

La Habra Boulevard Revitalization

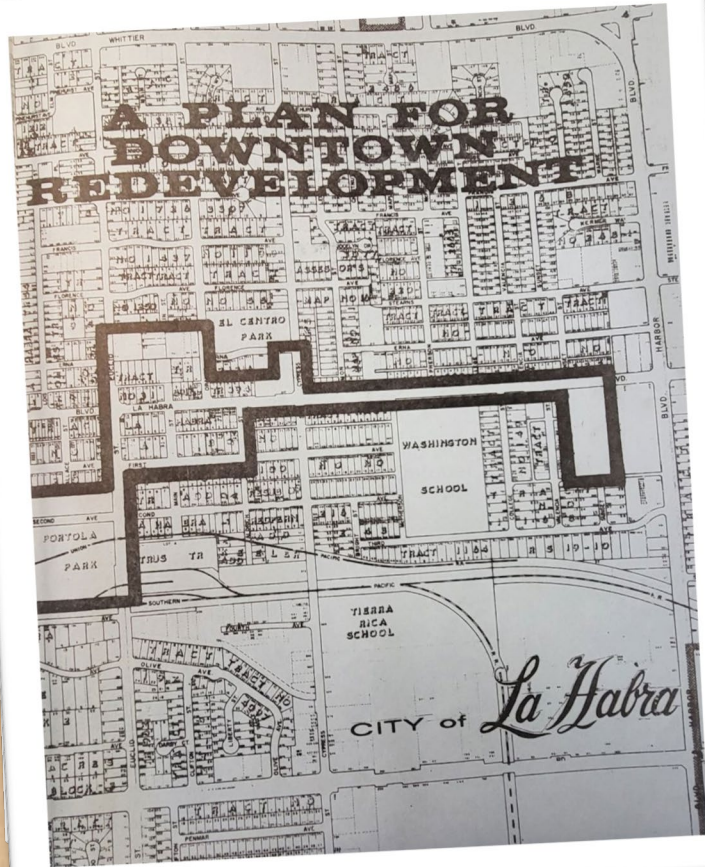


A Brief History.



Planning Efforts: 1975 to Present

- Downtown Redevelopment Plan: December 1975
- Revitalization Study for La Habra Boulevard Corridor: April 1985
- Boulevard of the Bells: 1988
- La Habra Boulevard Specific Plan: March 1988
- La Habra Boulevard Specific Plan (revised) and Implementation Plan: December 6, 1999
- La Habra General Plan Update: January 2014
- Civic Center Master Plan: 2015-2017
- La Habra Boulevard Specific Plan Amendment: 2016
- Complete Streets Master Plan: December 2018



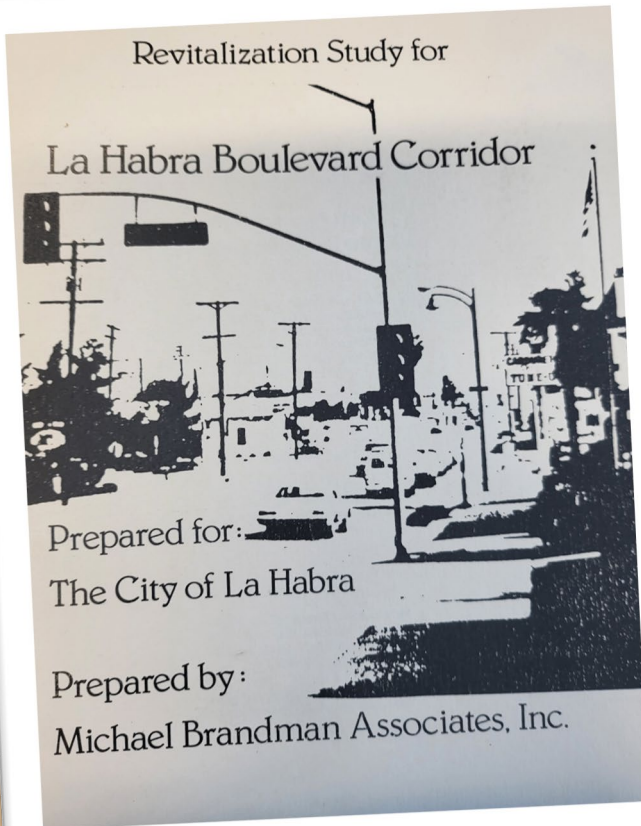
Downtown Redevelopment Plan

- Commercial office building (current City Hall)
- Library expansion
- Retail strip center -200 & 330 block (Chamber of Commerce)
- Casa El Centro Senior Apartments (100 N. Cypress)
- Bank of America
- La Habra Foreign Car (current Cars and Coffee)
- Commercial shopping center rehab (SWC of La Habra Blvd. and Harbor Blvd.)
- Burch Ford Rehab
- Bonds - Storm Drains

Plan Area also included Portola Park (Children's Museum, Depot Theatre, Tennis Courts)



Revitalization Study for La Habra Boulevard Corridor: 1985



The study was prepared to examine existing and historical economic patterns, existing physical characteristics, and market and design potentials to derive a revitalization program.

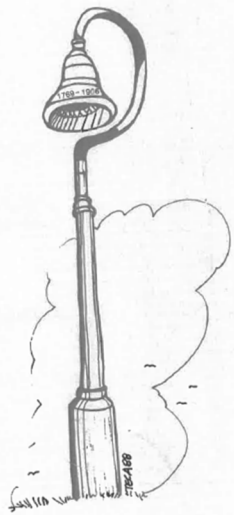
It provided three design alternatives that were the basis for the La Habra Boulevard Specific Plan that was adopted in 1988.



Boulevard of the Bells

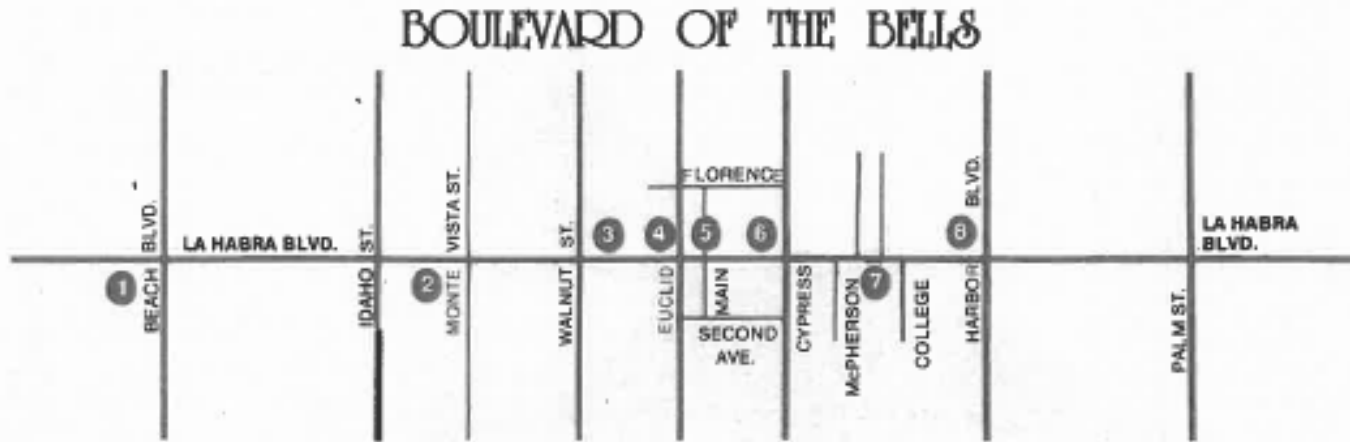


To commemorate the anniversary of the bicentennial of the US Constitution, the original route of the El Comino Real, La Habra Boulevard, was designated Boulevard of the Bells.



