CITY OF STANTON
GENERAL PLAN

Resolution No. 2008-36
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City of Stanton

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CHAPTER 1

A. REGIONAL LOCATION

The city of Stanton is approximately three square miles in size and is located in central Orange County. It is bordered by the cities of Anaheim, Cypress, and Garden Grove and by several small unincorporated Orange County "islands".

Although Stanton has no freeway frontage or direct access, it has two (2) historical major arterial highways—Beach Boulevard and Katella Avenue—which intersect at the geographical center of Stanton. The nearest freeway to Stanton is the Garden Grove Freeway (Route-22), located about one-quarter mile south.

B. STANTON: A CAPSULE HISTORY

The city of Stanton sits on land that was part of one of the largest land grants in California, which covered over 300,000 acres of land. Manuel Perez Nieto was the successful petitioner for this land grant. Upon his death, the titles for Rancho Los Coyotes and Rancho Los Alamitos were transferred to his son, Juan Jose Nieto. Then-Governor Jose Figueroa purchased Rancho Los Alamitos from Nieto, and later sold it in 1842 to Don Able Stearns of Massachusetts for $6,000.

The Pacific Electric Railway began operations in the area in 1906. The train quickly grew in popularity because it provided the community of Benedict, which was located where Stanton is today, with a main line into Los Angeles for business. This train line also made it convenient for prospective buyers to see the land owned by Stearns Rancho Corporation.

In 1911, the community changed its name from Benedict to Stanton. Although there are many stories about how Stanton received its name, it is most likely named after Philip Stanton. Stanton, a resident of Seal Beach, was invaluable in the community's incorporation in May of 1911 to prevent the city of Anaheim from building a sewage farm in the community.

Stanton remained incorporated until 1942 when voters decided to "disincorporate" in order to allow the State to construct roads in the territory. In 1956, voters decided to incorporate Stanton once again. The city of Stanton was officially incorporated on June 4, 1956.

The city of Stanton is now three square miles with a population of approximately 37,640 as of July 1, 2006. In recent years, the city has experienced rapid growth in the commercial, industrial, and residential sectors, creating a balanced community with a deep sense of pride in its accomplishments. The Stanton Redevelopment Agency has been very successful in the revitalization of its commercial and residential areas. Through various public-private partnerships, major new developments have been attracted to the city with the anticipation to sustain the city for years to come.

The city of Stanton, a municipal corporation, operates under the Council-Manager form of government and provides a full range of quality municipal services through its various operating departments and contracted services. As such, every citizen in the city is a stockholder entitled to be heard on city issues.

C. GENERAL PLAN PURPOSE

The Stanton General Plan/Environmental Impact Report (EIR) is a policy document designed to guide the city of Stanton in achieving its economic and community development goals. It is a call to action, outlining specific steps to be taken to direct Stanton's land use planning, economic development, image, and overall quality of life.

The General Plan is Stanton's fundamental policy document regarding community and economic development of the city. The General Plan describes Stanton's goals and strategies regarding land use, economic development, transportation, housing, open space/conservation, safety, public facilities, infrastructure and community design. Along with these goals and strategies is an action guide geared toward implementing these goals and strategies.

This General Plan supercedes the 1992 Stanton General Plan and all of its previous versions. This update to the General Plan may contain similar goals, policies, or other components of the previous plans; however, this version has been tailored to meet the issues and needs of the city at the present time and foreseeable future.

The Stanton General Plan is not a static reflection of general goals and policies; it is a dynamic practical document focused on strategies for community development and enhancement, calling for specific implementing actions for land use, transportation, economic development, community aesthetics, housing, and public facilities and infrastructure.

