real High School
- 15. El Dorado High
- 16. Valencia High School
- Parcels
- City Boundary

0 1100 2200
Feet

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6.4 OPEN SPACE AND RECREATION PLAN

The Open Space and Recreation Plan for the City of Placentia identifies how the City will provide an adequate level of open space and recreational resources for the City’s residents and preserve existing open space resources. All residents have access to a park or recreation center within a one-mile radius. This section of the Open Space and Recreation Element emphasizes coordination between the City, its internal departments, local agencies, school districts, and community groups to provide citywide recreation opportunities.

Future Parkland Development

The City of Placentia Open Space and Recreation Plan contains measures to ensure that adequate recreational opportunities are provided for Placentia residents. The City has adopted a park development standard of 4 acres per 1,000 residents, for a total goal of 202 acres. Currently, Placentia has 224.2 acres of parks, which include neighborhood, community and subregional parks along with open space provided through school facility acreage. Table 5-4, City of Placentia Park Development Guidelines provides an overview of guidelines for various park facility types within the City.

Table 6-4. Park Development Guidelines

Park Type	Average Size	Typical Service Area	Typical Facilities
Parkettes	1 acre or less	¼ Mile	Tot lot, benches
Neighborhood Parks	1 to 5 acres	½ Mile	Tot lots, picnic facilities, benches
Community Parks	5 to 10 acres	3 miles	Athletic fields, picnic areas, community centers
Sub-Regional Parks	25 to 50 acres	3 Miles or greater	Picnic areas, camping, fishing, nature trails

Source: City Of Placentia Community Services Department, 2014.

Parkland Development Standards

The State of California Planning and Zoning Law and the Subdivision Map Act Section 66477 (the Quimby Act) provides that the legislative body of a city or county may, by ordinance, require the dedication of land, the payment of fees in lieu thereof, or a combination of both for park land purposes as a condition of approval of a Tract Map or Parcel Map. Chapter 22.54 and Chapter 5.02 of the Placentia Municipal Code codifies the requirements for imposing park dedication fees and codifies impact fees to fund improvements to City Parks.

In conformance with the Quimby Act, the Open Space and Recreation Element includes standards determining land requirements for future park sites. Table 5-5, Parkland Needs Assessment, provides an overview of existing park facilities and associated surpluses/deficiencies within Placentia. The current goal of 4 acres per 1,000 residents (202 acres) has been met and exceeded with a total of 227.3 park acres.

Table 6-5. Parkland Needs Assessment

Park Designation	Acreage
Parkettes	1.3 ac
Neighborhood Parks	22.9 ac
Community Parks	18.6 ac
Special Use	18.1 ac
Sub-regional Parks	40.0 ac
Institutional	123.3 ⁽¹⁾ ac
Total Acreage	224.2 ac
Target Parkland Acreage	202.13 ac ⁽²⁾
Surplus	22.07 ac

¹ Represents one-half of total acreage.

⁽²⁾ 4 ac per 1,000. Population of 50,533 (2010 Census). Total target no. of acres is 202.13.

Recreation Programming and Facility Needs

The City of Placentia evaluates its existing recreational program and needs through periodic assessment of its residents. The City utilizes participant/customer surveys, staff and instructor input, participation numbers in programs and events, and citizen input at community meetings to assess opinions and behavior with respect to recreational activities, programs and facilities in Placentia.

In addition to the renovation of existing facilities and recreational field improvements at City and School District facilities, the City has identified recreation needs including:

- Skate Park;
- Dog Park;
- Gymnasium;
- Senior/Community Center;

- Performing Arts Center; and
- Aquatics Complex.

Many of these needs were identified through the Development of the Open Spaces and Urban Greening Master Plan completed and soon to be adopted in September 2019 (see appendices).

Analysis of Vacant Land For Parkland Development

Population growth in Placentia will require the utilization of existing vacant land resources as a means to provide future open space and recreational resources. Evaluating the potential use of the vacant parcels for the provision of viable open space is an important factor in providing additional recreation opportunities for Placentia residents. The City of Placentia has identified existing vacant land, as shown in Exhibit entitled, Vacant Parcels and as categorized in Table 2-2, Summary of Vacant Land By Land Use Designation, in the Land Use Element. Additional analysis of vacant parcels will need to be conducted to determine if their size, location, land use and environmental constraints make them suitable for parkland.

6.5 GOALS AND POLICIES

Open Space goals and policies are also located in the Health and Wellness Element of the General Plan.

Open Space, Park and Recreation Facilities and Programs

GOAL OS & R - 1 *Provide recreation/park facilities and programs for all those who live and work in Placentia.*

Policy OS & R - 1.1 Continue to require new developments to provide recreational opportunities for their residents and/or to submit appropriate fees in the form of Quimby fees and Development Impact Fees in order to continue meeting the City's park standard, 4 acres of parkland per 1,000 residents.

Policy OS & R - 1.2 Create and maintain an annual maintenance plan that will ensure all of the city recreation facilities are adequate, safe, and useable condition. Focus on improvements to existing facilities through renovation and upgrades to ensure the recreation needs of all residents are met.

Policy OS & R - 1.3 Plan recreation programs and events that utilize our open space and recreational facilities to the maximum extent with the available resources.

Policy OS & R - 1.4 Continue to conduct participant surveys for every program and event.

Policy OS & R - 1.5 Continually reassess the community's recreational and open space standards and opportunities in relation to satisfying the needs of the population. Provide a survey to meet this policy within the City Newsletter, which is mailed directly to all residents.

Policy OS & R - 1.6 As new parks and park renovation projects occur, provide improved accessibility for all disabled, elderly, disadvantaged communities, and otherwise less mobile persons within the community.

Policy OS & R - 1.7 Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.

Policy OS & R - 1.8 Evaluate and, where feasible, utilize the opportunities offered by abandoned road and railroad rights-of-way and similar environmentally impacted or unused linear open space to construct low maintenance greenbelts and multi-use trails.

Policy OS & R - 1.9 For any future park created adjacent to a school, design it as a joint use facility.

Policy OS & R - 1.10 Provide a range of informal opportunities and organized recreational, human service, cultural, athletic, educational, and life enrichment programs and services that will enable community residents of all ages, interests, and abilities to participate and experience self-satisfaction, personal growth, and fulfillment in leisure activities. This can be addressed during the community participant survey.

Policy OS & R - 1.11 As development occurs, consider bikeways as one means for implementing the goals of Complete Streets.

Policy OS & R - 1.12 As development occurs, consider opportunities for connecting to the Orange County Bike Loop.

GOAL OS & R - 2 *Continue to work closely with various appointed citizen groups, businesses, private developers and service organizations to help assure that the city's recreation program meets the community's needs in the breadth and quantity of programs offered.*

POLICY OS & R - 2.1 Work closely with other public agencies, including other parks and recreation departments and school districts, in developing cooperative park and recreation programs. Attend collaborative training and conferences to continue the dialogue and information sharing for this cooperative work.

POLICY OS & R - 2.2 Develop long-term agreements with the School District and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities and reduce overall

operations and maintenance costs. Continue to support cooperative arrangements with the Placentia-Yorba Linda Unified School District to ensure the broadest range of recreational activities and services are made available to Placentia residents.

Policy OS & R - 2.3 Develop partnerships with nonprofits and community groups that provide appropriate recreation programs and park facilities for those with specialized needs including at risk youth, special needs population, seniors, teens, disadvantaged communities, and other human services areas/populations.

Policy OS & R - 2.4 Encourage private/public partnerships to develop additional open space and recreational facilities.

GOAL OS & R - 3 *Preserve open space resources to maintain the high quality of life in Placentia.*

Policy OS & R - 3.1 Continue to ensure that adequate useable private open space is provided in residential developments, and that such areas are maintained as open space in perpetuity.

Policy OS & R - 3.2 In partnership with city water providers, replant plants parkway medians and median islands with native California and drought tolerant plants.

Policy OS & R - 3.3 Publicize programs that seek to encourage residents to use native California and drought tolerant plants.

Policy OS & R - 3.4 Develop an Urban Forest Management Plan to help reinforce a sense of form and positive civic image.

Policy OS & R - 3.5 Encourage individual school sites to maintain open space areas through joint use agreements.

Policy OS & R - 3.6 Require that all new development, before issuance of building permits, meet the goals and policies of the General Plan regarding protecting and preserving open space resources.

Policy OS & R - 3.7 Conserve Placentia’s flood control facilities as appropriate to protect the public health, safety, and welfare and create recreational opportunities such as bike trails where feasible.

Open Space and Recreation Action Plan

Progress on General Plan goals and policies can be measured in short-, mid- and long-term phases. The Action Plan below sets out the policies, suggested time frame for implementation of each policy, and the City Department responsible for implementing.

Short term actions are those that can be completed within the first three years of the adoption of the General Plan and would in this case be 2015-2018. Mid-term actions, which may build on the work completed in the short term, are those that could be completed within the three to five years following short term actions (2018-2022). Long term policies would typically take five or more years to implement and would take into account the updates made to the General Plan every ten years. There are also policies that are ongoing or required continuous efforts to implement and are not specifically dependent upon a single mobilizing action.

Table 6-6. Goals, Policies, and Objectives.

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
GOAL 1: Provide recreation/park facilities and programs for all those who live and work in Placentia.						
Goal 1.1: Continue to require new developments to provide recreational opportunities for their residents or to submit appropriate fees in order to continue meeting the City's park standard, 4 acres of parkland per 1,000 residents.	Development Services					
Action 1.1-1: Conduct an annual audit to determine how many new recreational opportunities were created, how much in fees was collected, and determine the ratio of parkland to residents.		●			●	
Action 1.1-2: Get periodic updates from planning regarding new development.		●			●	
Goal 1.2: Create and maintain an annual maintenance plan that will ensure all of the city recreation facilities are adequate, safe, and useable condition. Focus on improvements to existing facilities through renovation	Public Works / Community Services/					

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
and upgrades to ensure the recreation needs of all residents are met.						
Action 1.2-1: Review and allocate funding and resources for Facility and Park Maintenance annually.	Recreation and Park Commission	●			●	
Action 1.2-2: Develop a seven-year Capital Improvement Program (CIP) Budget to plan major renovations or new construction projects.	Recreation and Park Commission		●			
Action 1.2-3: Conduct annual park and facility inspections to assess current facility conditions.	Recreation and Park Commission	●			●	
Action 1.2-4: Update the Park and Facility Development Study within the next two-three years.	Recreation and Park Commission		●			
Action 1.2-5: When appropriate, partner with volunteer groups to help clean, maintain, and assist with improvement projects parks and facilities.	Recreation and Park Commission		●		●	
Goal 1.3: Plan recreation programs and events that utilize our open space and recreational facilities to the maximum extent with the available resources.	Community Services					
Action 1.3-1: Critically review the annual program list against facilities and determine if adjustments can be made that will further maximize the funding,	Community Services	●				●

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
staffing, and facilities resources						
Action 1.3-2: Review the annual budget and resource allocation for recreation programs and events considering participation levels, revenue received, feedback from participants and the Recreation and Parks Commission, and final direction from the City Council.	Community Services	●				●
Goal 1.4: Continue to conduct participant surveys for every program and event.	Community Services					
Action 1.4-1: Distribute surveys to participants at the conclusion of each event/program (at least once a year) and use this information to make improvements and/or adjustments as needed.	Community Services	●			●	
Goal 1.5: Continually reassess the community's recreational and open space standards and opportunities in relation to satisfying the needs of the population.	Community Services / Development Services					
Action 1.5-1: Distribute surveys to all city residents on an annual basis.	Community Services / Development Services					●
Action 1.5-2: Use surveys and feedback forms on the City website and in the City Newsletter to Distribute and use information received to assess if current community recreational and open space standards meet community expectations.	Community Services / Development Services	●			●	

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
Goal 1.6: As new parks and park renovation projects occur, provide improved accessibility for all disabled, elderly, disadvantaged communities, and otherwise less mobile persons within the community.	Community Services / Public Works					
Action 1.6-1: Allocate a minimum of 15% towards accessibility improvements in Parks for CIP projects that are funded.	Community Services / Public Works	●				●
Action 1.6-2: Prioritize accessibility issues in the CIP project list by identifying those projects that are solely or partially about improving access.	Community Services / Public Works		●			●
Action 1.6-3: Review Park and Facility Development Study for accessibility issues and prioritize these issues for action.	Community Services / Public Works	●				
Action 1.6-4: Review Facility Condition Assessment study to determine where accessibility issues are occurring, using this information to form the CIP project list.	Community Services / Public Works	●			●	●
Goal 1.7: Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.	Community Services / Public Works					
Action 1.7-1: Conduct an annual audit of all parks and recreation facilities, noting whether usage is increasing or	Community Services / Public Works				●	●

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
<i>decreasing over previous years.</i>						
Action 1.7-2: Monitor changing demographics through Census and other sources and plan for facilities that will accommodate the changing community.	Community Services / Public Works		●	●		
Goal 1.8: Evaluate and, where feasible, utilize the opportunities offered by abandoned road and railroad rights-of-way and similar environmentally impacted or unused linear open space to construct low maintenance greenbelts and multi-use trails.	Development Services / Public Works					
Action 1.8-1: Review all development applications for opportunities to create these greenbelts and multi-use trails.	Development Services / Public Works	●			●	
Action 1.8-2: Conduct a drive through of the city bi annually to look for opportunities.	Development Services / Public Works		● ²		●	
Goal 1.9: For any future park created adjacent to a school, design it as a joint use facility.	Development Services / Public Works					
Action 1.9-1: The Community Services Department and Placentia-Yorba Linda Unified School District will continue to meet annually to determine current and future joint use facility opportunities.	Community Services / Public Works / Placentia-Yorba Linda Unified School District					●
Goal 1.10: Provide a range of informal opportunities and organized recreational,	Community Services					

² Mid-term biannually.

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
human service, cultural, athletic, educational, and life enrichment programs and services that will enable community residents of all ages, interests, and abilities to participate and experience personal growth and fulfillment in leisure activities.						
Action 1.10-1: Conduct an annual survey to determine the interest level of these types of opportunities. This can be done as part of the annual community participant survey. Distribute through the City Newsletter.	Community Services					●
Action 1.10-2: Use survey information to make improvements and/or adjustments to program offerings.	Community Services					●
Goal 1.11: As development occurs, consider bikeways as one means for implementing the goals of Complete Streets.	Development Services / Public Works / Community Services					
Action 1.11-1: Be involved with the development of the City's first Complete Streets Ordinance.	Development Services / Public Works / Community Services		● ³			
Action 1.11-2: As Capital Improvement Projects for street improvements are planned, incorporate bikeway development pursuant to the Bike Plan.	Development Services / Public Works / Community Services		●	●		
Goal 1.12: As development occurs, consider	Development Services / Public					

³ Complete Streets in 2019/2020

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
opportunities for connecting to the Orange County Bike Loop.	Works / Community Services					
Action 1.12-1: Work with OCTA and other North Orange County Cities to seek grant funding and jointly develop improvements to the planned Orange County Bike Loop.	Development Services / Public Works / Community Services		●	●		
Action 1.12-2: The City will continue to participate in annual collaborative meetings with Orange County and annually assess if bike loop projects can be planned within the City's Capital Improvement Program.	Development Services / Public Works / Community Services					●
GOAL 2: Continue to work closely with various appointed citizen groups, businesses, private developers and service organizations to help assure that the city's recreation program meets the community's needs in the breadth and quantity of programs offered.						
Goal 2.1: Work closely with other public agencies, including other parks and recreation departments and school districts, in developing cooperative park and recreation programs	Community Services / Placentia-Yorba Linda Unified School District					
Action 2.1-1: Attend collaborative training and conferences to continue the dialogue and information sharing for this cooperative work. These are through the California Recreation and Parks Society.	Community Services / Placentia-Yorba Linda Unified School District	●				●

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
Action 2.1-2: Continue meeting with the school district on a regular basis to determine how best to utilize joint use facilities and share resources for programs and events.	Community Services / Placentia-Yorba Linda Unified School District	●				●
Goal 2.2: Develop long-term agreements with the school district and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities and reduce overall operations and maintenance costs.	Community Services / Placentia-Yorba Linda Unified School District					
Action 2.2-1: Continue to support cooperative arrangements with the Placentia-Yorba Linda unified school district to ensure the broadest range of recreational activities and services are made available to Placentia residents.	Community Services / Placentia-Yorba Linda Unified School District		●	●		
Action 2.2-2: The Community Services Department and Placentia-Yorba Linda Unified School District will continue to meet annually to determine current and future joint use facility opportunities.	Community Services / Placentia-Yorba Linda Unified School District					●
Action 2.2-3: The City and School District will work to revise the current joint-use agreement within the next five years to reflect current collaborative services provided to the community.	Community Services / Placentia-Yorba Linda Unified School District		●		●	
Goal 2.3: Develop partnerships with nonprofits and community groups that provide appropriate recreation programs and park	Community Services / Neighborhood Services					

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
facilities for those with specialized needs including at risk youth, special needs population, seniors, teens, disadvantaged communities, and other human services areas/populations.						
Action 2.3-1: Annually assess current partnerships with non-profits and community groups along with available City resources to provide services as part of the budget development process.						●
Action 2.3-2: Conduct a new joint partner pilot program to address a special needs community.			●			
Goal 2.4: Encourage private/public partnerships to develop additional open space and recreational facilities.	Development Services / Community Services					
Action 2.4-1: Assess locations in Placentia where opportunities for open space partnerships exist.	Development Services / Community Services			●		
Action 2.4-2: Contact relevant private entities when an opportunity occurs and work towards an advantageous partnership for both parties.	Development Services / Community Services			●		
GOAL 3: Preserve open space resources to maintain the high quality of life in Placentia.						
Goal 3.1: Continue to ensure that adequate useable private open space is provided in residential developments, and that such	Development Services / Community Services					

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
areas are maintained as open space in perpetuity.						
Action 3.1-1: Review development applications closely for adequate and useable open space.	Development Services / Community Services	●			●	
Action 3.1-2: Place title restrictions on development to ensure that park areas remain in perpetuity.	Development Services / Community Services	●			●	
Action 3.1-3: Code Enforcement will take action when open space is being diluted or used for other than recreation.	Development Services / Community Services	●			●	
Goal 3.2: In partnership with city water providers, replant plants parkway medians and median islands with native California and drought tolerant plants.	Public Works / City Water Service Providers					
Action 3.2-1: Work with water service providers to complete a water efficiency audit of all of the City's water use within the next three years.	Public Works / City Water Service Providers		●			
Action 3.2-2: Use the audit as a guide to develop a plan for replanting parkway medians and median islands throughout the course of the next seven-year Capital Improvement Program cycle as private support from the water companies and grant funding resources become available.	Public Works / City Water Service Providers			●		
Goal 3.3: Publicize programs that seek to encourage residents to use native California and drought tolerant plants.	Administration / Community Services					

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
Action 3.3-1: Provide information to residents and businesses on the use of native California and drought tolerant plants by placing articles on the website and in the City Newsletter once a year.	Administration / Community Services	●				●
Goal 3.4: Develop an Urban Forest Management Plan to help reinforce a sense of form and positive civic image.	Public Works					
Action 3.4-1: Obtain funding resources to develop an Urban Forest Management Plan within the next three-five years.	Public Works		●	●		
Action 3.4-2: Prepare the Urban Forest Management Plan and use as guide for planting and/or replacing the City's tree inventory with trees that are lower maintenance, more suitable for the City's urban environment, and reinforce the positive image of the community.	Public Works		●	●		
Goal 3.5: Encourage individual school sites to maintain open space areas through joint use agreements.	Community Services / Placentia-Yorba Linda Unified School District					
Action 3.5-1: The Community Services Department and Placentia-Yorba Linda Unified School District will continue to meet annually to determine current and future joint use facility opportunities.	Community Services / Placentia-Yorba Linda Unified School District					●
Action 3.5-2: The City and School District will work to revise the current joint-use	Community Services / Placentia-Yorba		●			

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
<i>agreement within the next five years to reflect current collaborative services provided to the community.</i>	Linda Unified School District					
Goal 3.6: Require that all new development, before issuance of building permits, meet the goals and policies of the General Plan regarding protecting and preserving open space resources.	Development Services					
Action 3.6-1: Ensure the General Plan goals are included in planning staff report analysis of development applications.	Development Services	●			●	
Action 3.6-2: Require new developments to provide recreational opportunities for their residents or to submit appropriate fees in order to continue meeting the City's park standard, 4 acres of parkland per 1,000 residents.	Development Services	●			●	
Goal 3.7: Conserve Placentia's flood control facilities as appropriate to protect the public health, safety, and welfare and create recreational opportunities such as bike trails where feasible.	Development Services					
Action 3.7-1: Connect our street bikeway system into the flood control channel bikeway plan.	Development Services		●			
Action 3.7-2: Review and revise the Bike Plan to achieve this goal.	Development Services		●			
Action 3.7-3: Build connection from Bastanchury Road to flood control bikeway.	Development Services			●		

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
Action 3.7-4: Work with OCTA and other North Orange County Cities to seek grant funding and jointly develop improvements to the planned Orange County Bike Loop.	Development Services		●			
Action 3.7-5: Participate in annual collaborative meetings with NOCC and OCTA and annually assess if projects can be planned within the City's Capital Improvement Program depending on available resources.	Development Services					●

7

Safety Element

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7.1 INTRODUCTION



Protecting the health, safety and welfare of the community is a fundamental role of the City of Placentia. The City faces the potential for natural and human-induced emergencies and disasters, many of which are made worse by climate change. Climate change occurs as the earth warms in response to solar energy being trapped in the atmosphere by greenhouse gasses such as carbon dioxide (CO₂). Hazards facing Placentia include flooding, earthquakes, fires, heat waves, poor air quality and hazardous spills. Therefore, it is important that the City maintain policies and programs to protect and educate citizens and maintain an effective emergency response to incidents concerning public safety. These potential hazards have the ability to affect residents, businesses, and the City's economy to varying degrees. Therefore, to plan and protect the community, the Safety Element will equitably address the future needs of the community, including the City's most vulnerable and underserved populations (i.e. people with disabilities, seniors, children, limited English proficiency, and those without personal vehicles or access to public transportation). Considerations for these populations are largely addressed under the topic of disaster preparedness, response and recovery (Sections 6.8 and 6.9).

7-2

Addressing the Safety Element from a socially-conscious perspective, the City of Placentia understands that vulnerable and underserved populations experience various economic, physiological, and mental inequalities which create additional degrees of vulnerability within specific segments of the population. Members of various populations may experience this vulnerability if they live near freeways or other areas known to produce higher-concentrated levels of pollution, have limited financial resources to prepare for hazards, have decreased economic and social capacity, or educational disparities.

A focused vulnerability assessment was conducted and the considerations from this assessment were used to complete this Element. The purpose of the vulnerability assessment was to identify climate-related hazards, potential hazards affecting Placentia, and their relation to vulnerable and underserved populations within the City (see this assessment in Appendix 7-1). Climate change has broad implications including longer, hotter summers, increased severity of weather, more and larger wildfires, more flooding, and sea level rise. How climate change affects a community depends on its location, natural resources, built environment, and, most importantly, the varying degrees to which community members can respond to its impacts.

The vulnerability assessment found that in Placentia, climate change is most likely to increase the number and intensity of heat waves and decrease air quality in the City. The vulnerability assessment also analyzed the two census tracts in the City that are identified by the California Environmental Protection Agency (CalEPA) as adversely effected by the impacts of climate change due to the convergence of existing health, location and economic factors. These two census tracts represent the La Jolla and Old Town communities and are discussed in this Element. (See also the Health and Environmental Justice Elements for additional goals and policies on this topic.)

The sections going forward will document and assess the natural and human-induced hazards present within this City of Placentia, and how these hazards may adversely affect the community. The Safety Element policies seek to minimize potential dangers to residents, workers, and visitors and to reduce the level of economic and property loss due to a potential disaster. It also describes the emergency preparedness, response and recovery programs to be used before, during and after crisis situations.

7.2 GEOLOGIC & SEISMIC SAFETY CONSIDERATIONS

Regional and Local Faults

The City of Placentia is located in seismically active Southern California. Active and potentially active faults are located adjacent to Placentia; however, there are no Alquist-Priolo Earthquake Fault Zones within the City limits. The California Geological Survey defines active and potentially active faults in the Alquist-Priolo (AP) Special Studies Zone Act (1994). For the purpose of the Act, active and potentially active faults are defined as those that have ruptured during the Holocene period (11,000 years ago) and Quaternary period (1.5 million years ago) respectively. Maps of Earthquake Fault Zones have been published by the California Geological Survey in accordance with the AP Special Studies Zone Act, 1994, which regulates development near active faults.

Although Placentia does not lie within an AP Zone, seismic risk is still considered high because of the proximity to other active AP faulting in the region. Major faults that have potential to impact the City are shown in Exhibit 7-1, Regional Faults. The faults shown on this map are summarized below:

1. Yorba Linda seismic source zone is a group of faults located approximately 0.3 miles northeast of the City of Placentia and is capable of producing a magnitude 6.4 earthquake.
2. The Puente Hills (Coyote Hills) is a northwest trending blind Thrust Fault system¹ that extends approximately 26 miles between downtown Los Angeles and northern Orange County. The fault is buried and extends beneath the San Gabriel Mountains where it merges with the Sierra Madre Fault System. Locally the approximate location of the fault is between Whittier fault and the City of Placentia. The Puente Hills thrust is considered to be the source of the 1987 magnitude 6.0 Whittier Narrows earthquake. In 2014, this fault produced a magnitude 5.1 quake, with over 100 aftershocks within the following few days. The Puente Hills Thrust dips about 25 degrees to the north and is considered capable of generating a magnitude 7.1 earthquake.
3. Peralta Hills Thrust is an east-west trending thrust fault along the south flank of the Peralta Hills, about 3 mile southeast of the center of the City of Placentia. This is the closest known active fault to the City. This feature has been exposed in several excavations and displaces Tertiary-age rocks over Quaternary period deposits. Recent small earthquakes (1999-2000) with magnitudes of 1.7 to 3.9 at depths of 3.5 to 12 km under the Peralta Hills indicate right-oblique reverse active faulting below the area, supporting the concept of a deeper main break of the Peralta Hills thrust fault system. The fault is located approximately 3 miles southeast of the City. The length of the fault zone suggests that a maximum earthquake of about 6.0 to 6.5 is capable of occurring on this feature.
4. Whittier Fault is part of the Whittier- Elsinore fault system and extends from the Los Angeles basin area to Mexico, a distance of more than 250km. The Whittier segment extends along the western margin of the Puente Hills for a distance of about 40km. The fault is about 3.8 mile north of the center of the City of Placentia. Although this fault has not generated any major earthquakes in historical time, geological relationships suggest that it is capable of generating a magnitude 6 to 7.2 earthquake.
5. Newport-Inglewood Structural Zone is expressed as a series of discontinuous faults and folds extending from the Santa Monica fault at its northern end to the Newport Beach area where it trends offshore. The estimated total length of the fault zone is approximately 65 miles. The magnitude 6.25 Long Beach earthquake of 1933 occurred on the Newport-Inglewood fault. The epicenter of the earthquake was offshore near

¹ If the rock mass above an inclined fault (i.e. fractures where the blocks have mostly shifted vertically) moves down, the fault is termed normal, whereas if the rock above the fault moves up, the fault is termed reverse. A thrust fault is a reverse fault with a dip of 45 degrees or less. A blind thrust fault is a thrust fault that does not rupture all the way up to the surface so there is no evidence of it on the ground. It is "buried" under the uppermost layers of rock in the crust. Earthquake Glossary, USGS, <https://earthquake.usgs.gov/learn/glossary/>, 2018.

Newport Beach. The fault zone is located approximately 14.6 miles southwest of the City and is considered capable of producing earthquakes with a magnitude of up to 7.4.

6. Sierra Madre Fault is part of a set of north-dipping reverse faults extending between Santa Barbara Channel east to Chino Basin. The fault is located about 17 miles north of the City. The fault is classified as Holocene in age and is considered capable of producing earthquakes with a magnitude of up to 8.0.
7. The San Jacinto Fault system is highly seismically active and has been the source of several historical fault ruptures associated with the earthquake magnitudes in the range of 6 to 7. The San Jacinto fault zone extends more than 150 miles northwesterly from the Imperial segment near the Gulf of California to the San Gabriel-San Bernardino Mountains north of San Bernardino. The fault is located about 34 miles northeast of the City and is considered capable of producing earthquakes with a magnitude of up to 7.5.
8. The San Andreas Fault system extends southeasterly from Cape Mendocino, approximately 200 miles north of San Francisco, to the east side of the Salton Sea, a distance of almost 700 miles. The central portion of the San Andreas Fault produced a major earthquake in 1857 that resulted in ground rupture over approximately 190 miles from the Cholame Valley, in San Luis Obispo County, to just northwest of the San Bernardino area. The City of Placentia is located approximately 36 miles southerly of the central segment of the San Andreas Fault. The San Andreas Fault is considered capable of producing earthquakes with a magnitude of up to 7.9.
9. The Norwalk Fault is located approximately 4.5 miles west-northwest of the City of Placentia. It is postulated to have been the source of a magnitude 4.7 earthquake in 1929; however, the fault is not classified as an active AP fault by the California Geological Survey.

Ground Rupture and Shaking

Although ground rupture is not considered to be a major concern for the City of Placentia, it is still likely that the city will be subject to some moderate to severe seismic shaking. Some degree of structural damage due to stronger seismic shaking should be expected, but the risk can be reduced through adherence to seismic design codes (California Building Code 2016).

There are twelve documented buildings in the City that are constructed of unreinforced masonry, built before 1933 and therefore are most at risk of structural damage. These structures are listed below and a map of their locations is provided in Appendix 7-2:

1. 234 S. Bradford – APN: 339-061-07
2. 238 S. Bradford – APN: 339-061-08
3. 109 Santa Fe Ave – APN: 339-365-25

4. 141 Santa Fe Ave – APN: 339-365-10
5. 110 Santa Fe Ave – APN: 339-394-06
6. 100 Santa Fe Ave – APN: 339-394-07
7. 214 Santa Fe Ave – APN: 339-393-07
8. 226 Santa Fe Ave – APN: 339-393-02
9. 301 Santa Fe Ave – APN: 339-363-19
10. 352 Santa Fe Ave – APN: 339-392-01
11. 330 Santa Fe Ave – APN: 339-3992-07
12. 310 Santa Fe Ave – APN: 339-392-11

Soil liquefaction

Soil liquefaction is a seismically induced form of ground failure, which has been a major cause of earthquake damage in Southern California. During the 1971 San Fernando and 1994 Northridge earthquakes, significant damage to roads, utility pipelines, buildings and other structures was caused by liquefaction. Liquefaction takes place when granular materials that are saturated by water lose strength and transform from a solid to a liquid state. Liquefaction generally occurs during significant earthquake activity, and structures located on saturated granular soils such as silt or sand may experience significant damage during an earthquake due to the instability of structural foundations and the moving earth. Soils most susceptible to liquefaction are saturated, loose, uniformly graded, fine-grained sand deposits. However, silty sands and sandy silts have also been reported to be susceptible to liquefaction or partial liquefaction.

The occurrence of liquefaction is generally limited to soils located within about 50 feet of the ground surface. Primary factors affecting the potential for a soil to undergo liquefaction include:

1. Depth to groundwater;
2. Soil type;
3. Relative density of the soil and initial confining (overburden) pressure; and
4. Intensity and duration of ground shaking.



Potential problems associated with soil liquefaction include ground surface settlement (i.e., vertical movement of the ground), loss of foundation bearing support strength, and lateral spreading (i.e., landslides). The City's building codes require structures in liquefaction areas to be designed to withstand the potential impacts that could be caused by liquefaction. According to the California Department of Conservation, Division of Mines and Geology (CGS, 1998 and 2005), areas of high liquefaction potential for the City of Placentia are provided in Exhibit 7-2, Potential Liquefaction and Landslide Hazard Zones.

Slope Instability/Landslides

Slope failure can occur as either rapid movement of large masses of soil ("landslide") or slow, continuous movement ("creep"). Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to various factors including steep slope conditions, erosion, rainfall, groundwater, nature of the underlying soil or bedrock, previous landslide deposits, and grading impacts.

The majority of City of Placentia has not been mapped as being within a zone susceptible to landslide as designated by the State of California Seismic Hazard Zones, Yorba Linda Quadrangle (CGS, 2005). However, a few local slope instabilities appear in the northwest area of the City, just south side of Anaheim Union Reservoir in Tri City Park. Landslide potential within the City is shown in Exhibit 7-2, Potential Liquefaction and Landslide Hazard Zones.

Mining Activity, Oil and Gas Wells and Subsidence

Pipelines represent a hazard due to the contents of the pipelines and the potential for them to rupture, causing chemical leaks, explosions or fires. Historically, mining activities and petroleum exploration have resulted in the creation of open pits and wells. In some cases, pits and wells may have been abandoned and backfilled with undocumented fill materials. Existing pits and wells backfilled with undocumented

materials may be subject to differential settlement, which causes structures to shift, and often become damaged, due to the uneven lowering of the earth. Differential settlement is closely related to subsidence, which is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence can be caused by natural geologic processes or by human activity such as subsurface mining or pumping of oil or groundwater.



The City of Placentia has numerous oil wells and pipelines (oil recovery operations) operating within the city. The location of these facilities is represented in Exhibits 7-3 (Well Locations) and 7-4 (Pipeline Locations).

Placentia's Municipal Code dictates where these facilities can be located, required maintenance, required fencing, procedures for how to abandon, and the requirement for additional safety measures and performance standards. Adherence to these requirements reduce the risks associated with the wells and pipelines. The Division of Oil and Gas Geothermal Resources (DOGGR) also regulates active oil facilities and provides standards for their abandonment.