Boulevard
of the
Bells

City of La Habra, California



ACKNOWLEDGMENTS

La Habra Committee on the Bicentennial of the United States Constitution
 La Habra Old Settlers' Historical Society
 Esther Cramer - History for the Booklet
 Theresa Goodland - Graphic Art



1. Smith Residence 1895



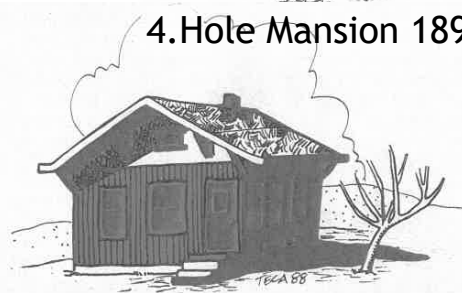
3. Coy Store 1895



4. Hole Mansion 1896



5. City Hall 1935



6. Brown & Dauser Lumber Yard 1907



7. Washington School 1896



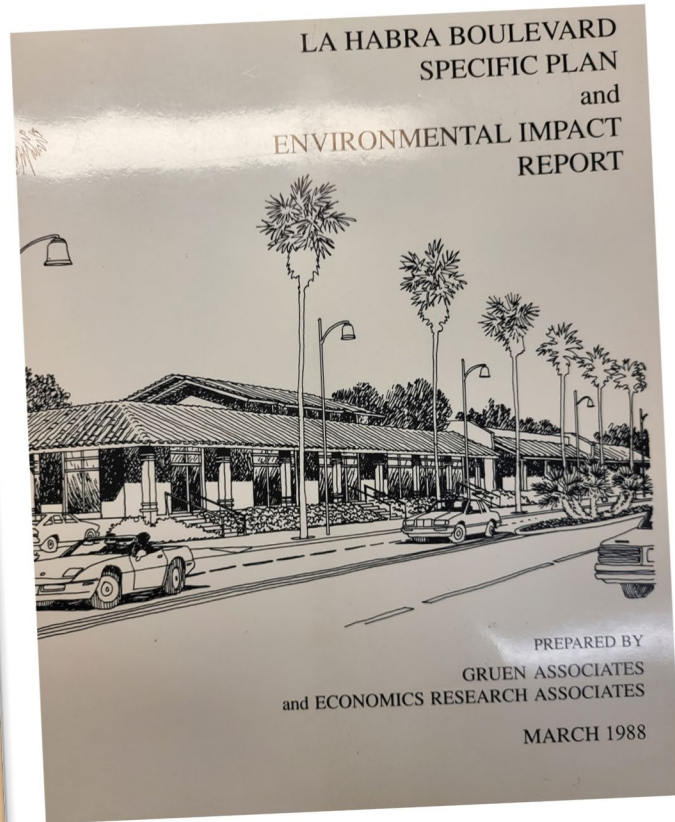
8. T.P Warne House 1895



Location

1. Smith Corner
2. Fire Dept. (Not Pictured)
3. Euclid Street
4. Walnut Street
5. Main Street
6. Euclid Street
7. First La Habra School
8. Bell Corner

La Habra Boulevard Specific Plan March 1988



- Community Center & Police Station Expansion



*LA HABRA BOULEVARD
SPECIFIC PLAN*



La Habra Boulevard Specific Plan & Implementation Plan December 1999

In reassessing the 1988 Plan, it was determined that existing unique circumstances required specialized tools to encourage development.

- Small substandard lots - Modified development standards
- Parking standards - Reduce parking requirements
- Project processing - Streamline architectural review

Adoption of the Early California Architecture

Implementation plan - medians, widened sidewalks, landscaping, street furniture, traffic calming (narrow lanes)

*LA HABRA BOULEVARD
SPECIFIC PLAN*



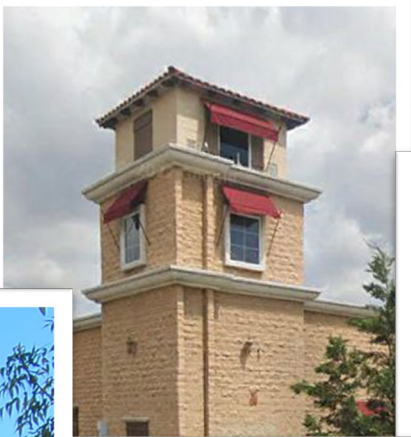
La Habra Boulevard Specific Plan: December 1999

West La Habra Blvd

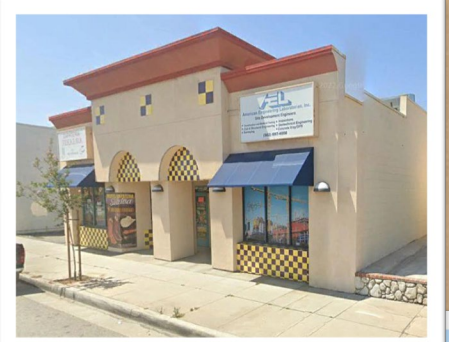
- Costco
- Plaza Del Sol rehab
- Canning's (Ace Hardware) façade improvements
- Casa Nicolina
- Façade improvement 300 Block of West La Habra Boulevard
- Mason Lodge façade improvements
- Portola Walk
- Skylark

East La Habra Blvd.

- Taqueria de Anda
- Façade improvements 900 Block of East La Habra Boulevard
- Habitat for Humanity
- 515 E. La Habra Town Homes
- Burch Ford
- NEC of La Habra Boulevard/Harbor Boulevard (Harbor Freight)



West La Habra Blvd.