D. STATE REQUIREMENTS

California state law requires that all cities and counties prepare a general plan that is comprehensive, internally consistent, and long term. General plans are required to contain seven (7) elements. The Governor's Office of Planning and Research identifies the required elements as:

- **Land Use Element:** Designates the type, intensity, and general distribution of uses for housing, commerce, industry, open space, educational buildings and grounds, public buildings and grounds, and other categories of public and private uses.
- **Circulation Element:** Determines the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.
- **Housing Element:** Comprehensively assesses the current and projected housing needs for all economic segments of the community, and includes policies and action programs for providing adequate housing. This element must be updated every five years.
- **Conservation Element:** Addresses the conservation, development, and use of natural resources, including water, forests, soils, rivers, and mineral deposits.
- **Open-Space Element:** Details plans and measures for the long-range preservation and conservation of open-space lands, including open space for the preservation of natural resources, the managed production of resources (including agricultural lands), outdoor recreation, and public health and safety.
- **Noise Element:** Identifies and analyzes noise problems within the community and forms the basis for land use distribution.

- **Safety Element:** Establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.

A city or county may adopt other elements not required by law that address the physical development of the city or county. Although these elements are optional, once adopted they become an integral part of the general plan with the same force and effect as the required elements. All general plan elements have equal legal status; therefore, no element takes precedence over any other.

In order to minimize redundancies or to better address local issues, general plans may merge or consolidate elements. The Stanton General Plan has organized the above elements into seven (7) chapters to most accurately reflect the issues and needs of Stanton. These chapters are: Community Development; Community Design; Economic Development; Infrastructure & Community Services; Community Health & Safety; Housing; and Regional Coordination. These are described in greater detail, below.

E. CONTENT AND ORGANIZATION

While state law specifies the basic content of the General Plan, it allows each city and county to use any format deemed appropriate or convenient. The city of Stanton has opted for an action driven General Plan format.

The General Plan integrates policy and environmental mitigations into a concise package. The two are not separable from a policy standpoint. To facilitate its day-to-day use, the General Plan/EIR is divided into two documents: a General Plan policy document and an Environmental Impact Report. The policy document is an action plan summarizing the essential goals, strategies and actions. The Environmental Impact Report contains more detailed, background information as well as the environmental impact analysis. This General Plan is designed as an action blueprint for Stanton's future.

The General Plan Policy Document is organized into seven (7) "chapters," or topic areas that contain the mandatory elements as well as optional elements:

- **Community Development:** Describes the type of appropriate land uses, including development intensity and density throughout the city; encourages investment to improve and maintain the quality of existing neighborhoods and business districts within the city of Stanton; and establishes goals and policies to promote appropriate development and redevelopment within the city.
- **Community Design:** Encourages and protects investment in the city by ensuring the highest level of quality in the design and re-design of the city's physical form; and establishes goals and policies to enhance the visual image and livability of the city.
- **Economic Development:** Identifies the strengths, opportunities, and key issues of the city's local economy; provides a framework to promote education and to ensure that existing and future businesses meet the needs of Stanton; and establishes goals, strategies and actions affecting economic growth and development.

- **Infrastructure & Community Services:** Identifies the strengths, opportunities, and key issues of the city's infrastructure and public service systems; provides a framework for determining appropriate infrastructure improvements and expansion of public services to meet the existing and future needs of the city of Stanton; and establishes goals, strategies and actions affecting infrastructure and public services.
- **Community Health & Safety:** Comprehensively identifies potential hazards; and establishes goals, strategies and actions to reduce their impacts on the community.
- **Housing:** Contained under a separate title, the Housing Element assesses housing need on a citywide and regional scale and plans for the provision of housing for all income levels.
- **Regional Coordination:** Identifies the depth and breadth of interconnectivity among local jurisdictions in the region and promote coordination between them; and establishes goals, strategies and actions affecting housing, growth management and air quality

In addition, each element of the policy document is organized with a simplified structure that uses goal statements (instead of traditional goals and objectives), strategies (instead of traditional policies and programs), and actions for implementation.

Each General Plan topic area in the policy document contains the following subsections:

- **Introduction:** Overview of the element.
- **Background:** Summary information on which goals and strategies are based.
- **Key Issues:** Subjects so important that they require action.
- **Goals:** General statements of desired future conditions.
- **Strategies:** Policies and guiding actions based on goals.
- **Actions:** Implementation steps required by the Plan/EIR.

F. RELATIONSHIP AMONG ELEMENTS

The State of California requires the General Plan to be internally consistent and compatible. Accordingly, no conflicts should exist among the various elements and the implementation programs specified in each of the elements.