Exhibit 7-1. Regional Faults

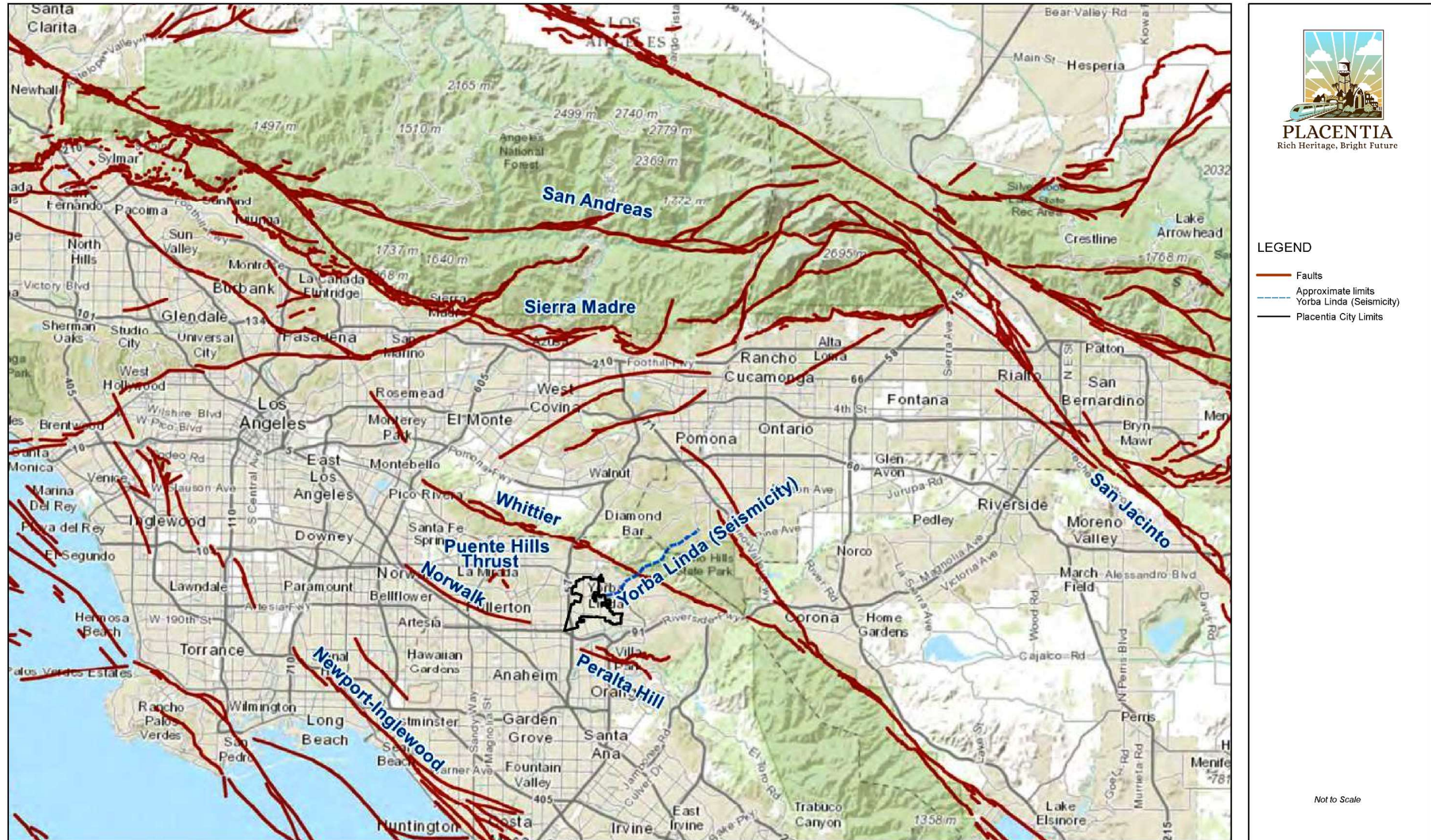


Exhibit 7-2. Potential Liquefaction and Landslide Hazard Zones

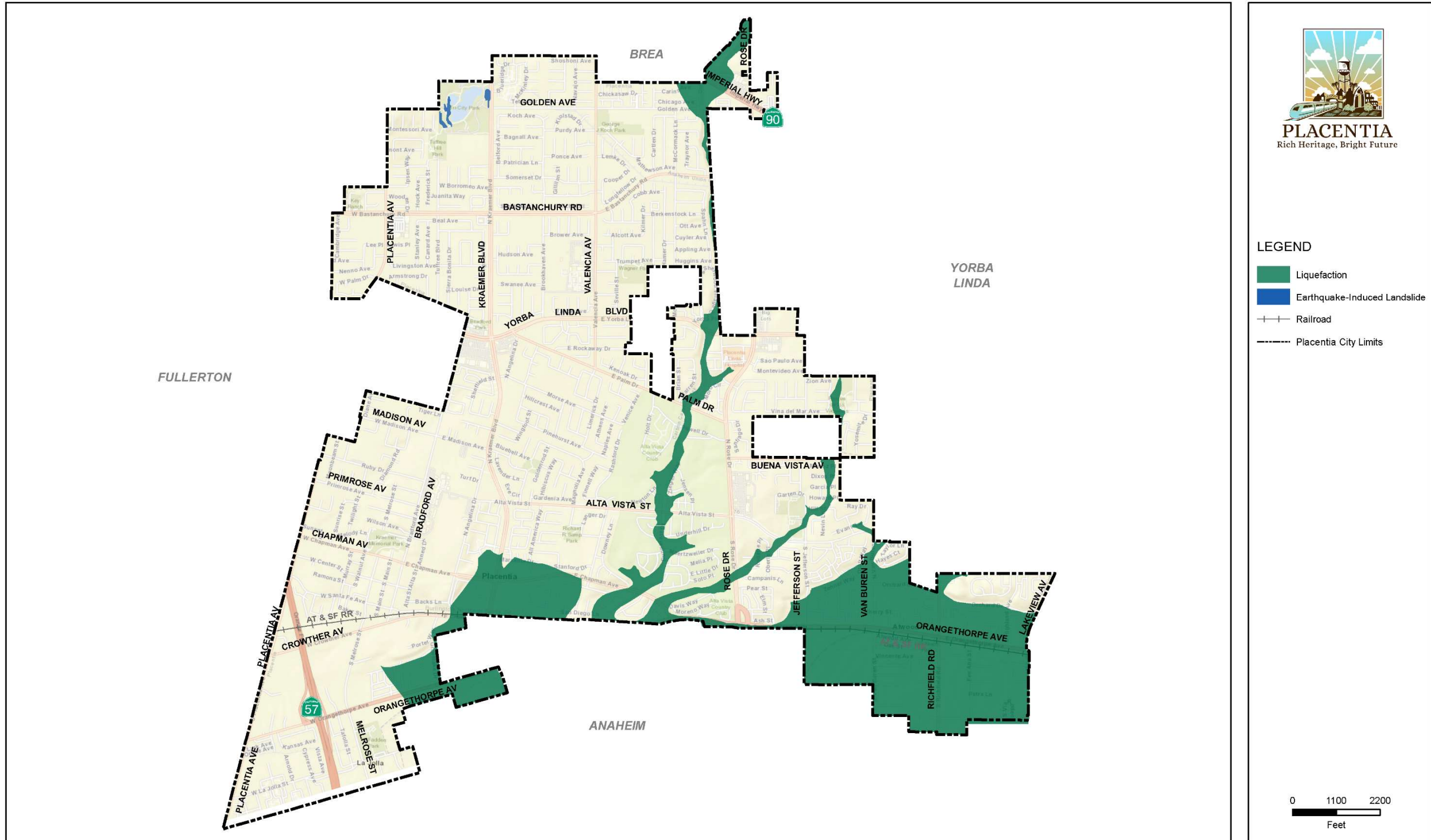


Exhibit 7-3. Well Locations

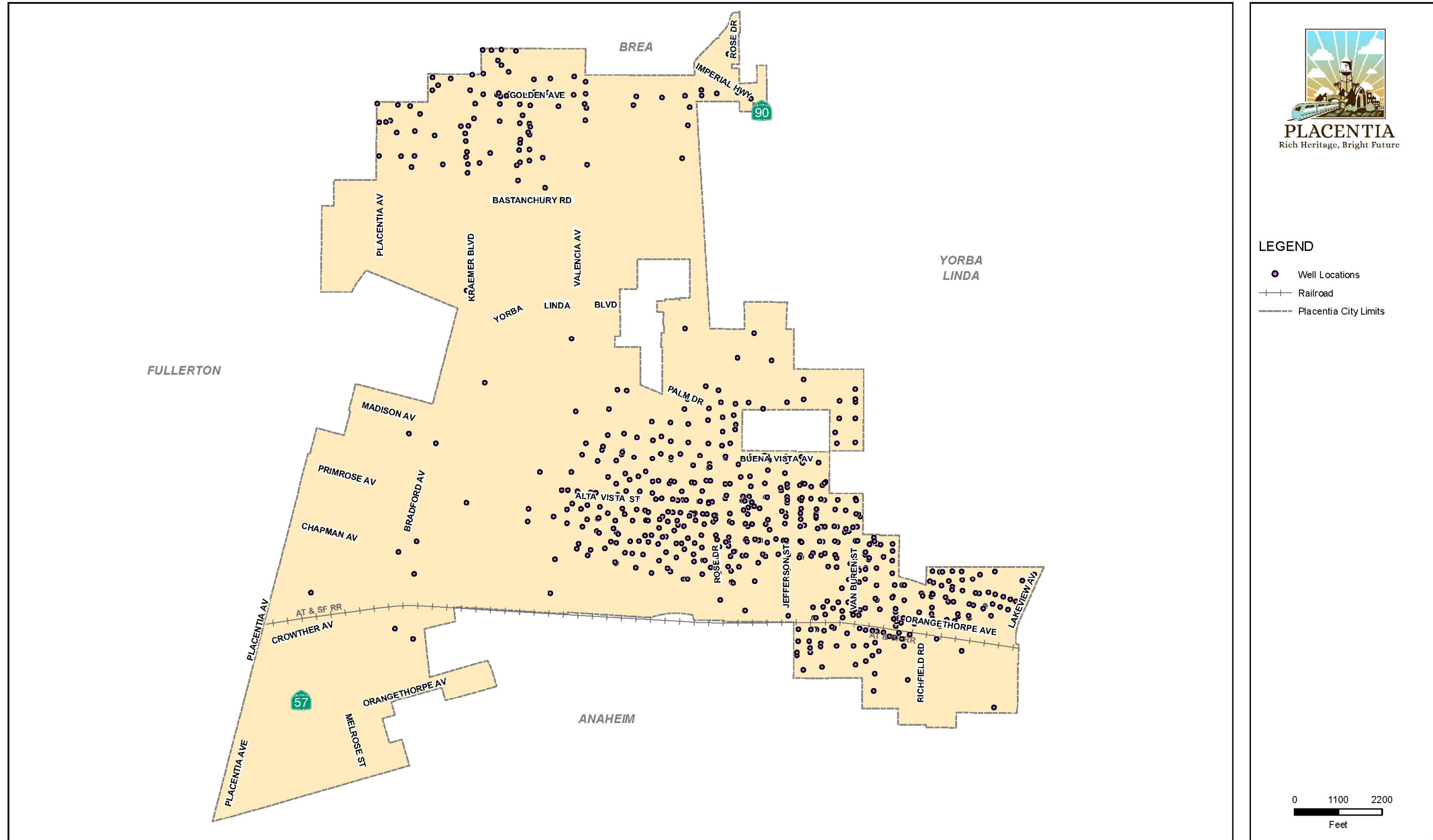
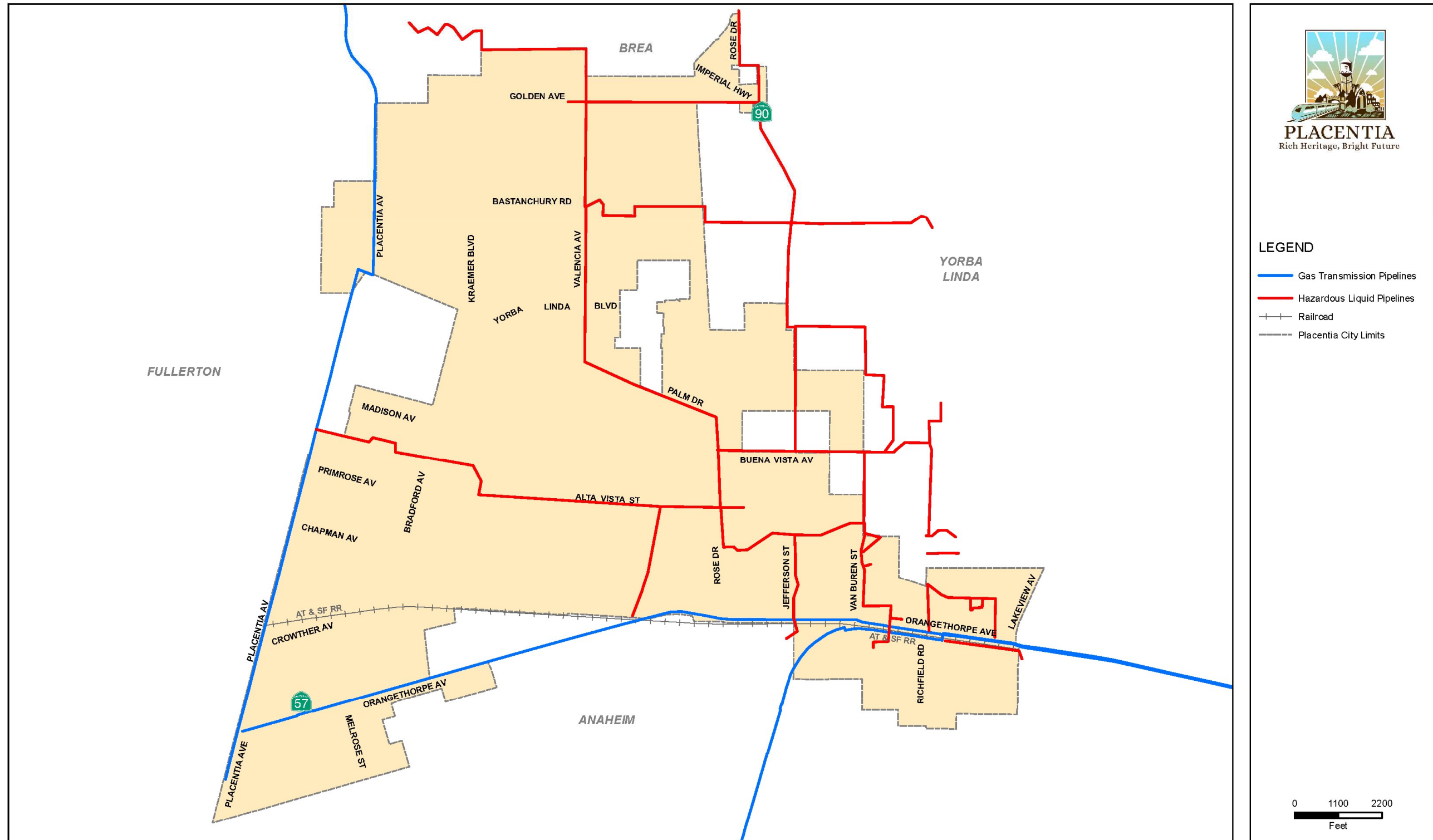


Exhibit 7-4. Pipeline Locations



7.3 URBAN FIRE HAZARDS



A majority of large fires occur in areas classified as Wildland or Wildland-Urban Interface; however, fires can, and historically have occurred in vastly urban environments throughout the nation. Oftentimes, urban fires have involved unpopulated areas within the urban area that may contain brush or grasslands, and some historical fires have included structures in close proximity.

As of 2019, the City of Placentia is approaching “build-out” conditions with approximately 98 percent of developable land developed or in the process of developing. Approximately 54.5 acres, or 1.3 percent, of the City’s total acreage is vacant. Placentia is surrounded by other build-out cities and is not adjacent to wildland areas. Therefore, the risk of Wildland-Urban Interface fires is relatively non-existent. Placentia’s remaining vacant parcels of land are primarily in the southern portion of the City and are zoned for industrial and/or commercial uses. As a result of buildout, the City must continue to address the growing need to defend both life and property from urban fires.

The City’s fire services are currently provided by the Orange County Fire Authority (OCFA). The OCFA is the regional fire service provider serving 23 cities and the unincorporated areas of Orange County, and as a result of this service, Placentia has access to the various special operations programs such as helicopters, heavy equipment, and specialized teams such as Hazardous Material teams. To adequately respond to urban fires, Placentia has two fire stations (Station 34 and

35). Station 34, at 1530 N Valencia Avenue, is OCFA's Battalion 2 headquarters with one battalion chief; Engine 34, which is a paramedic engine staffed with a fire captain/paramedic, a fire apparatus engineer, a firefighter/paramedic, and a firefighter; and fire truck 34, which is a technical apparatus rescue truck company staffed with a fire captain, a fire apparatus engineer, and two firefighters. Station 35, located at 110 S. Bradford Avenue, has Engine 35, a paramedic engine staffed with a fire captain, a fire apparatus engineer, and two firefighters/paramedics. Water resources to combat fires are provided through Citywide fire hydrants. For large multi-alarm fires, helicopters have access to the Santa Ana River Lakes.

In urban areas, where the protection of structures is the principal goal, the effectiveness of fire protection efforts is based upon several factors, including the age of structures, type of structures, efficiency of circulation routes that correlate with response times, and availability of water resources to combat fires. The principal fire hazard in Placentia is from structures.



In addition, there are several oil pipelines throughout the City which are owned and operated by private industry. The oil pipelines and wells located in the City are documented by the State of California, and the Orange County Fire Authority's Hazmat Team has response plans in place to contain releases, leaks, and spills associated with these pipelines and wells.

Many factors contribute to the severity of fires including weather; specifically, winds locally referred to as the Santa Ana winds (strong, extremely dry, downslope winds). The Santa Ana winds pose a significant fire hazard to the City each year, and typically occur from September to the first significant rain in December. The combination of dry air, low humidity, and heavy winds contributes to what is ultimately referred to as "fire weather" due to the limited amount of moisture in the air and increased dry, dead vegetation. As the City of Placentia approaches "build-

out” fires resulting from the combination of the Santa Ana winds and dry, dead vegetation will continue to decrease as the undeveloped parcels are reduced.

The City does not have a significant history of fire. The last multi-alarm fire in Placentia was in April 2013, and this involved a house and adjacent restaurant in the Old Town area of the City where construction is older, and the structures are closer together.

There are no special fire zones in Placentia, given that there is very little undeveloped open space. OCFA has a Community Risk Reduction Department that conducts regular, required fire inspections of all businesses in Placentia pursuant to state law. This Department also conducts plan reviews on proposed construction, to make sure the structures are designed to reduce risk of fire before the projects are even built.

OCFA has two fire reduction programs that are implemented on an “as-needed” basis in Placentia. These include:

- Smoke Alarm and Home Escape Plan. The goal of this program is to ensure each home has a functioning smoke alarm. At any time, residents can request a smoke alarm installation and the OCFA will install alarms free of charge. Firefighters and volunteers will also canvas neighborhoods periodically to test and install smoke alarms.
- Fire Setter Regional Intervention Education Network This program is designed specifically for juveniles or youth who are exhibiting unusual or increased interest in fire and fire behavior. This intervention program is available to children and their families in and around Orange County.
- The City’s evacuation routes and assembly points are shown in Exhibit 7-5 (Evacuation Routes and Assembly Locations). The City of Placentia has elected to provide pre-designated evacuation routes and Transportation Assembly Points (TAPs) for members within or traveling through the community. A majority of citizens will be able to self-evacuate through the use of pre-designated evacuation routes; however, many individuals may require assistance in the event of a wide-scale emergency impacting the City and/or surrounding cities. Emergency personnel will attempt to utilize pre-designated evacuation routes to facilitate the orderly movement of vehicles through the city and assist members of the community with directions and additional information determined by the incident. The utilization of the pre-designated evacuation routes is contingent on the type of emergency that is impacting the City, and specifics regarding the use of evacuation routes will be determined during an emergency.
- TAPs are pre-designated locations for members of the community who may not have access to adequate transportation, require special assistance, have access and/or functional needs; and/or they are, or are with, an unaccompanied minor(s). TAPs are provided to ensure that equal access to evacuation transportation is provided to all members of the community. Without diversified methods of evacuation, the most

vulnerable populations will not have adequate access to services and safety afforded to members of the community with private, functioning methods of transportation; therefore, the TAPs have been strategically located throughout the City to allow for all members of the community to have access to these resources.

- TAPs are growing in importance with their relation to land use planning and the development associated with high-density housing. As new development in the Transit-Oriented Development (TOD) and Old Town areas allow for high density populations and encourage diversified methods of transportation (e.g. ride-sharing, mass transit), TAPs will continue to grow in importance and will need to be revisited as populations increase.

7.4 FLOOD & DAM INUNDATION HAZARDS



7-16

Second to fires, the Federal Emergency Management Agency (FEMA) has determined that floods are the most common and widespread of all natural disasters. Most communities in the United States have experienced some kind of flooding, during spring rains, heavy thunderstorms, or winter snow thaws. Climate change has increased the intensity of storms, which increases the risk of flooding because global warming increases the temperatures of the water and air, creating the climatic conditions for heavier rain, melting snowcaps and icebergs, and more hurricanes and tornados.

In the Los Angeles and Orange County region, total rainfall is expected to stay relatively stable, however, extreme events such as drought and heavy rainfall are projected to increase due to climate change (California Natural Resources Agency 2018). Increases in extreme rainfall will in turn increase flooding. Most of the City is not in a flood hazard zone, however, some areas on the east and south sides are in the 500-year flood zone (0.2% chance of flooding each year) and could see increased flooding and reduced drainage from intense storms. A small pocket of homes between Highway 57 and Orangethrope Avenue is in the 100-year flood zone (1% chance of flooding each year) and is most likely to be impacted from flooding due to changes in rainfall. The La Jolla community in the southwest corner of Placentia is located in the 100-year flood zone, with a portion in the 500-year flood zone. As discussed in Section 6.6, Climate Change, the La Jolla community is one of the two communities designated by the California Environmental Protection Agency as a disadvantaged area (i.e., more vulnerable to climate change due to the confluence of existing health and economic factors). It is a policy of this Safety Element to improve drainage in the City, prioritizing the La Jolla community, to minimize damage in the event of a flood. Exhibit 7-6, FEMA Flood Zones, shows the location of the 100-year and 500-year flood zones in the City.

The City has no natural, permanent water features. The Anaheim Union Reservoir at Tri-City Park is a 10-acre man-made lake located at 2301 N. Kraemer Boulevard, and there are numerous small man-made water features located in the Alta Vista Country Club golf course. The Orange County Flood Control District has implemented measures to reduce the likelihood of flooding at these locations. Drainage through the City is controlled and directed via storm drains and storm drain channels, including Carbon Canyon Creek Channel and Atwood Channel. The channels are located in the southern and southeastern portions of Placentia.

Congress developed the National Flood Insurance Program (NFIP) in 1968 to respond to the elevating cost of taxpayer-funded disaster relief for flood victims and the increasing level of damage that was caused by flooding. According to FEMA, approximately 20,000 communities across the United States, including Placentia, participate in the NFIP through the adoption and enforcement of floodplain management ordinances. These ordinances help to reduce future flood damage, and in return, the NFIP makes Federally-backed flood insurance available to homeowners, renters, and business owners in participating communities.

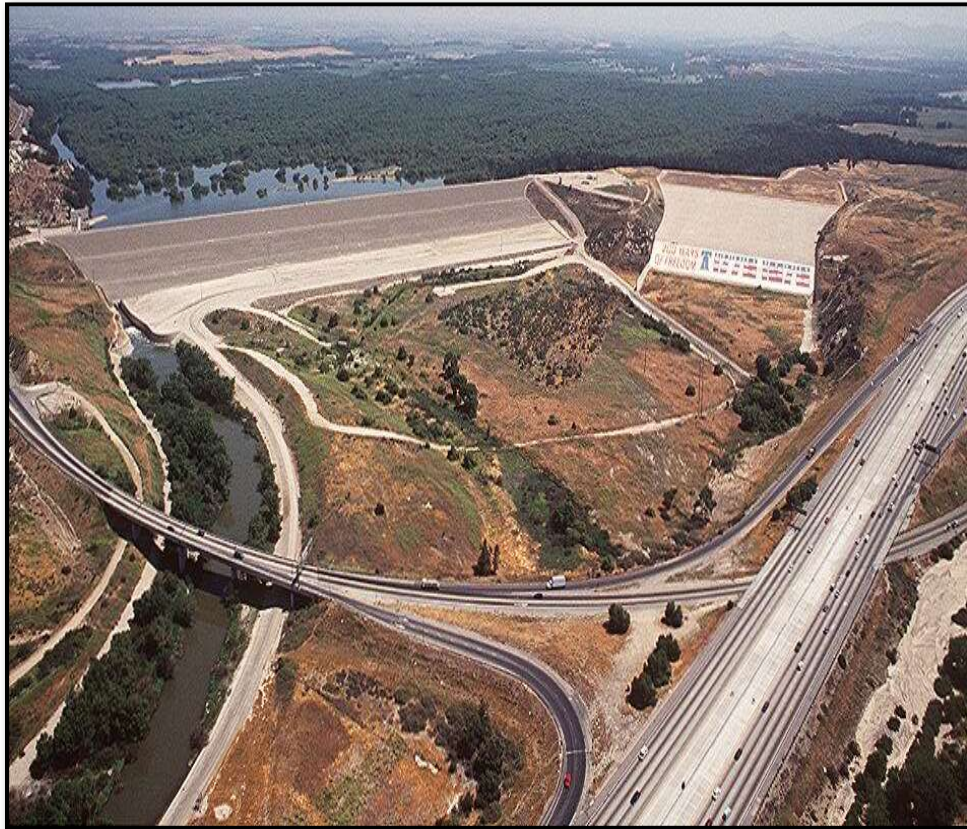
Dam Inundation

Flood inundation resulting from dam failure of Prado Dam or Carbon Canyon Dam is a potential hazard for the City. Inundation from Prado Dam would affect the very southern portions of the City. Inundation from Carbon Canyon would affect the majority of the City generally west of Rose Drive/Tustin Avenue. The two dams are described below.

Carbon Canyon Dam

The Carbon Canyon Dam, an earth-filled structure with a capacity of 12,000 acre-feet, is located approximately one (1) mile north of Placentia and was completed in 1961. It is 2,600 feet in length and 99 feet in height. The drainage area above the dam is 19.3 square miles. The structure provides flood protection to the cities of Placentia, Brea, Yorba Linda, Anaheim, Fullerton, Buena Park and unincorporated areas of the County of Orange. The Carbon Canyon Dam rarely contains threatening quantities of water. However, when the dam is filled to its capacity, the reservoir could create some potential upstream flooding problems. The dam is owned and operated by the US Army Corps of Engineers.

If an inundation event should occur as a result of dam failure, floodwaters are expected to generally follow the path of the Carbon Canyon Creek Channel. Floodwaters could potentially reach the SR-91 Freeway in the southern portion of the City.



Prado Dam

Prado Dam, designed in the 1930s and completed in 1941, is located approximately 18 miles east of Placentia in Riverside County. The Prado Dam was intended to provide flood protection to the Lower Santa Ana River Basin. The existing 9,000 cubic feet per second (cfs) limit on controlled releases from the Prado Dam is based upon the original non-damaging capacity of the downstream channel. Recently downstream channel improvements were completed as part of the United States Army Corps of Engineers' Santa Ana River project. According to the OCFCD, the status of these improvements are as follows:

- Raising the existing embankment 28.4 feet to an elevation of 594.4 feet – Completed;
- Raising the spillway crest from elevation of 543 ft. to 563 ft – Planned for 2021;
- Constructing new outlet works increasing the maximum discharge capacity from 9,000 cubic feet per second (cfs) to 30,000 cfs – Completed;
- Constructing new levees and dikes- Underway;
- Acquiring over 1,700 acres of property rights for reservoir expansion - Underway;
- Relocating and protecting 30 various utility lines- Underway;
- Increasing reservoir area from 6,695 acres to 10,256 acres; and
- Increasing-impoundment from 217,000 acre-feet to 362,000 acre-feet.

Santa Ana River Mainstem Project

The Santa Ana River Mainstem project is designed to provide flood protection to Orange, Riverside and San Bernardino Counties, and is being managed by the US Army Corp of Engineers. The proposed improvements cover 75 miles from the headwaters of the Santa Ana River, east of the City of San Bernardino, to the mouth of the river at the Pacific Ocean between the cities of Newport Beach and Huntington Beach. The Mainstem Project will increase flood protection to more than 3.35 million people within the three counties. The project includes seven independent features: Seven Oaks Dam, Mill Creek Levee, San Timoteo Creek, Oak Street Drain, Prado Dam, Santiago Creek and the lower Santa Ana River. The Santa Ana River Mainstem project is designed to provide flood protection for residences and business in the three counties. All three counties, collectively, are working in conjunction with the U.S. Army Corps of Engineers to design and construct the project. The Prado Dam improvements component of the project is anticipated for completion in the year 2020.

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Exhibit 7-5. Evacuation Routes

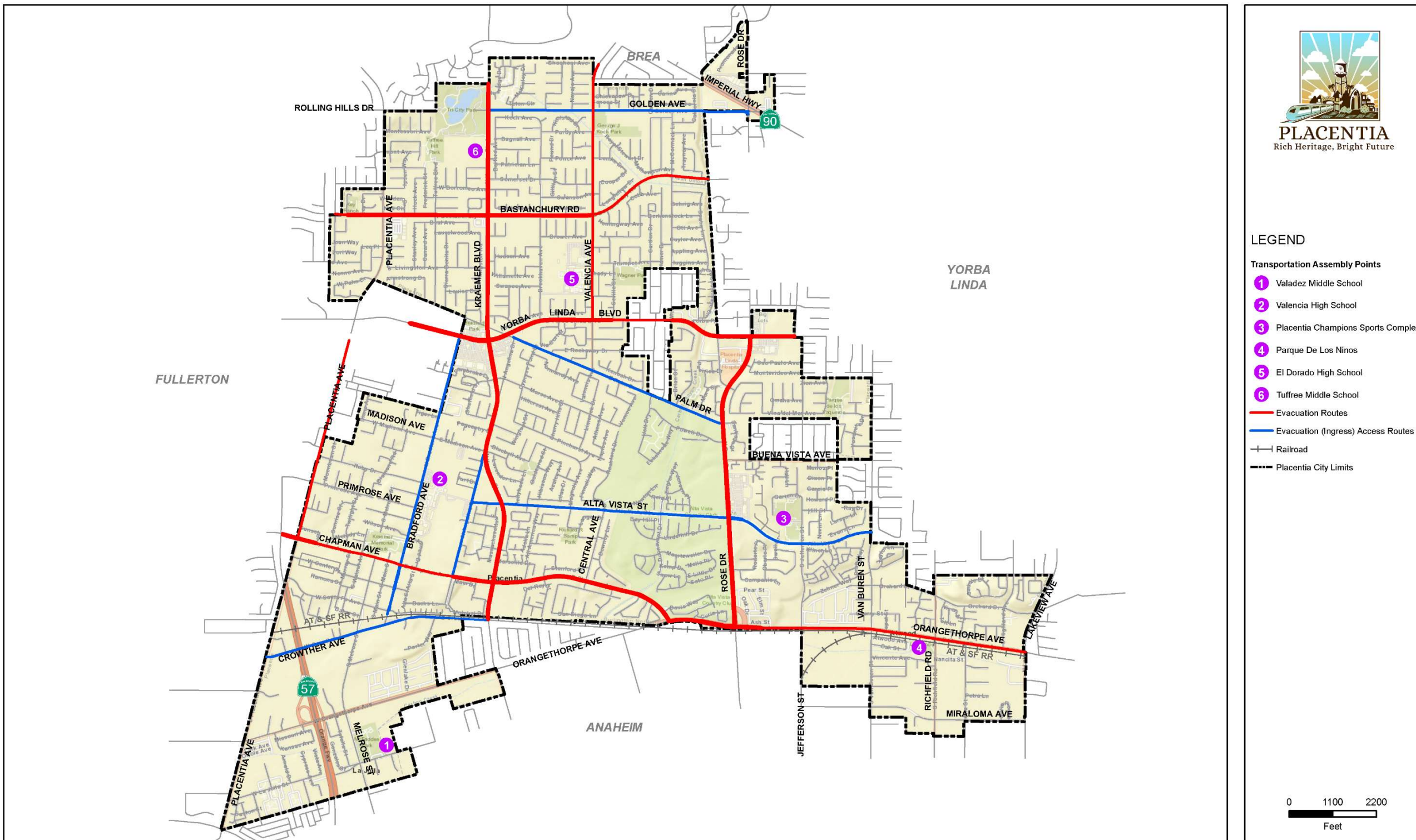
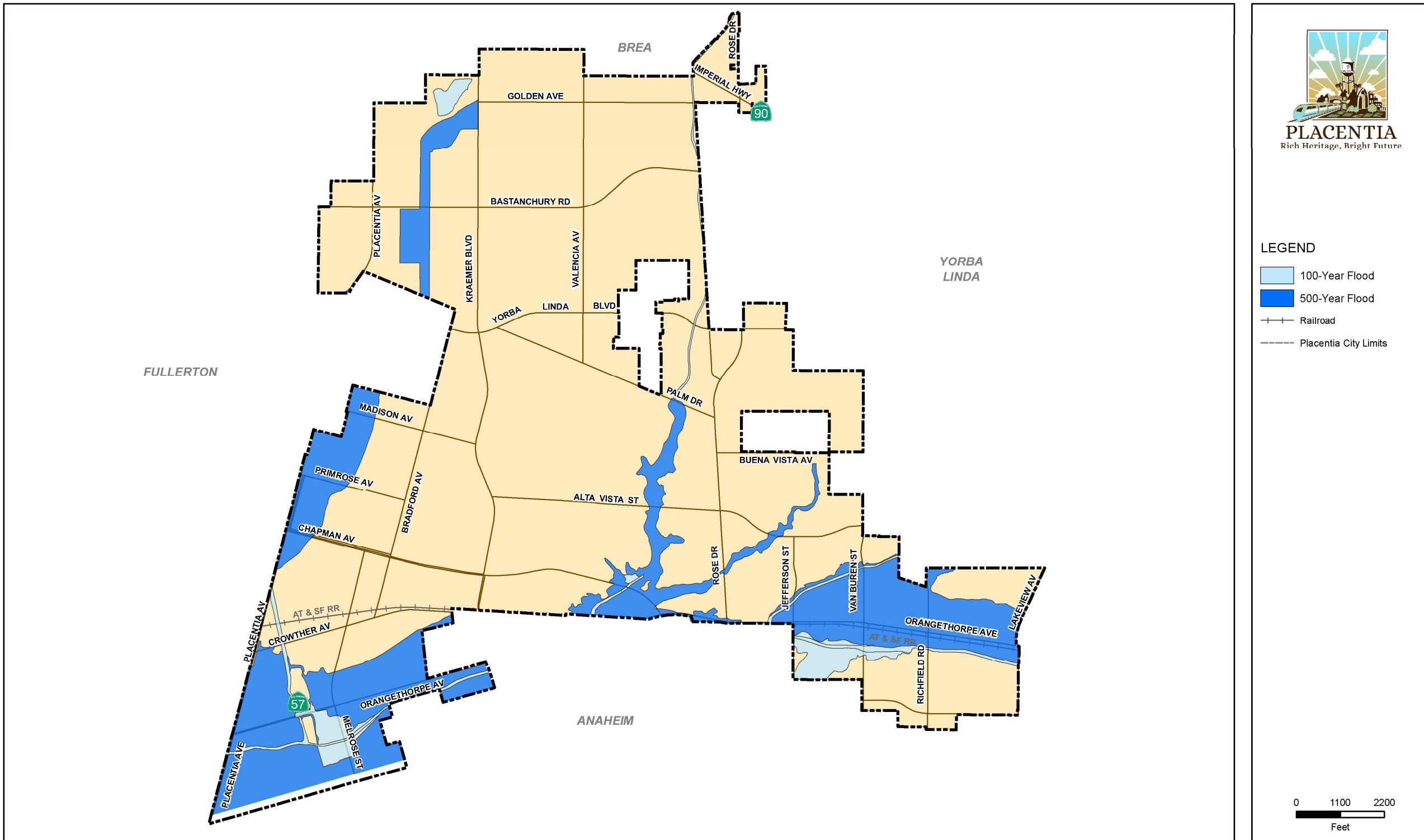


Exhibit 7-6. FEMA Flood Zones



7.5 HAZARDOUS MATERIALS AND WASTE

Many businesses manufacture, transport, store, use and dispose of hazardous materials. In addition, the City has miles of oil pipelines, gas lines and water mains that traverse the City. Placentia, therefore, like many other cities, has potential for hazardous materials spills or incidents within or directly adjacent to facilities that warehouse, manufacture and process hazardous or toxic materials within or directly adjacent to Placentia. The use of hazardous materials in these facilities can pose a significant threat; however, Federal, State and local regulatory requirements and site-specific contingency and evacuation plans reduce these potential threats.

As of July 1, 2013, the Orange County Certified Unified Program Agencies (CUPA) implemented the Hazardous Material Disclosure, Business Emergency Plan and California Accidental Release Prevention programs. All regulated businesses in Placentia must submit hazardous materials disclosure forms online, which includes their business emergency plans, contact information and chemical inventories. This is also a great benefit to the community because it allows local fire agencies to have immediate access to chemical inventories in the region in case of a spill, fire or other incident.² According to the Orange County Health Care Agency Environmental Health Division, there are approximately 100 facilities in Placentia that have been identified as containing and/or handling reportable amounts of hazardous materials. Not all facilities are covered under this program, as some businesses and facilities may be exempt due to limited quantities of hazardous materials. See Exhibit 7-7, Hazardous Facilities.

Hazardous Materials Area Plan

The Orange County Fire Authority has developed the Hazardous Materials Area Plan (Haz-Mat Area Plan) to assist agencies in their pre-emergency planning and their emergency response role. The Plan also provides the public with information about facilities that pose a threat or potential hazard to the community's health and safety. The Haz-Mat Area Plan is designed to assist in the prevention or mitigation of the damage to the health and safety of persons and the environment from the release or threatened release of hazardous materials into the workplace or environment.

² Orange County Environmental Health, <http://occupainfo.com/>

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Exhibit 7-7. Hazardous Facilities



Hazardous Facilities

■ CLEANUP PROGRAM SITE

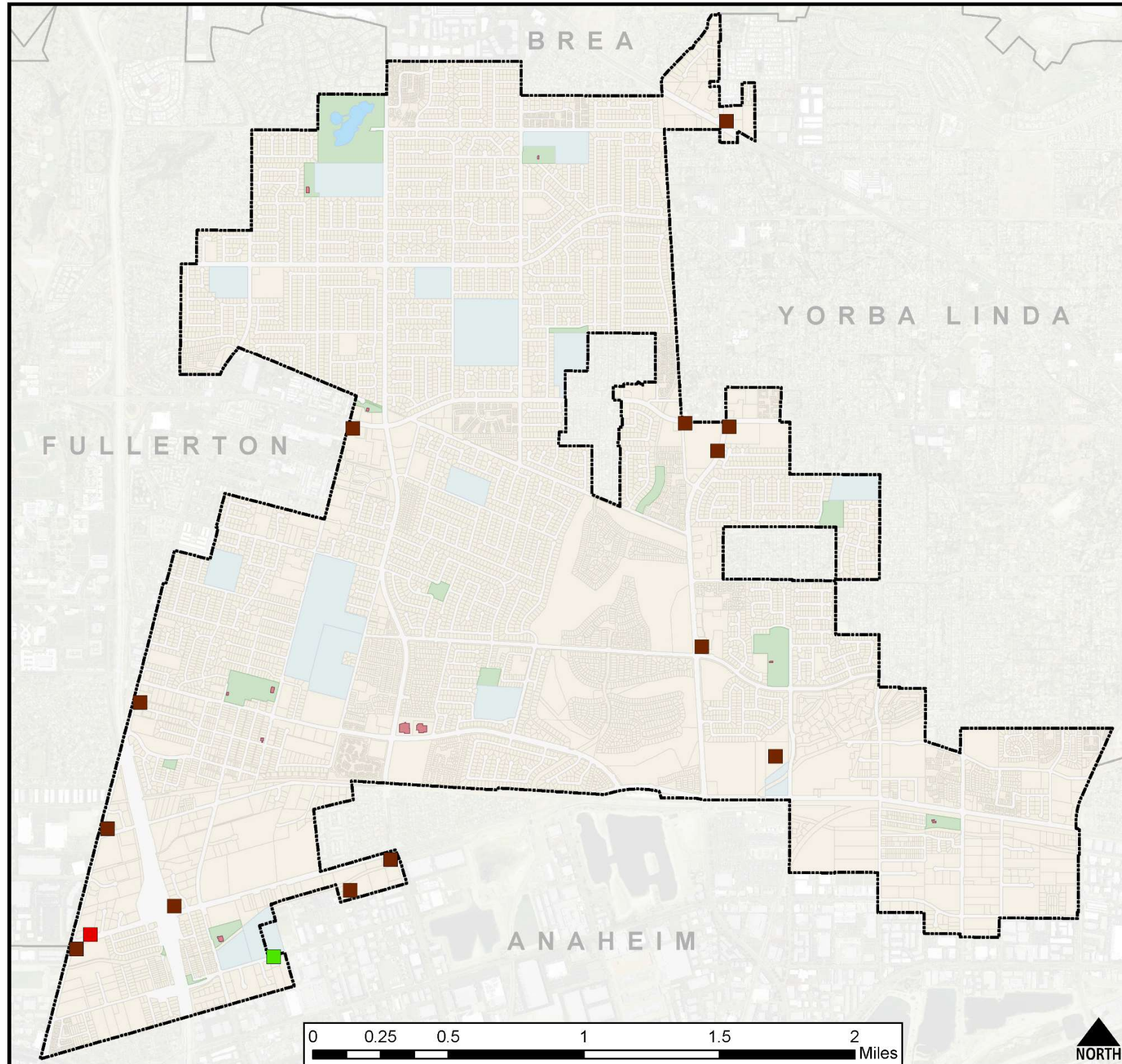
Includes all "non-federally owned" sites that are regulated under the State Water Resources Control Board's Site Cleanup Program and/or similar programs conducted by each of the nine Regional Water Quality Control Boards. Cleanup Program Sites are also commonly referred to as "Site Cleanup Program sites". Cleanup Program Sites are varied and include but are not limited to pesticide and fertilizer facilities, rail yards, ports, equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, mine sites, landfills, RCRA/CERCLA cleanups, and some brownfields. Unauthorized releases detected at Cleanup Program Sites are highly variable and include but are not limited to hydrocarbon solvents, pesticides, perchlorate, nitrate, heavy metals, and petroleum constituents, to name a few.