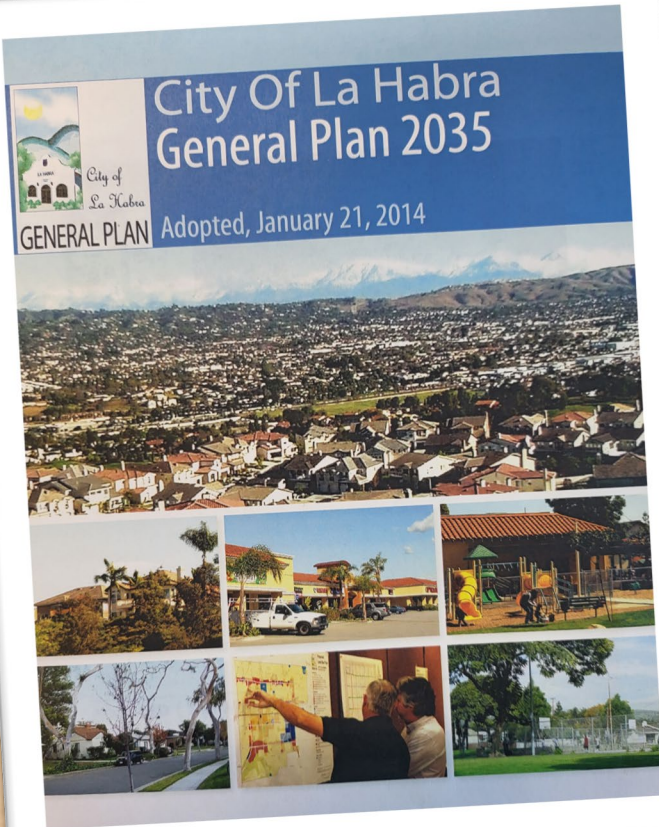


East La Habra Blvd.














La Habra General Plan Update January 2014

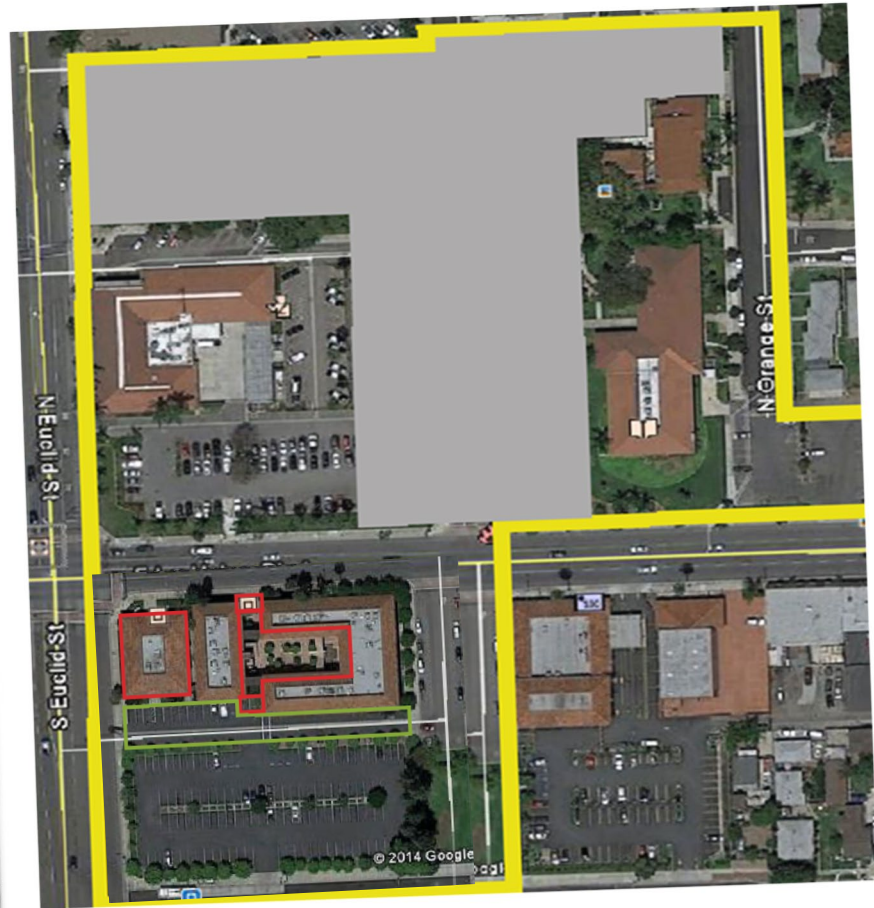


- As part of the General Plan Update nine new Land Use categories were created to provide for Mixed-Use development in the City Of La Habra.
- Many were applied to properties within the LHBSPP.
- This was followed up with Zoning code amendment which created a Mixed Use Overlay Zone.

MIXED-USE

-  Mixed-Use Center 1
(MU-1.5 FAR; Commercial 0.5 FAR;
MF-1 15-24 units/ac)
-  Mixed-Use Center 2
(MU-1.5 FAR; Commercial 0.5 FAR;
MF-3 31-36 units/ac)
-  Mixed-Use Center 3
(MU-1.5 FAR; Commercial 0.8 FAR;
MF-H 37-50 units/ac)
-  Central District Mixed-Use 1 *
-  Central District Mixed-Use 2 **
-  Corridor Mixed-Use 1
(Commercial 0.5 FAR-max 20% of block;
MF-1 15-24 units/ac)
-  Corridor Mixed-Use 2
(Commercial 0.5 FAR-max 20% of block;
MF-3 31-36 units/ac)
-  Corridor Mixed-Use 3
(Commercial 0.8 FAR; MF-3 31-36 units/ac)
-  Transitional (0.40 FAR/up to 23 Families per acre)

Civic Center Master Plan 2015-2017



- New City Hall
- Rehabilitation of the Community Center
- Addition to the Community Center
- Improvements to the Police Station
- Rehabilitation of the Historical Museum
- Rehabilitation to the Veterans Hall
- City Ventures Housing Development



City Ventures



PLANTING LEGEND

Symbol	Species	Type/Form	Suggestion	Botanical Name (Common Name)	Trunk	Size	W/C/L/S	Qty.
Starburst	PALMS	Vertical	Phoenix	<i>Phoenix dactylifera</i> (Date Palm)	Single	8-8	LOW	6
Circle with dot	TREES	Specimen	Olive sp.	(Frilled Olive)	Mul	8-8	LOW	7
Circle with dot	Canopy Evergreen		Magnolia	<i>Magnolia grandiflora</i> (Southern Magnolia)	Single			
Circle with dot	Focal		Jacaranda	<i>Jacaranda mimosifolia</i> (Jacaranda)	Single			
Circle with dot	Deciduous Flowering		Cercidum	<i>Cercidum deserti</i> (Desert Museum Palo Verde)	Single			
Circle with dot	Shrub		Agave	<i>Agave Neoveia</i> (Pogonem Tree)	Single			
Circle with dot	Medium		Rhus	<i>Rhus Inocsa</i> (African Sumac)	Single			
Circle with dot	Vertical Evergreen		Delonix	<i>Delonix paniculata</i> (Australian Willow)	Single			
Circle with dot	Columnar		Cupressus	<i>Cupressus sempervirens</i> (Italian Cypress)	Single			
Circle with dot	Conifer		Pinus	<i>Pinus sp.</i> (Pine)	Single			