G. GENERAL PLAN UPDATE PROCESS

The update to the Stanton General Plan involved six steps.

The first step of the General Plan update process was **collecting background data** on existing conditions, trends, and future projects. This research was conducted to help frame existing issues and project future needs of the community.

Second, the General Plan Team conducted an extensive **community participation program** to feedback from residents, property owners, and business owners on their visions for the future of the city.

Following the public participation program, land use alternatives were developed to reflect the visions and changing needs of the community. Each alternative was evaluated for impacts on traffic congestions and the environment and a **preferred land use alternative** was selected.

Next, policies and actions were updated to reflect the vision of the community and the preferred land use alternative. Following the development of this **policy program**, the Draft General Plan was published for public review and comment.

Environmental review is conducted to evaluate the impacts of the policy program and preferred land use alternative. A Draft Program Environmental Impact Report (EIR) will analyze the impacts and recommended mitigation measures, if necessary.

The last step of the General Plan update process was **General Plan adoption.** The Planning Commission and City Council conducted public hearings on the Draft General Plan and Draft Program EIR. In consideration of public input, the Planning Commission made a recommendation to City Council on the General Plan's content and certification of the Final Program EIR. The City Council considered the Commission's input and conducted an additional public hearing. Based on these, the City Council made its final recommendation to adopt the General Plan and Program EIR. The adopted Stanton General Plan is then published and implemented.

H. PUBLIC PARTICIPATION

The Plan's success is dependant on participation and ownership by residents, business owners, and property owners. Community members must support the visions, issues, policies, and actions in the General Plan. To this end, one of the main components of the General Plan update was the public participation program. Components of this public participation program included:

- **General Plan Website:** The General Plan website was created to provide instant access to General Plan events and information.
- **General Plan Surveys:** A number of surveys were available on the General Plan website and at citywide events. These surveys asked participants questions ranging from housing, land use, and streetscape.
- **Stanton Creation Station:** During Summerfest 2004, the Creation Station was exhibited at a number of city events. Through a number of interactive activities participants were asked to respond to various questions about topics affecting the future of Stanton.



Children participating in a youth drawing activity

- **Community Group Presentations:** Presentations by the General Plan Project Team were given at community meetings and business organizations to spread the awareness about the General Plan, update process, and to gain feedback.
- **Uplift Stanton!:** During Summerfest 2005, a survey was conducted on community members' overall feelings about the city.
- **General Plan Workshops:** In March of 2005, the city hosted a public workshop on the general plan update. The workshop presented a summary of the issues and opportunities that will affect Stanton in the next 10 to 20 years.
- **General Plan Public Hearings:** The City Council and Planning Commission held

public hearings on the General Plan and program EIR.

I. IMPLEMENTING THE GENERAL PLAN

The Stanton General Plan is a policy document that clearly states the community's vision. To further this, the City Council formally adopts the Plan as the primary development guidance tool. Zoning ordinances, specific plans, design guidelines, and other documents are designed to implement the General Plan. These documents, therefore, must be consistent with the General Plan (including both the required and optional elements). In addition, all future programs and projects will seek policy guidance from the General Plan.

The General Plan is intended to be a dynamic document. An annual review of the General Plan is required by the State of California to ensure that it remains relevant. The Implementation Program is derived from strategies and actions in the General Plan. This program will be reviewed annually as a means of completing the mandated Annual Report. The Implementation Program also includes the mandated Mitigation Monitoring Program for tracking impact mitigations identified in the Environmental Impact Report.

Moreover, the General Plan may be amended to respond to changing community needs up to four times per year. Requests for amendments may be submitted by individuals, or initiated by the city itself. Any proposed amendment will be reviewed by Planning Commission and City Council to ensure that the change is in the public interest and would not de detrimental to the public health, safety, and welfare. Environmental review is also required for all General Plan Amendments.

CHAPTER 2

A. INTRODUCTION

Due to the built-out nature of the city of Stanton, promoting quality, compatible, and economically sound development is crucial to maintain a high standard of living for Stanton residents. By encouraging a balanced mix of land uses, the city will be able to meet the needs of its residents, businesses and visitors.