■ LUST CLEANUP SITE

Includes all Underground Storage Tank (UST) sites that have had an unauthorized release (i.e. leak or spill) of a hazardous substance, usually fuel hydrocarbons, and are being (or have been) cleaned up. In GeoTracker, Leaking Underground Storage Tank (LUST) sites consist almost entirely of fuel-contaminated LUST sites (also known as "Leaking Underground Fuel Tank", or "LUFT" sites) which are regulated pursuant to Title 23 of the California Code of Regulations, Chapter 16, Article 11.

■ PERMITTED UNDERGROUND STORAGE TANK

Includes facilities at which the owner or operator has been issued a permit to operate one or more USTs by the local permitting agency. Permitted UST Facilities are imported weekly from the California Environmental Reporting System (CERS).



Source: GeoTracker
Produced: March 27, 2019

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7.6 CLIMATE CHANGE

Climate change, or the effects of global warming, in Placentia is most likely to increase the number and intensity of heat waves and decrease air quality, as concluded by the Vulnerability Assessment (see Appendix 7-1). Two communities in the City are more vulnerable to climate change due to the confluence of existing health and economic factors: the La Jolla and Old Town communities. The following describes the effects of extreme heat and poor air quality in the City of Placentia, including effects on those most vulnerable. Section 6.8 provides associated goals and policies to mitigate for these effects and build adaptation and resilience capacity in Placentia, with focused efforts directed towards more vulnerable populations.

Extreme Heat

In urban environments like Placentia, extreme heat is the most pervasive climate-related hazard. Extreme heat is the leading cause of death when compared to all weather-related hazards (Environmental Protection Agency, 2016). Dark urban surfaces, such as asphalt, absorb heat throughout the day and release it at night, which increases the nighttime minimum temperature and does not allow the air or human body to cool off. High heat can also intensify air pollution like smog and particulate matter. Communities that lack green open spaces, parks, shade trees, and other cooling elements face even more intense heat in addition to poorer air quality, this is also referred to as the “heat island effect.”

In Placentia, an extreme heat event occurs when the temperature rises above 99.8 degrees. Between 2020 and 2040, Placentia is forecasted to experience approximately two heat waves a year that will last two to four days. The safety hazards associated with extreme heat include heat stroke and other heat-related illness. Safety risks are most prevalent amongst vulnerable populations, including older adults and children who are more sensitive to heat, as well as outdoor workers and those who lack air conditioning. These vulnerable populations who are more sensitive to heat will experience heatwaves and health impacts including heat stroke at lower temperatures. Because of this sensitivity at lower temperatures, these populations will have up to seven extreme heat events in the same year that last even longer- between three to five days (California Heat Assessment Tool, 2018).

Poor Air Quality

Climate change decreases air quality in three major ways: increasing the production of ozone, increasing the frequency and intensity of wildfires, and increasing allergens (CDC 2018).

Ozone

Ozone is a gas composed of three atoms of oxygen (O₃). Ozone occurs both in the Earth's upper atmosphere and at ground level. Ozone that occurs naturally in Earth's upper atmosphere is good, as it forms a protective layer that shields us from the sun's harmful ultraviolet rays. Ozone at ground level is a harmful air pollutant, because of its effects on people and the environment, as is the main ingredient in "smog". Ground level ozone is created when sunlight reacts with other air pollutants from vehicle tailpipes and industrial facilities. Exposure to ground level ozone can make it harder to breathe, cause asthma attacks, and even lead to premature death. Therefore, increases in the number of hot and sunny conditions as a result of climate change will also increase the amount of ground level ozone.

Wildfires

The relatively urban landscape of the City of Placentia limits the direct impact of wild fires; however, the City is in close proximity to wildland areas prone to fire on the east and northeast in the neighboring cities of Yorba Linda and Brea and in unincorporated areas of Orange County. Between 2020 and 2040, twice as much area around the City is likely to burn each year as a result of climate change. Wildfires can emit toxic chemicals when houses burn and particulate matter (ash) from burning vegetation can enter a person's lungs and blood causing heart and lung disease (Environmental Protection Agency, 2017; National Oceanic and Atmospheric Administration, 2018). Therefore, while the City of Placentia may not be physically threatened by wildfire, the poor air quality caused by neighboring wildfires can impact the health of the Placentia community.

Allergens

Longer warm seasons can also lead to longer pollen seasons. These longer pollen seasons can increase allergic reactions and asthma-related episodes, which can result in adults missing work or children missing school. Increased allergens and air pollutants like ozone can also work together to lead to greater respiratory problems.

Populations Most Vulnerable to Climate Change

Climate change impacts do not affect people equally. Children, pregnant women, older adults, and those with pre-existing conditions are considered a "vulnerable" or "sensitive" population, meaning they're more prone to falling ill from climate-related public health events due to their developing or weakened bodies. Additionally, people with fewer economic resources, limited mobility or access to transportation, lower English language proficiency and education, and uncertain citizenship status are at greater risk as they have fewer resources to adapt, evacuate, or access information. Lower income persons may not be able to prioritize healthcare needs or have access to air conditioning in either their cars or homes and may work outdoors, further exacerbating the impact.

Disadvantaged Census Tracts

CalEPA identifies disadvantaged communities by the confluence of geographic, socioeconomic, public health and environmental hazard criteria. Census Tracts which score in the top 25% are considered disadvantaged and are the most vulnerable to climate change. These areas are also eligible for specific funding sources and environmental justice considerations. There are two such communities in the City, the La Jolla and Old Town Communities. The Health, Wellness and Environmental Justice Element discusses in detail the areas where the more vulnerable communities exist and describes the two “disadvantaged communities” within the City.

Both the La Jolla and Old Town communities have a much higher pollution burden relative to other Census Tracts in the state, meaning they are disproportionately burdened by major pollution sources, including toxic releases from industrial facilities and traffic-related air pollution from high volume roadways. The Old Town community also suffers disproportionately from low birth weights and cardiovascular disease, which can be symptoms of pollution exposure.³ Both communities have a higher sensitive population in terms of education, poverty and housing burden compared to other census tracts, meaning they are less educated, living below the federal poverty level and paying more than 50% of their income in housing costs. The confluence of existing health and economic factors make these communities more vulnerable to the effects of climate change, which creates safety hazards.

Summary of Potential Climate-Related Impacts

Table 7-1 summarizes the potential effects of climate change in the City as analyzed in the vulnerability assessment, including who, where, and when the effects will likely pose the greatest risk, as well as an overall rating. As indicated in the table, increased heat-related illness poses the most immediate and highest risk citywide amongst older adults, children, outdoor workers and those who lack air conditioning, with the greatest risk facing those that live in older buildings and lack shaded areas. Increase in ozone production poses the most immediate and highest air quality risk citywide amongst older adults, children, outdoor workers, and pregnant women, with the greatest effects found near major roadways. Ozone has been found in the placentas of baby fetuses and is correlated with low birth weights. The particulate matter in the air dissipates quickly; however, those living near major roadways are exposed to this dangerous emission. Goals and policies within this Element address each of these impacts, with a focus on prioritizing the needs of the most vulnerable populations.

³ Source: Office of Environmental Health Hazard Assessment (OEHHA). 2018. CalEnviroScreen 3.0. Available from: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

Table 7-1. Impacts Due to Climate Change

Hazard	Potential Impacts	Vulnerability/ Sensitivity	Temporal Extent	Spatial Extent	Rating
Extreme Heat	Increased heat related illness	Older adults, children, outdoor workers, and those who lack air conditioning	Short term	City wide with greater effects on those areas with older buildings and less greenspace (i.e., shade)	High
	Increased use of air conditioning	Low-income populations	Short term	City wide with greater effects on those areas with older buildings and less greenspace	Moderate
Decreased Air Quality	Increase in ozone production	Older adults, children, outdoor workers, and pregnant women	Short term	City wide with greater effects near major roadways	High
	Increase in wildfire in wildlands adjacent to the City	Older adults, children, outdoor workers, and pregnant women	Medium Term	City wide	Moderate
	Increase in allergens	Those with pre-existing health conditions	Medium Term	City wide	Moderate
Flooding	Water damage and destruction of homes from dam failure or inundation	Residences in 100-flood zone in La Jolla Community	Medium Term	Limited to the 100-year flood zone	Moderate
	Water damage and destruction of homes from extreme flooding	Industrial facilities in the southeastern part of the City	Long Term/ Unlikely	Limited to the areas that are protected by levees	Low

Source: Placentia Vulnerability Assessment

7.7 POLICE AND LAW ENFORCEMENT

The City of Placentia Police Department station is located within the City of Placentia Civic Center at 401 E. Chapman Avenue. The Police Department houses a mixture of sworn members, civilian/ non-sworn members, and dedicated volunteers that work together to maintain a safe community. Among its many operations, sworn members of the department oversee traditional law enforcement activities pertaining to the California Health and Safety Code. In the event of an emergency or disaster, the Police Department maintains law and order and plays a role in directing citizens to safety.

As communities grow and transform in the future, law enforcement must proactively adapt to ensure adequate police services are available throughout the community.

Community-Oriented Policing



The Police Department supports the Community-Oriented Policing (COPS) philosophy, which promotes organizational strategies that support the systematic use of partnerships and problem-solving techniques to proactively address the immediate conditions that give rise to public safety issues such as crime, social disorder, and fear of crime. COP is the method of policing that invokes trust-building, integrity-building, and positive, reoccurring interactions between members of the community and the police. Through COP, the Police Department vigorously supports community engagement as a mechanism to apply community-centric, problem-solving methods as a key method to reduce all types of crime and promote community safety.

Neighborhood Watch Program

The Police Department's Crime Prevention Bureau coordinates the Neighborhood Watch program. In addition to the effectiveness of this program for crime reporting by individual neighbors, the program promotes neighbors getting out and getting to know each other, which ultimately enhances community security, awareness, and positive interactions with the Police Department. In the event of an emergency, individuals play an important role in assisting the Police Department with notifying their neighbors and assisting them to safety. It is an important goal of the City to continue efforts to strengthen this program to adequately provide for the needs of the community, particularly the vulnerable and underserved populations.

7.8 DISASTER PREPAREDNESS, RESPONSE AND RECOVERY

Localized emergencies and disasters are often referred to in terms of the "Emergency Management and Disaster Cycle" – the continuous, cyclical process which involves the stages of preparedness, prevention, mitigation, response, and recovery. When faced with any hazard, the goal is to prevent impacts on the community, however, some disasters, especially natural ones, cannot be prevented. Therefore, continuous preparedness measures are implemented to reduce the loss of life and property and protect the health and wellness of the community. The most effective preparedness is achieved by having a deep understanding of the community.

Preparedness and mitigation are only the initial steps in the management of hazards and disasters; however, they are the most important. Accordingly, the City of Placentia prepares for emergencies in a variety of ways to ensure that once a disaster has occurred, the capacity of the City to respond to the situation at hand is adequate.



The City of Placentia and OCFA work collaboratively on many programs, plans, and response platforms. OCFA's Emergency Planning and Coordination Section jointly develops plans with the City of Placentia's Emergency Services Division to provide a coordinated response in case of disasters. OCFA has a Major Emergency Operational Guide in place that dictates actions of the firefighters during major emergencies. OCFA's Guide was developed to work seamlessly with the City of Placentia's Emergency Operations Plan, described below, which promotes a coordinated response based on OCFA's significant role in the City's SEMS (Standardized Emergency Management System). OCFA has designated personnel ready to respond to Placentia's EOC (Emergency Operations Center) during any activation, and designated personnel serve as the fire liaison to ensure effective coordination between the City and OCFA. The City of Placentia – Emergency Services Division also administers training throughout the community with members of OCFA to develop City-wide Community Emergency Response Team (CERT) volunteers.

Emergency Operations Plan

The primary document that describes the City of Placentia's emergency response plan is the City of Placentia Emergency Operations Plan (EOP). The EOP is a continuously updated response plan based on the community profile, hazard assessments, government structures, and agreed-upon measures that shall be taken to respond to a large-scale event. The data delineated in the EOP reflect State and Federal laws and requirements, and interfaces with other cities and counties within Southern California. The plan outlines the operations that shall be implemented in the event of a disaster to ensure a coordinated response between the City, County, volunteers (e.g. Community Emergency Response Team – CERT and Radio Amateur Civil Emergency Service – RACES), businesses, State, and Federal partners. The EOP also allows for coordination with other agencies outside of the City due to the plans being developed based on the Standardized Emergency Management System (SEMS) and the Incident Command System (ICS). The plan addresses Alert and Warning systems, the Emergency Operations Center (EOC) structure, evacuation routes, sheltering, and recovery. The plan provides a foundation to conduct operations and coordinate the management of critical resources during emergencies. The EOP also provides the framework for which non-governmental agencies and organizations that have requested resources needed to meet emergency requirements are integrated into the response.

The City's EOP provides guidance for the coordinated response to extraordinary emergency situations associated with natural disasters, acts of terrorism, civil disturbances, fires, public health emergencies, technological incidents, and nuclear defense operations, both during war and in times of peace. This plan has been developed to provide a comprehensive emergency management program for all City employees and response partners to understand prior to an emergency in the City of Placentia.

The EOP does not address ordinary day-to-day emergencies, and it does not provide a singular response to all emergencies. Rather, the EOP concentrates on operational concepts and response procedures relative to large-scale disasters.

The EOP is the general organization of the various City departments and personnel into their respective emergency responsibilities pursuant to the Standardized Emergency Management System/National Incident Management System (SEMS/NIMS). SEMS is required by the California Government Code and was developed to provide a “common language” for emergency response personnel to request resources and equipment from other agencies.

The City developed the EOP based on the Incident Command System (ICS) principles and concepts within the SEMS. The SEMS and the NIMS are compatible plans, and the City of Placentia recognizes these policies and utilizes the SEMS/NIMS as a basis for the ICS structure. The SEMS/NIMS create a standard incident management system that is scalable and modular and can be used in incidents of any size/complexity. All jurisdictions are now addressing the use of the ICS as required under SEMS/NIMS. SEMS/NIMS became effective, statewide, in March 1995. The City of Placentia adopted NIMS on July 19, 2005.

Prevention, Preparedness, and Mitigation – Emergency Operations Plan

The City of Placentia’s EOP is a document that has been developed to respond to the onset of a natural or human-induced emergency. Although this plan focuses on the City’s response to an emergency, the EOP also contains a forward-leaning approach to emergency and disaster preparedness. When developing the EOP, the City elected to include Annex A – The Prevention, Preparedness, and Mitigation Annex. Annex A of the EOP focuses on the actions that all departments must take in the preparedness and mitigation for all emergencies within the City.

With the City continuously analyzing data that helps to understand the individual complexities that lie within the borders of the city; it is the role of all city personnel to ensure that everything that we can do to reduce risk and increase individual capacity is accomplished. To ensure that all populations are served in an equitable and inclusive manner, the City provides information and community specific training that focuses messaging and information to various members of the community. Focused messaging not only allows for members of underrepresented and underserved communities to gather information that is appropriate for their communities, but this messaging also allows for a reciprocal understanding of the community’s needs by the City. The implementation of Annex A is a continuous process, and it is the only portion of the Emergency Operations Plan that is always in effect.

Emergency and Incident Mass Notification

The Police Department continues to explore ways to communicate with the community during emergencies. In 2018, the City of Placentia partnered with Everbridge, a global provider of critical notifications, to expand the wireless notification systems for the citizens and businesses of the community. Through the partnership, the Police Department looked at the ways to best communicate with people within the City’s community and determined that traditional methods of communication are no longer viable as the effectiveness of loud speakers and door-to-door notifications is reduced due to well-built, secured structures that promote external noise reduction. Moving forward, the City will implement Everbridge’s methodology of communicating critical information with the community via telephone, text message and email, thus changing the way that emergency contact is made within the City.

Hazard Mitigation Planning

Hazard mitigation planning is the process used by state, local and tribal leaders to understand risks from natural hazards and develop long-term strategies to reduce the impacts of disasters on people, property, and the environment. The City currently does not have an approved Local Hazard Mitigation Plan; however, an important policy under the Disaster Preparedness Goal of this element is to prepare and adopt a hazard mitigation plan to more thoroughly understand each risk and establish implementation actions to reduce impacts and implement the goals and policies of this Element.

7.9 GOALS AND POLICIES

Geologic and Seismic

GOAL SAF - 1 *Minimize the risk to public health and safety and disruptions to vital services, economic vitality, and social order resulting from seismic and geologic activities.*

Policy SAF - 1.1 Minimize the risk to life and property through the identification of potentially hazardous areas, adherence to proper construction design criteria, and provision of public information.

Policy SAF - 1.2 Require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process for all structures. Require that engineered slopes be designed to resist earthquake-induced failure.

Policy SAF - 1.3 Require removal or rehabilitation of hazardous or substandard structures that may collapse in the event of an earthquake, such as the unreinforced masonry buildings identified above.

- Policy SAF - 1.4** Promote the strengthening of planned utilities, the retrofit and rehabilitation of existing weak structures and lifeline utilities (i.e., utility and communications lines), and the relocation of certain critical facilities to increase public safety and minimize potential damage from seismic and geologic hazards.
- Policy SAF - 1.5** Require that new construction and significant alterations to structures located within potential landslide areas (northwest part of City) be evaluated for site stability, including the potential impact to other properties, during project design and review.
- Policy SAF - 1.6** Provide public education and information materials to increase the community’s preparedness in the event of a disaster.
- Policy SAF - 1.7** Continue to have and improve upon inter-jurisdictional cooperation and communication, especially with regards to safety aspects of dams, freeway structures, oil wells and pipelines, regional fault studies, and disaster response and emergency plans.

Urban Fire Hazards

GOAL SAF - 2 *Protect the lives and property and minimize the exposure of residents, businesses owners, and visitors from the hazards of urban fires.*

- Policy SAF - 2.1** Continue to conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision and other Municipal Code standards, improved infrastructure, and mutual aid agreements with other public agencies and the private sector.
- Policy SAF - 2.2** Continue to refine procedures and processes to minimize the risk of fire hazards, requiring new development, where appropriate, to:
 - Utilize fire-resistant building materials;
 - Incorporate Fire retardant landscaping;
 - Incorporate fire sprinklers as appropriate; and
 - Provide Fire Protection Plans,
- Policy SAF - 2.3** Encourage owners of homes with wood roofs and flammable siding to replace them with Class-A, non-wood roof systems.
- Policy SAF - 2.4** Monitor fire response times to ensure they are keeping to desired levels of service.
- Policy SAF - 2.5** Ensure that adequate fire-fighting resources are available to meet the demands of new development, especially with

increases in the construction of mid- to high-rise structures, by ensuring that:

- Fire flow engine requirements are consistent with Insurance Service Office (ISO) recommendations; and
- The height of truck ladders and other equipment and apparatus are sufficient to protect multiple types of structures.

Policy SAF - 2.6 Continue public education efforts to inform residents and business owners of fire hazards and measures to minimize the damage caused by fires to life and property.

Policy SAF - 2.7 Conduct a survey to identify structures that pose a fire hazard, and initiate programs that will assist owners and renters to bring properties up to current Fire and Building Code requirements and to prevent overcrowding.

Policy SAF - 2.8 Ensure that city is up to date with the most recent fire code and that it is being enforced.

Flood & Dam Inundation Hazards

GOAL SAF - 3 *Reduce, to the greatest extent possible, the risk to life, property and public investment by flood hazards.*

Policy SAF - 3.1 Continue to use best practices through the planning, design and building process to mitigate flood hazards.

Policy SAF - 3.2 Prohibit housing in the 100-year flood zone unless the plans mitigate the potential for flooding by elevating the ground floor or other mitigation measures recommended by a licensed civil engineer with expertise in flooding mitigation and approved by the Development Services and Public Works Departments of the City.

Policy SAF - 3.3 Continue to participate in the National Flood Insurance Program.

Policy SAF - 3.4 Continue to comply with the Cobey-Alquist Floodplain Management Act requirements and State of California Model Floodplain Management Ordinance.

Policy SAF - 3.5 Continue to work with the Orange County Flood Control District and the United States Army Corps of Engineers to receive and implement updated flood control measures and information.

Policy SAF - 3.6 Utilize flood control methods that are consistent with Regional Water Quality Control Board Policies and Best Management Practices (BMPs).

Hazardous Materials and Waste

GOAL SAF - 4 *Decrease the risk of exposure for life, property and the environment to hazardous materials and hazardous waste.*

Policy SAF - 4.1 Follow the response procedures outlined within the Orange County Fire Authority's Hazardous Materials Area Plan in the event of a hazardous materials emergency.

Policy SAF - 4.2 Implement Federal, State and local regulations for the disposal, handling, and storage of hazardous materials.

Policy SAF - 4.3 Promote the recovery and recycling of hazardous materials.

Policy SAF - 4.4 Employ effective emergency preparedness and emergency response strategies to minimize the impacts to health and safety that can result from hazardous materials emergencies such as spills or contamination.

Policy SAF - 4.5 Continually update maps of the City's emergency facilities, evacuation routes and hazardous areas to reflect additions or modifications.

Policy SAF - 4.6 Continue to partner with the County of Orange to provide needed programs such as the Regional Household Hazardous Waste Collection Center, allowing disposal of household hazards at no cost to Placentia residents and participating agencies.

Policy SAF - 4.7 Work with Caltrans to plant, maintain and enhance landscaping abutting the California State Route 57 that passes through Placentia's disadvantaged communities.

Policy SAF - 4.8 Require enhanced landscaped buffers in industrial-zoned areas that abut residential zones, consisting of more densely planted trees in setback areas.

Policy SAF - 4.9 Prohibit outdoor industrial operations in industrial zones that abut residential areas.

Climate Change

GOAL SAF - 5 *Increase Placentia's ability to adapt and become resilient to the effects of climate change, including extreme heat and poor air quality, while achieving other health and environmental benefits.*

Policy SAF - 5.1 Educate residents and businesses in Placentia about climate change and global warming.

Policy SAF - 5.2 Review and improve the City's emergency response plans and systems to warn and protect residents during extreme heat events.

- Policy SAF - 5.3 Help residences become heat resilient (i.e., energy efficient and weatherproof) through home weatherization, air conditioning, energy subsidies and programs.
- Policy SAF - 5.4 Reduce the heat-island effect, and help residents stay safe with cool infrastructure and recreation facilities (e.g., cool roofs on public facilities, cool pavements, cool transit facilities, urban greening, public swimming pools, etc.).
- Policy SAF - 5.5 Plant and maintain trees, gardens and other vegetation, and direct resources to areas with low canopy cover to improve air quality and reduce the impact of increasing heat.
- Policy SAF - 5.6 Focus urban greening efforts along Highways 57 and 91, near other major roadways and near industrial facilities, to provide natural buffers to absorb and block toxic emissions from these high polluting sources.
- Policy SAF - 5.7 Ensure that adequate and culturally-appropriate cooling centers exist community-wide, prioritizing disadvantaged communities, and that locations are widely communicated in multiple formats and languages.
- Policy SAF - 5.8 Adopt a Climate Action Plan.

Police and Law Enforcement

GOAL SAF - 6 *Maintain law and order in the City for the safety of the community through programs that promote positive partnerships between neighbors and the Police Department.*

- Policy SAF - 6.1 Maintain adequate and equitable levels of police service throughout the community.
- Policy SAF - 6.2 Continue to strengthen the Neighborhood Watch program as a way to reduce crime enhance emergency preparedness and response in Placentia’s neighborhoods.
- Policy SAF - 6.3 Continue to support the Community-Oriented Policing philosophy to promote community safety through trust-building and positive reoccurring interactions between members of the community and police.
- Policy SAF - 6.4 Develop an enhanced Volunteer Police unit which provides increased visibility and community involvement in areas with high population densities and pedestrian traffic.
- Policy SAF - 6.5 Increase involvement with local community groups within the Old Town and La Jolla areas to promote safety and appropriate and effective policing.
- Policy SAF - 6.6 Monitor for and investigate any human trafficking activities within the City and aggressively enforce, bringing in outside agencies as appropriate of if needed.

Disaster Preparedness, Response and Recovery

GOAL SAF - 7 *Minimize the risk to life and property through emergency preparedness and public awareness.*

- Policy SAF - 7.1** Ensure the availability of both the Safety Element and City emergency preparedness plans to employers and residents of Placentia.
- Policy SAF - 7.2** Coordinate disaster preparedness and recovery with other local, state and federal governmental agencies.
- Policy SAF - 7.3** Evaluate, Citywide, the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g. road width, road type, length of dead-end roads, etc.).
- Policy SAF - 7.4** Continue to conduct public outreach efforts to prepare the community for an emergency and provide them with guidance on how to respond to natural and man-made disasters, including the location of pre-designated evacuation routes and Transportation Assembly Points. This can be done through community newsletters, the City website and information at community events. Ensure that outreach efforts are done in multiple languages.
- Policy SAF - 7.5** Develop an emergency communications system that will be able to inform all residents of a disaster and instructions for safety.
- Policy SAF - 7.6** Train multi-lingual personnel to assist in evacuation and other emergency response activities to meet the community need.
- Policy SAF - 7.7** Apply the procedures outlined in the Homeland Security Advisory System (HSAS) to prepare the City to respond to terrorist attacks.
- Policy SAF - 7.8** Continue to evaluate and practice preparedness through Emergency Operations Center (EOC) exercises.
- Policy SAF - 7.9** Continue and build on the existing Community Emergency Response Team (CERT) program, providing more information to the community and raising the awareness of the program via community newsletters, the City website and information at community events.
- Policy SAF - 7.10** Help residents build a stronger, broader Neighborhood Watch program, seeking more participation across all neighborhoods of Placentia, prioritizing disadvantaged communities.
- Policy SAF - 7.11** Adopt a Local Hazard Mitigation Plan, incorporating climate change policy and coordinated with surrounding cities.
- Policy SAF - 7.12** Ensure that mutual aid agreements are in place.

7.10 SAFETY ACTION PLAN

Government Code Section 65302(g) requires feasible mitigation measures to implement policies pertaining to flooding and climate adaptation and resilience goals and policies. Progress on General Plan goals and policies can be measured in short-, mid- and long-term phases. The Action Plan below sets out the policies, suggested time frame for implementation of each policy, and the City Department responsible for implementing.

Short term actions are those that can be completed within the first three years of the adoption of the General Plan and would in this case be 2019-2022. Mid-term actions, which may build on the work completed in the short term, are those that could be completed within the three to five years following short term actions (2022-2027). Long term policies would typically take five or more years to implement and would take into account the updates made to the General Plan every ten years. There are also policies that are ongoing or required continuous efforts to implement and are not specifically dependent upon a single mobilizing action.

Urban Fire Hazards

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
<p>GOAL SAF- 2: Protect lives and property and minimize the exposure of residents, businesses owners, and visitors from the hazards of urban fires.</p>						
<p>Policy 2.1: Continue to conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision and other Municipal Code standards, improved infrastructure, and mutual aid agreements with other public agencies and the private sector.</p> <p>Action 2-1.1: Agendize this annually on department head meeting with City Manager and conduct review every two years.</p>	Development Services/Public Works/LA County Fire	●			●	
<p>Policy 2.2: Continue to refine procedures and processes to minimize the risk of fire hazards, requiring new development, where appropriate.</p> <p>Action 2-2.1: Monitor new fire regulations by assigning one City staff person to coordinate with LA County Fire department on a regular basis.</p>	Development Services/Public Works/LA County Fire	●			●	
<p>Policy 2.3: Encourage owners of homes with wood roofs and flammable siding to replace them with Class-A, non-wood roof systems.</p> <p>Action 2-3.1: Conduct a public information campaign for homeowners and conduct a citywide survey to identify these roofs and contact specific homeowners.</p>	Development Services	●			●	

Urban Fire Hazards

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
<p>GOAL SAF- 2: Protect lives and property and minimize the exposure of residents, businesses owners, and visitors from the hazards of urban fires.</p>						
<p>Policy 2.4: Monitor fire response times to ensure they are keeping to desired levels of service.</p> <p>Action 2-4.1: LA County to report to City Manager office on response times every six months.</p>	LA County Fire to report to City Manager Office	●			●	
<p>Policy 2.5: Ensure that adequate fire-fighting resources are available to meet the demands of new development, especially with increases in the construction of mid- to high-rise structures.</p> <p>Action 2-5.1: At annual budget meetings, LA County to present a report giving status of adequate resources and remedies if inadequate.</p>	LA County Fire to report to City Manager Office					●
<p>Policy 2.6: Continue public education efforts to inform residents and business owners of fire hazards and measures to minimize the damage caused by fires to life and property.</p> <p>Action 2-6.1: Conduct an annual outreach campaign via city website and publications mailed out to residents.</p>	Development Services with LA County Fire					●
<p>Policy 2.7: Conduct a survey to identify structures that pose a fire hazard, and initiate programs that will assist owners and renters to bring properties up to current Fire and Building Code</p>	Code Enforcement and Police				●	

Urban Fire Hazards

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
<p>GOAL SAF- 2: Protect lives and property and minimize the exposure of residents, businesses owners, and visitors from the hazards of urban fires.</p>						
<p>requirements and to prevent overcrowding.</p> <p>Action 2-7.1: Code Enforcement to note during inspections and city surveys any structure that poses a threat and contact the property owner for immediate remedy.</p>						
<p>Policy 2.8: Ensure that city is up to date with the most recent fire code and that it is being enforced.</p> <p>Action 2-8.1: LA County to review city regulations for compliance and monitor new regulations as they are adopted. Any new regulations should be adopted with six months.</p>	LA County Fire and Development Services				●	

Flood & Dam Inundation Hazards

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
GOAL SAF- 3: Reduce, to the greatest extent possible, the risk of life, property, public investment by flood hazards.						
<p>Policy 3.1: Continue to use best practices through the planning, design and building process to mitigate flood hazards.</p> <p>Action 3-1.1: Update land use regulations and site development standards every five years to be consistent with Regional Water Quality Control Board (RWQCB) Policies and Best Management Practices (BMPs).</p>	Development Services/Public Works		●		●	
<p>Policy 3.2: Prohibit housing in the 100-year flood zone unless the plans mitigate the potential for flooding by elevating the ground floor or other mitigation measures recommended by a licensed civil engineer with expertise in flooding mitigation and approved by the Development Services and Public Works Departments of the City.</p> <p>Action 3-2.1: Update land use regulations to prohibit housing in the 100-year flood zone unless the plans mitigate the potential for flooding by elevating the ground floor or other mitigation measures recommended by a licensed civil engineer with expertise in flooding mitigation and approved by the Development Services and Public Works Departments of the City.</p>	Development Services/Public Works	●			●	
Policy 3.3: Continue to participate in the National	Development Services	●			●	

Flood & Dam Inundation Hazards

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe					Annually w/ Budget
		Short	Mid	Long	Ongoing		
<p>GOAL SAF- 3: Reduce, to the greatest extent possible, the risk of life, property, public investment by flood hazards.</p>							
<p>Flood Insurance Program (NFIP).</p> <p><i>Action 3-3.1: Annually review the NFIP standards to ensure compliance with its provisions.</i></p>							
<p>Policy 3.4: Continue to comply with the Cobey-Alquist Floodplain Management Act requirements and State of California Model Floodplain Management Ordinance.</p> <p><i>Action 3-4.1: Annually review the Model Floodplain Management Ordinance to ensure compliance.</i></p>	Development Services/Public Works	●			●		
<p>Policy 3.5: Continue to work with the Orange County Flood Control District and the United States Army Corps of Engineers to receive and implement updated flood control measures and information.</p> <p><i>Action 3-5.1: Annually monitor to identify any updated measures.</i></p>	Development Services/Public Works	●			●		
<p>Policy 3.6: Utilize flood control methods that are consistent with RWQCB policies and BMPs.</p> <p><i>Action 3-6.1: Review all development applications within flood plain districts and implement flood control methods consistent with RWQCB policies and BMPs.</i></p>	Development Services/Public Works	●			●		

Climate Change

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				Annually w/ Budget
		Short	Mid	Long	Ongoing	
<p>GOAL SAF- 5: Increase resilience to extreme heat while achieving other health and climate benefits.</p>						
<p>Policy 5.1: Educate residents and businesses in Placentia about climate change and global warming.</p> <p><i>Action 5-1.1: As part of the EOP-Annex A messaging and information program, integrate an educational component on climate change, with a goal of building individual and community resilience, prioritizing disadvantaged communities.</i></p>	Emergency Management Division with assistance from Development Services and Community Services	●			●	
<p>Policy 5.2: Review and improve the City’s emergency response plans and systems to warn and protect residents during extreme heat events.</p> <p><i>Action 5-2.1: Adopt and implement a heat annex plan, which includes a public education component, to predict and communicate with the public about heat events, coordinate jurisdiction response, and identify strategies to create a heat-resistant community, including designating cooling centers throughout the City, prioritizing disadvantaged communities.</i></p>	Emergency Management Division with assistance from Development Services and Community Services	●				
<p>Policy 5.3: Help residences become heat resilient (i.e., energy efficient and weatherproof) through home weatherization, air conditioning, energy subsidies and programs.</p>	Police Department working with Orange County Fire Authority/Saint Jude Hospital/Placentia Unified School District/Community-	●			●	

Climate Change

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
<p>GOAL SAF- 5: Increase resilience to extreme heat while achieving other health and climate benefits.</p>						
<p>Action 5-3.1: Identify all available funding sources and programs to assist homeowners financially with installing air conditioning or purchasing swamp coolers and making other weatherproof upgrades.</p> <p>Action 5-3.2: Issue a citywide survey to identify and educate all households that are not weatherproof and do not have air conditioning and provide the resources at low or no cost to both homeowners and renters. Educational materials shall be included to identify the health risks of extreme heat events, as well as strategies to stay safe, in advance of an emergency.</p> <p>Action 5-3.3: Partner with schools, public health departments, healthcare providers and community-based organizations to educate specific groups about the health risks of extreme heat events, as well as strategies to stay safe, in advance of an emergency.</p>	Based Organizations with assistance from Development Services and Community Services					
<p>Policy 5.4: Reduce the heat-island effect, and help residents stay safe with cool infrastructure and recreation facilities (e.g., cool roofs, cool pavements, cool transit facilities, urban greening, swimming pools, etc.).</p> <p>Action 5-4.1: Create and implement a heat response</p>	Community Services with assistance from Police Department and Development Services	●	●			

Climate Change

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
<p>GOAL SAF- 5: Increase resilience to extreme heat while achieving other health and climate benefits.</p> <p><i>plan as an updated Hazard Mitigation Plan to identify strategies to create a heat-resistant community.</i></p> <p>Action 5-4.2: Develop and launch a neighborhood retrofit pilot program within a disadvantaged community that tests cooling strategies identified in the heat response plan</p> <p>Action 5-4.3: Explore partnerships with energy companies, to use public dollars to offer cool roof incentives and heat resilient households</p> <p>Action 5-4.4: Adopt cool pavement standards for City facilities and update the Zoning Code to provide incentives for developers to install cool pavements on surface parking areas</p> <p>Action 5-4.5: Perform an audit of existing transit stops to identify those that need shading and natural ventilation and develop priorities for cooling these facilities, beginning with those in disadvantaged communities.</p> <p>Action 5-4.6: Create a volunteer program to transport citizens in need to designated cooling centers.</p>						
<p>Policy 5.5: Plant and maintain trees, gardens and other</p>	Development Services with	●	●			

Climate Change

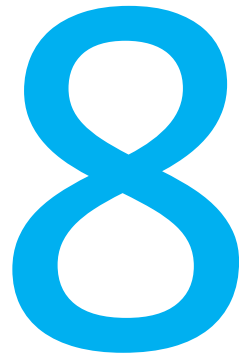
Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
<p>GOAL SAF- 5: Increase resilience to extreme heat while achieving other health and climate benefits.</p>						
<p>vegetation, and direct resources to areas with low canopy cover to improve air quality and reduce the impact of increasing heat.</p> <p>Action 5-5.1: Update the Zoning Code to maximize opportunities to require landscaped private and public open space.</p>	<p>assistance from Community Services and Public Works</p>					
<p>Action 5-5.2: Create voluntary partnerships with non-profits, utility companies, air-quality or stormwater management agencies to plant and maintain trees and encourage broader urban greening promotion and activity, prioritizing areas near major transportation corridors and other polluting sources and with lower canopy cover.</p> <p>See the Open Space Element for additional actions related to the Urban Forest Management Plan.</p>	<p>Community Services / Partner Organizations</p>					
<p>Policy 5.6: Focus urban greening efforts along Highways 57 and 91, near other major roadways and near industrial facilities, to provide natural buffers to absorb and block toxic emissions from these high polluting sources.</p>	<p>Public Works and Caltrans</p>	●	●			

Climate Change

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
<p>GOAL SAF- 5: Increase resilience to extreme heat while achieving other health and climate benefits.</p>						
<p>Action 5-6.1: Create voluntary partnerships with non-profits, utility companies, air-quality or stormwater management agencies to plant and maintain trees and encourage broader urban greening promotion and activity, prioritizing areas near major transportation corridors and other polluting sources and with lower canopy cover.</p>						
<p>Policy 5.7: Ensure that adequate and culturally-appropriate cooling centers exist community-wide, prioritizing disadvantaged communities, and that locations are widely communicated in multiple formats and languages</p>	Police Department and Community Services					
<p>Action 5-7.1: Create and implement a heat annex plan, which includes a public education component to predict and communicate with the public about heat events, coordinate jurisdiction response, and identify strategies to create a heat-resistant community, including designating cooling centers throughout the City, prioritizing disadvantaged communities.</p>	Emergency Management Division working with Orange County Health and Orange County Sheriff's Department	●	●			

Climate Change

Goals, Policies, & Measurable Objectives	Responsible Department, Agency, Or Organization	Timeframe				
		Short	Mid	Long	Ongoing	Annually w/ Budget
<p>GOAL SAF- 5: Increase resilience to extreme heat while achieving other health and climate benefits.</p>						
<p>Action 5-7.2: Partner with schools, public health departments, healthcare providers and community-based organizations to educate specific groups about the health risks of extreme heat events, as well as strategies to stay safe, in advance of an emergency, including the locations of designated cooling centers.</p>	<p>Police Department working with Orange County Fire Authority/Saint Jude Hospital/Placentia Unified School District/Community-Based Organizations with assistance from Community Services</p>					
<p>Policy 5.8: Adopt a Climate Action Plan.</p> <p>Action 5-8.1: Add task to 2018/19 Budget and commence work on Plan by mid-year 2020 for adopting by end of 2020.</p>	<p>Development Services</p>		●			



Noise Element

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8.1 HOW DO WE MEASURE NOISE?