LEGEND

- Central gathering space with bench seating, precast concrete pavers, cast non tree grates, and flowering trees.
- Pedestrian project entry with raised planter/bedwall, bench seating, precast concrete pavers, and palm trees.
- Existing Jacaranda Trees, to be protected-in-place.
- Metal artors to be planted with vines.
- Project entry with colorful pattern starting at corners.
- Portion of Orange St. to be vacated and dedicated as a pedestrian connection to adjacent park.
- 6'-0" high stucco wall w/ flat stucco cap (8'-0" high where adjacent to Police Dept.).
- 6'-0" or 8'-0" high stucco piers w/ flat stucco cap.
- 7'-0" high stucco piers w/ flat stucco cap.
- 26' Wide and entry concrete walkways, natural color w/ medium top-coat finish.
- 48' Wide community walkways, natural color w/ medium top-coat finish.
- Existing public sidewalks.
- Gravel parking stall.
- Private driveway, natural color w/ medium top-coat finish.
- Private yard.
- Concrete crosswalk, natural color w/ medium top-coat finish and decorative colored concrete banding.
- Precast concrete pavers, flat top w/ burnished finish.
- Colored concrete field w/ medium top-coat finish.
- Electrical transformer pad per Civil Dept.
- Palm tree (per Planting Plan).
- Specimen tree (per Planting Plan).
- Canopy Evergreen tree (per Planting Plan).
- Focal tree (per Planting Plan).
- Deciduous Flowering (per Planting Plan).
- Shrub tree (per Planting Plan).
- Medium tree (per Planting Plan).
- Vertical Evergreen tree (per Planting Plan).
- Columnar tree (per Planting Plan).
- Conifer tree (per Planting Plan).
- (S) Cluster box mailbox units per USPS standards.
- 28' High wrought iron patio gate.
- Metal bench, color to match architectural ratings.
- Project limit of work.
- Emergency Vehicle Access gate. Provide full block per Fire Authority requirements.