Noise Descriptors



Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this balance by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and should be approximated by the A-weighted sound levels (expressed as dBA) and the way the human ear perceives noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} (level day-night), and shows very good correlation with community response to noise.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on [Exhibit 1, *Sound Levels and Human Response*](#).

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to [Table 1, *Noise Descriptors*](#).

Table 8-1. Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise

Term	Definition
	exposure. It is based on a measure of the average noise level over a given time period called the L_{eq} . The L_{dn} is calculated by averaging the L_{eq} 's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01} , L_{10} , L_{50} , L_{90} , respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, dated 1979.

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. Regulatory requirements related to environmental noise are typically promulgated at the local level. However, Federal and State agencies provide standards and guidelines to local jurisdictions.

Human Response to Noise



Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence

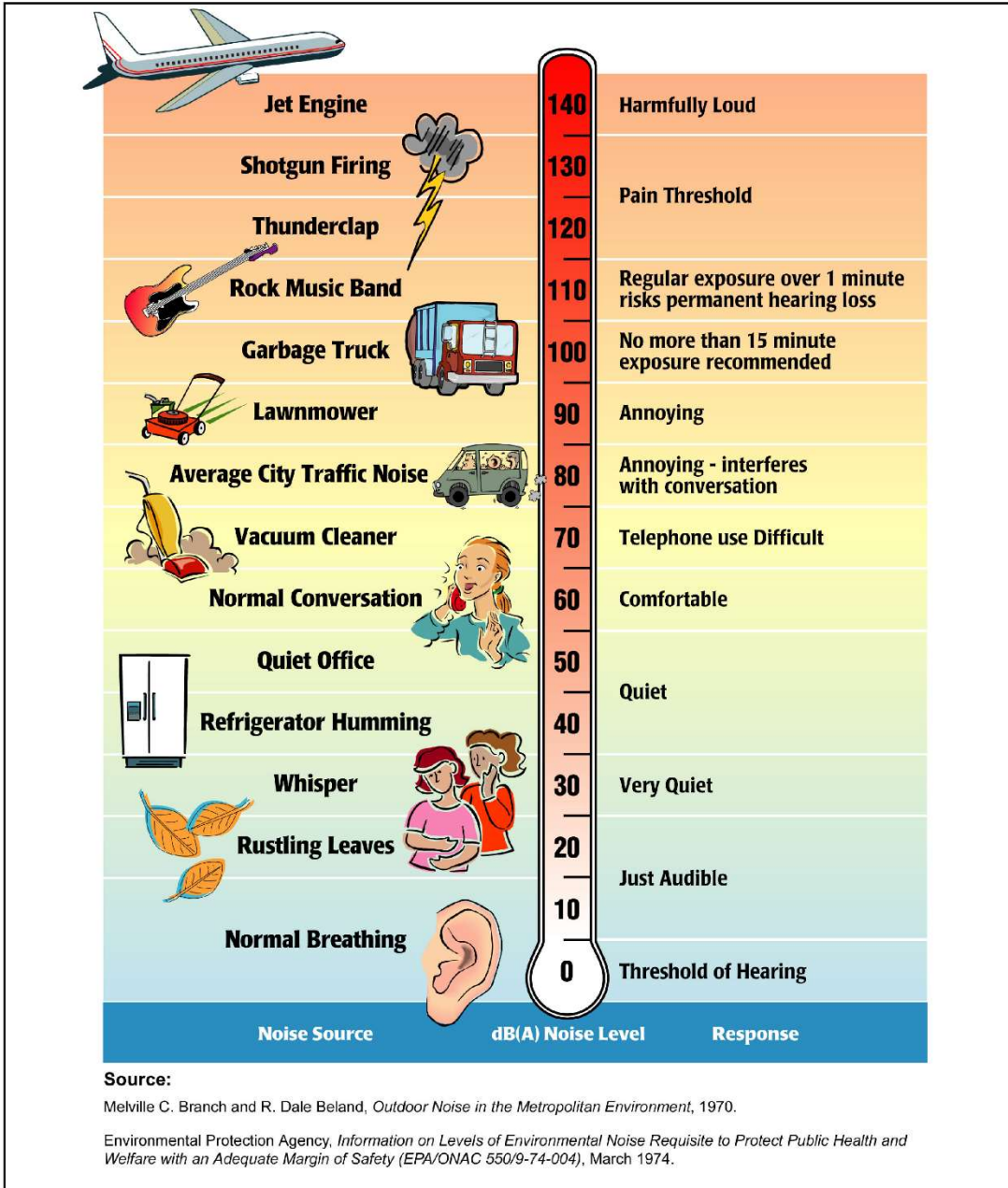
of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is probable, and as the noise level rises, dissatisfaction among the public steadily increases. However, an individual's reaction to a particular noise depends on many factors, such as the source of the sound, its loudness relative to the background noise, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community.

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

1. Noise-Induced Hearing Loss
2. Interference with Communication
3. Effects of Noise on Sleep
4. Effects on Performance and Behavior
5. Extra-Auditory Health Effects
6. Annoyance

Exhibit 8-1. Sound Levels and Human Response



Sound Levels and Human Response

Noise-Induced Hearing Loss

Although it often causes discomfort and sometimes pain, noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can impair the quality of life through a reduction in the ability to hear important sounds and to communicate with family and friends. Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. While the loss may be temporary at first, it could become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly caused by the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, substantial damage can be caused by non-occupational sources. According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure.

Interference with Communication

Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate in spite of the noise. Interference with communication has proved to be one of the most important components of noise-related annoyance.

Effects of Noise on Sleep.

Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Effects on Performance and Behavior.

Recent research indicates that more moderate noise levels can produce disruptive after-effects, commonly manifested as a reduced tolerance for frustration, increased anxiety, decreased incidence of “helping” behavior, and increased incidence of “hostile” behavior.

Extra-Auditory Health Effects

Noise has been implicated in the development or exacerbation of a variety of health problems, ranging from hypertension to psychosis. As with other categories, quantifying these effects is difficult due to the amount of variables that need to be considered in each situation. As a biological stressor, noise can influence the entire physiological system. Most effects seem to be transitory, but with continued exposure some effects have been shown to be chronic in laboratory animals.

Annoyance

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

8.2 MOTOR VEHICLE NOISE

Existing Motor Vehicle Noise



Traffic noise is a significant noise source in Placentia. By 2016, five railroad crossings in the City have been improved to either lower the railroad line or to raise the road overhead, thus reducing existing rail noise (elimination of train horns), and vehicular traffic will become the primary source of noise. Traffic noise on surface streets is a significant source of noise within the community.

Noise levels along roadways are determined by a number of traffic characteristics, most important of which is the average daily traffic (ADT). Additional factors include the percentage of trucks on the roadways, vehicle speed, the time distribution of traffic and gradient of the roadway. All roadway classifications within the City, excluding collectors, would be considered significant noise generators since these roadways would be the most frequently traveled. Roadways in the City are designated according to five classifications (See the Mobility Element for Functional Roadway Classification information):

- principal arterials;
- major arterials;
- primary arterials;
- secondary arterials;
- divided collector;
- collectors; and
- local streets.

Roadway noise levels throughout the City were projected using the Federal Highway Administration's (FHWA) Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. The FHWA model is based upon reference energy mean emission levels (REMELS) for automobiles, medium trucks (two axles) and heavy trucks (three or more axles), with consideration given to vehicle volume, speed, roadway configuration, distances to the receiver, and the acoustical characteristics of the site. To predict CNEL values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The California Vehicle Noise (Calveno) traffic noise emission curves are used as recommended by the California Department of Transportation (Caltrans) to more accurately calculate noise levels generated by traffic in California. Additionally, freeway noise levels and contours were projected using the FHWA Traffic Noise Model version 2.5 (TNM 2.5). TNM 2.5 uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling noise from high volumes of traffic and high vehicle speeds associated with freeways.

Noise projections are based on vehicular traffic as derived from site reconnaissance and measurement and the City of Placentia General Plan Mobility Element, *Draft Technical Traffic Study Report*, dated July 27, 2018. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (i.e., number of lanes), the roadway width, the average

daily traffic (ADT), vehicle travel speed, percentages of automobile and truck traffic, roadway grade, angle of view, and site conditions (hard or soft). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses.

Existing noise contours were calculated for the City’s primary and major arterials; refer to Table 2, Existing Traffic Noise Levels. In addition, a number of secondary and commuter streets were modeled as well. Noise generation for each roadway link was calculated and the distance to the 60 dBA CNEL, 65 dBA CNEL, and 70 dBA CNEL contours was determined. Exhibit 2, Existing Roadway Noise Contours, depicts the approximate location of the existing noise contours within the City.

Table 8-2. Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Golden Avenue					
Valencia Avenue to East City Limit	3,400	57.0	59	19	6
Kraemer Boulevard to Valencia Avenue	5,400	59.0	93	29	9
Bastanchury Road					
West City Limits to Kraemer Boulevard	25,100	68.2	780	247	78
Kraemer Boulevard to Valencia Avenue	20,400	67.3	634	201	63
Valencia Avenue to East City Limit	16,800	66.6	522	165	52
Yorba Linda Boulevard					
Bradford Avenue to Kraemer Boulevard	34,300	68.1	803	254	80
Kraemer Boulevard to Valencia Avenue	26,300	67.2	617	195	62
Valencia Avenue to Rose Drive	23,400	66.7	548	173	55
Rose Drive to Eastern City Limit	25,700	67.1	603	191	60
Palm Drive					

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Yorba Linda Boulevard to Valencia Avenue	8,400	62.3	197	62	20
Valencia Avenue to Rose Drive	11,000	65.9	444	140	44
Madison Avenue					
West City Limits to Bradford Avenue	6,200	59.6	107	34	11
Bradford Avenue to Kraemer Boulevard	8,600	61.2	148	47	15
Buena Vista Avenue					
Rose Drive to East City Limit	13,100	65.4	407	129	41
Alta Vista Street					
Angelina Drive to Kraemer Boulevard	4,100	55.0	35	11	4
Kraemer Boulevard to Rose Drive	15,000	66.1	466	147	47
Rose Drive to Van Buren Street	10,000	64.3	311	98	31
Chapman Avenue					
Placentia Avenue to Bradford Avenue	21,700	65.1	374	118	37
Bradford Avenue to Kraemer Boulevard	19,300	64.6	333	105	33
Kraemer Boulevard to Orangethorpe Avenue	8,000	62.0	188	59	19
Crowther Avenue					
Placentia Avenue to Melrose Street	5,200	60.3	122	39	12
Melrose Street to East City Limit	4,000	59.2	94	30	9
Orangethorpe Avenue					
Placentia Avenue to Melrose Street	23,900	66.6	560	177	56
Melrose Street to Kraemer Boulevard	17,600	65.5	413	130	41
City Limit w/o Chapman Avenue to Chapman Avenue	7,300	62.8	227	72	23
Chapman Avenue to Rose Drive	13,300	65.3	413	131	41

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Rose Drive to East City Limit	13,800	65.7	429	136	43
Miraloma Avenue					
Van Buren Street to Richfield Road	5,000	58.9	86	27	9
Richfield Road to Lakeview Avenue	5,000	58.9	86	27	9
Placentia Avenue					
South City Limit to Orangethorpe Avenue	11,500	63.7	270	85	27
Orangethorpe Avenue to Crowther Avenue	17,400	65.4	407	129	41
Crowther Avenue to Chapman Avenue	17,700	65.5	415	131	41
Chapman Avenue to n/o Primrose Avenue	22,300	66.6	523	165	52
Macadamia Lane to Bastanchury Road	20,300	66.1	476	151	48
Bastanchury Road to Rolling Hills Drive	11,500	63.7	269	85	27
Melrose Street					
South City Limit to Orangethorpe Avenue	15,500	63.7	267	85	27
Orangethorpe Avenue to Crowther Avenue	9,000	62.6	211	67	21
Crowther Avenue to Santa Fe Avenue	7,500	59.1	93	29	9
Bradford Avenue					
Santa Fe Avenue to Chapman Avenue	4,300	55.2	37	12	4
Chapman Avenue to Madison Avenue	9,400	60.0	116	37	12
Madison Avenue to North City Limit	11,500	60.8	142	45	14
Kraemer Boulevard					
South City Limits to Orangethorpe Avenue	23,500	66.7	551	174	55

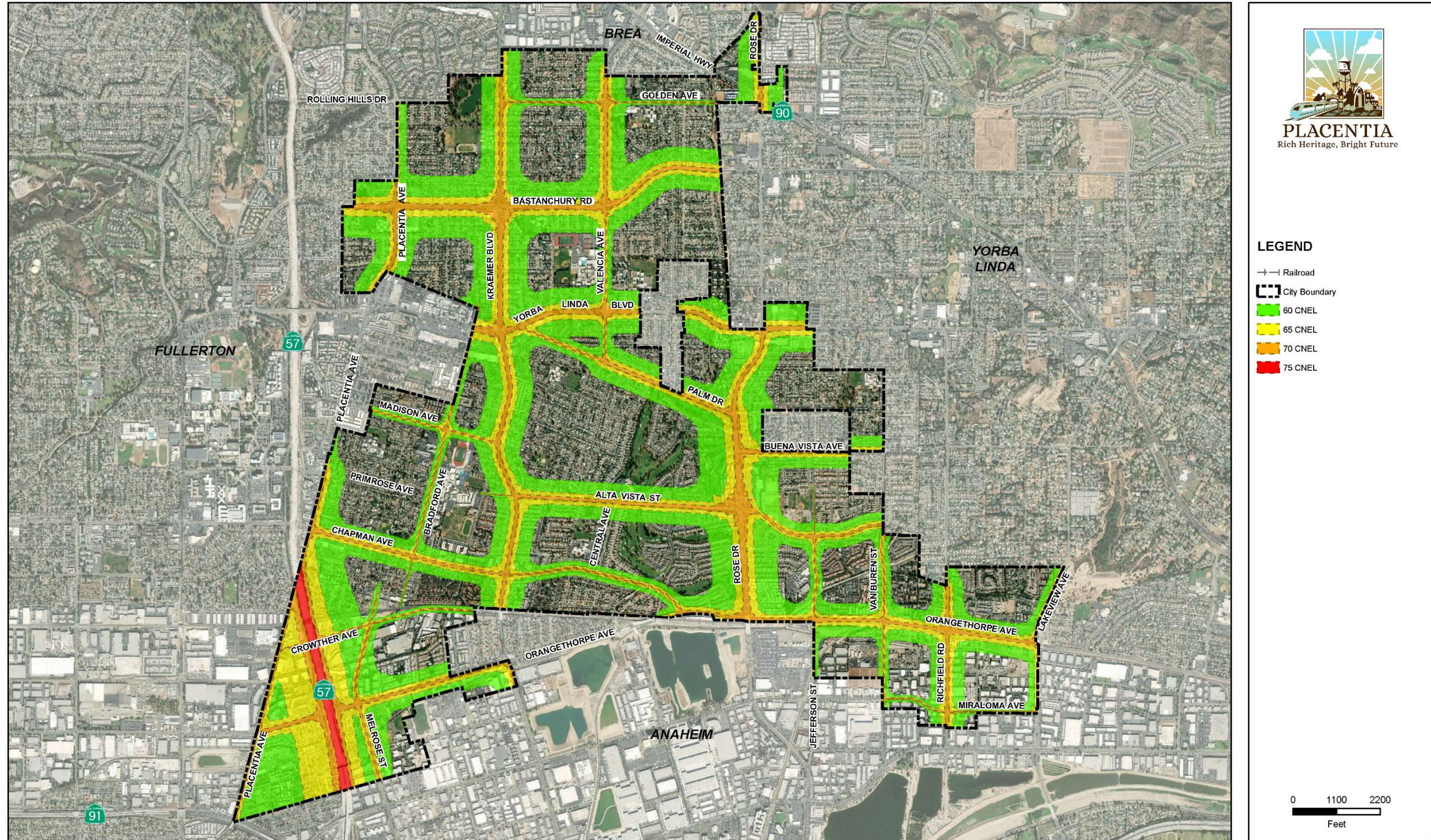
Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Crowther Avenue to Chapman Avenue	21,700	66.4	509	161	51
Chapman Avenue to Madison Avenue	21,500	66.3	503	159	50
Madison Avenue to Yorba Linda Boulevard	24,600	66.9	577	182	58
Yorba Linda Boulevard to Bastanchury Road	21,800	67.6	678	214	68
Bastanchury Road to North City Limit	20,800	66.2	488	154	49
Valencia Avenue					
Palm Drive to Yorba Linda Boulevard	5,700	60.7	134	42	13
Yorba Linda Boulevard to Bastanchury Road	9,800	61.7	169	53	17
Bastanchury Road to Northern City Limit	8,300	66.3	488	154	49
Rose Drive					
Orangethorpe Avenue to Alta Vista Street	26,700	68.5	829	262	83
Alta Vista Street to Palm Drive	31,500	69.2	980	310	98
Palm Drive to Yorba Linda Boulevard	22,700	66.5	532	168	53
City Limit s/o Golden Avenue to North City Limit	24,000	66.7	563	178	56
Jefferson Street					
South City Limits to Orangethorpe Avenue	5,300	60.2	124	39	12
Orangethorpe Avenue to Alta Vista Street	4,800	61.1	149	47	15
Alta Vista Street to Garten Drive	1,900	51.7	16	5	2
Van Buren Street					
South City Limits to Orangethorpe Avenue	5,700	60.8	134	42	13

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Orangethorpe Avenue to North City Limit	7,300	61.9	171	54	17
Richfield Road					
South City Limits to Orangethorpe Avenue	13,700	65.7	426	135	43
Orangethorpe Avenue to North City Limit	12,700	65.4	395	125	39
Lakeview Avenue					
South City Limit to North City Limit	7,300	63.0	227	72	23
Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level "-" = contour is located within the roadway right-of-way					

Source: Traffic noise modeling is based on traffic data provided in the City of Placentia General Plan Mobility Element, *Update Technical Traffic Study*, August 2018.

As shown in [Table 2](#), the existing traffic noise levels range from a low of 51.7 CNEL along Jefferson Street from Alta Vista Street to Garten Drive to a high of 69.2 CNEL along Rose Drive from Alta Vista Street to Palm Drive when measured at 100 feet from the centerline.

Exhibit 8-2. Existing Roadway Noise Contours



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Future Motor Noise

In addition, Proposed General Plan noise contours were calculated for the City’s primary and major arterials; refer to Table 3, Proposed General Plan Traffic Noise Levels. Noise generation for each roadway link was calculated and the distance to the 60 dBA CNEL, 65 dBA CNEL, and 70 dBA CNEL contours was determined. Exhibit 3, Proposed General Plan Roadway Noise Contours, depicts the approximate location of the Proposed General Plan noise contours within the City.

Table 8-3. Proposed 2040 General Plan Traffic Noise Levels

Roadway Segment	Proposed 2040 General Plan Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Golden Avenue					
Valencia Avenue to East City Limit	3,980	57.7	69	22	7
Kraemer Boulevard to Valencia Avenue	5,930	59.4	102	32	10
Bastanchury Road					
West City Limits to Kraemer Boulevard	27,910	68.7	867	274	87
Kraemer Boulevard to Valencia Avenue	22,430	67.1	697	220	70
Valencia Avenue to East City Limit	19,250	67.2	598	189	60
Yorba Linda Boulevard					
Bradford Avenue to Kraemer Boulevard	37,690	68.5	883	279	88
Kraemer Boulevard to Valencia Avenue	28,990	67.6	679	215	68
Valencia Avenue to Rose Drive	25,720	67.1	602	190	60
Rose Drive to Eastern City Limit	28,310	67.5	664	210	66
Palm Drive					
Yorba Linda Boulevard to Valencia Avenue	9,200	62.7	215	68	22
Valencia Avenue to Rose Drive	11,740	66.2	473	150	47

Roadway Segment	Proposed 2040 General Plan Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Madison Avenue					
West City Limits to Bradford Avenue	7,020	60.2	121	38	12
Bradford Avenue to Kraemer Boulevard	9,510	61.7	164	52	16
Buena Vista Avenue					
Rose Drive to East City Limit	14,400	65.8	447	142	45
Alta Vista Street					
Angelina Drive to Kraemer Boulevard	4,530	55.4	39	12	4
Kraemer Boulevard to Rose Drive	16,240	66.4	505	160	50
Rose Drive to Van Buren Street	10,640	64.6	331	105	33
Chapman Avenue					
Placentia Avenue to Bradford Avenue	26,790	66.0	462	146	46
Bradford Avenue to Kraemer Boulevard	22,000	65.2	379	120	38
Kraemer Boulevard to Orangethorpe Avenue	10,900	63.3	255	81	26
Crowther Avenue					
Placentia Avenue to Melrose Street	7,960	62.1	186	59	19
Melrose Street to East City Limit	5,100	60.3	119	38	12
Orangethorpe Avenue					
Placentia Avenue to Melrose Street	27,280	67.2	640	202	64
Melrose Street to Kraemer Boulevard	19,950	66.1	467	148	47
City Limit w/o Chapman Avenue to Chapman Avenue	8,870	63.7	275	87	28
Chapman Avenue to Rose Drive	17,140	66.4	533	169	53
Rose Drive to East City Limit	16,180	66.4	503	159	50

Roadway Segment	Proposed 2040 General Plan Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Miraloma Avenue					
Van Buren Street to Richfield Road	6,530	60.1	113	36	11
Richfield Road to Lakeview Avenue	5,610	59.4	97	31	10
Placentia Avenue					
South City Limit to Orangethorpe Avenue	14,240	64.6	334	106	33
Orangethorpe Avenue to Crowther Avenue	22,000	66.4	515	163	52
Crowther Avenue to Chapman Avenue	19,820	66.0	464	147	46
Chapman Avenue to n/o Primrose Avenue	24,640	67.0	577	183	58
Macadamia Lane to Bastanchury Road	22,370	66.5	525	166	52
Bastanchury Road to Rolling Hills Drive	12,600	64.1	295	93	30
Melrose Street					
South City Limit to Orangethorpe Avenue	18,290	64.4	315	100	31
Orangethorpe Avenue to Crowther Avenue	12,670	64.1	297	94	30
Crowther Avenue to Santa Fe Avenue	8,620	59.7	107	34	11
Bradford Avenue					
Santa Fe Avenue to Chapman Avenue	4,690	55.6	40	13	4
Chapman Avenue to Madison Avenue	10,350	60.4	128	40	13
Madison Avenue to North City Limit	12,600	61.2	156	49	16
Kraemer Boulevard					

Roadway Segment	Proposed 2040 General Plan Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
South City Limits to Orangethorpe Avenue	25,840	67.2	605	191	61
Crowther Avenue to Chapman Avenue	24,180	66.9	567	179	57
Chapman Avenue to Madison Avenue	24,150	66.8	566	179	57
Madison Avenue to Yorba Linda Boulevard	27,200	67.3	637	201	64
Yorba Linda Boulevard to Bastanchury Road	24,130	68.0	750	237	75
Bastanchury Road to North City Limit	22,980	66.6	538	170	54
Valencia Avenue					
Palm Drive to Yorba Linda Boulevard	6,250	61.1	147	46	15
Yorba Linda Boulevard to Bastanchury Road	10,740	62.1	185	59	19
Bastanchury Road to Northern City Limit	9,140	62.7	214	68	21
Rose Drive					
Orangethorpe Avenue to Alta Vista Street	29,460	69.0	916	290	92
Alta Vista Street to Palm Drive	34,760	69.6	1082	342	108
Palm Drive to Yorba Linda Boulevard	25,380	67.0	594	188	59
City Limit s/o Golden Avenue to North City Limit	29,680	67.6	695	220	70
Jefferson Street					
South City Limits to Orangethorpe Avenue	6,260	60.9	147	46	15
Orangethorpe Avenue to Alta Vista Street	5,530	61.8	172	54	17
Alta Vista Street to Garten Drive	2,220	52.3	19	6	2

Roadway Segment	Proposed 2040 General Plan Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Van Buren Street					
South City Limits to Orangethorpe Avenue	6,350	61.3	149	47	15
Orangethorpe Avenue to North City Limit	8,040	62.3	188	60	19
Richfield Road					
South City Limits to Orangethorpe Avenue	16,710	66.6	519	164	52
Orangethorpe Avenue to North City Limit	16,480	66.5	512	162	51
Lakeview Avenue					
South City Limit to North City Limit	9,570	64.1	297	94	30
Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level "-" = contour is located within the roadway right-of-way					

Source: Traffic noise modeling is based on traffic data provided in the City of Placentia General Plan Mobility Element, Update Technical Traffic Study, August 2018.

As shown in [Table 3](#), the proposed General Plan traffic noise levels range from a low of 52.3 CNEL along Jefferson Street from Alta Vista Street to Garten Drive to a high of 69.6 CNEL along Rose Drive from Alta Vista Street to Palm Drive.

Freeways typically result in greater noise levels than other roadways due to higher traffic volumes and vehicle speeds. As shown on [Exhibit 2](#) and [Exhibit 3](#), SR-57 traverses the City of Placentia and represents a primary source of traffic noise in the southwestern portion of the City. The following describes the traffic volumes and general characteristics of the freeway within the City of Placentia.



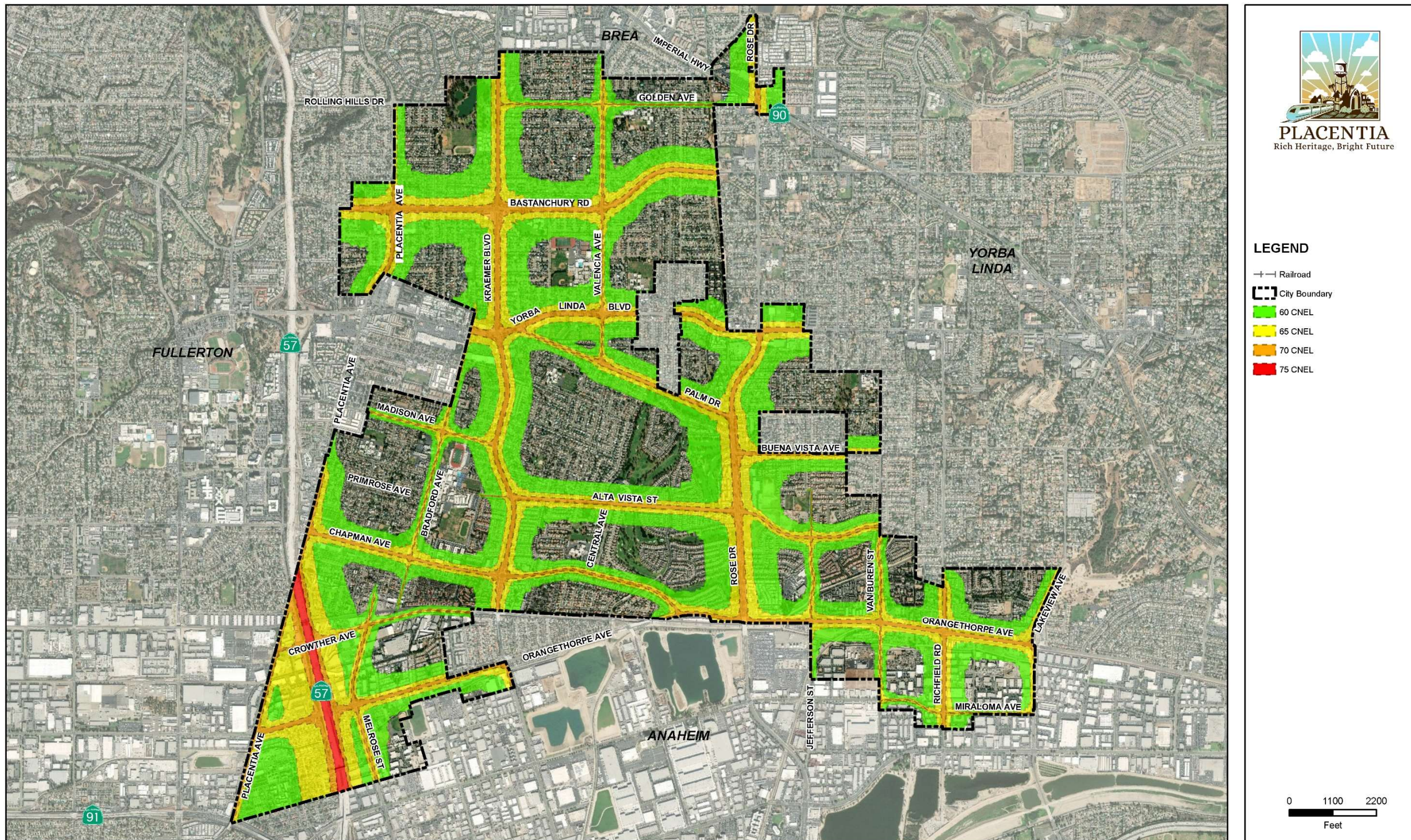
State Route 57

SR-57 is a major north-south freeway that traverses through the southwestern portion of the City of Placentia. Based on data from Caltrans, average daily traffic along the segments of SR-57 that pass through Placentia ranges from 278,400 vehicles to 279,300 vehicles for both northbound and southbound traffic.¹

Under existing and proposed General Plan conditions, no areas within the City experience traffic noise levels in excess of 70 dBA CNEL at 100 feet from the roadway centerline. Moreover, it should be noted that the FHWA RD-77-108 models do not account for variations in topography, intervening structures, or soundwalls. However, many of the City's commercial areas experience noise levels in excess of 65 CNEL adjacent to major arterial roadways and freeway rights-of-way. Residences located within this area may experience unacceptable noise levels. It should be noted that these are modeled traffic noise levels and are not based upon actual site measurements.

¹ California Department of Transportation, 2016 Traffic Volumes on California State Highways, http://www.dot.ca.gov/trafficops/census/docs/2016_aadt_volumes.pdf, accessed October 22, 2018.

Exhibit 8-3. Proposed Roadway Noise



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8.3 TRUCK ROUTES, RAIL, AIRCRAFT/AIRPORT NOISE

Truck Routes

Truck routes direct large trucks onto roadways that are designed to accommodate them. Truck routes are typically distant from sensitive receptor locations or noise levels have been appropriately mitigated to acceptable levels. Currently, designated truck routes within the City's limit are along the Orange Freeway (SR-57), Placentia Avenue, Melrose Street, Rose Drive, Lakeview Avenue, Imperial Highway, Yorba Linda Boulevard, Chapman Avenue, Crowther Avenue, and Orangethorpe Avenue. Crowther Avenue will be removed from the approved list of truck routes once the TOD project area is fully developed. Trucks use the shortest possible route to arrive at their destination, but must use these designated truck routes. As the City grows and traffic levels increase, there is a potential for increased truck noise conflicts with adjacent land uses.

Rail Noise



One of the primary noise sources in the City of Placentia is the BNSF Railway Company (BNSF) line located in the southern portion of the City. This rail line traverses the City in an east-west direction, generally parallel to Crowther Avenue and Orangethorpe Avenue. The railroad easement passes through residential, commercial, and industrial areas along its transect through the City. The BNSF operates a major double-track freight rail line known as the Orange County Gateway along the Orangethorpe Corridor. This rail line connects the Port of Los Angeles with the Inland Empire and Midwest United States. The track serves BNSF freight trains as well as the Metrolink 91 Line. The line supports the freight transportation needs of local industry and freight train frequency changes according to local market demand. Currently more than 70 freight trains and 12

passenger trains per day use this rail line. By Year 2030 it is forecast that over 150 trains per day will use this line.

Plans are underway to begin construction of a Metrolink commuter train station in 2020, to be located at the intersection of Melrose Avenue and Crowther Avenue.² Currently 10 Metrolink trains per day use this line. Metrolink train frequency is expected to increase to 13 trains per day by the time the Placentia Metrolink station is completed.

The OCTA railroad grade separation (OC Bridges) projects have been completed, physically separating rail and highway traffic at five at-grade rail/highway grade crossings in the City. The grade separation projects eliminate significant delays to north-south vehicle traffic due to increasing freight and passenger rail traffic on the double-track BNSF rail line adjacent to and south of Orangethorpe Avenue.

In addition, in 2007, the City adopted the Placentia “Quiet Zone,” the first in Orange County and one of only a few in the nation and was put in effect to silence unnecessary train whistles. All trains are prohibited from using horns, 24 hours a day, in the quiet zone unless an engineer feels an emergency exists that threatens human or animal injury or property damage. There are three railroad crossings in Placentia which have no grade separations and a Quiet Zone is in effect to reduce the train noise at these locations.

Aircraft and Airport Noise

Noise exposure contours around airports are determined from the number and type of aircraft using the airport, the magnitude and duration of each fly over, flight paths, and the time of day when flights occur. The Airport Noise Standards contained in Title 4 of the *California Administrative Code* specify that airports shall not permit noise exposures of 65 dB CNEL or greater to extend into residential or school areas. The State Aeronautics Act specifies 65 dB CNEL as the criterion which airports must meet to protect existing residential communities from unacceptable exterior exposures to aircraft noise. The exterior maximum of 65 dB CNEL is given as the level deemed acceptable to a reasonable person residing in urban residential areas where houses are of typical California construction and may have windows partially open.

There are no airports within the City of Placentia. The Fullerton Municipal Airport, approximately 5 miles to the west of the City, is the nearest airport to the City. The Orange County Airport Land Use Commission (ALUC) is an advisory body that ensures airport land use compatibility and reviews local agency land use actions and airport plans. Lead agencies are required to use the Airport Land Use Planning Handbook as a technical resource when assessing the airport related noise and safety impacts of airport vicinity projects. According to the ALUC, the City of

² KOA Corporation, City of Placentia General Plan Mobility Element Update Technical Traffic Study, August 2018.

Placentia is located outside of Fullerton Municipal Airport Impact Zone. Therefore, airport noise does not currently cause annoyance within the City.



Although Placentia is outside of the impact zone of Fullerton Airport, planes do fly overhead to and from John Wayne Airport. Principal regulation of air traffic is with the Federal Aviation Administration (FAA), although any neighboring airport, such as the John Wayne Airport, has to consult surrounding cities when proposing to change hours, flight patterns or increase number of flights.

8.4 STATIONARY NOISE SOURCES

Stationary noise sources are defined as stationary devices that emit sound while fixed or motionless. These include but are not limited to parking lots, delivery areas, outdoor loudspeakers and mechanical equipment of various types (i.e., air compressors, generators, heating/ventilation/air conditioning units). Other significant stationary noise sources in the City may include noise from construction activities and landscaping equipment. These noise sources are typically associated with commercial and industrial land uses, which if located in proximity to residential land uses, may generate occasional noise impacts. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. Commercial uses are found throughout the City, primarily along major arterials. These impacts are best controlled through effective land use planning and application of the City Noise Ordinance, with site-specific noise mitigation where required.



Construction Noise

Construction noise is one of the most common stationary noise sources in the City. The use of pile drivers, drills, trucks, pavers, graders, and a variety of other equipment can result in short, sporadic elevated noise levels. Although construction noise impacts are generally short-term in nature, it can often disturb nearby sensitive uses.

Commercial Noise

Commercial development covers a broad spectrum of uses including retail, office, and service commercial. Commercial uses consist of 212.7 acres, or 6.1 percent of the City's total acreage. Commercial uses are primarily concentrated along major arterials, serving Placentia residents and the surrounding region.

A variety of stationary noise sources associated with commercial activities exists throughout the City of Placentia. Commercial noise sources may include mechanical equipment and engines in non-moving motors such as power tools. Additional stationary noise sources include animals, stereos, musical instruments, sporting events, and horns. These noise sources have the potential to temporarily disrupt the noise environment of an area.

Industrial Zone

Industrial noise sources are located in industrial zoned properties throughout the City. In general, industrial noise sources are not creating large-scale problems, but some localized noise problems related to industrial sources do exist. The existing industrial designation encompasses approximately 326 acres, or eight percent of the City's total acreage. Under the proposed General Plan, future industrial uses encompass approximately 311 acres, or seven percent of the City's total acreage. Industrial developments are generally located in the southern portion of the City, adjacent to the BNSF Railroad. The City's Zoning Ordinance establishes three

types of districts dedicated to industrial uses, Manufacturing, Commercial Manufacturing, and Combining Planned Manufacturing districts.

The existing Atwood oil field yields approximately 200 barrels per day, down from 600 at its peak. There is some noise associated with the pump jacks, but this noise has not caused impacts to the surrounding uses. This oil field remains, but its use is in decline.

Industrial land uses have the potential to generate noise that can be considered intrusive to nearby sensitive land uses. Depending on the type of industrial operation, noise sources could involve mechanical equipment, loading and unloading of vehicles and trucks, as well as amplified or un-amplified communications. The level and intrusiveness of the noise generated also vary depending on the size and type of the facility, type of business, hours of operation, and location relative to sensitive land uses.

8.5 SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of noise than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, assisted living or retirement homes, rehabilitation centers, long-term care, and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, and libraries to be sensitive to noise and air pollutants. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present, and where there is a reasonable expectation of lower levels of human exposure to noise.

Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, motorcycle parks, rifle ranges, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. These types of land uses also often generate high noise levels. Moderately sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, and outpatient clinics. Current land uses located within the City of Placentia that are sensitive to intrusive noise include residential uses, schools, libraries, hospitals, churches, and parks.

8.6 AMBIENT NOISE

Placentia's noise environment is dominated by vehicular traffic, including vehicular generated noise along SR-57 as well as major and primary arterials. The major arterials that serve the City are Imperial Highway, Bastanchury Road, Rose Drive, Yorba Linda Boulevard, and Orangethorpe Avenue. Chapman Avenue, Placentia Avenue, Kraemer Boulevard, and Lakeview Avenue are classified as primary arterials. Secondary arterials within the City are Palm Drive, Madison Avenue, Alta Vista Street, Miraloma Avenue, Melrose Street, Bradford Avenue, Jefferson Street,

Richfield Road and Van Buren Street. These roadways have been designed to specifically carry large volumes of traffic, although long-established land use patterns have placed residential uses along some portions of these roadways.

8.7 NOISE MEASUREMENT SITES

Noise measurements were taken throughout the City of Placentia at 11 locations as illustrated in Exhibit 4, *Noise Measurement Locations*. Based upon the research conducted for the City’s development patterns, the City was divided into Acoustical Analysis Zones (AAZ) to identify areas of homogenous acoustical conditions. Aerial imagery with a one-foot pixel resolution was utilized for a visual representation of the City’s roadway and land use layout. In addition, the City’s existing General Plan land use map and Zoning map were utilized to determine the City’s existing and proposed patterns of development.

The noise measurement locations were selected as a representative sample of the more urbanized portions of the City in order to identify ambient baseline levels. Noise measurements were conducted during non-peak traffic hours because free flowing traffic conditions yield higher noise levels, as opposed to rush hour traffic during peak hours when vehicle speeds and heavy truck volumes are low. The noise measurements described in Table 4, *Existing Noise Levels*, were taken adjacent to major roadways in the City to determine peak noise levels at worst-case sensitive receptor locations.

Table 8-4. Existing Noise Levels

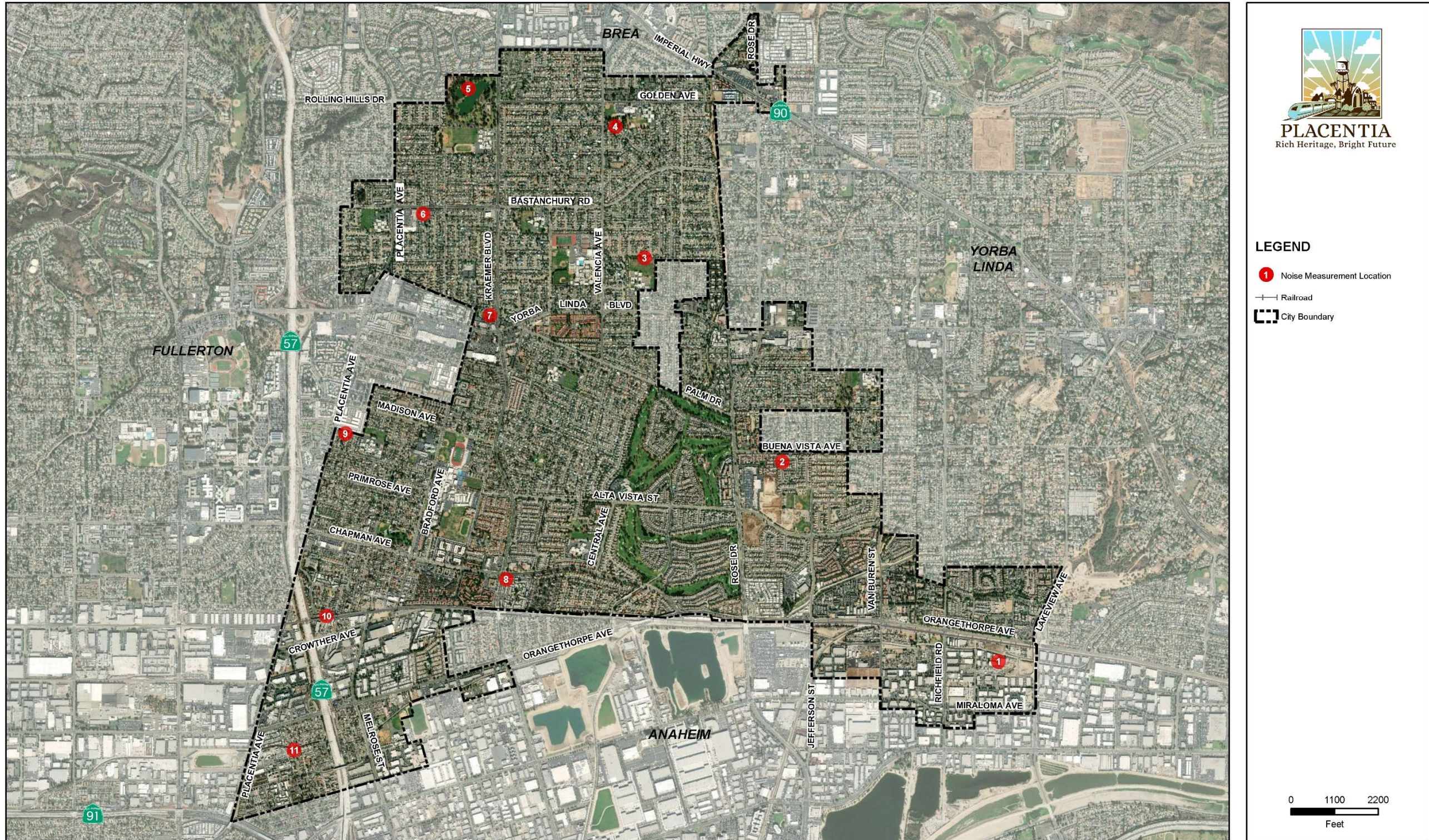
Site No.	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Peak (dBA)	Date and Time
1	Nancita Circle cul-de-sac	61.0	50.5	73.8	91.8	June 5, 2014 8:58 a.m. – 9:08 a.m.
2	East Corbett Drive cul-de-sac; off of Buena Vista Avenue	50.1	39.6	71.0	91.8	June 5, 2014 9:23 a.m. – 9:33 a.m.
3	Wagner Park	51.0	40.4	73.8	92.6	June 5, 2014 9:46 a.m. – 9:56 a.m.
4	Koch Park	53.8	44.3	72.0	92.3	June 5, 2014 10:09 a.m. – 10:19 a.m.
5	Tri-City Park	49.7	41.1	67.5	92.8	June 5, 2014 10:32 a.m. – 10:42 a.m.

Site No.	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Peak (dBA)	Date and Time
6	Beal Avenue/Stanley Avenue cul-de-sac	51.0	41.7	71.6	92.8	June 5, 2014 10:51 a.m. – 11:01 a.m.
7	Bradford Park	52.3	45.7	65.2	88.9	June 5, 2014 11:10 a.m. – 11:20 a.m.
8	Southeast corner of Kramer Boulevard and Chapman Avenue intersection (next to condo complex)	65.0	50.4	87.8	109.1	June 5, 2014 11:39 a.m. – 11:49 a.m.
9	Northernmost portion of Moonbeam Street, east of Placentia Avenue	44.6	52.8	48.2	71.7	June 5, 2014 1:04 p.m. – 1:14 p.m.
10	Monterey Way cul-de-sac, to the north of existing railroad	64.7	52.1	85.7	109.1	June 5, 2014 1:21 p.m. – 1:31 p.m.
11	Northernmost portion of Arnold Drive, east of Placentia Avenue	57.5	45.8	78.1	92.3	June 5, 2014 1:43 p.m. – 1:53 p.m.

Leq = equivalent sound level; dBA = A-weighted decibel.

Source: RBF Consulting, *Noise Monitoring Survey*, June 5, 2014.

Exhibit 8-4. Noise Measurement Locations



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Noise levels at the selected sensitive receptor sites were measured by RBF Consulting on June 5, 2014, using a Brüel & Kjær model 2250 sound level meter (SLM) equipped with Brüel & Kjær pre-polarized freefield microphone, which meets standards of the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. Each measurement was for 10 minutes, and the sound meter was calibrated before each measurement was taken.

Measurement Site 1

Measurement Site 1 was located within an industrial area, at the Nancita Circle cul-de-sac, to the east of Richfield Road. Sources of peak noise included a beeping sound and mechanical equipment from the adjacent industrial use, a leaf blower, two cars and one heavy truck driving along Nancita Circle. The noise level monitored at Site 1 was 61.0 dBA.

Measurement Site 2

Measurement Site 2 was located within a single-family residential area at the East Corbett Drive cul-de-sac, to the south of Buena Vista Avenue. The monitored noise level was 50.1 dBA, with the majority of noise from birds chirping, traffic on Buena Vista Avenue, and dogs barking.

Measurement Site 3

Measurement Site 3 was located at Wagner Park, south of Trumpet Avenue. The monitored noise level was 51.0 dBA with peak noise from cars on Trumpet Avenue, children playing outside at Wagner Elementary School to the south, and birds chirping.

Measurement Site 4

Measurement Site 4 was located at Koch Park, east of Valencia Avenue. Peak noise emanated from a leaf blower, cars driving on nearby roadways, and birds chirping. The monitored noise level was 53.8 dBA.

Measurement Site 5

Measurement Site 5 was located at Tri-City Park. The monitored noise level was 49.7 dBA. The source of peak noise included people walking and talking along the adjacent pedestrian path, traffic on Kramer Boulevard, and birds chirping.

Measurement Site 6

Measurement Site 6 was located at the Beal Avenue/Stanley Avenue cul-de-sac, to the south of Bastanchury Road. The monitored noise level was 51.0 dBA. Sources of peak noise were from ambient traffic noise on nearby roadways, two cars driving by on Beal Avenue, and birds chirping.

Measurement Site 7

Measurement Site 7 was located at Bradford Park, to the west of Kramer Boulevard. Sources of peak noise included traffic on Kramer Boulevard, an airplane flying overhead, and birds chirping. The monitored noise level was 52.3 dBA.

Measurement Site 8

Measurement Site 8 was located at the southeast corner of Kramer Boulevard and Chapman Avenue intersection, next to an existing condominium complex. Sources of peak noise included traffic on Kramer Boulevard and Chapman Avenue, wind, and a garbage truck passing by. The monitored noise level was 65.0 dBA.

Measurement Site 9

Measurement Site 9 was located within a residential area, at the northernmost portion of Moonbeam Street. Sources of peak noise included ambient traffic noise on nearby roadways, and birds chirping. The monitored noise level was 44.6 dBA.

Measurement Site 10

Measurement Site 10 was located at the Monterey Way cul-de-sac, within a multi-family residential area, to the north of an existing railroad. The monitored noise level was 64.7 dBA and peak noise included traffic noise from SR-57, two trains passing by, three cars driving on Monterey Way, birds chirping, and wind.

Measurement Site 11

Measurement Site 11 was located within a residential area, at the northernmost portion of Arnold Drive. Peak noise included birds chirping, wind, ambient traffic noise on nearby roadways, and two planes flying overhead. The monitored noise level was 57.5 dBA.

8.8 THE REGULATORY FRAMEWORK

Federal

The Federal Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, the U.S. Environmental Protection Agency (EPA) administrators determined that subjective issues such as noise would be better addressed at more local levels of government, thereby allowing more individualized control for specific issues by designated Federal, State, and local government agencies. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to specific federal agencies, and state and local governments. However, noise control guidelines and regulations contained in the EPA rulings in prior years remain in place.

State

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles (i.e., the *California Vehicle Code*) and those governing occupational noise control (i.e., Occupational Safety and Health Administration) are not applicable to planning efforts nor are these areas typically subject to CEQA analysis. Thus, these regulatory guidelines are not included in this analysis. The following is State of California and state agency regulation that has been deemed applicable to this project.

Title 24

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (*CCR Title 24*, Part 2, Chapter 12, Section 1207.11.2). *Title 24* establishes standards for interior room noise attributable to outside noise sources. *Title 24* also specifies that acoustical studies should be prepared whenever a residential building or structure is proposed to be located in areas with exterior noise levels 60 dB Ldn or greater. The acoustical analysis must show that the building has been designed to limit intruding noise to an interior level not exceeding 45 dB Ldn for any habitable room.

Government Office of Planning and Research

The State of California General Plan Guidelines, published by the State Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 5, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. OPR guidelines are advisory in nature. Local jurisdictions, including the City of Placentia, have the responsibility to set specific noise standards based on local conditions.

Table 8-5. Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 - 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 77.5	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

CNEL = community noise equivalent level; NA = not applicable

NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.

CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, California, *General Plan Guidelines*, 2017.

As depicted in [Table 5](#), the range of noise exposure levels overlap between the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable categories. The OPR's *State of California General Plan Guidelines*, note that noise planning policy needs to be rather flexible and dynamic to reflect not only technological advances in noise control, but also economic constraints governing application of noise-control technology and anticipated regional growth and demands of the community. In project specific analyses, each community must decide the level of noise exposure its residents are willing to tolerate within a limited range of values below the known levels of health impairment. Therefore, the City may use their discretion to determine which noise levels are considered acceptable or unacceptable, based on land use, project location, and other project factors.

Local

City of Placentia General Plan

The State of California has mandated that local governments prepare a noise element as part of their general plans. The Noise Element of the proposed General Plan will be the guiding document for the City's noise policy and contains various goals and accompanying policies and objectives designed to protect residents and businesses from excessive and persistent noise intrusions. The Noise Element will describe the existing noise environment, goals and policies, as well as Federal, State and City noise regulations.

City of Placentia Municipal Code

The City of Placentia's regulations with respect to noise are included in Chapter 23.76 (Noise Control) of Title 23 (Zoning) of the Municipal Code, also known as the Noise Ordinance. Construction-related and operational noise restrictions are discussed below.

Section 23.76.010 of the Noise Ordinance sets forth the general prohibition:

In order to control unnecessary, excessive and annoying sounds emanating from incorporated areas of the city, it is declared to be the policy of the city to prohibit such sounds generated from all sources as specified in this chapter.

It is determined that certain noise levels are detrimental to the public health, welfare and safety and contrary to public interest, therefore, the city council declares that creating, maintaining, causing or allowing to create, maintain or cause any noise in a manner prohibited by or not in conformity with the provisions of this chapter is a public nuisance and shall be punishable as such. (Ord. 75-O-105 § 1, 1975)

Section 23.76.040 assigns three noise zones for the properties within the City of Placentia as follows:

- Noise Zone 1: All Residential Property
- Noise Zone 2: All Commercial Property
- Noise Zone 3: All Industrial Property

Sections 23.76.050 (a) and 23.76.060 (a) define the exterior and interior noise level limits for residential, commercial, and industrial land uses (Noise Zone 1 through 3); refer to [Table 6, *City of Placentia Noise Level Limits*](#). The City does not have specific interior noise level limits for commercial and industrial land uses (Zone 2 and 3).

Table 8-6. City of Placentia Noise Level Limits

Noise Zone	Noise Level Limits dBA L_{eq} – 1-hour average	Time Period
Exterior Noise Standard		
1	55	7:00 a.m. – 10:00 p.m.
	50	10:00 p.m. – 7:00 a.m.
2	65	Anytime
3	70	Anytime
Interior Noise Standard		
1	55	7:00 a.m. – 10:00 p.m.
	45	10:00 p.m. – 7:00 a.m.

Noise Zone 1: All Residential Property
 Noise Zone 2: All Commercial Property
 Noise Zone 3: All Industrial Property

Source: City of Placentia, City of Placentia Municipal Code Sections 23.76.050 and 23.76.060, March 2018.

It should be noted that in the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by 5 dBA.

Sections 23.76.050 (b) and 23.76.060 (b) identify how the noise level limits identified in Sections 23.76.050 (a) and 23.76.060 (a), Table 6 above, will be enforced.

Sections 23.76.050 (b) states “It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential, commercial, or industrial property, either incorporated or unincorporated to exceed:

1. The noise standards for a cumulative period of time more than 30 minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour; or
3. The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or

4. The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dBA for any period of time.”

Section 23.76.050 (c) states “In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.”

Additionally, Section 23.76.050 (d) states “In the event that the noise source and the affected property are within different noise zones, the noise standard applicable to the affected property shall apply.” (Ord. 75-O-105 § 5, 1975)

Sections 23.76.060 (b) states “It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed:

1. The interior noise standard for a cumulative period of more than 5 minutes in any hour; or
2. The interior noise standard plus 5 dBA for a cumulative period of more than one minute in any hour; or
3. The interior noise standard plus 10 dBA for any period of time.”

Section 23.76.060 (c) states “In the event the ambient noise level exceeds either of the first two noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.” (Ord. 75-O-105 § 6, 1975)

Section 23.76.080 (Schools, hospitals and churches - Special provisions) states “It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church while the same is in use to exceed the noise limits as specified in Section 23.76.050 prescribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital; provided conspicuous signs are displayed in three separate locations within one-tenth (1/10) of a mile of the institution indicating the presence of a school, church, or hospital. (Ord. 75-O-105 § 8, 1975).”

Construction Noise

Section 23.81.170 (Grading, construction and maintenance of real property) of the Chapter 23.81 (General Regulations and Exceptions) is the relevant ordinance controlling construction noise. According to the Section 23.81.170, all grading of any real property shall be permitted only between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. on Saturday, and shall be prohibited at any time on Sunday and on all federal holidays, unless other hours are approved by the chief building official or city engineer upon receipt of evidence that an emergency exists which would constitute a hazard to persons or property.

Table 7, *Construction, Remodeling, and Maintenance Hours* depicts permitted time periods for construction activities and the maintenance of real property.

Table 8-7. Construction, Remodeling, and Maintenance Hours

Activity	Monday – Friday	Saturday	Sunday
Initial Construction	7:00 a.m. – 7:00 p.m.	9:00 a.m. – 6:00 p.m.	Prohibited
Remodeling, Repair work	7:00 a.m. – 7:00 p.m.	9:00 a.m. – 6:00 p.m.	10:00 a.m. – 5:00 p.m.
Maintenance of real property	7:00 a.m. – 7:00 p.m.	9:00 a.m. – 6:00 p.m.	10:00 a.m. – 5:00 p.m.

Source: City of Placentia, City of Placentia Municipal Code Section 23.81.170, March 2018.

Section 23.81.170 of the Municipal Code also notes the following:

1. Initial construction work includes new residential, commercial, and industrial developments. These are projects constructed on vacant property, which require the approval of the planning commission and, in particular cases, approval by the city council.
2. Remodeling, repair work pertains to construction activity on properties where structures already exist. This includes structural additions, rehabilitation work, miscellaneous projects, re-roofing, the construction of swimming pools, etc. These projects typically require over-the-counter permit approval only.
3. Maintenance of real property including, but not limited to: the mowing of lawns, trimming of trees and shrubs, general landscape maintenance. (Ord. 94-O-143 § 1, 1994)

Vibration

Vibrations caused by construction activities can be interpreted as energy transmitted in waves through the soil mass. These energy waves generally dissipate with distance from the vibration source as a result of spreading of the energy and frictional losses. The energy transmitted through the ground as vibration, if great enough, can result in structural damage. To assess the potential for structural damage associated with vibration from construction activities, the vibratory ground motion in the vicinity of an affected structure is measured in terms of peak particle velocity (PPV), typically in units of inches/second.

8.9 NOISE ATTENUATION TECHNIQUES

Noise impacts can be mitigated in three basic ways; (1) by reducing the sound level of the noise generator, (2) by increasing the distance between the source and receiver and (3) insulating the receiver.

Noise reduction can be accomplished by the appropriate placement of walls, landscaped berms, or a combination of the two, between the noise source and the receiver. Generally, effective noise shielding requires a solid barrier with a mass of at least four pounds per square-foot of surface area which is large enough to block the line of sight between source and receiver. Variations may be appropriate in individual cases based on distance, nature and orientation of buildings behind the barrier, and a number of other factors. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise.

Noise insulation can also be accomplished through proper building design. Nearby noise generators should be recognized in determining the location of doors, windows and vent openings. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective. These measures cannot realize their full potential unless care is taken in actual construction: doors and windows fitted properly; openings sealed; joints caulked; plumbing adequately insulated from structural members.

Insulation of noise sensitive uses, such as residences, schools, libraries, hospitals, care homes and certain types of stationary noise sources can reduce noise impacts. More efficient approaches involve limiting the level of noise generation at the source.

Traffic noise is greatest at intersections due to acceleration, deceleration and gear shifting. Measures such as signal synchronization can help to minimize this problem. Likewise, reduction of congestion aids in reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian) and restrictions on truck traffic.

Noise reduction through reduction of traffic volumes can also be accomplished with incentive programs for use of public transit facilities, bicycles and high-occupancy

vehicles, staggering of work hours and land use controls. Vehicle trips can be turned into pedestrian trips with integration of housing and employment into the same project or area, construction of high-density, affordable housing in proximity to employment, shopping and public transit facilities and other techniques.

8.10 GOALS AND POLICIES

Noise goals and policies are also located in the Health and Wellness Element of the General Plan.

GOAL N - 1 *Reduce noise impacts from transportation noise sources.*

Policy N - 1.1 Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Placentia. Special attention should be given to shielding noise sensitive uses.

Policy N - 1.2 Reduce transportation noise through proper design and coordination of new or remodeled transportation and circulation facilities.

Policy N - 1.3 Enforce all applicable City, State, and federal noise standards.

Policy N - 1.4 Ensure that the Zoning Ordinance, Mobility Element, and Land Use Element fully integrates the policies adopted as part of the Noise Element.

Policy N - 1.5 Consider alternate circulation routes for buses and other heavy vehicles using residential streets.

Policy N - 1.6 Require that new equipment purchased by the City of Placentia comply with noise performance standards.

Policy N - 1.7 Encourage use of public transit and other traffic reducing incentives to lessen noise through reduction of traffic volumes.

Policy N - 1.8 Continue to support the federal “quiet zones.”

Policy N - 1.9 Work with BNSF to develop pedestrian barriers to allow trains to minimize horn usage adjacent to residential areas.

GOAL N - 2 *Incorporate noise considerations into land use planning decisions.*

Policy N - 2.1 Land use planning decisions should be guided by the “normally acceptable” and “conditionally acceptable” community noise exposures, as established by the Office of Planning and Research and shown on Table 5.

Policy N - 2.2 Require noise-reduction techniques and mitigation measures in site planning, architectural design, and construction where

new projects do not meet the land use compatibility standards in Table 5.

- Policy N - 2.3** Discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments. Incorporate noise-reduction features during site planning to mitigate anticipated noise impacts on affected noise-sensitive land uses.
- Policy N - 2.4** Allow flexibility in planning policy to reflect technological advances in noise control and the economic constraints governing the application of noise-control technology.
- Policy N - 2.5** Require proposed development and building projects to demonstrate compliance with the Noise Element and Noise Ordinance prior to project approval. Inform building permit applicants of the relevant sections of the Noise Element and Ordinance.

GOAL N - 3 *Minimize noise spillover from commercial uses into nearby residential neighborhoods.*

- Policy N - 3.1** Require adherence to City and State exterior noise requirements, specifying exterior and interior noise levels.
- Policy N - 3.2** Use increased setbacks where necessary to ensure noise from new development does not impact adjoining residentially used or zoned property.
- Policy N - 3.3** Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.
- Policy N - 3.4** Truck deliveries within the City to commercial and industrial properties abutting residential uses shall fully comply with the City's Noise Ordinance.
- Policy N - 3.5** Limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise-sensitive uses.
- Policy N - 3.6** Require adherence to City and State building codes that specify indoor noise levels.
- Policy N - 3.7** Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collections areas.

GOAL N - 4 *Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.*

- Policy N - 4.1** Require that commercial uses developed as part of a mixed use project (with residential uses) not be noise-intensive, or

that noise attenuation practices are used that substantially reduce or eliminate significant noise impacts.

Policy N - 4.2 Require the inclusion of noise-reducing design features in development consistent with Title 24 California Code of Regulations and the Municipal Code.

GOAL N - 5 *Develop measures to control objectionable noise impacts.*

Policy N - 5.1 Review the City's existing noise ordinance and revise as necessary to better regulate noise-generating uses.

Policy N - 5.2 Continue to enforce the Noise Ordinance and make the public more aware of its utility.

Policy N - 5.3 Where possible, resolve existing and potential conflicts between various noise sources and other human activities.

Policy N - 5.4 Require sound attenuation devices on construction equipment.

Policy N - 5.5 Encourage additional sound attenuation measures to reduce noise impacts to sensitive uses.

Policy N - 5.6 Continue to enforce and ensure agency coordination of noise abatement and control measures, particularly within residential neighborhoods and around noise sensitive land uses.

Policy N - 5.7 Require construction activity to comply with City Noise Ordinance. Ensure adequate noise control measures at all construction sites through good sound attenuation practices.

9

Economic Development

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9.1 INTRODUCTION



Economic development is seen as crucial in ensuring that cities can provide a high level of services, improved built environments and can sustain a high quality of life for its residents. From the City Council to the Management team, to the staff at all levels of the various City departments, economic development in general and a laser like focus on business retention and development specifically, must continue to be one of the highest priorities.

When the City was incorporated in 1926, the tax base was very different than today, with a focus on property tax. During the ensuing 90 years and with the vast changes at the State level, cities today (including Placentia) find themselves dependent on sales tax. With only about 5% of land actively used for retail, the City will need to be strategic about implementing the goals and policies of this Element to provide tools for growing the City revenues.

The purpose of this Element is to identify key areas in the City that present immediate opportunities for economic development, mid-term actions the City can take to positively impact the bottom line within a year or two, and longer-term actions that can provide benefits for the City over the next ten years. This Element is meant to be a tool for use by City Staff and leaders to create new revenue for the City so that it can continue to provide a high level of community service. The Element provides goals and policies for implementing, in stages, the strategies outlined in this chapter.

9.2 WHAT IS ECONOMIC DEVELOPMENT?



The term “Economic Development” is routinely used by government officials and professionals so it is important to define what this term means.

Economic Development is a multi-faceted approach to the development of policies and programs designed to preserve, enhance and promote a vibrant and successful business community, with the specific goal of increasing City revenue by increasing sales tax and property tax income to the City. Additional goals are retention and expansion of employment opportunities for City residents and increased and targeted amenities for the community (desired stores, restaurants, and commercial businesses).

Together with the goals and policies of all of the General Plan Elements, the Economic Development Element, focusing on ensuring the financial well-being of the City, helps to further the high-quality standard of living for Placentia residents.

Guiding Principles of Economic Development

The City of Placentia is committed to proactive economic development. This Element uses the following as its guiding principles and overall philosophy for the City’s economic development activity.

- Revenue (sales tax) producing businesses are vital to the quality of life of our residents by allowing the City to provide basic and enhanced services.
- Economic Development efforts should focus on retaining and attracting quality, high income producing businesses and business services that will enhance Placentia’s commercial and industrial areas.

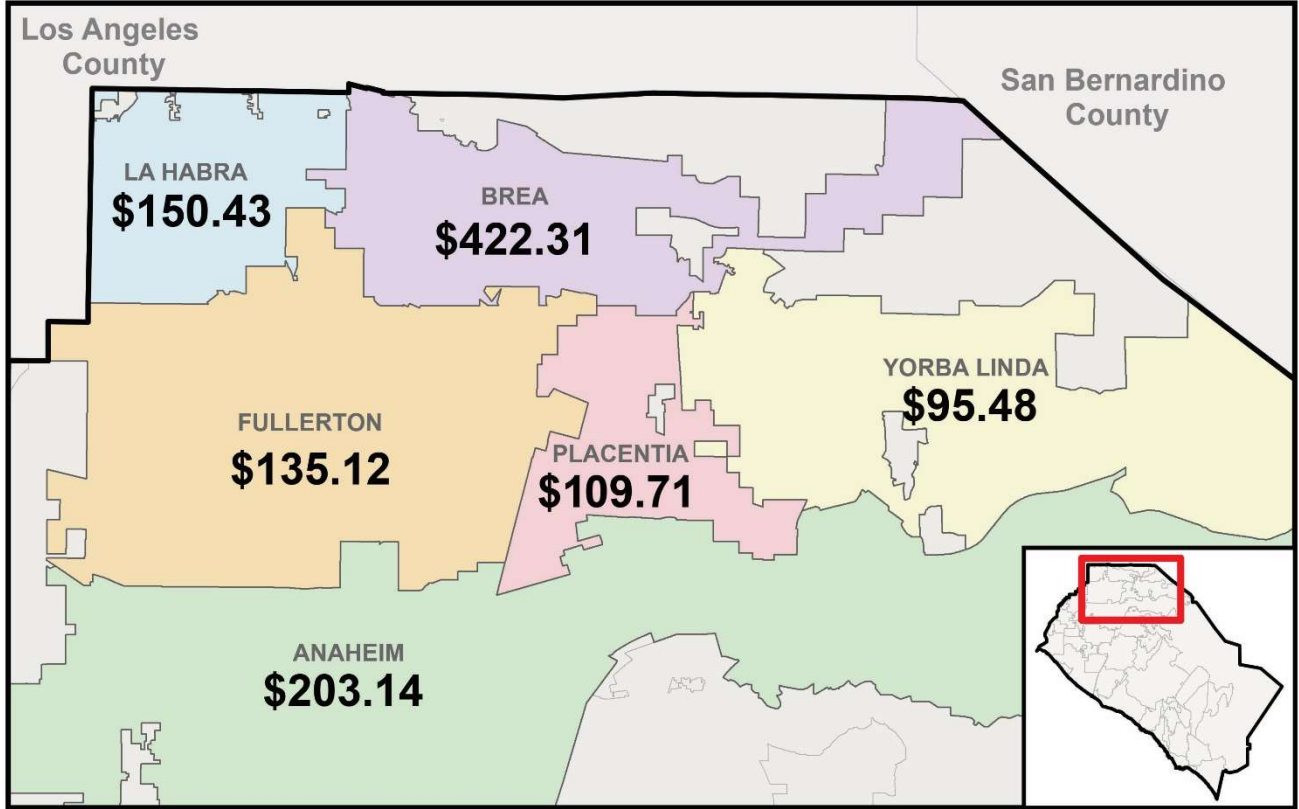
- Economic Development efforts should protect, diversify the funding sources, and expand Placentia's General Fund revenue base.



- The City's Economic Development efforts should attract businesses that enhance the quality of life for Placentia's businesses and residents.
- Economic Development and Planning efforts should facilitate the conversion of non-income producing land/business properties into income producing ones where practical.
- Businesses should be treated with dignity and respect and be recognized as an important part of Placentia's community.
- The City, where appropriate and within the limitations of law, should provide incentives for quality businesses to stay and to come to targeted areas. These incentives could include but are not limited to: general business information; site location assistance; technical assistance referrals; employment linkages; marketing and public information assistance; expedited permit processing and problem solving; financing referrals; economic data and analysis.
- Active partnership between the City, the business community, business organizations such as the Placentia Chamber of Commerce, Placita Santa Fe Merchants Association, North Orange County Chamber of Commerce and residential neighborhoods are encouraged.
- Balancing the needs of future development for the City to thrive, while remaining sensitive to the historic and established fabric of the City.
- Creating new, permanent jobs and retaining existing jobs in the community.
- Creating a more vibrant business community that benefits both residents and existing businesses.

Exhibit 9-1. 2018 Sales Tax Per Capita

2018 Sales Tax per Capita



City of Placentia

0 2.5 5 Miles





9.3 OPPORTUNITIES AND CHALLENGES

The challenges of the recession of 2009 are still present, however economic activity is slowly picking up in and around Placentia.

Opportunities



A new Metrolink station near the intersection of Crowther and Melrose Avenues, along with a new 246 space parking structure, will be operational by the year 2020. To take advantage of this opportunity, the City has adopted an Old Town Revitalization Plan on the north side of the rail line and new Packing House District Transit Oriented Development (TOD) zoning on the south. These planning efforts will complement each other with the new station being the center point between both. Old Town will be focused on rejuvenating the historic old town commercial district and the Packing House TOD zone will be new residential and commercial ground up development. Both areas will require substantial public and private investment and the City has begun to seek grants and to consider funding mechanisms such as enhanced infrastructure districts, as well as developer and private business investment as the areas begin to regenerate.

The City of Placentia has been given a unique opportunity with the new state-of-the-art Metrolink Station (Station) and 246-space parking structure within the Old Town Placentia area. Operational by 2020, the proposed Station can help transform the Packing House District (near Melrose Street and Crowther Avenue) into an active, vibrant destination. Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of a public transportation stop. To help this transformation, the City of Placentia has proposed an amendment to the Zoning Code with specific standards to allow a mixed use, pedestrian oriented retail and residential district, creating new development opportunities for a one-of-a-kind destination. It will also support existing retail and restaurant businesses while growing the City's local economy.

The future TOD District will generate public and private investments of up to \$495 million in the District and the City. Upon completion, the surrounding TOD area is estimated to generate approximately \$1,550,000 in General Fund revenue for the City. Additionally, the proposed TOD District area would assist with reconstructing streets and street improvements. In total, construction of the TOD District is estimated to generate approximately 3,272 jobs, which will aid in improving Placentia's local economy.

Safety and Service

There is a general perception of safety in the community as a result of an overall modest crime rate and a very low property crime rate for businesses. The business community and residents regularly comment on the high service levels provided by the Placentia Police Department. The Police Department attends community and other non-profit organization meetings to report on any crimes, receive input and provide public safety news.

Small Town Feel



Businesses appreciate the personal scale of the community, which is a stark contrast to the larger communities in the region. They comment on feeling an attachment to the sense of place created by the residents, the ability to meet with the Mayor, Councilmembers, City Administrator, and Development Services Director and the ability to participate in - and often financially support community events.

Proximity to Cal State Fullerton University



The nearby Cal State Fullerton University, with its population of 60,000 students, staff and visitors, in the adjacent City of Fullerton, provides an opportunity to Placentia's businesses to expand their markets and cater to this active population.

Challenges

Old Town Placentia, the City's historic old town shopping area, continues to survive the unstable economy. The lack of a redevelopment agency has left the City with limited ability to address major infrastructure issues in the Old Town area, such as parking constraints, lighting and streetscape deficiencies. Security has also been an issue, and the goal is to continue to work with the Police Department and other non-profit and community organizations, particularly the Placita Santa Fe Merchants Association, on the matters of security to improve the shopping and dining environment.

Lack of Available Space



A City that is nearly built out that has very few vacancies and competitive lease rates leaves limited opportunities for new businesses to enter the area. There are few opportunities for parcel assemblage for large projects. The opportunities that do exist are located among the City's neighborhood commercial centers, some of which are owned by several different property owners with varying levels of interest in improving and/or selling their properties. While high occupancies and well laid out parcels are an advantage, they leave little opportunity to add new businesses or to make sizeable impacts to an area.

Limited Clustering

"Clustering" is an economic development theory which suggests that individual businesses can better compete when they exist in an area of similar and complementary companies. It creates healthy competition and allows for a coordination of resources and ideas, which can help attract the best employees. In other words, the whole is greater than the sum of its parts. The best example of this would be Silicon Valley, where high tech firms compete, cooperate, and grow with fantastic results. On a smaller scale, a more common example would be a jewelry mart. On its own, a single jewelry store may enjoy some modest success. However, grouped with several stores, they become a destination for shopping and together enjoy more sales and success. The City is currently reviewing how clustering might work to enhance economic development in the Old Town and Packing House TOD districts. In addition, a hospitality industry cluster is being considered along Placentia Avenue, from Orangethorpe to Chapman Avenue.

Aging Commercial Areas

Many of Placentia's commercial centers were built in the 1960's and 1970's. Since their inception, they have been very active retail facilities that provide many of the neighborhood services Placentia residents require. Unfortunately, these centers are beginning to show their age. Designs are becoming outdated and maintenance is being deferred. As a result, tenants are somewhat marginal, rents are beginning to lag behind area rates, and vacancies are beginning to remain open a bit longer than in the past.

Since several of these centers are located within the City's former Redevelopment Area, including the two largest retail centers in the City, redevelopment funding and strategies would have been appropriate considerations to revitalize and reinvigorate these centers. However, with the demise of redevelopment in 2012, these funds are not available.



Understanding that there are several aging retail centers, the City is considering plans for major façade remodels in some instances and complete rebuilding in others. This would update the look of the centers and add more vitality to the retail uses both in the centers and surrounding them. Spurring this kind of redevelopment takes working closely with property owners and developers, marketing the sites and streamlining the improvements and City staff is continuing these and other efforts.

Need for Updated Entitlement Requirements

The City of Placentia (like most Orange County cities) has had a long-standing requirement to following standard planning approaches. These planning guidelines are sound but they were in need of updating. The City has updated their some entitlement processes to allow for a smoother approval of projects that meet the

standards. There are new zoning districts that allow for flexibility including the Transit Oriented Development zoning. This new zoning included a creative sign permit process so that property and business owners can propose signs that may be “outside the box.” This zoning allows greater maximum heights and density. The City continues to review forms, codes, and processes to see where changes can make projects easier to develop while at the same time maintaining a high standard for the quality of the built environment.



Regional Shopping Centers Nearby

The neighboring cities of Brea and Anaheim have regional shopping centers and/or big box stores that draw retail dollars away from Placentia's businesses. Placentia has limited land available to create centers to compete with these outlets. Because of this limitation, it is necessary for Placentia's businesses to compete in other ways, such as by providing individualized services or goods. The City has many “mom and pop” stores and several quick serve restaurants such as Starbucks and Chipotle national chains. The City focuses its business attraction efforts on these smaller, more locally visited stores as a way of maintaining its retail base.

Undeveloped land

There is very limited vacant land zoned for commercial use (only about 2% of the total land area). This means that any significant new development will likely be re-use or redevelopment (in the classic sense). There is an opportunity to encourage retail and/or restaurant uses at key intersections throughout the City by the creation of a rezone, specific plan, or overlay zoning designation. For example, the Old Town Revitalization Plan focuses on rejuvenating the commercial district through revised circulation patterns, increased sidewalks, façade improvements and increased density in certain key locations. As stated above, existing retail centers are a focus of the City's efforts. And the Packing House TOD rezoning already promises to bring new life the area south of the new Metrolink Station.