SFD Perspective

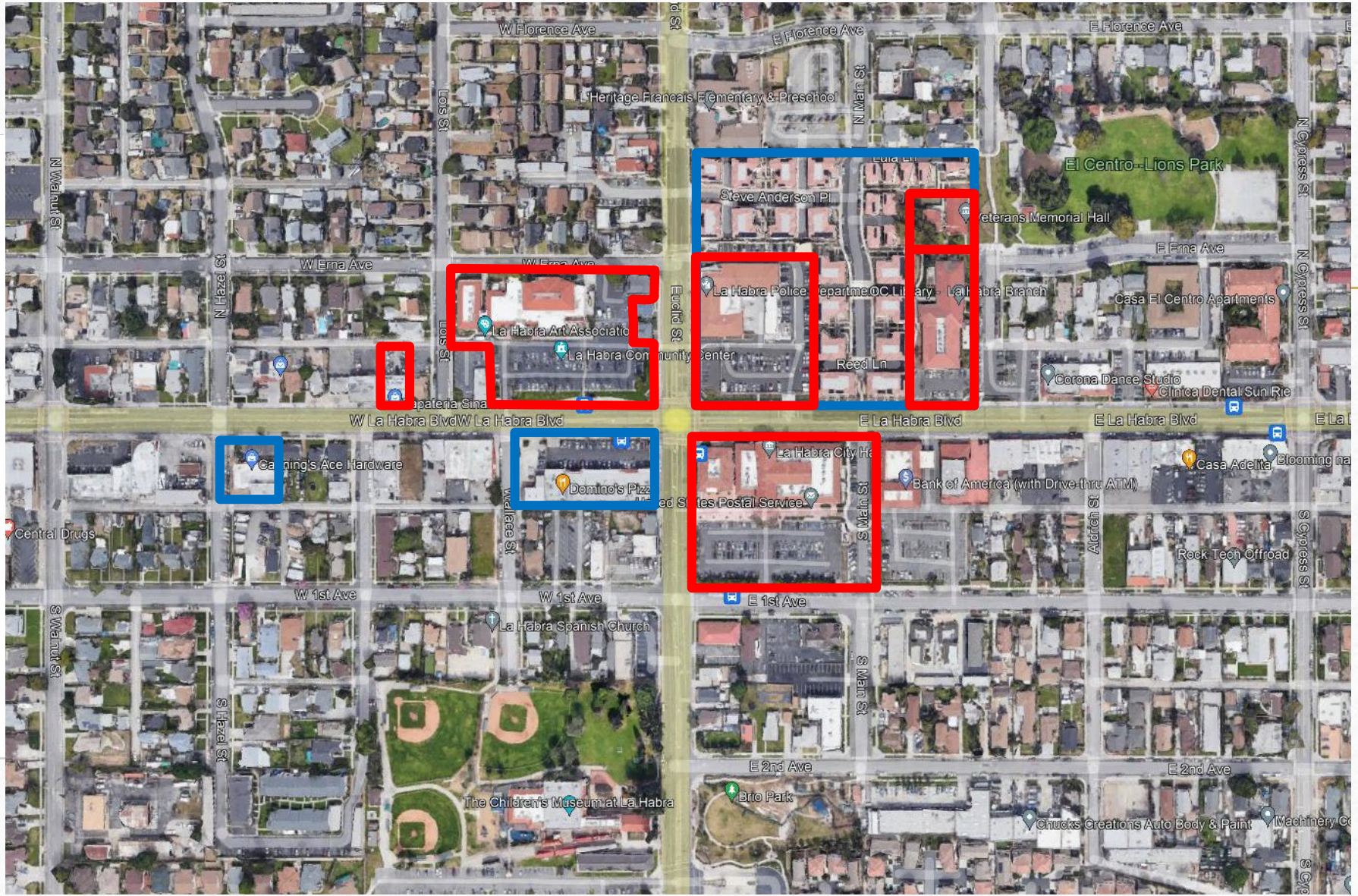


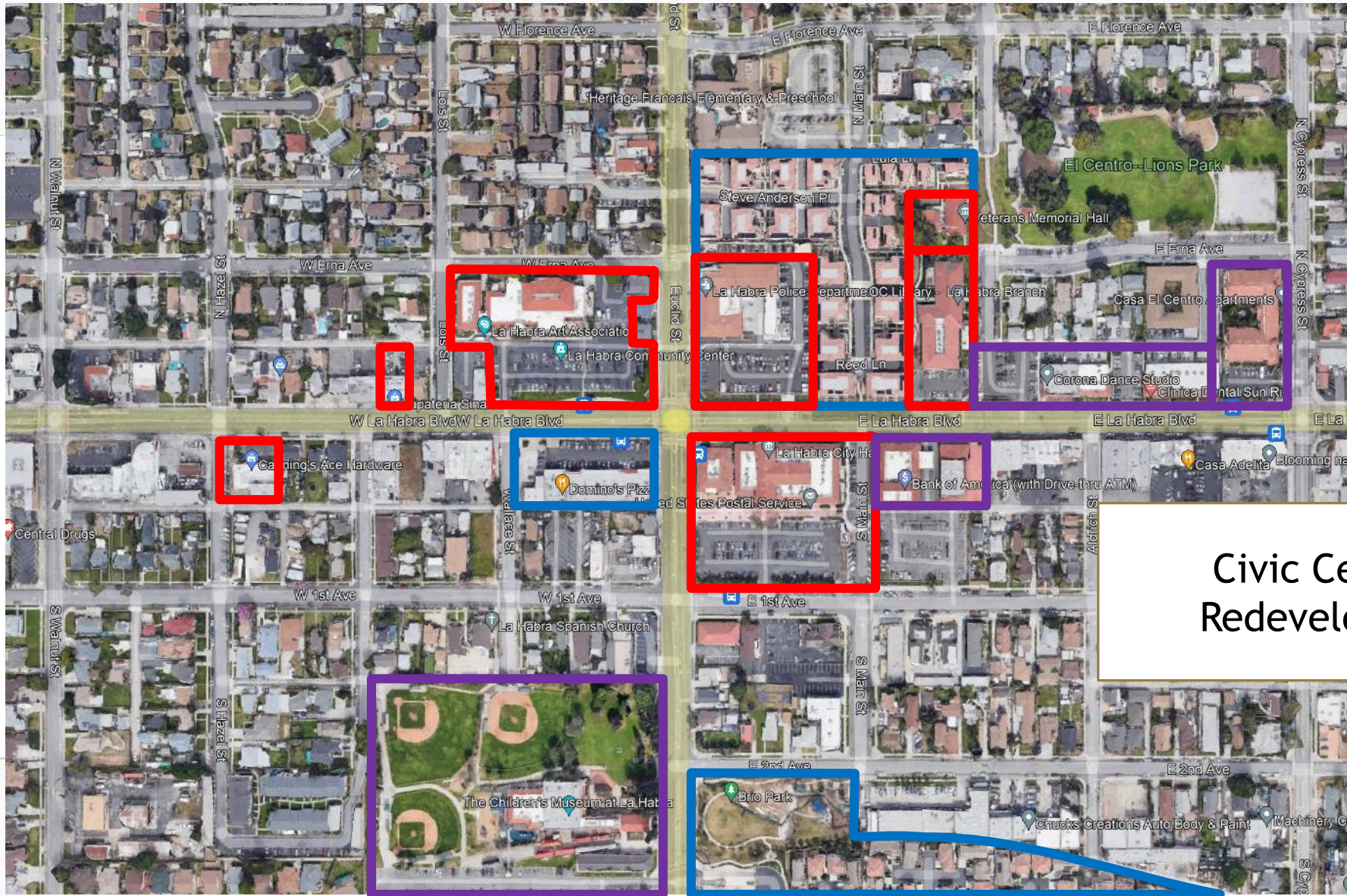
North Perspective



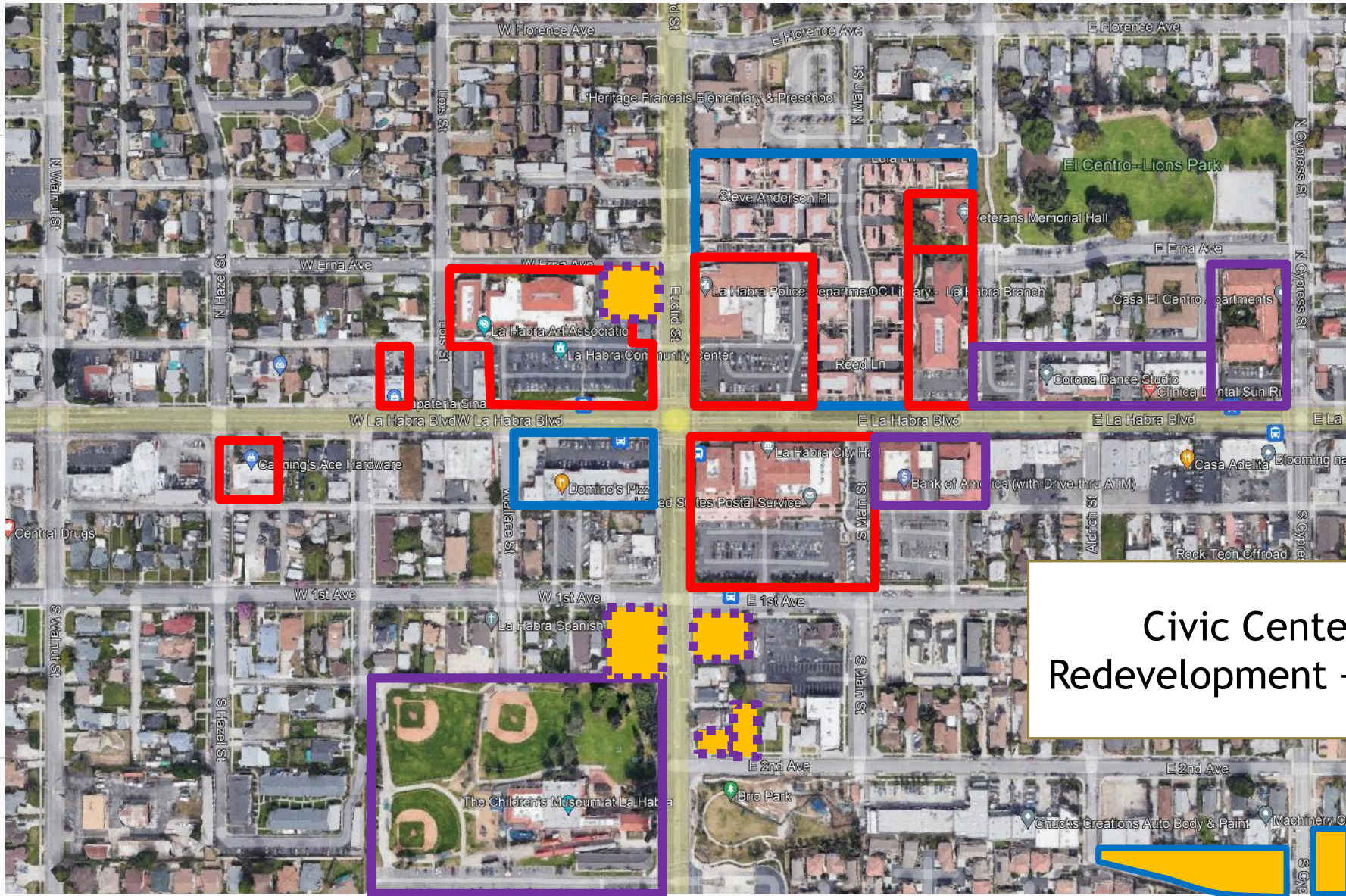
La Habra - North Site







Civic Center +
Redevelopment





Civic Center +
Redevelopment + Future

La Habra Boulevard Specific Plan Amendment 2016




RESIDENTIAL

-  Low Density (0-8 units/ac)
-  Medium Density (9-14 units/ac)
-  Residential Multi-Family 1 (15-24 units/ac)
-  Residential Multi-Family 2 (25-30 units/ac)
-  Residential Multi-Family 3 (31-36 units/ac)
-  Residential Multi-Family High (37-50 units/ac)
-  Mobile Home Park (8-13 units/ac)










COMMERCIAL

-  Neighborhood Commercial (0.3 FAR)
-  Community Shopping Center 1 (0.5 FAR)
-  Community Shopping Center 2 (0.8 FAR)
-  Commercial Highway (0.3 FAR)
-  Commercial Professional/Office Priority (1.5 FAR)
-  Professional Office (0.7 FAR)



INDUSTRIAL

-  Commercial Industrial (0.8 FAR)
-  Light Industrial (0.8 FAR)
-  Railroad ROW

MIXED-USE

-  Mixed-Use Center 1 (MU-1.5 FAR; Commercial 0.5 FAR; MF-1 15-24 units/ac)
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-  Central District Mixed-Use 1 *
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-  Corridor Mixed-Use 1 (Commercial 0.5 FAR-max 20% of block; MF-1 15-24 units/ac)
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-  Transitional (0.40 FAR/up to 23 Families per acre)

OPEN SPACE

-  Parks, Flood Channels
-  Specific Plan Boundary

PUBLIC FACILITY

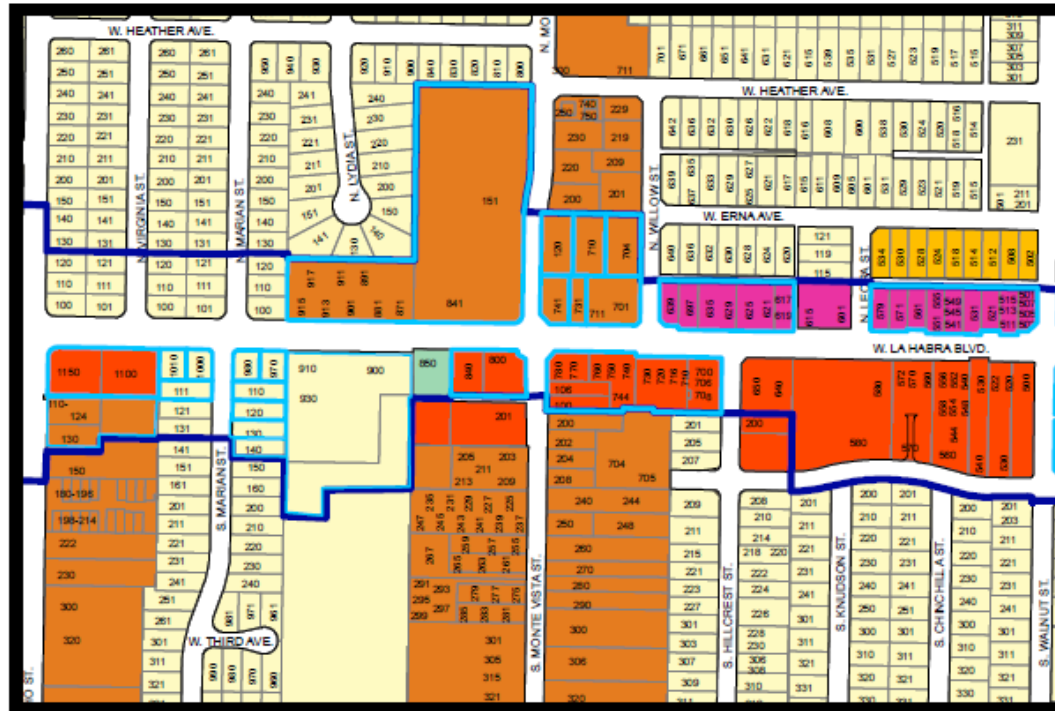
-  Public Facility
-  Parcels That Have Been Approved

La Habra Boulevard Specific Plan - Land Use

Idaho Street to Walnut Street (Exhibit A - Pg. 2 of 5)

Current Specific Plan

Amended Specific Plan



La Habra Boulevard Specific Plan - Land Use

Cypress Street to Harbor Boulevard (Exhibit A - Pg. 4 of 5)

Current Specific Plan

Amended Specific Plan

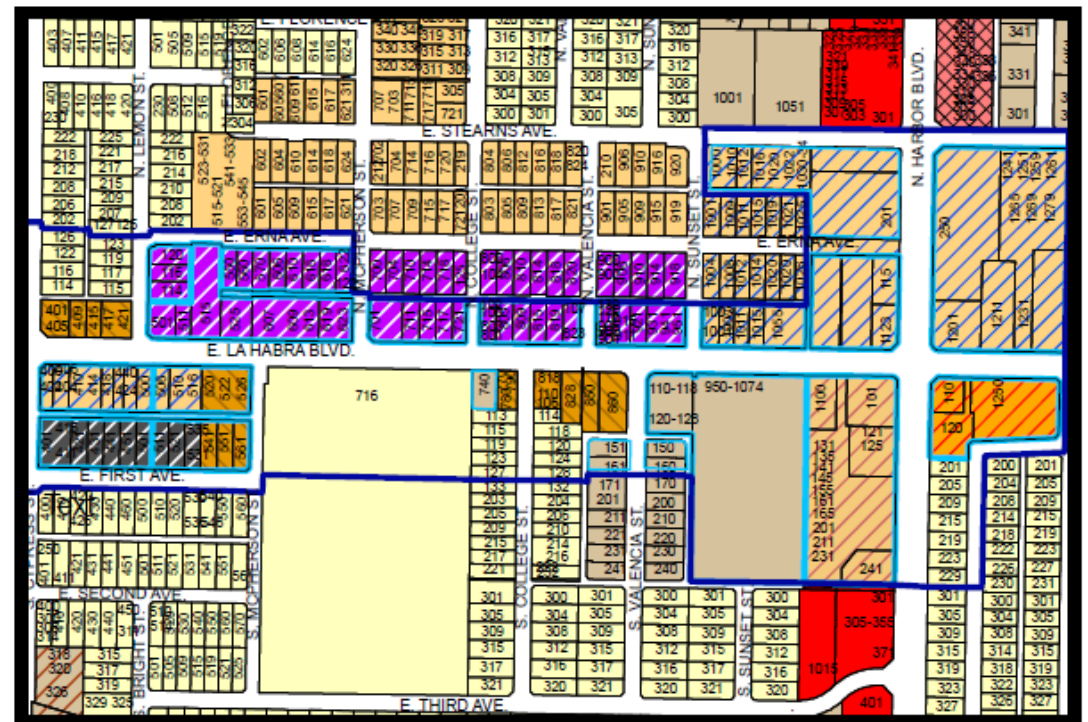
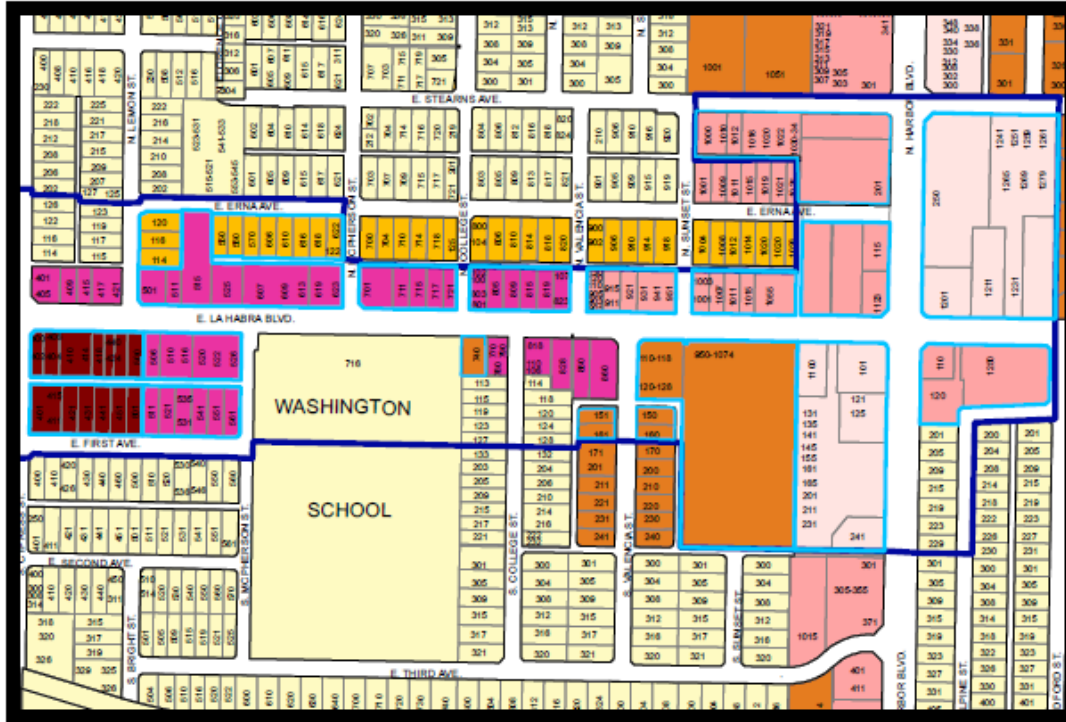