9.4 BUSINESS RETENTION, EXPANSION AND ATTRACTION

What is Business Retention and Expansion?

Business retention and expansion is the foundation of economic development. It is the effort to retain existing businesses, which provide significant income, employment, and/or desired amenities to the Placentia community, and encouraging and enabling them to expand within the City. The ability to retain a business begins with the motivation of business owners or corporate management to stay within a city by expanding, contracting, or renewing their lease. If the local city does not have the appropriate space to respond to a business' changing needs, the businesses often cannot stay. A solid retention and expansion program requires in depth knowledge of the local businesses and maintaining a steady and constant communication with those businesses. The City needs to be prepared to help businesses with expansion of current sites and facilities, to identify sites that are suitable for expansion and to assist with permits related to planning, zoning and building.

Other factors that may affect retention include the city's responsiveness to issues raised by the business, the extent to which relationships are established and maintained, and the ability of the city to continue to provide a safe, effective environment in which to do business. Existing businesses often need to expand, and in order to retain them, the City works to find places for expansion, by allowing flexibility in entitlement and providing location services.

What is Business Attraction?

"Business attraction" is the process of attracting desirable businesses into the city to lease or buy space in which to operate. A business attraction program is primarily a marketing effort to commercial brokers and potential businesses, although incentive programs for relocation may be possible through the City's Economic Development programs or efforts.

Placentia recognizes the importance of business attraction activities to expand their financial base and effectively compete with surrounding areas for large sales tax generating businesses. Generally, business attraction efforts involve "packaging" the city's assets, communicating those assets to its target audience, developing attractive financial assistance programs, and implementing a business friendly, relationship-driven process to get them located into the city quickly and easily.

9.5 ECONOMIC DEVELOPMENT GOALS AND POLICIES

GOAL ED - 1 *Maintain a healthy, balanced budget by diversifying and increasing the city's revenue sources.*

Policy ED - 1.1 Continue to maintain the Measure U Oversight Committee and the Financial Audit Oversight Committee and a Finance & Investment Committee. Implement the recommendations from these committees.

Action ED 1.1-1 Monitor and support statewide economic development legislation that may evolve in a post-redevelopment environment.

Action ED 1.1-2 Conduct feasibility studies on the various statewide economic development legislation and pursue implementation of such legislation as appropriate.

Action ED 1.1-3 Send messages that businesses are essential for supporting the City's residential services and high quality of life.

Action ED 1.1-4 Encourage shopping centers to maintain high dollar per square foot retail uses. These include the shopping centers at Orangethorpe and Lakeview, Imperial and Rose, and the Placentia Town Center, Yorba Linda and Kramer Boulevard.

Action ED 1.1-5 Increase sales tax only as necessary to sustain the City's economic viability and to ensure that adequate City services can be provided. Ensure that neither retail establishments nor property owners are overly burdened.

Action ED 1.1-6 Increase the fiscal benefits to the City by attracting new businesses that can better serve the local population and employment.

Action ED 1.1-7 Remain flexible to demographic shifts by monitoring the City's population and demographic trends.

Action ED 1.1-8 Work with the Housing, Community and Economic Development Ad Hoc Committee, and the Placentia Chamber of Commerce to create special programs such as "Buy Placentia" or "Shop Placentia" for residents.

GOAL ED - 2 *Attract key retail businesses that meet the needs of the community.*

Policy ED - 2.1 Attract general fund revenue-producing business into Placentia when space becomes available. Continue to work with developers to not only bring in enhanced shopping, dining and entertainment opportunities, but also to create aesthetically pleasing developments that bring new jobs to the City.

Policy ED - 2.2 Participate with regional Economic Development associations to assist and retain existing businesses.

Action ED 2.2-1 Placentia's business attraction efforts should be targeted primarily towards businesses which have the following characteristics, in order of priority: 1) Sales tax generating; 2) Property tax enhancement; 3) Other revenue enhancements; and, 4) Will result in infrastructure improvement

Action ED 2.2-2 Investigate underwriting investment cost and investment risk (i.e. infrastructure financing districts, tax abatement, low interest loans, etc.).

Action ED 2.2-3 Investigate leveraging costs of public amenities, public transportation and public infrastructure (construction of underground utilities using rule 20a funds and local, state and federal grant funds).

Action ED 2.2-4 Work with site selectors, real estate developers, state and local economic development agencies and other partners to attract new business and industry to Placentia properties through attendance at the International Conference of Shopping Centers (ICSC) and other marketing events.

Action ED 2.2-5 Continue to use third party vendor data to target new and expanding national businesses.

Action ED 2.2-6 Consider offering financial assistance to potential target businesses on a case-by-case basis.

Action ED 2.2-7 Work with an online vendor that provides an inventory of vacant and underutilized sites

that can be used to attract and expedite the development of new businesses.

GOAL ED - 3 *Retain key businesses that meet the city’s economic development goals.*

Policy ED - 3.1 Meet with top sales tax businesses and employers on a regular basis to understand their needs and provide assistance where possible.

Policy ED - 3.2 Create and maintain positive working relationships with property owners and tenants.

Action ED 3.2-1 Provide one on one assistance to new and existing businesses for permitting, expansion, relocation within the City, workforce issues, and other areas of concern.

Action ED 3.2-2 Provide one on one assistance to new and existing businesses for permitting, expansion, relocation within the City, workforce issues, and other areas of concern.

Action ED 3.2-3 Work with the Placentia Chamber of Commerce to assist with ground breaking, grand opening or grand reopening events.

Action ED 3.2-4 Staff should assess potential grant funds to seek opportunities to use them for business assistance programs.

Action ED 3.2-5 Use third party data to target existing businesses that may be positioned to expand within the City.

Action ED 3.2-6 Ensure current information is posted on the City’s website such as upcoming business seminars and conferences, demographic information, etc.

Action ED 3.2-7 Survey local businesses and organizations to identify and track economic trends that present opportunities for Placentia.

Action ED 3.2-8 Assist local merchants that wish to revitalize older retail shopping centers through various strategies that might include: parking reductions based on demand studies and/or the establishment of business improvement districts.

Action ED 3.2-9 Work with the Placentia Chamber of Commerce and other community

organizations to coordinate business appreciation events.

GOAL ED - 4 *Promote the revitalization of target areas and focus development to create vibrant destinations for the community.*

Policy ED - 4.1 Encourage retail and/or restaurant uses at commercial centers in the City.

Policy ED - 4.2 Focus economic development efforts for growth and new businesses in heavily traveled areas, such as along major transportation corridors.

Policy ED - 4.3 Focus on rezoning or using other Planning tools such as overlay districts for several key commercial corridors in the City to facilitate expansion of new commercial/retail businesses and/or encourage mixed-use (commercial/residential) projects on appropriate primary transportation corridors.

Policy ED - 4.4 Pursue grants that would benefit local businesses and support local businesses that are applying for outside funding.

Action ED 4.4-1 Incentivize new development with proximity to the new Metrolink train station, specifically within the adopted TOD and Old Town designations.

Action ED 4.4-2 Monitor the effectiveness of the Old Town Revitalization Plan and Transit Oriented Development (TOD) areas to determine if improvements or expansion are necessary for continued success.

Action ED 4.4-3 Consider planning and zoning tools for clustering similar businesses in developing areas.

Action ED 4.4-4 Continue to administer the Old Town Façade Improvement Program.

Action ED 4.4-5 Foster relationships with Old Town and TOD area property owners, property managers and commercial leasing agents and brokers to assist with identifying new uses and filling vacancies.

Action ED 4.4-6 Facilitate an adaptive reuse of the Placentia Mutual Packing House building located at the northwest corner of Crowther

Avenue and Melrose Street, within the TOD District.

GOAL ED - 5 *Foster programs that will benefit and promote businesses within the city.*

Policy ED - 5.1 Work with local business groups to market promote and educate residents to shop local

Policy ED - 5.2 Encourage active cooperation and partnerships between the City, non-profit groups, outside agencies and local businesses concerning economic development issues.

Action ED 5.2-1 Continue the “Shop Placentia” campaign for residents.

Action ED 5.2-2 Explore the sale-leaseback of City property if feasible and when it will benefit the business community.

Action ED 5.2-3 Consider focused and targeted zoning changes, specific plans or overlay zones to facilitate development and assist existing business community.

Action ED 5.2-4 Consider a City-wide lot consolidation program to provide more opportunities for commercial development.

Action ED 5.2-5 Create or expand partnerships with the Placentia Chamber of Commerce, Placita Santa Fe Merchants Association, Business Improvement District (BID) and a Workforce Development Partnership, and any other business support groups.

Action ED 5.2-6 Partner with the outside business groups to showcase, wherever possible, business success and expansion through City participation in ribbon cuttings and other business recognition programs.

Action ED 5.2-7 Design and implement a comprehensive Citywide Wayfinding Signage Program to promote key areas/businesses in the City.

GOAL ED - 6 *Create a more business friendly city through streamlined processes and communication.*

Policy ED - 6.1 Create flexibility within City codes to promote new and creative development opportunities.

Policy ED - 6.2 Encourage economic development principles in all areas of city government training all staff to keep economic development at the forefront of their approach to providing daily public service.

Policy ED - 6.3 Continue to create, innovate, and utilize technology as a resource to make it easier to do business in the City.

Action ED 6.3-1 Continue to provide "in-service" training to City staff so they fully understand the need to present the City as business and customer service friendly.

Action ED 6.3-2 Assemble key City staff to quickly respond to the needs of businesses and priority sites.

Action ED 6.3-3 Create innovative marketing material (printed and online) that promotes and encourages businesses to relocate to the City.

Action ED 6.3-4 Consider revisions to sign ordinance that allow more flexibility for grand opening and special event signage.

Action ED 6.3-5 Increase staff and resources in order to provide an exemplar level of service to both existing and potential businesses and development.

Action ED 6.3-6 Make the website a one stop shop for businesses and developers.

GOAL ED - 7 *Create new job opportunities and improve workforce capacity.*

Policy ED - 7.1 Maintain relationships and communication with the Workforce Development centers in the county, and local and regional colleges and other resources.

Policy ED - 7.2 Increase job opportunities by attracting new businesses to the City.

Policy ED - 7.3 Encourage collaboration between the business community and educational partners for satellite classrooms in commercial areas or other similar opportunities for the mutual benefit of workers and business owners.

Action ED 7.3-1 Refer businesses to County, State and Federal employment programs such as the Welfare-to-Work Program, California Employment & Training Panel, and Federal On-the-Job Training Programs.

Action ED 7.3-2 Encourage the business community to offer internships, career development courses, and skills enhancement workshops.

Action ED 7.3-3 Work with the Placentia Chamber of Commerce to conduct an employment fair and have quarterly business community activities.

GOAL ED - 8 *Market the city to expand development and businesses to create a sense of community pride and increase revenue.*

Policy ED - 8.1 Expand efforts to share information regarding the City's economic development programs and activities with community constituencies in order to develop a stronger community "buy-in" to the City's economic development program through the local media, City website, economic development newsletter as well as using community organizations.

Policy ED - 8.2 Retain adequate economic development and public relations staff, sufficient enough to implement the goals and policies of the element.

Action ED 8.2-1 Formulate a concise, two-page Economic Development Strategy, which focuses efforts on the highest priority projects and programs for a one to two-year period. Revise this strategy every one to two years to keep it current and to make sure the economic development efforts are focused and logical.

Action ED 8.2-2 Attend local and regional meetings and conferences that will promote the City and increase economic development opportunities.

Action ED 8.2-3 Actively market and promote Placentia by identifying development opportunities in the City's commercial and industrial areas and displaying them on City's website along with key contacts. These marketing materials will highlight development opportunities, market area demographics, and Placentia's quality of life, including its geographic location, cultural events, and excellent educational opportunities

Action ED 8.2-4 Coordinate with local realtors, school districts, hospitals and business organizations in marketing Placentia.

Action ED 8.2-5 Engage and attract younger individuals to community organizations and government functions, encouraging them to become community stakeholders.

Action ED 8.2-6 Improve the City's website to make it a resource for the community, businesses and investors, and continue to improve social media outreach.

Action ED 8.2-7 Promote local business-to-business interaction and transactions.

10

Health, Wellness, &
Economic Justice

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10.1 WHAT IS HEALTH AND WELLNESS?



What makes people healthy, what helps them maintain their health? Health is more than the absence of disease. It is an optimum state of well-being: mental, physical, emotional, and spiritual. Health is wholeness and includes physical well-being, having a sense of belonging to community and family, and experiencing control over one's life.

What makes a healthy community? It's a place that is continually creating and improving its physical and social environments, expanding its resources to enable us to support each other in performing all the functions of life: a place where it is possible to choose a healthy lifestyle and develop to our maximum potential.

In the last twenty years, there has been an increasing emphasis on health and wellness as a factor in daily life and many Americans have begun to focus on improving their health and well-being. We now pay attention to what we eat, how much exercise we get, and how our environment affects our overall health and sense of well-being. Nowhere is this focus more prevalent than in Southern California, where we spend much of our free time at gyms, yoga studios, wellness centers, parks, outdoor activities year-round alternative health care providers and medical facilities. This trend is making us healthier, feel better, and allowing us to live longer. The question is, how can our local government help foster a healthier city, with more and more opportunities to improve our health and wellness? And are these opportunities available for all segments of the population? As it turns out,

there are many areas where a city can promote and influence healthy lifestyles; everything from making parks more accessible and up-to-date, to promoting healthy eating choices, to making sure our air quality improves. Focusing these efforts in areas that need it the most is an important city goal.

- A community's overall health depends on many factors. Social determinants leading to greater health and well-being for all residents include:
 - Improving physical activity;
 - Improving nutrition and weight status (obesity);
 - Reducing food insecurity (lack of food or lack of healthy food alternatives);
 - Promoting overall healthy living for all residents;
 - Focusing on health education and providing community-based programs;
 - Identifying factors that cause chronic diseases such as diabetes and heart disease; and
 - Having access to safe, open spaces and homes.

The individual and the choices they make around food, exercise, medical visits, and overall attitudes control many of these factors. Local government can help make these choices easier and healthier by:

- Providing quality park and recreational facilities;
- Promoting healthy food choices and ensuring greater access to fresh and affordable healthy food;
- Adopting policies and systems that support a healthy lifestyle across the entire population of the city, regardless of socio-economic status;
- Providing walkable neighborhoods and options for walking, bicycling and public transit;
- Ensuring high quality, safe, and affordable housing, neighborhoods and public spaces;
- Ensuring environmental quality and economic opportunities for all residents;
- Encouraging citizen participation by sponsoring events, festivals, and education programs and fostering social cohesion;
- Creating specialized programs for patients currently living with chronic diseases such as diabetes and high blood pressure; and
- Providing health and nutrition education for youth and adults.



A healthy community is where residents live longer, healthier lives; a city where superior air quality supports respiratory health; a place with a safe and effective transportation system with diverse travel choices; a city that promotes physical activity with a complete network of parks, trails, and open spaces, as well as extensive walking and cycling routes; an environment that provides convenient access to affordable healthy foods; and neighborhoods where people feel safe.

10.2 WHAT IS ENVIRONMENTAL JUSTICE?



While it would be the hope that all persons are given equal access to healthy environments, healthy foods, parks and recreational facilities, and medical assistance, this is not always the case. Those in neighborhoods of lower income are more likely to be at a disadvantage when it comes to this equal access to programs and places that make and keep us healthy. This disadvantage gave way to the notion of environmental justice (EJ), which arose out of the social and environmental movements of the 1960s and 1970s based on the fact that polluting facilities were being located in neighborhoods that were mostly minority or low income. According to the SB1000 Implementation Toolkit, “Planning for Healthy Communities,” low-income residents, communities of color, tribal nations, and immigrant communities have disproportionately experienced some of the greatest environmental burdens and related health problems throughout the history of the United States. This inequity is the result of many factors: inappropriate zoning and negligent land use planning, structural inequities, failure to enforce proper zoning, discriminatory housing and lending practices, limited political and economic power, the prioritization of business interests over public health and development patterns that tend to concentrate pollution, and environmental hazards, in certain communities. These factors can lead to communities having a less healthy environment, with the balance of economic and environmental benefits based outside of these communities. Environmental justice seeks to remedy this imbalance, based on the democratic values of fairness and equity.

This General Plan Element, in an effort to balance the scales of environmental justice, will set out general health and wellness goals for the city at large, but will pay particular attention, and set particular policies for those in disadvantaged communities. In order to reduce unique and compounded health risks in disadvantaged communities and to promote environmental justice, goals and policies of this Element will focus on the following specific areas:

- Reducing pollution exposure and improving air quality;
- Promoting public and recreational facilities;
- Promoting health food access;
- Promoting safe and sanitary homes;
- Promoting physical activity;
- Promoting “civil engagement” in the public decision-making process; and
- Prioritizing improvements and programs that address the needs of disadvantaged communities.

Disadvantaged Communities



And so what exactly is a “disadvantaged community”? While Placentia has a steady economy, there are pockets of the community that currently experience poverty, food insecurity, higher rates of diseases, and reduced access to open space for physical activity. According to research conducted for the ‘*Get Healthy Placentia Strategic Initiative*,’ in these areas, 11.8% of the population fall below the national poverty rate, with 16.3% of children living below the poverty level. A recent city profile released from *Orange County’s Healthier Together* states that 22.7% of adults in Placentia are obese, which is 10% worse than the Orange County average. People in poverty are more likely to have chronic disease and difficulty accessing health care. Access to safe, open space for physical activity increases exercise by 10%.

The California Environmental Protection Agency (CalEPA), using the California Communities Environmental Health Screening Tool, or CalEnvironScreen, is the responsible State agency for identifying “disadvantaged communities,” or DACs. A DAC is defined as “an area identified by the CalEPA pursuant to the Health and Safety Code that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.” CalEPA has identified two such communities in Placentia, commonly known as the La Jolla community and Old Town. (The City has also identified the Atwood community as one that could benefit from focused attention on the health and wellness programs.)

Overview of Placentia's Disadvantaged Communities

According to CalEPA, the City of Placentia has two disadvantaged areas: the La Jolla neighborhood and a portion of the Old Town area. These disadvantaged communities are shown on Exhibit 1-1. This exhibit shows the entirety of both census tracts identified by the CalEnvironScreen, although the actual disadvantaged areas are likely smaller than the whole census tracts shown and that is borne out by site visits to both communities.

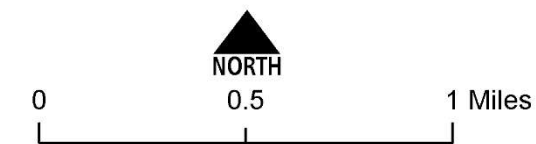
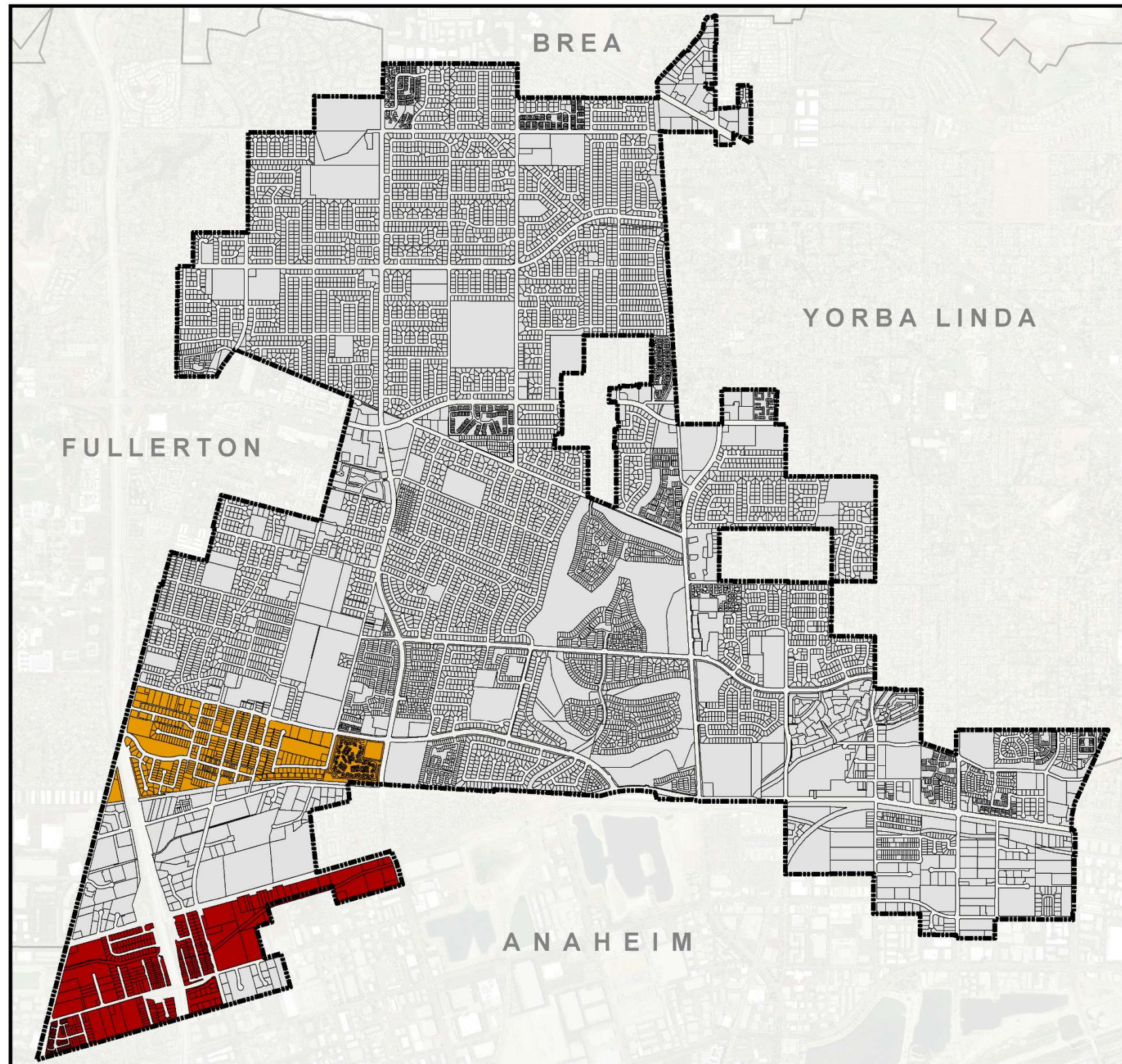
Exhibit 1. Disadvantaged Communities Census Tracts



DAC Census Tracts

Census Tracts

- 117.20
- 117.21
- Other



Produced: May 24, 2018

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La Jolla Community Setting



The residential portion of the La Jolla neighborhood is nestled in the northern intersection of two freeways – the 91 Riverside Freeway on the south and the 57 Orange Freeway on the east. This location, so close to two freeways, is a large factor for its disadvantaged status, in addition to warehouse and light manufacturing uses located nearby. Couple this with a lack of outdoor recreation areas, little to no healthy food outlets, unsafe routes to school, unsafe and unsanitary housing conditions, and lower income levels, and it is clear that La Jolla is a neighborhood in need of special attention.



With the help of the *Lot 318* non-profit organization, community outreach for this Element was conducted for the La Jolla neighborhood in the form of community meetings and street fare surveys. Staff found a neighborhood eager to tell its tale and get involved. In fact, many commented that they would like more community meetings and to get involved in local decision-making, an expressed goal of environmental justice. Other comments were:

1. Desire for more code enforcement of landlord properties;
2. Need for routine police patrols and more police presence in the neighborhood;
3. Concerns about gang activity (including graffiti and strewn drug paraphernalia) and need for police on foot to reduce or stop it;
4. Improve dark streets with LED streets lights, speed humps, red curbs near fire hydrants;
5. Desire for more city services and programs, with a specific request to expand the hours and locations for the Whitten Center food bank;
6. Need for more exercise and social programs (especially free ones) for all residents but particularly for children and seniors;

7. Need for food and nutrition classes;
8. Need for safer routes to parks and city services;
9. Parking issues throughout the neighborhood including Gonzales and Easton Streets, Moisi Lane, Vista Avenue, and other La Jolla neighborhood streets.



10. Traffic concerns regarding speeding on La Jolla Street, jaywalking, and the lack of crossing signals at crosswalks and at overpass bridge;
11. Crosswalks needed on Melrose, especially at Whitten Center and for the Headstart program;
12. Concerns about cut-through traffic from Anaheim residents using neighborhoods to access freeways, especially at Vista Avenue, Easton and Walgreen Streets and Buccaneer Drive;
13. Desire for more parks, benches and more street trees;
14. McFadden Park needs landscaping and remodeling;
15. Parents having to walk over the 57 Freeway overpass, with its steep grade, to walk children to school and back;
16. Concerns about food trucks selling unhealthy food and causing traffic congestion and unsafe conditions;
17. Trash dumping in various spots;
18. Overcrowding in housing and houses and buildings are not being addressed;
19. Lack of on-street parking, garages used as living spaces, and lack of pavement repair (especially Melrose Street);



- 20. Need for more animal control (skunks, coyotes, feral cats, raccoons); and
- 21. Desire for undergrounding of utility lines.

All of these comments were addressed in the goals and policies in this Element, reflecting short- and long-term ways to address these concerns.

Old Town Community Setting

Census Tract 117.21 is designated as a DAC and represents the area in Placentia known as Old Town. As with the La Jolla community, Old Town is bounded by the 57 Freeway to the west and by the BSNF Railroad line to the south. These two transportation routes, coupled with a lower than median income level, and evidence of substandard housing, were factors in determining its disadvantaged status.

Although specific community meetings were not held for Old Town for this Element, the City recently adopted the Old Town Revitalization Plan in 2017. Extensive outreach was conducted in 2016/2017 for this Plan. The purpose of this Plan is to enhance the physical and economic environment in the City's Old Town aimed at creating a lively destination to support the current economic base, enhance the town center of Placentia, and better connect to adjacent neighborhoods and surrounding cities. In preparation for the City of Placentia's Revitalization Plan for the Old Town area, a series of community meetings, workshops, and stakeholder discussions were conducted to gather the community's input and insight and staff collected information on the needs of this disadvantaged community. Discussions covered a range of topics, including vision, mobility, land use/density, business uses, streetscapes and landscapes, public spaces, wayfinding, programming,

safety, implementation, and funding. This outreach identified the community's goals and desires, and data collected from the community workshops and public outreach was used to inform the vision, values, policies, and design elements of the Plan. See Appendix 10-1 for the [Old Town Revitalization Plan](#).



Many participants were especially concerned with Old Town's perceived lack of safety. Stakeholders expressed an overwhelming need for a plan that implemented safety improvements, including a more consistent sanitation schedule, better lighting, and improved police surveillance. Other common concerns included: poor landscaping, challenging parking, and physical deterioration. Common priorities included: improvement of private and public spaces, enhanced streetscapes, landscapes, improved lighting, sidewalks, and alleys. The community desired an enhanced environment, one that would be safer, more inviting, creating a better sense of place, while drawing from the historic importance in the area. The goals and policies of this Element, together with the [Old Town Revitalization Plan](#), address the Old Town community's concerns.

10.3 RESPIRATORY HEALTH AND AIR QUALITY IN DISADVANTAGED COMMUNITIES

In preparation of this Element, the City conducted a technical study to identify potential health risks associated with air quality and greenhouse gases, or climate change, in the disadvantaged communities of Placentia. This study was prepared in accordance with "The Planning for Healthy Communities Act" and also determines how well the City met State and Federal air quality standards. The

following section summarizes the findings of the study and specific policies were drawn from the conclusions of this study. (Appendix 10-2)

Poor Air Quality Sources and Their Impacts

Localized environmental conditions have an impact on community health and wellness. Research on the incidence of disease has consistently found a connection between living near busy roadways, railways, or heavy industrial warehousing/processing facilities and the prevalence of respiratory disease symptoms, such as asthma and chronic obstructive pulmonary disease (COPD). Roadways, highways, railways, and heavy industrial/processing facilities produce high levels of diesel particulate matter (DPM), a toxic air contaminant (TAC). Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is what is known as DPM. This is most easily recognized as the black smoke that diesel engines emit. The disadvantaged communities are in close proximity to freeways, and the vehicles emitting DPM, and therefore are disproportionately affected by this damaging pollutant.



Just how damaging is DPM? Studies show that residents and workers were more likely to develop lung cancer than people who were not exposed to diesel emissions. According to the Office of Environmental Health Hazard Assessment (OEHHA), long-term exposure to DPM poses the highest cancer risk of any toxic air contaminant evaluated by OEHHA. The California Air Resources Board (CARB) estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles. CARB estimates that diesel particle levels measured in California's air could cause 540 "excess" cancers in a population of 1 million people over a 70-year lifetime. ("Excess" cancer would mean cases above the number that would typically be

associated with that particular cancer.) Other researchers and scientific organizations, including the National Institute for Occupational Safety and Health (NIOSH), have calculated cancer risks from diesel exhaust similar to those developed by OEHHA and CARB.

Exposure to diesel exhaust can have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Diesel engines are a major source of fine particulate pollution. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated particulate levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children. In California, diesel exhaust particles have been identified as a carcinogen.

What is the Air Pollutant called “Particulate Matter”?

Another air pollutant of concern in environmental health is fine “particulate matter” known as PM_{2.5}.¹ Particulate matter (PM) includes finely divided solids or liquids such as dust, fly ash, soot, smoke, aerosols, fumes, mists and condensing vapors that can be suspended in the air for extended periods of time. Sources of particulate matter are from both human and natural activities. A significant portion of PM sources is generated in agricultural operations, industrial processes, combustion of wood and fossil fuels, construction and demolition activities, road dust, windblown dust and wildfires. Particle pollution levels can be especially high near busy roads, in urban areas (especially during rush hour), and in industrial areas. It is also increased when there are wildfires and when the weather is calm, allowing air pollution to build up. For example, hot humid days with stagnant air have much higher particle concentrations than days with air partially “scrubbed” by rain or wind. Because of their small size, fine particles outdoors can penetrate into homes and buildings.

¹ Particulate matter 2.5 microns in diameter or less.



Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. Individuals with pre-existing respiratory and/or cardiovascular disease, the elderly and children may be more susceptible to adverse effects of particulate matter exposure. Exposure to varying levels of $PM_{2.5}$ has been associated with increased mortality due to cardiovascular or respiratory diseases, reduction in life-span and hospital admissions for acute respiratory conditions. In children, $PM_{2.5}$ exposure can lead to school absences, decreased respiratory function, and increased medication use in those with asthma. Long-term particulate matter exposure has also been connected to reduced lung function growth in children. A consistent correlation between elevated ambient particulate matter levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world.

The City's Particulate Matter ($PM_{2.5}$) Exposure

City of Placentia (City) residents, especially those living in close proximity to State Route 57 (SR- 57) and in the southwestern and southeastern portions of the City where industrial uses are concentrated, are affected by environmental pollutants generated by existing industries and contaminants from heavy traffic on SR-57. Based on data from Caltrans, average daily traffic along the segments of SR-57 that pass-through Placentia ranges from 278,400 vehicles to 279,300 vehicles, and from 12,744 to 15,559 trucks for both northbound and southbound traffic.

According to the Public Alliance of Southern California (PASC), the two DACs are within the top 25 percent in the PASC's total Health Disadvantage Index (HDI) and Environmental Hazards for California. These two DACs are also within the 70th to 75th percentile for $PM_{2.5}$ concentration in California. As noted above, high

concentrations of PM_{2.5} can negatively impact individuals with pre-existing respiratory and/or cardiovascular disease, the elderly, and children.



The City's Toxic Air Contaminant (TAC) Exposure

The South Coast Air Quality Management District (SCAQMD) has conducted an in-depth analysis of TACs and their resulting health risks for all Southern California in the *Multiple Air Toxics Exposure Study in the South Coast Air Basin Study* (MATES IV, May 2015). MATES IV is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with the South Coast Air Basin (Basin) emissions. Therefore, the MATES IV study represents the baseline health risk for a cumulative analysis and estimates the average excess cancer risk level from exposure to TACs. Diesel particulate matter (DPM) is included in this cancer risk along with all other TAC sources. Diesel particulate matter accounts for 68 percent of the total risk shown in MATES IV. For all of Southern California, the MATES IV study shows that cancer risks have decreased more than 50 percent between 2008 and 2015.

According to the MATES IV study, the northern portion of the City has an air toxic cancer risk of 500 to 800 per million, and the southern portion of the City, including Old Town Placentia and the La Jolla neighborhood, has an air toxic cancer risk of 800 to 1,000 per million; the average risk in Orange County is 315 per million. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to DPM exposure for new development projects.² As noted in MATES IV, the areas of higher risk include those near the ports, Central Los Angeles, and along transportation corridors such

² A risk level of 10 in one million implies a likelihood that up to 10 persons, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

as SR-57 and State Route 91 (SR-91), both of which border the La Jolla neighborhood.

In addition, according to the U.S. Environmental Protection Agency (EPA) Environmental Justice Screening and Mapping Tool (EJSCREEN), Placentia is within the 64th and 67th percentile for California DPM and air toxic cancer risk, and the 70th to 80th percentile for DPM and air toxic cancer risk in the United States.

The City’s Asthma and Respiratory Risk



According to the Public Alliance of Southern California PASC Health Disadvantage Index (HDI), the average HDI score for asthma hospitalization in the City is slightly higher than the average Countywide score (Citywide HDI score of 28.42 versus a County average HDI score of 27.26). However, children under 18 within the City suffer less from asthma compared to the rest of Orange County. According to 2013 to 2015 data, children’s asthma hospitalization rates in Placentia are approximately 6.9 hospitalizations per 10,000 population versus 7.1 hospitalizations per 10,000 population for the County. The City is in the 57th percentile for respiratory hazard index in California, and the 70th to 80th percentile for respiratory hazard index in the United States.

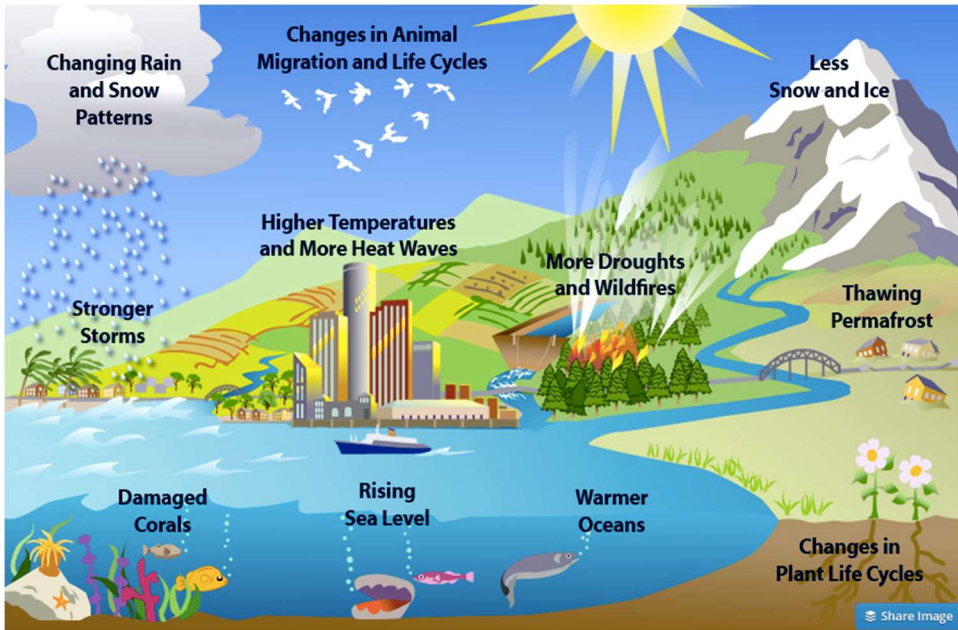
10.4 GREENHOUSE EFFECT AND CLIMATE CHANGE ADAPTATION

Climate change adaptation seeks to lower the risks posed by the consequences of climatic changes and involves taking practical actions to protect communities and manage risks from climate impacts and global warming. The natural process

through which heat is retained in the troposphere is called the “greenhouse effect.” The troposphere is the lowest region of the atmosphere, extending from the earth’s surface to a height of about 3.7–6.2 miles (6–10 km). The greenhouse effect traps heat in the troposphere through a threefold process as follows:

1. short wave radiation emitted by the Sun is absorbed by the Earth;
2. the Earth then emits a portion of this energy in the form of long wave radiation;
3. greenhouse gases (GHGs) in the upper atmosphere absorb, or “trap” this long wave radiation and emit it into space and toward the Earth.

This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. The greenhouse effect is responsible for many detrimental climate changes, such as those shown below.



Source: www.joboneforhumanity.org/global_warming

The most abundant GHGs are water vapor and carbon dioxide (CO₂). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs include, but are not limited to:

- CO₂, water vapor (H₂O),
- methane (CH₄),
- nitrous oxide (N₂O),
- hydrofluorocarbons (HFCs),
- perfluorocarbons (PFCs), and

- sulfur hexafluoride (SF₆).

An abundance of these heat-trapping GHGs have increased global temperatures, which in turn is responsible for warming oceans, shrinking ice sheets, glacial retreat, decreasing snow pack, sea level rise, ocean acidification, and extreme weather events across the globe, collectively known as climate change.

The largest contributor to climate change is the release of large amounts of CO₂ and the other GHGs described above from burning fossil fuels to produce energy, as well as deforestation, industrial processes, and some agricultural practices that emit gases into the atmosphere. According to the US Environmental Protection Agency, the earth's average temperature has risen by 1.5°F over the past century and is projected to rise another 0.5 to 8.6°F over the next hundred years. These rising temperatures have been largely attributed to large releases of CO₂ and other GHGs into the Earth's atmosphere.

Climate change has already impacted numerous communities in California, and many DACs will suffer disproportionately from the effects of climate change in the future. The impacts of climate change can vary by geographic region (e.g., wildfires in the mountains, sea level rise on the coast, flooding near waterways, etc.) and can harm the people, structures, ecosystems, air quality, and other environments within them. The environmental impacts of climate change can create a substantial burden on DACs and are intensified in these communities due to existing environmental conditions. Residents in DACs may be exposed to worsened air quality conditions during heat waves, poor drinking water quality, building structure damage during extreme weather events, and other hazardous conditions. In addition, residents in DACs may not have adequate resources to properly prepare, respond, and recover from climate-related hazardous events. The primary risk for residents living within DACs in Placentia is poor air quality during climate-related heat waves and regional wildfires.

Placentia DACs and Climate Change

Placentia's two DACs are currently exposed to high levels of PM_{2.5}, DPM, and above-average asthma hospitalization rates due to the close proximity of SR-57 and industrial uses. These air quality conditions would worsen during extended periods of heat and could result in an increased occurrence of death and illness, including hospital visits, emergency room visits, and birth defects.

One limiting existing environmental condition in the Placentia DACs is a lack of shading due to deficient tree canopy coverage. It is estimated that a person may feel approximately 10 to 15 degrees cooler in the shade during excessive periods of heat. According to the PASC HDI, the La Jolla neighborhood and Old Town Placentia DACs have a low tree canopy coverage compared to other areas of Orange County (having an HDI score of 96-97 for population without tree canopy coverage, which is higher than the average tree canopy HDI score for Orange

County which is 94). The risk of “heat-island” effect³ in these areas is high. In addition, the two DACs rank in the 69-84th percentile for population without tree canopy coverage in California. As such, heat and air quality conditions in Placentia’s DACs would be further exacerbated during climate-related heat events due to a lack of shading from trees. Climate-change policies and actions can be implemented by the City to reduce heat and air quality-related environmental impacts within Placentia’s DACs, such as those provided in the Goals and Policies section.

In order to support improved health for all residents and particularly for those living in these disadvantaged communities, the goals and policies of this Element reflect specific actions that the City can take to improve health and well-being. These actions generally focus on promoting healthy food access; promoting safe and sanitary homes; promoting physical activity; reducing exposure to air pollution and improving air quality; promoting civil engagement; and prioritizing actions for those in disadvantaged communities.

Promoting Resilience in the Face of Climate Change⁴

A burgeoning area of focus with climate adaptation is human resilience. This new body of thought and research, championed by organizations such as the International Transformation Resilience Coalition, recognizes that adverse climate change events can cause trauma and can have perilous implications for people’s social and psychological well-being. These impacts don’t just go away once disaster is averted, but rather can change a person’s and community’s sense of safety, and overall sense of well-being.

Research has found that the psychological impacts of climate adversities can include severe anxiety, depression, post-traumatic stress syndrome (PTSD), ongoing grief, vicarious trauma, and much more. For example, 20 percent of east coast residents impacted by Superstorm Sandy reported PTSD, 33 percent reported depression, and 46 percent reported anxiety.⁵ Similar impacts have been found within people impacted by wildfires, prolonged droughts, heatwaves, and other disasters. The American Psychological Association said in 2017 that hopelessness and helplessness are growing due to the “unrelenting day-by-day despair” of directly experiencing, seeing, or worrying about climate change.⁶ Impacts of adverse climate experiences can cause strain on relationships, increase drug and alcohol abuse, and spur more domestic violence.

³ According to the U.S. EPA, “heat-island” is an urban area that is significantly warmer than its surrounding rural areas due to an abundance of paved surfaces and minimal shade.

⁴ International Transformation Resilience Coalition, “Preparing People on the West Coast for Climate Change,” January 8, 2019.

⁵ Neria Y. and Shultz JM. Mental health effects of Hurricane Sandy: characteristics, potential aftermath, and response. JAMA 2012; 308 (24).

⁶ American Psychological Association (2017). Mental Health and Our Changing Climate: impacts, implications and guidance.



These climatic events, caused by rising temperatures, are already aggravating many of the traumatic stressors experienced by millions of people, which include poverty, financial struggles, economic inequality, racism, sexism, fear of violence and many others. Those living in disadvantaged communities are more susceptible to the added stress of climate change and climate events. Many organizations, recognizing the social and psychological impacts of climate change, have begun to promote “transformational resilience” training, a proactive and preventative training that teaches people how to think and act in healthy ways even in unhealthy conditions, and in traumatic events, caused by climate change. Resilience is built by learning calming, self-regulation techniques and by learning skills that enable people to use climate, and other adversities, as transformational catalysts to learn, grow, and find new positive sources of meaning, direction, and hope. This type of training, because the skills apply to all traumatic events, has far-reaching effects, and can prevent harmful reactions to many other types of human-caused traumas such as community violence, and non-climate related natural disasters such as earthquakes.

10.5 REDUCING POLLUTION EXPOSURE AND IMPROVING AIR QUALITY

10-25

Local environmental conditions have an impact on community health. Several recent and significant studies have concluded those living within 1,000 feet of a freeway or any road carrying more than 100,000 vehicles a day are at risk of negative health impacts. These health impacts include higher incident of asthma, cancer, cardiovascular disease, heart attacks, strokes, reduced lung function,

dementia, autism and even premature death.⁷ An LA Times article, December 30, 2017 states:

It's especially unhealthy to live near freeways and roads frequented by diesel trucks, which spew many times more harmful gases and particles than cars. Diesel particulate matter, carcinogen-laden soot that deposits deep in the lungs, is responsible for the bulk of the cancer risk from air pollution and more than 1,000 early deaths a year in California.

Figure 1. Landscaped sound walls near freeways can reduce air pollution impacts.



In addition to living near busy roadways, living near heavy industrial facilities also increase the incidence of respiratory issues such as asthma. Respiratory illnesses, including asthma, pneumonia, chronic obstructive pulmonary disease (COPD), emphysema and other chronic conditions, are a significant public health problem in the United States. Polluted air, from stationary and mobile sources such as trucks and automobiles on freeways, are contributing to these respiratory illnesses and the location and mix of land uses and transportation investments can

⁷ Some sources include EPA research (www.epa.gov); a study by the University of Southern California researcher, Heather E. Volk, PhD, MPH and a population-based cohort study published in The Lancet on February 18, 2017, Vol 389.

all have an impact on environmental health. The City of Placentia is committed to not only reducing air quality impacts, but also to controlling water runoff and soil contamination. The goals and policies of the element focus on reducing indoor and outdoor air pollution and improving air quality for existing and future residents.

10.6 PROMOTING HEALTHY FOOD ACCESS



“We are what we eat.” This adage has been around for a long time, but it remains true. Unhealthy eating habits are a primary risk factor for five of the top ten causes of death in California. When convenience stores, gas stations, and fast food outlets are the only food retailers in neighborhoods, residents often rely on these stores for their food purchases and may find purchasing healthy foods difficult, inconvenient and costly. To stay healthy, we need to eat well, and, to make eating well easier, residents need convenient access to healthy food choices such as green markets, farmer’s markets, community supported agriculture (food co-ops), urban farming, and grocery stores that offer affordable healthy food. The city can help promote healthy eating with educational campaigns, urban agriculture, partnerships with retailers, educators, and non-profits, retail attraction practices, and reducing any code barriers to using land for sources of healthy, local food.

10.7 PROMOTING SAFE NEIGHBORHOODS AND SAFE, SANITARY HOMES

In order for residents to be active, they need to know that their neighborhoods are safe and clean. Public spaces that are dark, have graffiti, and where residents feel unsafe, will not be used by the community. People stay home if they do not feel

safe. Sometimes it is only the perception of a lack of safety, rather than an actual instance that can mean the difference between an active, engaged and social neighborhood versus one where few people walk or use the public parks and gathering spaces. Community safety is always of concern, especially to the seniors of a community. The City's Police Department and the Orange County Fire Authority help to make Placentia a very safe city and this can be continued by policies that focus on safer streets and safety through design approaches. The City can conduct outreach to owners regarding maintenance requirements and to tenants so that they understand their rights for safe housing. The City can also focus on code compliance to reduce unsafe, unsanitary housing conditions.

10.8 PROMOTING PUBLIC FACILITIES AND PHYSICAL ACTIVITY

Public Facilities, Parks and Recreational Facilities



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Convenient, safe access to parks and recreational facilities is directly correlated to an increase in the amount that people exercise. Residents need convenient access to parks that are maintained, that are up-to-date, safe and inviting. Together with affordable or free programs that appeal to all residents, parks and recreational facilities can help promote physical activity, a cornerstone of health. Increased physical exercise can reduce the risks of heart disease, hypertension, diabetes, and even some cancers. Stress, a modern-day risk, is reduced by exercise. Regular exercise can also provide social and emotional benefits as residents meet each other, engage in activities together and generally share quality time together.

These benefits can reduce depression, isolation, sadness, loneliness, and anxiety: all important factors for good health. The goals and policies in this Element address improving parks, park facilities, and recreational facilities, expanding recreational programs, and ensuring access for all residents to all facilities and programs.

Figure 2. Unused right-of-way that could be used for garden or park.



Walkable Neighborhoods and Community Design

When everyday conveniences such as stores, restaurants, parks and schools are located within walking distance of a neighborhood, opportunities for exercise increase. Walking can also be a very social activity, especially when families walk together, meeting other neighbors along the way, promoting neighborhood cohesion. Walking includes those who may need the assistance of a wheelchair or other walking device. This requires our neighborhoods to be safe, the roads to be well-maintained, sidewalks to be well connected, and the land uses to be planned to promote convenient connections between the people and the places they want to visit. In addition, healthier land use patterns, can be achieved by encouraging in-fill and locating destinations closer to housing, focusing development in mixed-use districts and along major transit corridors, constructing a diverse mix of uses throughout the City, and encouraging land use patterns that promote walking, bicycling and transit use. This also can reduce vehicle trips, helping reduce air quality impacts. The City can focus land use efforts on this healthier approach with policies that improve the walkability of our streets.

Walking, Bicycling, & Public Transit & Safe Transportation Network



Communities that are designed to encourage walking, biking and use of public transit are healthier communities. Walking or biking to work or play, or even to run errands, increases physical activity and contributes to physical health. Increased exercise reduces health risks, especially in the area of heart disease, obesity, and respiratory disease. The availability of public transit can impact pedestrian and outdoor activity. The layout and safety of the transportation network can have a significant impact on the travel choices people make and thus on levels of physical activity, air pollution, and social capital in a community. Design and engineering also can have a significant effect on the safety of the transportation network. Communities that encourage multiple modes of transportation—by providing a complete, well-connected street network with multiple destinations and facilities for transit, bicycling and walking—can decrease vehicle miles traveled, decrease air pollution and increase physical activity in the community. Encouraging these activities means that the streets must be safe, bikeways available, and public transit stops are safe and convenient. City policies revolve around increasing street safety for motorists, pedestrians, and cyclists and ensuring transit access for those who need it most. Policies in the Mobility Element of this General Plan also apply.

10.9 PROMOTING CIVIL ENGAGEMENT IN PUBLIC DECISION-MAKING



Often those who are most in need are the ones who are least heard in the political process. Promoting “civil engagement” for those in disadvantaged communities is imperative if the City is to improve the conditions in their lives and neighborhoods. While conducting outreach for this General Plan update, the message from the community was clear: we want to be heard and have more input. The City can employ many actions and strategies to increase this communication and it can empower the residents to speak up and get engaged in their local government. The goals and policies of the Element call for both the City reaching out specifically in the form of City Council visits, city-initiated community meetings, City Hall open houses and focused appointments to boards and commissions. In addition, making sure that residents know how to reach their city officials and staff and what programs are available to them are equally important. These actions can increase inclusiveness, transparency and participation in local affairs by those who can benefit the most.

10.10 PRIORITIZING IMPROVEMENTS AND PROGRAMS FOR DISADVANTAGED COMMUNITIES

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For any city to prioritize its improvements and programs in a specific direction, it must focus both its staff and fiscal resources in a particular area. In order to tip the balance of public funding and improvements towards those living in disadvantaged communities, the City will consider this a priority when developing

department work plans, during budget annual budget season and in its day-to-day decisions. In addition, an overall review of fiscal spending in the disadvantaged communities would assist in determining where resources may be lacking and where the City may wish to seek grants or focus funds.

Economic Opportunities

Economics can play a part in a community's health and wellness, helping to foster a vibrant local economy with a variety of places to shop and work where residents can find choices for healthy living. Also, a healthy community is one where residents have equal access to opportunities for jobs and job training so that they have a better sense of well-being and security. To the extent possible, the City's economic development efforts can encourage quality retailers who deliver healthy goods and services and support local hiring and workforce training and development. (See also the Economic Development Element.)

10.11 GOALS AND POLICIES

Health, Wellness, Environmental Justice and the Other General Plan Elements

The Health, Wellness and Environmental Justice Element of the General Plan is where the City lists its goals and policies for making Placentia a healthier city for all of its residents. The Element establishes a strong policy framework for developing conditions that will improve the health and well-being of Placentia citizens, particularly those within the disadvantaged communities. The policies provide direction for improving the physical environment and creating and sustaining programs that address the needs of the City's disadvantaged communities, and emphasis and priority is given to disadvantaged communities across all of these goals and policies.

This Element works with the other Elements of the General Plan to form a broad-based support for creating a healthy environment:

- The Land Use Element addresses the built environment including the mix of uses, density and intensity and creating a walkable environment.
- The Mobility Element includes goals and policies on creating a multi-modal transportation system.
- The Open Space and Recreation Element lays out goals and policies to improve the amount of, access to, and quality of parks and open spaces in Placentia.
- The Safety Element includes a range of health topics on protecting the community from man-made and natural hazards.
- The Conservation Element addresses the conservation of our air, water and other natural resources in order to create a healthy, viable city.
- The Economic Development Element addresses how we can promote businesses that support a healthier lifestyle, and development that will

- require new or upgraded sidewalks and amenities for pedestrians and cyclists.
- The Housing Element includes goals and policies for promoting quality, affordable housing.

Although the Health and Wellness Element is not a state-mandated element, the City of Placentia believes that its inclusion in the General Plan ensures that public health and wellness remains a top City priority. The Element is consistent with Section 65303 of the State of California Government Code, which allows local jurisdictions to adopt additional elements to those required by state law when they relate to the physical development of the jurisdiction. The Environmental Justice Element, however, is required by Senate Bill 1000, amending Government Code Section 65302 (a), because a disadvantaged community has been identified within the area covered by this General Plan. These two Elements have been combined in an effort to create robust health and wellness guidance for all of the City’s residents.

Conflicting Goals and Policies

In order to promote and ensure the tenets of environmental justice, wherever the following goals, policies or objectives appear to conflict with others within the General Plan, the goals, policies and objectives of this Element, if viewed as stricter, shall prevail.

Prioritize Needs of Disadvantaged Communities

It is the overall goal of the Element to ensure that improvements and programs that address the needs of the City’s disadvantaged communities (DACs) are given priority. While all of the goals and policies of this Element apply to all residents, priority for actions shall be given to those projects and programs that would fulfill the needs of those residents living in disadvantaged communities.

Ensure Best Practices for Improving Health

GOAL HW/EJ - 1 Implement innovative community health best practices that improve the health of all residents in Placentia.

Policy HW/EJ - 1.1 Further develop the *Healthy Eating Active Living (HEAL)* campaign to qualify as a HEAL city, supporting policies, projects, programs and regulations that result in changes to the physical environment to improve health, well-being and physical activity.

Policy HW/EJ - 1.2 Support policies, projects, programs and regulations that encourage buildings to support the health of occupants and users by using non-toxic building materials and finishes, using windows and design features to maximize natural light and ventilation, and providing access to the outdoor environment.

Policy HW/EJ - 1.3 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.

Policy HW/EJ - 1.4 Support resilience training for staff, community leaders, and residents, recognizing the urgency of this type of training for supporting community members, especially those in DACs, who will experience social and psychological impacts of climate change.

Promote Physical Activity

GOAL HW/EJ - 2 *Promote land use patterns, both private and public, that promote increased physical activity, biking and walking as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.*

Policy HW/EJ - 2.1 Consider amending the Zoning Code to allow neighborhood-serving retail uses within neighborhoods at key nodes to provide opportunities for retail services within one-quarter mile of all residences. Permit these neighborhood serving uses with reduced parking requirements.

Policy HW/EJ - 2.2 Promote public spaces that provide pleasant places in which neighbors can meet, congregate, and be physically active together.

Policy HW/EJ - 2.3 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.

Policy HW/EJ - 2.4 Implement the adopted Complete Parks Guidelines to guide future Master Plan park planning. The goal of the policy is to advance the role of parks, recreation and community services in the eyes of the local policy makers to establish parks as centers for community health, smart growth, equitable development and environmental justice.

Policy HW/EJ - 2.5 Revitalize existing green spaces to provide more recreational spaces and encourage greater outdoor physical activity.

Policy HW/EJ - 2.6 Provide free or subsidized access to exercise equipment in public areas not currently used for recreation to increase physical activity options.

GOAL HW/EJ - 3 *Provide a high-quality pedestrian network so that residents from all neighborhoods can safely walk to their destinations.*

Policy HW/EJ - 3.1 Strive to mitigate and improve locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within Placentia.

Policy HW/EJ - 3.2 Maintain existing pedestrian safety features and increase safety at roadway crossings throughout the City through the addition of marked crosswalks, high-visibility markings, and physical improvements such as crossing islands, raised crosswalks, curb extensions, reduced radii at intersections, perpendicular curb ramps and other measures known to improve pedestrian safety. Crosswalks should be installed on Melrose Avenue for those participating in the Whitten Center programs.

Policy HW/EJ - 3.3 Improve pedestrian lighting on sidewalks throughout the City, but especially in high-volume pedestrian areas and DACs.

Policy HW/EJ - 3.4 Prioritize improvements to sidewalks and the pedestrian environment in the DACs and areas around schools and parks.

Policy HW/EJ - 3.5 Support policies and regulations involving land use and zoning changes that would provide access to daily retail needs, recreational facilities, and transit stops within a walkable distance (i.e., a quarter-to a half-mile) of established residential areas and DACs.

Policy HW/EJ - 3.6 Make streets and other public spaces more visually appealing and environmentally friendly by planting street trees, improving landscaping, adding decorative street furniture, and regularly cleaning the sidewalks and streets.

Policy HW/EJ - 3.7 Develop public art, fountains and other forms that beautify Placentia's streets and provide a collection of permanent outdoor artwork throughout the City. Identify opportunities to support and fund local artists and students to create public art in the City.

GOAL HW/EJ - 4 *Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.*

Policy HW/EJ - 4.1 Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City.

Policy HW/EJ - 4.2 Promote local-serving retail and public amenities at key locations within residential neighborhoods and DACs.

Policy HW/EJ - 4.3 Develop Corridor Improvement Plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.

Policy HW/EJ - 4.4 Fully implement and promote the Old Town Revitalization Plan and the Transit Oriented Development district to ensure, as those areas develop under these plans, that a full range of retail and services are provided within walking or easy transit distances.

Policy HW/EJ - 4.5 Update Zoning Code to eliminate any barriers to facilitating the goal of creating complete neighborhoods with access to retail and recreation resources within walking distance of homes.

Promote Access to All Public Facilities

GOAL HW/EJ - 5 *Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.*

Policy HW/EJ - 5.1 Reduce the potential for car collisions through design improvements, traffic calming, enforcement, and education efforts in public services announcements, city distributed newsletters. Maintain data on and prioritize improvements for locations with high incidences of bicycle/pedestrian/vehicle collisions.

Policy HW/EJ - 5.2 Develop and support education and enforcement campaigns on traffic, bicycle, and public transit options. Encourage bicycle and pedestrian safety through education and incentive programs. Encourage bicycle safety through education programs targeting bicyclists and motorists and promotional events such as bicycle rodeos and free helmet distribution events.

Policy HW/EJ - 5.3 Execute policies and programs that encourage transit use and increase transit service throughout the City.

Policy HW/EJ - 5.4 In new policies and programs stress the priority of bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity.

Policy HW/EJ - 5.5 Promote ride-sharing with a citywide ride-share management plan.

Policy HW/EJ - 5.6 Continue to pursue strategies including partnerships with other transportation providers to provide a comprehensive system of para-transit service for seniors and people of all abilities and enhance service within the City and to regional public facilities, especially medical facilities.

- Policy HW/EJ - 5.7** Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel by adopting and implementing a Complete Streets ordinance.
- Policy HW/EJ - 5.8** Develop strategies to calm traffic on streets that experience speeding or cut-through traffic. Include a range of solutions including engineering, education and enforcement measures.
- Policy HW/EJ - 5.9** Continue to implement streetscape improvements to enhance access, lighting, safety and experience for pedestrians, bicyclists, transit users, and motorists. Focus improvements in areas with the highest need, such as the Old Town, DACs, mixed-use corridors, and key intersections.
- Policy HW/EJ - 5.10** Promote and provide secure bicycle parking and storage in existing and new development.
- Policy HW/EJ - 5.11** Facilitate street closures for farmers' markets, arts and craft fairs, *CicLAvía* events (bicycle and pedestrian events), and other public events.
- Policy HW/EJ - 5.12** With any city-initiated shuttle system, ensure connection between DACs and public facilities, especially city buildings, health care facilities and programs, parks and playgrounds.
- Policy HW/EJ - 5.13** Develop a green streets program to support a sustainable approach to storm water, drainage, groundwater recharge and landscaping and incorporating green streets standards and guidelines in all streetscape improvements.
- Policy HW/EJ - 5.14** Create specialized programs for residents living with chronic diseases such as, diabetes and heart disease, to improve physical activity, healthy eating and access to health care education and facilities.
- Policy HW/EJ - 5.15** Implement a city-wide *Community Paramedicine Program*, which is an effective and efficient way of providing health care delivery, especially to those most vulnerable or underserved, such as seniors and disadvantaged communities. The program provides specially trained paramedics, working in partnership with healthcare providers such as St. Jude Healthcare, Placentia-Linda Hospital and others, leveraging City assets and support.
- Policy HW/EJ - 5.16** Provide increased police presence in parks in DACs to deter drinking and drug use in the parks and public open spaces. Increase routine police patrols in disadvantaged communities.
- Policy HW/EJ - 5.17** Promote more activity on streets with public events that use the right-of-way.
- Policy HW/EJ - 5.18** Adopt a city-wide bicycle master plan that will eventually connect residents to retail areas, park, recreational facilities,

schools, and government buildings. This plan would also connect to bike trails in adjacent cities.

Policy HW/EJ - 5.19 Ensure a transportation system that supports safe, healthy, and active lifestyles, by providing improved public transit and multimodal connectivity between parks, schools, neighborhoods, and Old Town.

GOAL HW/EJ - 6 *Ensure that all children have safe access to schools and parks.*

- Policy HW/EJ - 6.1** Prioritize transportation investments to increase safety around parks, open spaces, community centers, schools, pre-schools, and childcare centers.
- Policy HW/EJ - 6.2** Consider execution of a Safe Routes to School plan for all Placentia schools. Prioritize improvements with the highest safety concerns. Focus initial efforts on the route over the 57 Freeway.
- Policy HW/EJ - 6.3** Implement traffic calming strategies in areas immediately around schools and parks.
- Policy HW/EJ - 6.4** Encourage the creation of “Walking School Bus,” “Biking School Bus,” “Bicycle Trains,” contests and other programs that encourage children to walk or bicycle to school and make it safer to do so.
- Policy HW/EJ - 6.5** Work collaboratively with the school district, school board, PTA, and DACs to identify and address school access and safety issues. Form a school safety committee that includes members of these groups and the City Departments such as Community Services, Public Works, and Police Departments.
- Policy HW/EJ - 6.6** Enhance with lights or other safety components, the crosswalks used by pedestrians, especially where those crosswalks are used by residents going to school, the park, or a local retailer.

GOAL HW/EJ - 7 *Ensure that parks, trails, open spaces, and community facilities that support active, healthy recreation and activities are distributed throughout Placentia and are available to residents of disadvantaged communities.*

- Policy HW/EJ - 7.1** Create incentives to convert vacant lots or underutilized public right-of-way into small parks, community gardens, or open spaces throughout the City, focusing in the DACs where there is a general lack of open space.
- Policy HW/EJ - 7.2** Seek opportunities to convert public easements, such as utility corridors and parkway vistas, into parks and trails. Continue to work with the school district to create joint-use facilities.
- Policy HW/EJ - 7.3** Support and provide on-going, year-round sports and recreation activities, especially for youth and seniors, including keeping pools open year-round.
- Policy HW/EJ - 7.4** Provide a wider diversity of active and passive recreational facilities in all parks that respond to the needs of multicultural and DAC communities.

- Policy HW/EJ - 7.5** Promote the development of additional public and private exercise facilities within the access of DACs.
- Policy HW/EJ - 7.6** Improve and expand the use of existing parks, venues and programs through marketing, promotion, reduced rates for DACs, extended park supervision/hours, and other high visibility strategies.
- Policy HW/EJ - 7.7** Expand and tailor recreational programs, facilities and services to meet evolving community needs. Programs and services should remain accessible and relevant to today's residents, responding to unique cultural, historic and social needs, as well as changing demographics and income levels.
- Policy HW/EJ - 7.8** Continue to maintain and improve recreational facilities with adequate lighting, signage, hours of operation and programs representative of the multicultural needs and income levels of the community. Providing facility upgrades may increase capacity to attract people from neighborhoods that are currently underserved.
- Policy HW/EJ - 7.9** Promote access to non-City operated parks and recreational facilities.
- Policy HW/EJ - 7.10** Protect visitors of parks and recreational facilities from exposure to structural and safety hazards, crime and other natural or human-induced incidents and promote park and facility design that discourages vandalism, deters crime, provides natural surveillance and creates a safe and comfortable environment.
- Policy HW/EJ - 7.11** Expand park and recreation opportunities in all neighborhoods, especially within DACs, and ensure that they are offered within comfortable walking distance of homes, schools and businesses in order to encourage more physically and socially active lifestyles.
- Policy HW/EJ - 7.12** Complete the development of the comprehensive long-range Parks Master Plan to address changing recreation interests, trends, needs and priorities, with focus on the needs of the DACs. Update the Parks Master Plan and its maintenance plan regularly.
- Policy HW/EJ - 7.13** Develop and adopt design guidelines that deter criminal activity in neighborhoods, streets and public areas. Include guidelines for the design of play areas, parks, sports facilities, streets and sidewalks, plazas and urban pocket parks, and housing and commercial sites, among others.
- Policy HW/EJ - 7.14** Support and encourage City-wide initiatives and external programs to increase opportunities for contact with nature.
- Policy HW/EJ - 7.15** Consider citywide bike share programs.

Promote Safe and Sanitary Homes

GOAL HW/EJ - 8 *Promote and ensure safe and sanitary housing, especially ensuring healthy living conditions for all residents, particularly those in disadvantaged communities.*

Policy HW/EJ - 8.1 Develop a program to assist homeowners of rental units to rehabilitate their properties, especially affordable units and housing in the DACs, to meet current building standards. Consider recommendations from the U.S. Department of Housing and Urban Development's Healthy Homes Initiative.

Policy HW/EJ - 8.2 Focus code enforcement efforts in disadvantaged communities, to improve unsafe and unsanitary conditions, focusing on trash and dumping, overcrowding, illegal home businesses, illegal garage conversions, graffiti, unpermitted plumbing and electrical, and lack of building and yard maintenance. At a minimum, conduct bi-monthly inspections and distribute information about protecting tenant rights, so they are not penalized for reporting or living in a dwelling unit that does not meet health and safety standards. Written outreach efforts should be translated into Spanish.

Policy HW/EJ - 8.3 Create and actively enforce a City Lead Paint Program.

Policy HW/EJ - 8.4 Conduct periodic absentee owner outreach in disadvantaged communities to inform owners of their legal requirements to maintain and upkeep their rental properties. Written outreach efforts should be translated into Spanish, or other appropriate language and tenants informed of these efforts.

Policy HW/EJ - 8.5 Conduct periodic outreach in disadvantaged communities, informing tenants of their rights and responsibilities. Written outreach efforts should be translated into Spanish, or other appropriate language.

Policy HW/EJ - 8.6 Review new projects for natural surveillance and apply the policies of CPTED (Crime Prevention Through Community Design) to both private and public projects.

Policy HW/EJ - 8.7 Increase street lighting for pedestrians, especially in areas where crimes and illegal dumping are likely to occur.

Policy HW/EJ - 8.8 Focus police efforts to deter gangs in disadvantaged communities, both by increased enforcement and educational programs.

Policy HW/EJ - 8.9 Distribute animal control information with city newsletter and/or other periodical publications, and directly to those in disadvantaged communities.

Promote Healthy Food Access

GOAL HW/EJ - 9 *Expand access to healthy food and nutritional choices for all residents, through grocery stores, community gardens, urban agriculture and local markets that provide a range of fresh fruits and vegetables to expand nutritional choices.*

Policy HW/EJ - 9.1 Encourage existing retailers to improve the quality and selection of healthy foods and nutritional information through incentives, technical assistance, and other services. Adopt a Healthy Food Store Incentive program, to encourage stores to stock fresh and healthy food at affordable prices.

Policy HW/EJ - 9.2 Strive to locate healthy food stores so that all residences are within walking distance of a healthy food store or a store with healthy options. Prioritize healthy food supplies in economic development efforts and encourage and facilitate farmer's markets, mobile health food markets and healthy food in convenience markets.

Policy HW/EJ - 9.3 Support the farmers' market in the City with the goal of having year-round farmers' markets. Support the location of new farmer's market near DACs wherever feasible.

Policy HW/EJ - 9.4 Explore the creation of a local tobacco retail licensing program to reduce minors' illegal access to tobacco.

Policy HW/EJ - 9.5 Set an example, at city events, by providing healthy food and beverage options in City facilities and at City-sponsored events, which include vending machines, snack bars, and food and beverages served at meetings and events. Continue to support the soda free summer campaign.

Policy HW/EJ - 9.6 Conduct healthy eating education campaigns to inform food retailers and institutions that serve food to residents about healthy food options.

Policy HW/EJ - 9.7 Conduct healthy eating education campaigns around nutrition and physical activity to all residents, especially those in DACs. Provide free nutrition classes to DACs.

Policy HW/EJ - 9.8 Work with school districts to ensure that healthy food options are available and more accessible than unhealthy food options in all schools.

Policy HW/EJ - 9.9 Explore the feasibility for creating "edible school yards" that provide gardens and gardening programs on school property.

Policy HW/EJ - 9.10 Work with non-profits and regulatory agencies to explore the potential for creating, expanding and sustaining local urban agriculture, including community gardens, aquaponics,

orchards, and farmers' markets and other sources of locally grown, organic foods. Unblock any code barriers that may exist to deter this type of land use.

- Policy HW/EJ - 9.11** Support efforts to use vacant land for local agriculture, unblocking any code barriers that may exist.
- Policy HW/EJ - 9.12** In collaboration with the County Health Department and community organizations, develop and implement a program to encourage new and existing neighborhood food trucks, convenience stores, supermarkets, liquor stores and neighborhood and ethnic markets to stock fresh produce, meats and dairy, 100% juices and whole-grain products.
- Policy HW/EJ - 9.13** With City marketing materials, distribute information on the benefits of healthy eating.
- Policy HW/EJ - 9.14** With City marketing materials, distribute information on food assistance programs.
- Policy HW/EJ - 9.15** Expand hours and locations for City sponsored food distribution programs and assist neighbors in arranging ride share to the existing program sites or other food distribution locations.
- Policy HW/EJ - 9.16** Continue to support the Free Lunch programs for children.
- Policy HW/EJ - 9.17** Continue to support the Reduced Lunch programs for seniors.

Improve Air Quality and Reduce Pollution Exposure

GOAL HW/EJ - 10 *Promote land use and development patterns that reduce greenhouse gas emissions, improve respiratory health, enhance air quality and reduce climate change impacts in disadvantaged communities.*

- Policy HW/EJ - 10.1** Promote land use patterns that reduce driving and promote walking, cycling, and transit use.
- Policy HW/EJ - 10.2** Discourage locating truck routes on primarily residential streets and in DACs.
- Policy HW/EJ - 10.3** Pursue funding for and implement transportation projects, policies, and guidelines that improve air quality.
- Policy HW/EJ - 10.4** Continue to promote and support transit improvements or public facilities that are powered by electricity, solar, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.
- Policy HW/EJ - 10.5** Require landscaping, ventilation systems, double-paned windows, setbacks, barriers, air filters and other measures to

achieve healthy indoor air quality and noise levels in the development of new sensitive land uses.

Policy HW/EJ - 10.6 Continue purchase or lease of fuel-efficient and low-emissions vehicles for City fleet vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities. Require Electric Vehicle (EV) charging stations and EV priority parking in all new private development.

Policy HW/EJ - 10.7 Prohibit new sources of air pollutant emissions in the disadvantaged communities to minimize impacts on the population, especially children and the senior community and encourage any existing sources of emissions to use feasible measures to minimize emissions that could impact air quality.

Policy HW/EJ - 10.8 Working with Caltrans, determine what if any mitigation measures can be implemented to reduce air quality impacts from freeway adjacencies, particularly impacting the DACs.

Policy HW/EJ - 10.9 Consider any potential air quality impacts when making land use or mobility decisions for new development, even if not required by California Environmental Quality Act.

Policy HW/EJ - 10.10 Consider adopting a Second-Hand Smoke Ordinance to reduce exposure to harmful effects of second-hand smoke in indoor and outdoor areas. Continue to make efforts to protect vulnerable populations, such as children and seniors from exposure to second-hand smoke.

Policy HW/EJ - 10.11 Distribute information on how to reduce or eliminate sources of indoor air pollution.

Policy HW/EJ - 10.12 Conduct a public information campaign to let residents living within 1,000 feet of a freeway know what the risks are and what mitigation measures they can take. These would include things such as installing high-efficiency air filters, keeping windows closed in the early morning, refraining from outdoor exercise in the mornings, installing thick landscaping, reducing driving, and using public transport instead.

GOAL HW/EJ - 11 *Promote land use and development patterns that reduce greenhouse gas emissions and reduce climate change impacts in DACs.*

Policy HW/EJ - 11.1 Prepare a Climate Action Plan to identify ways to reduce citywide GHG emissions and minimize the impacts of climate change on Placentia residents.

Policy HW/EJ - 11.2 Create an “Urban Forest” Plan to address the need for planning, planting, and maintaining trees in the City and DACs to mitigate heat exposure for Placentia residents. The plan

should focus on providing shade trees to reduce the “heat-island” effect.

Policy HW/EJ - 11.3 Commit to planting street trees along all streets located in the DACs by 2023.

Policy HW/EJ - 11.4 Consider creation of a “Green Roof” program or provide incentives to construct green roofs in the City to minimize the “heat-island” effect in DACs.

GOAL HW/EJ - 12 Take measures to reduce pollution exposure and improve air quality in disadvantaged communities.

Policy HW/EJ - 12.1 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP) and rules and regulations from South Coast Air Quality Management District (SCAQMD).

Policy HW/EJ - 12.2 In reviewing development proposals, site sensitive receptors (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.

Policy HW/EJ - 12.3 Avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

Policy HW/EJ - 12.4 Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).

Policy HW/EJ - 12.5 Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.

Policy HW/EJ - 12.6 Require project proponents to prepare health risk assessments in accordance with CARB and SCAQMD recommended procedures if new land uses are proposed within the distances described above for freeways, distribution facilities, and rail yards.

Policy HW/EJ - 12.7 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.

Policy HW/EJ - 12.8 Reduce industrial truck idling by enforcing California’s five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking,

and requiring refrigerated warehouses to provide generators for refrigerated trucks.

Policy HW/EJ - 12.9 The City shall continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing SCAQMD air quality thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Policy HW/EJ - 12.10 Encourage non-polluting industry and clean green technology companies to locate to the City.

Policy HW/EJ - 12.11 Work with the industrial business community to improve outdoor air quality through improved operations and practices.

Policy HW/EJ - 12.12 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet for new developments busy roadways with significant volumes of heavy truck traffic).

Promote Equitable Development and Design

GOAL HW/EJ - 13 *Promote green, attractive and sustainable development and practices to support a healthy local economy, protect and improve the natural and built environment, improve the air quality and quality of life for all residents.*

Policy HW/EJ - 13.1 Work towards reducing the overall energy footprint from residential, industrial, transportation and City operations.

Policy HW/EJ - 13.2 Require energy and resource efficient buildings and landscaping in all public and private development projects.

Policy HW/EJ - 13.3 Develop green infrastructure standards that rely on natural processes for storm water drainage, groundwater recharge and flood management.

Policy HW/EJ - 13.4 Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand and encourage new development and redevelopment projects to generate a portion of their energy needs through renewable sources.

- Policy HW/EJ - 13.5** Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.
- Policy HW/EJ - 13.6** Promote waste reduction and recycling to minimize materials that are processed in landfills. Encourage residents and businesses to reduce waste and minimize consumption of goods that require higher energy use for shipping and packaging. Encourage composting to reduce food and yard waste and provide mulch for gardening.
- Policy HW/EJ - 13.7** Promote water conservation and recycled water use. Implement water conservation efforts for households, businesses, industries and public infrastructure.
- Policy HW/EJ - 13.8** Continue to implement the City's Green Building Code and update as appropriate. Require newly-constructed or renovated City-owned and private buildings and structures to comply with the Green Building Ordinance. Encourage LEEDS certification for commercial, industrial and public projects.
- Policy HW/EJ - 13.9** Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.
- Policy HW/EJ - 13.10** Promote land use patterns that are transit, bicycle, and pedestrian-oriented and have a mix of uses, especially neighborhood serving businesses, within walking distance of homes and workplaces. Encourage multi-modal transportation with land use patterns that are transit, bicycle and pedestrian- oriented, and have a mix of uses.
- Policy HW/EJ - 13.11** Support and encourage development of a range of housing types that meet the needs of all population groups including seniors, large and small families, low and middle-income households and people of all abilities. Encourage new projects to include a range of housing types including single-family residences, townhomes, condominiums and rental units.
- Policy HW/EJ - 13.12** In order to encourage the development of affordable housing units, consider reducing or removing the minimum parking requirement for affordable multi-family developments.
- Policy HW/EJ - 13.13** Promote mixed-income development and inclusion of affordable housing units in all neighborhoods. Encourage the integration of market rate housing with affordable units at the project level, as well as at the neighborhood level. Affordable housing units should be located close to community and retail

amenities such as parks, full-service grocery stores, local public transit stops, retail and public services.