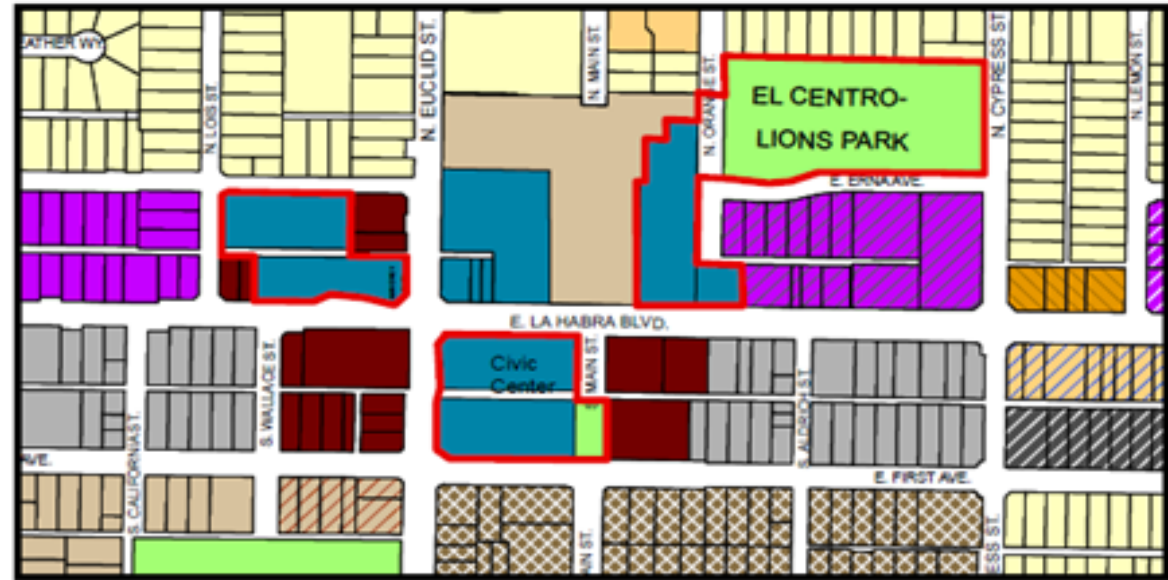


EXHIBIT A - Pg. 5 of 5

La Habra Boulevard Specific Plan Land Use

-  Central District Mixed-Use 1
-  Commercial Professional Office Priority
-  Corridor Mixed-Use 3
-  Low Density
-  Medium Density
-  Parks, Flood Channels
-  Public Facility
-  Residential Multi-Family 1
-  New Park Boundary

Map produced by



Complete Streets Master Plan

December 2018



Purpose

A comprehensive Complete Streets project for downtown La Habra can help transform a wide, daunting thoroughfare such as La Habra Blvd. into a corridor where all users benefit. Including:

- the addition of a central median
- bicycle lanes
- bulb-outs
- planting and street furniture

Well-designed pedestrian crossings will promote higher pedestrian and bicycling volumes and activity. This in turn will benefit local businesses and City attractions.