GOAL HW/EJ - 14 *Improve the quality of built and natural environments to support a thriving community and to reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities.*

Policy HW/EJ - 14.1 Work with businesses and industry, residents and regulatory agencies to reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as industry, railroads, diesel trucks, oil refineries, and busy roadways.

Policy HW/EJ - 14.2 Strive for *Tree City USA* designation. Protect and expand tree resources within the City and promote trees as economic and environmental resources for the use, education and enjoyment of current and future generations.

Policy HW/EJ - 14.3 In urban forest management planning, focus efforts for planting street trees in the disadvantaged communities.

Policy HW/EJ - 14.4 Regularly review and update the noise ordinance to regulate noise-generating activities and proposed developments near noise-generating activities based upon changes in state law.

Policy HW/EJ - 14.5 Monitor changes in technology that will prevent and mitigate transportation-related noise and air quality impacts on residential and sensitive uses in the community. Support traffic and highway improvements that will reduce noise and air quality impacts of vehicles. Alternatives to sound walls should be considered where possible.

Policy HW/EJ - 14.6 Support improvements to private buildings and commercial/residential developments through façade improvement programs.

Policy HW/EJ - 14.7 Consider zoning that prohibits the construction of new sensitive uses within 1,000 feet of a freeway.

Promote Civil Engagement in Public Decision Making and Prioritize Improvements for Disadvantaged Communities

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GOAL HW/EJ - 15 *Provide public education, collaborations, and meaningful civic engagement in local decision-making processes that promote positive health outcomes and the health and well-being of residents.*

Policy HW/EJ - 15.1 Promote, sponsor and support a variety of community events focused on health and wellness, fitness, weight-loss

programs, and similar activities. Consider a health theme at summer and holiday activities.

- Policy HW/EJ - 15.2** To promote social cohesion, encourage activities, such as block parties and community-wide social events, that strengthen neighborhood social cohesion and the overall identity of the City.
- Policy HW/EJ - 15.3** Conduct annual community events focusing on health and wellness. Consider waiving the fee for health and wellness booths at community events.
- Policy HW/EJ - 15.4** Have City Hall open houses and tours and specifically invite the disadvantaged communities by individual mailings.
- Policy HW/EJ - 15.5** Distribute, house-to-house in DACs, city information such as numbers to call for enforcement, programs, housing needs, and general City information.
- Policy HW/EJ - 15.6** Conduct City Council visits to disadvantaged neighborhoods to encourage discussion on items that affect the residents and businesses. Have Council accompanied by representatives from the Police, Code Enforcement, Development and Community Services, and other departments. Host an annual community walk with the Mayor and other Council members.
- Policy HW/EJ - 15.7** Conduct annual community or town hall meetings in the disadvantaged communities. Include a translator at these meetings so that all residents can engage.
- Policy HW/EJ - 15.8** Specifically invite residents from disadvantaged communities to become board, commission, and task force members as openings occur.
- Policy HW/EJ - 15.9** Dedicate one City Council meeting per year to the disadvantaged communities, having staff update the Council on improvements made and further needs of the residents and business owners in those communities. Provide translation headsets at all City Council meetings so that residents can engage first hand with the content of the meetings.
- Policy HW/EJ - 15.10** Partner with and support the efforts of any non-profits that focus on programs and activities for the disadvantaged communities.
- Policy HW/EJ - 15.11** Provide city support for residents' ideas for improving their communities, such as a book mobile for children.
- Policy HW/EJ - 15.12** Consider installing signage at neighborhood markets in disadvantaged communities to promote and advertise city meetings, and other public announcements.

GOAL HW/EJ - 16 *Create and improve city systems whereby improvements and programs are prioritized for disadvantaged communities.*

Policy HW/EJ - 16.1 Where possible, the City shall prioritize spending of general funds for recreation, air quality and other environmental improvements, community programming, public infrastructure improvements in disadvantaged communities and fiscal decisions should be based on this priority.

Policy HW/EJ - 16.2 During annual budget season, each City department should prioritize the needs of those in disadvantaged communities when making budget recommendations. In this way, all City departments will lend focus to those needs and consider them in a coordinated manner during budget research and formulation.

Policy HW/EJ - 16.3 Each City department shall prioritize the needs of those in disadvantaged communities when developing their workplans wherein they allocate staff time and financial resources. The departments shall come together, during the budget formation, to ensure consistency and reduce duplication of programs and services for the disadvantaged communities and streamline efforts where feasible. 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.

Policy HW/EJ - 16.4 The City shall seek grants that will specifically help the issues in the disadvantaged communities such as safe housing, increased tree coverage, recreational resources, environmental concerns, air quality, and other issues.

GOAL HW/EJ - 17 *Promote equitable access to economic opportunities that provide the material and social means for human development and upward mobility.*

Policy HW/EJ - 17.1 Expand and diversify the local employment base to provide quality jobs for Placentia residents.

Policy HW/EJ - 17.2 Support and expand jobs-skills training and recruitment programs and services. Collaborate with educational institutions, employers, unions and the local workforce development programs to strengthen services for Placentia youth and adults.

Policy HW/EJ - 17.3 Promote and support locally-owned and cooperative enterprises and businesses, particularly along major

corridors, to maximize economic stability and community benefits for Placentia residents and business owners.

- Policy HW/EJ - 17.4** Develop a coordinated small business development program or work with other small business organizations to provide support to existing and new small businesses, such as providing shared spaces that can be used by retail and start-ups in the same space.
- Policy HW/EJ - 17.5** Encourage existing businesses and industries to become increasingly environmentally-progressive and continue making positive contributions to the community. Together with regulatory agencies, actively work with local industries to ensure compliance with all applicable environmental regulations to limit pollution and protect the community from environmental hazards.
- Policy HW/EJ - 17.6** Encourage businesses and industries to hire locally when possible, participate in civic life and play a positive role in the community.
- Policy HW/EJ - 17.7** Encourage the production of food at a local level leading to more jobs and reduced food costs.
- Policy HW/EJ - 17.8** Consider a Buy Local program to promote residents buying their goods and services within the city, thereby promoting a healthy local economy and reducing vehicle trips.
- Policy HW/EJ - 17.9** Encourage new and existing retailers to take an interest in the health of the community by providing and promoting healthy goods and services. Encourage discounts of healthy food items. Adopt a Healthy Food Store Incentive program, to encourage stores to stock fresh and healthy food.

11 Sustainability

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11.1 INTRODUCTION

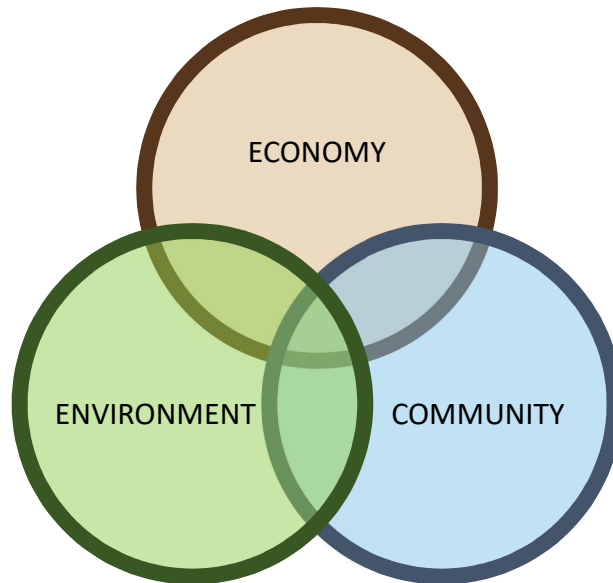
The Sustainability Element explains the City's commitment to sustainability through goals and policies that support the General Plan. As a non-mandated (or optional element), its inclusion in the General Plan demonstrates the City's commitment to the long-term prosperity and viability of the community. A widely cited definition of sustainability is from the Bruntland Commission Report in 1987, which describes sustainability as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs." Maintaining and improving the quality of life for all community members has long been an important goal for Placentia. Using the concept of sustainability as a platform, Placentia can create a culture of stewardship to enhance the City's natural environment, economic interests, and quality of life.

The City of Placentia received a grant from the Southern California Association of Governments (SCAG) to include a Sustainability Element as part of the City's General Plan Update through their Sustainable Communities Strategy. The strategy aims to integrate land use and transportation strategies that will achieve Air Resource Board emissions reduction targets.

While this Sustainability Element addresses sustainability at multiple levels, input from the community indicates that the City's fiscal and economic future is an important priority to address. In order to be an effective and fiscally sustainable government, Placentia must be persistent in pursuing new or enhanced revenue resources and be efficient in the use of those resources.

What is Sustainability?

Practically, sustainability is often viewed as a three-legged stool, balancing the needs of the environment, the economy, and the community. In a sustainable city, city officials, businesses, and residents make social and economic decisions that allow the city to thrive without compromising natural resources or hurting the fiscal future of the city. The basic elements of sustainability involve:



Community – Achieving societal welfare by offering equal access to jobs (income), education, natural resources, and services for the people.

Environment – Understanding the natural system processes and integrity of landscapes, watersheds, and aquatic ecosystems to guide sound, green, and long term protection of the natural environment.

Economy/Fiscal – Considering economic development objectives and priorities and fiscal policies that protect and/or enhance the City’s financial resources through improvements in management practices/policies, technology, efficiency, job creation, business retention and attraction, and revenue generation.

Community members have identified fiscal sustainability as a key focus for Placentia as fiscal resources are needed to effectively govern, to provide municipal services at a level consistent with community expectations, and to advance programs and initiatives that further the elements of the City’s Vision. To meet the needs of the present and of the future, Placentia must focus on economic sustainability to continue maintaining and improving quality of life.

Strategies for Fiscal Sustainability

Set a course to restore the City’s overall financial health and credit rating

Achieve spending and minimum financial reserve targets

Strategies for Fiscal Sustainability

Ensure tax revenue generation from real property development / redevelopment

Identify direct immediate actions seeking to match expenditures to revenues and identify options for long-term fiscal health.

11.2 ENVIRONMENTAL LAWS AND OTHER FACTORS INFLUENCING SUSTAINABILITY

Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra snowpack, further exacerbating California’s air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050. The General Plan recognizes the City’s role in statewide mitigation efforts and works toward reducing greenhouse gas emissions.



Assembly Bill (AB) 32

AB 32, also known as the California Climate Solutions Act of 2006, was authorized in September 2006 by Governor Arnold Schwarzenegger. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 institutes a schedule to meet the emissions cap and to develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in greenhouse gas emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

Senate Bill (SB) 97

SB 97, enacted in 2007, amends the California Environmental Quality Act (CEQA) statute to clearly establish that greenhouse gas emissions and their effects are appropriate subjects for CEQA analysis. It directs the Governor's Office of Planning and Research to develop draft CEQA Guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions" by July 1, 2009, and directs the Resources Agency to certify and adopt the CEQA Guidelines. The General Plan is designed to address the environmental impacts associated with the bill's policies and programs and to meet the State's intent in adding this topic to CEQA.

Senate Bill (SB) 375

In August 2008, the Governor signed SB 375, a platform to implement AB 32 by linking regional transportation plans with state greenhouse gas reduction goals. Under SB 375, state agencies and local metropolitan planning organizations (such as the Sacramento Area Council of Governments) are to develop preferred growth scenarios to cut greenhouse gas emissions. SB 375 will tie state transportation funds to projects that conform to those scenarios. SB 375 also requires cities to revise their Housing Elements every eight years in conjunction with the regional transportation plan. The General Plan is designed to address these requirements and allow the City to meet its emissions reduction goals in coordination with planning for housing and overall community growth.



11.3 SCOPE AND CONTENT

The Sustainable Community Element establishes goals and policies to guide City efforts to become a more sustainable and resilient community through changes to municipal operations and by promoting and supporting sustainable behaviors of individual community members. These efforts are designed to promote fiscal stability within the City government, provide for a high quality of life for all community members, reduce dependency on private automotive vehicles, and preserve natural resources.

This Element addresses a number of topics, including:

- Economic Development
- Land Use and Mobility
- Natural Resources
- Placemaking
- Community Participation and Communications

Sustainability is a broad-ranging concept that pulls from, contributes to, and works in collaboration with numerous other community goals and principles. As a result, there is a distinct overlap between this Element and other Elements of the General Plan. For example, economic development goals and policies encourage a stable economic base and solid fiscal policies for the City while mitigating environmental impacts. The Mobility Element addresses multiple modes of transportation, including opportunities for non-vehicular travel. The Conservation Element includes policies regarding environmental conservation and preserving Placentia's

historical and cultural resources. Thus, sustainability naturally intersects with and supports the other elements of the General Plan:

- The **Land Use Element** includes policies that promote compact, walkable, mixed-use, transit-oriented, and infill development, and redevelopment, as well as protection of open space and agricultural lands, encourage a jobs and housing balance, and ensure a fair and predictable land use planning process.
- The **Economic Development Element** includes the development of policies and programs designed to preserve, enhance, and promote a vibrant and successful business community, with the specific goal of increasing City revenues by increasing sales tax and property tax income to the City.
- The **Mobility Element** addresses alternate transit modes, pedestrians, and bicycles that recognize the City's commitment toward sustainability.
- The **Health, Wellness and Environmental Justice Element** includes making parks more accessible and up to date, promoting healthy life styles, eating choices, addressing disadvantaged communities and improving air quality.
- The **Conservation Element** addresses the topics of air quality, water resources, biological resources and historic and cultural resources.
- The **Open Space Element** provides the strategies and actions to preserve and enhance open space areas in the City and meet the recreational needs of community members.



11.4 SUSTAINABILITY IN PLACENTIA TODAY

Existing Plans, Programs, and Policies

Community Programs and Policies

Placentia has several programs that promote education and involvement of the community. The City promotes community involvement and input on a variety of topical areas that may affect people individually or as a community through its “Community Voice” and “Neighborhood Conversation” programs. Capacity building programs, such as the Community Emergency Response Team (CERT) training, provides residents with the training to prepare for and respond to an emergency event that not only benefits individuals, but also their community. In addition, the City Administrator’s Weekly Briefing provides a summary of weekly events and on-going City Department activities, including development activities and approved projects.



Community Voice

The City’s website includes “Community Voice” where residents and other stakeholders can submit ideas for improvements and changes they would like to see implemented within the community. Participants can also comment and vote on the ideas and input of others. The Initiatives cover a wide range of topical areas including topics that pertain to sustainability, such as economic development and financial planning, community activities, and parks and recreation. This provides another opportunity for community participation and for their ideas to be heard regarding key issues that affect the community.

Placentia Community Foundation

The Placentia Community Foundation solicits, receives, invests, and makes grants of funds, property and other resources to provide direct charitable services to aid, sponsor, promote, advance, and assist worthy activities, programs, and services in the City of Placentia to further cultural, recreational, social, historical, and civic events and causes.



Community Emergency Response Team (CERT)

The City provides Community Emergency Response Team (CERT) training, which educates people about disaster preparedness for hazards that may impact their area and trains them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations. Using the training learned in the classroom and during exercises, CERT members can assist others in their neighborhood or workplace following an event when professional responders are not immediately available to help. CERT members also are encouraged to support emergency response agencies by taking a more active role in emergency preparedness projects in their community. The training is free to all participants including non-residents of Placentia.

Neighborhood Conversations

The Neighborhood Conversations program provides residents the opportunity to discuss issues and events, meet City staff, and learn about City services and programs. This Neighborhood Conversation is a series of community meetings that is held quarterly in different areas of the City to inform residents about new and ongoing City services and to provide forums to address questions and issues from the community.

Environmental Programs and Policies

Many of Placentia's existing programs and policies already contribute to environmental sustainability. The City promotes energy efficiency by offering recycling, composting, community gardens, and natural gas amenities. Through Placentia's Recycling program, residents use three 100-gallon containers to sort recyclables, yard waste, and trash. Residents are also offered free composting classes and community garden plots nearby at the Fullerton Arboretum. In addition, Placentia provides a Natural Gas Vehicle Station that offers compressed natural gas producing far less pollutants than comparable gas or diesel stations. Placentia sends waste collected from businesses, homes, curbside collection, public or self-hauling, public drop-off, and collection centers to a Materials Recovery Facility (MRF), where waste is sorted to remove recyclable materials.



Waste Disposal and Water Conservation

Placentia practices environmental sustainability as it meets and complies with current solid waste disposal and diversion, and water conservation, quality and usage regulations. Placentia meets a diversion goal of at least 50 percent of all construction/deconstruction waste generated within the City. Placentia is served by landfills with sufficient permitted capacity to accommodate the City's solid waste disposal needs. At the end of 2012, Placentia had 36 diversion programs in place. The City also requires a Construction and Demolition Waste Management Plan for specified development projects set forth in the Placentia Municipal Code (PMC) Section 8.0.400. The water service providers in Placentia, the Yorba Linda Water District and Golden State Water Company maintain water conservation ordinances to prevent the waste of water and protect the health and safety of water users. The City provides landscape water use standards in the PMC Chapter 23.77, Xeriscape

and Water Efficient Landscaping, Section 23.77.090, Landscape Water Use Standards to reduce water consumption in landscaping.

Natural Gas Vehicle Station

The Natural Gas Vehicle Station, operated by Trillium, offers compressed natural gas (CNG), a naturally occurring gas that consists primarily of methane. Derived from gas wells or as a by-product of crude oil production, CNG produces far less pollutants than comparable gasoline or diesel versions. It also produces less carbon dioxide and other greenhouse gasses. The facility is located at 2999 East La Jolla Street and is open 24 hours a day.



Incentivizing Environmental Sustainability

Various environmental sustainability programs and policies are supported through financial assistance and incentives. Placentia is involved in the Home Energy Renovation Program (HERO), offered through the Western Riverside Council of Governments, which allows residential and commercial property owners to finance various energy and water efficient improvements through the State of California's Property Assessed Clean Energy program. Placentia provides a green business program which sets out to achieve a healthier and cleaner environment by helping businesses integrate environmental responsibility into their operations in a manner that is sustainable as well as profitable. City staff will work with businesses to determine which solid waste reduction, pollution prevention, energy conservation, and water conservation measures would be the best fit and achieve the most savings. Additionally, Southern California Edison (SCE), which provides electricity service in Placentia, offers energy efficient new construction and home improvement incentives including receiving monetary incentives to constructing

homes that are 15-20 percent more energy efficient than the Title 24 requirements, purchasing Energy-star qualified appliances, installing energy-efficient windows, high-efficient water heaters, and making other energy saving improvements. SCE and The Gas Company encourage green change and offer residents rebates and incentives to lessen their financial burden. A State program administered by the Salvation Army also provides eligible families temporary energy assistance for a one time emergency credit for up to \$1,500 to pay off past dues and avoid utility shut-offs.



Communication and Awareness of Environmental Programs

Placentia encourages environmental sustainability through education, outreach, and public awareness. The Placentia Recycle Teen Team are a small group of youths, ages 14 to 18, who increase their knowledge of environmental sustainability in the community by actively participating in special events and educational programs including Community Clean-Ups, Compost Give-Away Day, Heritage Festival and Parade, and engagement in tours of various waste, utility and conservation facilities. The City promotes energy and water conservation and “green building” in new and existing residential developments by providing educational materials on the City’s website and in print form at City Hall, the library and at other public buildings. Compliance with Title 24 of the California Building Code will be required of all residential construction necessitating a building permit. The City also refers residents to local utility providers for energy and water conservation programs through the City’s website.

Economic Sustainability Programs and Policies

The City is making a concerted effort to address opportunities for improved economic and fiscal sustainability. Current programs involve a budget stabilization plan and a fiscal sustainability task force that seeks out the community's input on opportunities to address the City's structural deficit. Other programs encourage business start-up and expansion within the City.



11-14

Budget Stabilization

The City is focused on creating a Budget Stabilization Plan to serve as guide for the future and enable the highest level of public services to be provided to its residents. In 2016, the City held three community workshops to discuss the Budget Stabilization Program. This included informing the community of potential revenue enhancement options including a potential increase in sales tax and/or

Utility User Tax and exploring options for alternative service delivery of public services. Recommendations received from the residents were presented to the City Council for consideration as part of the plan. In addition, an analysis was conducted to identify options and alternatives for Placentia to achieve budget stabilization.

Fiscal Sustainability Task Force

In order to address the fiscal concerns facing the City, the City Council appointed a Citizens Fiscal Sustainability Task Force in 2015. The Task Force examined the City's structural deficit and assisted the City in identifying potential cost reduction and revenue enhancement solutions. The goal of the Task Force is to garner long term sustainable solutions to eliminate the City's budgetary deficit, establish a healthy reserve, build operations, and address the City's deferred infrastructure improvements. The main goal of the Task Force was to develop a methodology to assess the City's fiscal sustainability status, identify areas of concern, solicit and evaluate expenditure reduction and revenue enhancement options from the community, Council and Staff. The Task Force conducted over 30 public meetings over a 2 ½ year period. They received reports on the City's financial situation, including the revenues the City receives and the various cuts and adjustments the City Council has made over the recent past; departmental presentations on department budgets, staffing, responsibilities, and previous steps taken to reduce costs; information on citywide costs and infrastructure projects; and a presentation on what revenue options are available to the City.

On February 2, 2016, the Task Force presented a report to the City Council, which included the following recommendations:

- Implementing cost-cutting and emergency reserve measures: the majority of which have now been implemented.
- Identifying options for revenue generation.
- Continue to engage citizens on our fiscal sustainability effort.

Economic Development Incentive Programs

In order to assist new businesses within the City, a "Business Start-up Fee Reduction" was implemented, which reduced the application, inspection, and business license fees. A "New/Expanding Retail Business Incentive Program" was also implemented to reduce the Planning and Building plan check and permit fees to assist new and expanding retail businesses.



11-16

Economic Development Studies

As part of obtaining a better understanding of economic development opportunities within the City, several reports and studies have been conducted including an Economic Development Plan and Retail Gap Analysis. The City has developed new marketing materials, including new branding with the introduction of a new City logo.

City Branding

As part of Placentia's marketing efforts the City has launched a branding program designed to capture the attention of the investment community or interested organizations thinking about investing in the City or relocating their business. With

the tag line “Rich Heritage, Bright Future” marketing and promotional materials will advance this theme along with important demographics and characteristics unique to Placentia.

11.5 GUIDING PRINCIPLES

The following Guiding Principles were developed based on community input received through outreach efforts conducted as part of the General Plan Update. In addition to Community Workshops, the outreach program included a Community Survey which was administered at the City of Placentia Farmer’s Market and on the City’s website.

The Guiding Principles serve as the foundation in the development of the Sustainability Element goals and policies.

Table 11-1. Guiding Principles

Guiding Principle	Intent
Live within our means	Ensure that the City’s revenue can sustain essential and desired City services. Residents expressed concern about the City’s ability to provide essential services. Some residents stated they would be supportive of a tax if they knew where the money was going. They indicated a need to prioritize spending. Maintaining a balanced budget and a healthy reserve fund was an important issue for the residents.
Support an informed/involved community	Opportunities for community participation should be provided and encouraged. Information should be made available to the public on economic, environmental, and community issues and programs. Residents indicated a lack of information on existing programs and how fees are utilized within the City.
Provide a high quality of life for all residents	Preserve existing residential neighborhoods, maintain and improve infrastructure (roads/utilities), landscaping, and provide clean and updated recreation facilities and programs. Provide a safe community for all residents. Residents indicated outdoor recreation opportunities are an important component to an ideal community. Residents identified safe and healthy neighborhoods to be the most important for their community. Residents also identified the opportunity to use service groups, organizations, and individuals to assist with maintenance in parks/recreation facilities.
Provide for a diverse community	Promote a safe, well-designed, accessible community where people of all ages/background can live, work, and play. Residents indicated their desire to provide a

Guiding Principle	Intent
	supportive community with services and amenities for all, as well as a vibrant public education system.
Promote economic vitality	Provide jobs, services, revenues, and opportunities to improve the economic vitality of Placentia. Residents place a high priority on the long-term growth and prosperity of the City, including the need for more employment opportunities.
Increase retail opportunities	Provide a positive environment to attract new retail and restaurant uses, allowing residents and others to shop/dine within the City. Consider new retail development and opportunities within shopping centers that are currently vacant/ underdeveloped. Residents indicated that they currently shop/dine more frequently at retail establishments in neighboring cities rather than within Placentia resulting in sales tax leakage. Residents also indicated that more local shopping options are an important component of their ideal community.
Improve upon the diversity of Old Town Placentia	Provide opportunities for new housing, businesses, and restaurants to locate within the Old Town District. Residents indicated that in addition to new restaurants/businesses, overall safety would need to improve for them to bring their families to Old Town.
Create transit-oriented development around the Metrolink station	Provide opportunities for new housing, shopping, and offices around the future Metrolink station with a reduced need for auto use. Residents indicated support for transit-oriented development and that there is a need for new development around the Metrolink station to encourage people to shop/dine within the City. Offices/employment opportunities should also be considered near the Metrolink station.
Provide alternative transportation options and encourage their use	Provide walking and bicycling paths/trails that are safe options to an automobile. Residents indicated that consideration should be given to modifying streets in order to provide safe and attractive places to walk, by reducing the speed of cars in some areas. However, there was not consensus as to whether the number of car lanes or amount of street parking should be reduced to create a system of bike lanes.
Conserve and protect natural resources	Educate/inform the community on existing programs that protect the environment, reduce waste, reduce greenhouse gas emissions, etc. Residents indicated that clean air and water are important for the community. They indicated that water conservation, energy use, and waste reduction were all important concepts that should be addressed in the General Plan.

Guiding Principle	Intent
Support green building/ construction and programs	Provide/support green building/construction and programs. Residents indicated support for programs that encourage green building and programs, such as incentives and audits.

11.6 GOALS AND POLICIES

The Sustainable Community Element establishes goals and policies that link to the guiding principles and support the Economy, the Community, and the Environment. Please refer to the other General Plan Elements for additional goals and policies that pertain to sustainability.

Goals are general statements of aspiration or intent to achieve a desired condition that serves as an endpoint and may be attainable.

Policies are specific statements that provide a directive or framework for City decision-making that directly contribute to the attainment of the goal.

GOAL S - 1 *Placentia will operate in a fiscally responsible and sustainable manner by planning long-term and maintaining a positive annual balance between available revenue and the costs of services Placentia provides to its constituents (See Economic Development Element).*

- Program S - 1.1** Provide a full range of City services to the community at service levels consistent with a safe, convenient and pleasant place to live, work, learn, and play and coordinated with the revenue available to sustain those services.
- Program S - 1.2** Manage Placentia’s future growth in an orderly, planned manner to reduce service costs, maximize the utilization of existing and proposed public facilities, and to enhance the City revenues available to sustain a desirable quality of life.
- Program S - 1.3** Identify and maintain reliable ongoing funding sources for City services and infrastructure.
- Program S - 1.4** Evaluate and reflect projected changes in City revenue and service costs as part of the General Plan annual review process.
- Program S - 1.5** Ensure the City’s Capital Improvement Program supports the goals and policies articulated in the General Plan.
- Program S - 1.6** Consider fiscal and economic sustainability as one of a number of citywide goals when evaluating new development, zoning, or public policy.

GOAL S - 2 *Placentia's economic base is diversified in order to increase resilience to changing external conditions (See Economic Development Element).*

- Program S - 2.1 Prepare a comprehensive economic development strategy to enhance the City's long-term prosperity.
 - Program S - 2.2 Evaluate economic conditions to determine the industries, sectors, and locations that are most significant to regional and local economic growth and creation of quality jobs.
 - Program S - 2.3 Increase efforts to support business retention and expansion, while also focusing on attracting new businesses such as sales tax revenue generating and customer driven retailers/restaurants.
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GOAL S - 3 *The Old Town and commercial areas are developed with a variety of businesses that support residents' desire to buy local and encourages tourism (See Economic Development Element).*

- Program S - 3.1 Identify and pursue new businesses offering contemporary eating, entertainment, and shopping experiences that meet the demands of Placentia's residents.
 - Program S - 3.2 Increase and diversify night-time uses including entertainment venues and sit-down restaurants.
 - Program S - 3.3 Direct new retail development to Old Town or shopping nodes along commercial corridors targeted for intensification.
 - Program S - 3.4 Increase residential densities in appropriate locations to provide a customer base for new and existing commercial uses.
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GOAL S - 4 *Every community member has access to information and equal opportunity to be involved in the planning and decision-making process.*

- Program S - 4.1 Implement a community engagement strategy to increase awareness of existing sustainability programs and plan for new programs.
- Program S - 4.2 Encourage representation and participation in all City committees and commissions by Placentia's diverse community.
- Program S - 4.3 Ensure opportunities for participation in community forums are available and advertised and that information is accessible by the community.

Program S - 4.4 Encourage and provide opportunities for volunteerism and engagement of community members in civic activities, including beautification, maintenance and clean-up programs.

GOAL S - 5 *Placemaking design principles are emphasized and incorporated throughout the City.*

Program S - 5.1 Identify locations for major streetscape improvements such as landscaped medians, enhanced crosswalks, street trees, directional signage, benches, and public art.

Program S - 5.2 Identify key entry points into the City and provide major entry features or monuments at these locations to create a sense of arrival to Placentia.

Program S - 5.3 Incorporate principles of the Land Use Element to develop community focal points by allowing greater densities and a mix of uses at key locations.

Program S - 5.4 New development should balance all modes of transportation, including cars, bicycles, pedestrians, transit, and people with disabilities.

GOAL S - 6 *Community members are provided the support and services necessary to meet their basic needs and options for healthy lifestyle choices.*

Program S - 6.1 Support development of a wide range of housing options that are accessible, close to services, available to a full range of incomes and located within existing neighborhoods.

Program S - 6.2 Encourage mobility options to ensure that as individuals age they can access basic services and remain independent.

Program S - 6.3 Create environments that promote physical wellness, provides a full range of social interaction and easy access to healthcare.

GOAL S - 7 *Environmental impacts and natural resource consumption is minimized through the implementation of building and construction practices.*

Program S - 7.1 Support the use of green building methods in new construction and rehabilitation projects, including both public agency projects and private projects undertaken by homeowners.

Program S - 7.2 Maintain development standards and building requirements that encourage the efficient use of water. These requirements should include the use of plumbing fixtures designed for water efficiency, irrigation systems designed to minimize water

waste, and allowances for reclaimed water use in residential construction, where feasible.

Program S - 7.3 Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater, recharge the aquifer, and reduce urban runoff.

Program S - 7.4 Maintain hardscape (impervious) surface standards in the Placentia Municipal Code as a way to retain storm water absorption capacity and reduce runoff to the storm drainage system. Consider other methods to reduce runoff, such as green roofs, rain barrels, and cisterns.

Program S - 7.5 Support the use of reclaimed water, including treated effluent for landscape irrigation in Placentia’s parks and on medians. Periodically consider the feasibility of reclaimed water use based on Placentia’s capital improvement plans, cost factors, water supply, and other considerations.

GOAL S - 8 *Reliance on single-occupancy private vehicles is reduced through the availability of alternative modes of transport (See Mobility Element)*

Program S - 8.1 Encourage businesses, organizations, and residents to participate in the implementation of regional transportation demand management, including carpooling programs.

Program S - 8.2 Continue to support implementation of alternative forms of transportation within the City through coordination with transit providers such as OCTA and Metrolink.

Program S - 8.3 Continue to seek out opportunities to provide connected bicycle routes throughout the City and greater region.

GOAL S - 9 *Higher-density, compact, residential development and mixed-uses will be located near the Metrolink station to create an integrated transit-oriented development (See Land Use Element and Mobility Element)*

Program S - 9.1 Include a mix of uses that will support transit use throughout the day and meet identified needs of transit riders and the immediate area.

Program S - 9.2 Provide pedestrian oriented development and create a sense of place around the Metrolink station that is compatible with the nature, scale and aesthetics of the surrounding community.

Program S - 9.3 Consider local interests in the location, design, function and operation of the transit oriented development to the extent reasonable and appropriate.

Program S - 9.4 Provide pedestrian amenities such as lighting, landscaping, and benches and other related street furniture within the area to encourage pedestrian activity and improve safety.

GOAL S - 10 *Environmental quality within the Placentia community will be protected through the enforcement of community-based environmental regulations that reinforce and are integrated with relevant regional, state and national environmental standards.*

Program S - 10.1 Support and implement policies and regulations to reduce impacts to watersheds and urban runoff caused by the design or operation of a site or use, including low impact development techniques.

Program S - 10.2 City regulations and incentives should be designed to support and require sustainable land use and development.

Program S - 10.3 Provide for clean air and water quality through the support of state and regional initiatives and regulations.

Program S - 10.4 Support clean air by promoting a balance of residential and non-residential uses to provide options to reduce vehicle trips and vehicles miles traveled.

Program S - 10.5 Support efforts to improve housing options and employment opportunities within the City in order to reduce commuting.

GOAL S - 11 *Natural resources and features within the City are enhanced and preserved.*

Program S - 11.1 Support enhancement of potential areas of natural resources, including implementation of an urban forest management plan.

Program S - 11.2 Preserve and protect any rare or endangered plants or wildlife that may be found in the City in the future.

Program S - 11.3 Encourage property owners to landscape their property with native plants, including native and/or ornamental trees to reduce water consumption.

Program S - 11.4 Encourage citizen awareness of the City's natural resources and the significance of such resources.

11.7 IMPLEMENTATION ACTIONS

Implementation Actions

<p>Goal S1</p>	<p>Placentia will operate in a fiscally responsible and sustainable manner by planning long-term and maintaining a positive annual balance between available revenue and the costs of services Placentia provides to its constituents (See Economic Development Element).</p>
	<ul style="list-style-type: none"> ● On an annual basis, evaluate the City’s Capital Improvement Plan and implement public improvements and facilities to create an overall effective level of service for current and future residents, employees, and visitors. ● On an annual basis, review the City’s revenue and service costs for changes to projections in the General Plan. ● Every few years, complete a fiscal analysis to assess the current economic stability of the City as it applies to new development, market conditions, City processes, and zoning.
<p>Goal S2</p>	<p>Placentia’s economic base is diversified in order to increase resilience to changing external conditions (See Economic Development Element).</p>
	<ul style="list-style-type: none"> ● Review and implement applicable recommendations provided in the Economic Development Plan and Retail Gap Analysis to improve economic development opportunities in the City. ● Implement a city-wide retention and attraction program that enlists the Citizens Fiscal Sustainability Task Force to survey existing and potential merchants to assess annual sales, performance constraints and limitations, marketing outreach, potential funding/financing tools, incentives and/or opportunities for growth, and overall satisfaction with the City.
<p>Goal S3</p>	<p>The Downtown and commercial areas are developed with a variety of businesses that support residents’ desire to buy local and encourages tourism (See Economic Development Element).</p>
	<ul style="list-style-type: none"> ● Create a city-wide marketing program that encourages shop local incentives for residents to utilize businesses located within the City. ● Develop a regular marketing/branding program that introduces residents to new retail, commercial, and entertainment venues and establishments in the City.
<p>Goal S4</p>	<p>Every community member has access to information and equal opportunity to be involved in the planning and decision-making process.</p>
	<ul style="list-style-type: none"> ● Continue to maintain the City’s website to include information on City events, meetings, and public hearings. ● Implement a community engagement strategy to utilize social networking and print media to publicize important events and occurrences in the City to ensure transparency, public engagement, and a comprehensive decision making process.
<p>Goal S5</p>	<p>Placemaking design principles are emphasized and incorporated throughout the City.</p>

Implementation Actions

- Develop a comprehensive gateway program that includes a hierarchy of entry features/monuments, way finding signage, landscaping, streetscape and other urban design improvements throughout the City.
- Develop plans for streetscape improvements along key corridors and arterials throughout the City providing emphasis on alternative modes of transportation and increased walkability.

Goal S6 Community members are provided the support and services necessary to meet their basic needs and options for healthy lifestyle choices.

- Collaborate with neighborhood associations, community partners, and residents to conduct focused meetings on social services and public health care options to ensure that all community members are considered and represented.

Goal S7 Environmental impacts and natural resource consumption is minimized through the implementation of building and construction practices.

- Identify opportunities to bring greater involvement to sustainability programs such as expanding the existing green business program to provide information, technical assistance, and incentives to business owners to utilize sustainable site development and operations during the permitting process.
- When implementing the City’s Capital Improvement Plan projects, utilize recycled and reclaimed water to reduce water demand for irrigation in the future.

Goal S8 Reliance on single-occupancy private vehicles is reduced through the availability of alternative modes of transport (See Mobility Element).

- Incentivize developers to incorporate non-motorized networks (bike paths and pedestrian walkways) into new developments and modifications to existing developments.
- Partner with local and regional transit providers to identify opportunity sites for future transit facilities.
- Identify potential state and federal grants and other regional, state, and federal funding sources, financing mechanisms, and incentives for transit-oriented development including alternative modes of transportation.

Goal S9 Higher-density, compact, residential development and mixed-uses will be located near the Metrolink station to create an integrated transit-oriented development (See Land Use Element and Mobility Element).

- Encourage new development projects to provide convenient and safe access to the Metrolink station and other transit facilities within the City.
- Coordinate with community partners to identify opportunity sites for future mixed-use, pedestrian oriented, and transit oriented development.
- Identify potential state and federal grants and other regional, state, and federal funding sources, financing mechanisms, and incentives for infill/urban transit-oriented development.

Goal S10 Environmental quality within the Placentia community will be protected through the enforcement of community-based environmental regulations that reinforce

Implementation Actions

and are integrated with relevant regional, state and national environmental standards.

- Continue to identify and support policies and regulations to implement sustainable site development and operations, such as updating codes, design guidelines, and zoning, as appropriate.

Goal S11 Natural resources and features within the City are enhanced and preserved.

- Create education materials to inform and encourage residents to use native drought-tolerant vegetation and minimize the use of non-native, invasive species in residential landscaping.