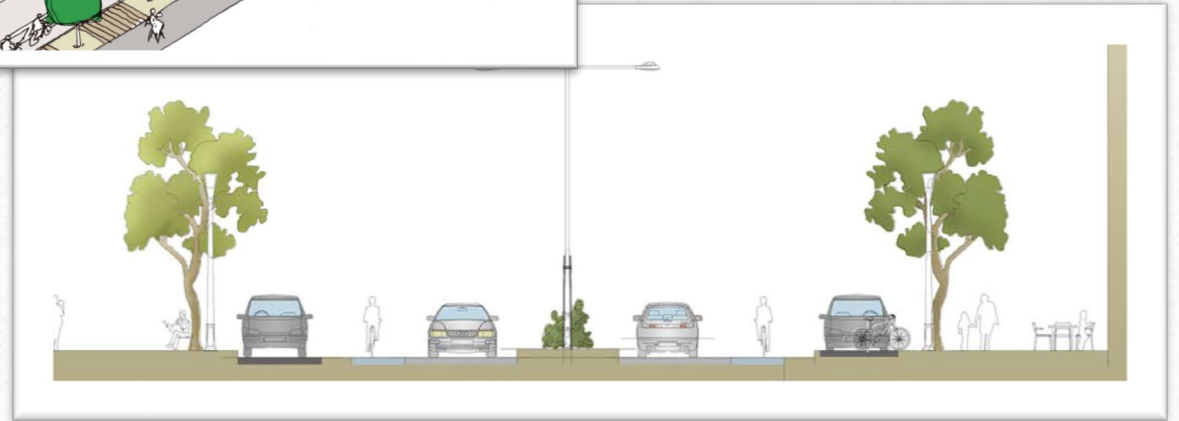
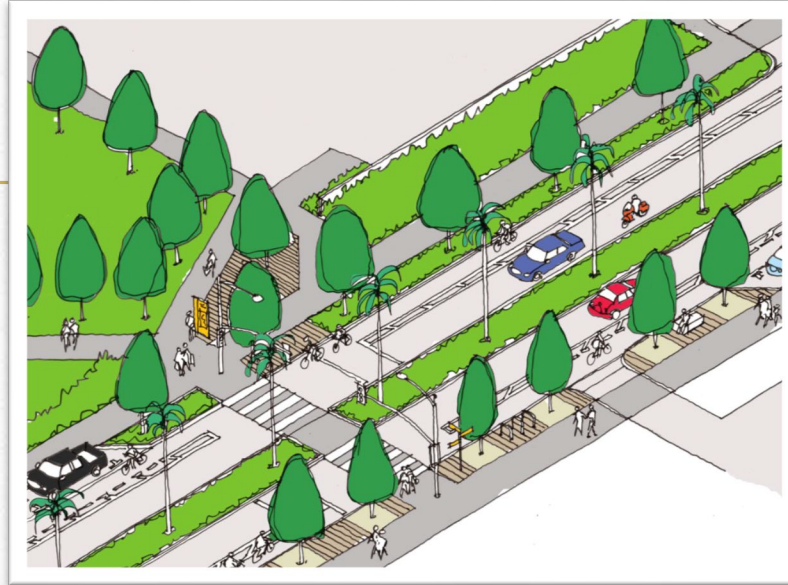
Objectives

With the creation of a Complete Streets Master Plan the following objectives may also be realized:

- Enabling equitable streets
- Increasing safety
- Improving the environment
- Creating livable communities
- Easing congestion
- Revitalizing the economy
- Helping older residents
- Improving health

Mid Block Crossing

Potential - La Habra Boulevard





	Features	Considerations
Option 1 Auto priority	On street parking retained Two lanes of traffic each direction No median No bike lane	No bicycle protection
Option 2 Pedestrian & Auto Priority	On street parking removed Two lanes of lanes each direction Median No bike lane	Parking off street Refuge for pedestrians, trees No bicycle protection
Option 3 Bicycle & Auto Priority	On street parking removed Two lanes of lanes each direction No median Bike lane	Parking off street Protected bike facility
Option 4 Road Diet – Balanced Priority	On street parking retained One lane of traffic each direction Median Bike lane	Reduced traffic capacity at peak times Refuge for pedestrians, trees No bicycle protection

Issues / Opportunities:

- Large scale street with limited traffic volumes outside peak hours.
- Limited number of crosswalks.
- Lack of downtown character.
- Create walkable and bicycleable downtown

Improvements:

- Comprehensive Complete Streets scheme to:
- Provide crosswalks and regular intervals
- Slow traffic speeds
- Enhance the quality of the streetscape environment
- Reallocate road space according to the needs of the community

Sensitivities:

- Potential loss of on-street parking
- Access to residential and commercial properties
- Emergency and service access
- Loss of street capacity due to lane loss





Issues / Opportunities:

- Large scale street with limited traffic volumes outside peak hours.
- Limited number of crosswalks.
- Lack of downtown character – historic downtown area.
- Create walkable and bicycleable downtown

Improvements:

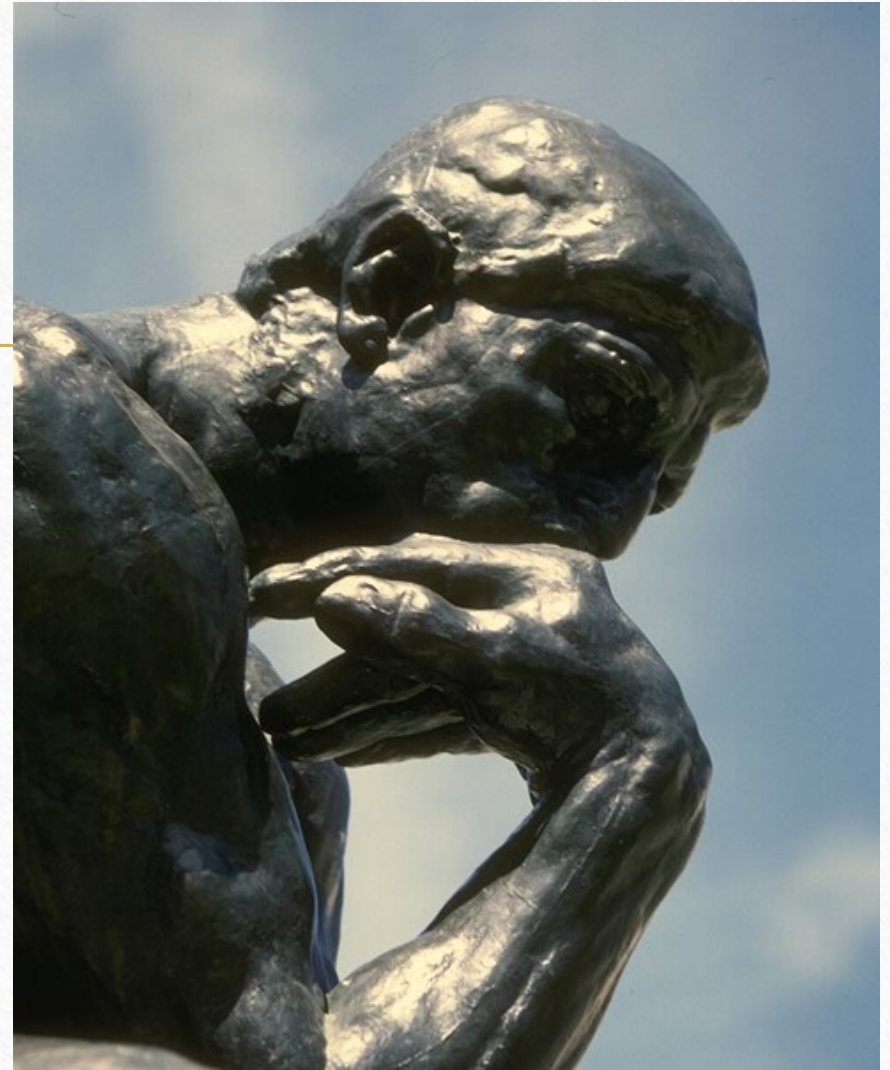
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Sensitivities:

- Potential loss of on-street parking
- Access to residential properties
- Emergency and service access
- Loss of street capacity due to lane loss.

What's Next?

- Move forward with the implementation plan of the current Specific Plan?
- Modify/update the Specific Plan?
- Create a new Specific Plan?
- New economic study?



CITY HALL