The Community Development Element establishes goals and policies to promote appropriate development and redevelopment within the city. The goal of this element is to encourage investment to improve and maintain the quality of existing neighborhoods and business districts.

B. BACKGROUND

EXISTING CONDITIONS

Stanton has very little vacant developable land, comprising less than 2% of the total area. The city contains a mix of residential, commercial, and industrial development from various eras of the community's history. The composition of existing land uses is shown in Table 2-1, Land Use Composition.

Table 2-1
Land Use Composition

Land Use	Acres	Percent of Total
Residential	970.6	48.9%
Commercial	205.9	10.4%
Mixed-Use	11.9	0.6%
Industrial/ Office	186.9	9.4%
Open Space & Recreation	105.0	5.3%
Public/Institutional	98.8	5.0%
Vacant Land	28.7	1.4%
Roads	377.1	19.0%
TOTAL	**1984.9**	**100%**

Source: Digital Map Products, First American (FARES) Land Use Codes, RBF Consulting

As in most developed cities, redevelopment is a primary goal to revitalize and provide for the expansion of economic opportunities. The city of Stanton has one Redevelopment Project Area totaling approximately 1,693 acres of the city.

LAND USE CONCEPT

To prepare for future opportunities in the city of Stanton, a land use concept has been formulated that builds upon the vision of Stanton through establishment of new mixed-use designations to encourage redevelopment in key areas along Beach Boulevard. Land uses outside of these mixed-uses areas remain largely unchanged.

Exhibit 2-1, General Plan Land Use Diagram illustrates the land use concept. It shows the pattern and extent of future land uses and highlights four mixed-use districts as the focus of specific opportunities for future enhancement. Table 2-2, General Plan Build Out contains the acreages of the various land uses on the General Plan Land Use Map are presented, along with number of dwelling units and the amount of non-residential square footage.

Table 2-2
General Plan Build Out

Land Use Designation	Acres	Dwelling Units	Square feet[1]
Low Density Residential (1-6 du/ac)	436.4	2,618	
Medium Density Residential (6.1-11 du/ac)	166.4	1,830	
High Density Residential (11.1-18 du/ac)	321.8	5,780	
General Mixed-Use[2]	112.5	3,038	686,070
North Gateway Mixed-Use District[2]	22.4	605	136,604
South Gateway Mixed-Use District[2]	92.7	3,337	565,322
Town Center Mixed-Use District[2]	37.9	1,364	231,129
General Commercial	55.4		855,301
Industrial	151.8		2,314,343
Public/Institutional	90.7		1,382,812
Open Space/Recreation	122.8		
Roads	373.8		
TOTAL	**1,984.6**	**18,572**	**6,171,581**

Notes:
[1] Assumes a floor area ratio (FAR) of 0.35
[2] Mixed-use build-out potential based on 60% residential density and 40% commercial intensity

The General Plan Land Use Diagram should be used as general guide for the identification of the location of various land uses in the city. The map should be used in combination with the written goals and policies in the Community Development Element.

Land use designations described in this chapter explain the type and intensity of development allowed in a given area. Statements of intent are provided for each land use designation. Their purpose is to document the reasons for the designations and provide insight on how the designations should be interpreted when actual development proposals are being considered. All statements of intent should be interpreted in relation to the two main goals of this general plan: economic development and community quality. The Land Use Diagram for the city of Stanton includes the following twelve land use designations:

- Low Density Residential
- Medium Density Residential
- High Density Residential

- Mixed-Use
  - General Mixed-Use
  - North Gateway Mixed-Use District
  - South Gateway Mixed-Use District
  - Town Center Mixed-Use District
- General Commercial
- Industrial
- Public/Institutional
- Open Space/Recreation

Low Density Residential

The Low Density Residential designation is intended for the development of single-family residential neighborhoods that:

- Provide an excellent environment for family life;
- Provide and preserves estate housing; and,
- Accommodate 2nd units on single-family properties in conformance with State law.

Densities for the Low Density Residential designation range from 1 to 6 dwelling units per acre (du/ac) with detached units each on their own parcel and accommodating 3 to 22 persons per acre. Non-residential uses that complement and serve the surrounding residential neighborhood typically include schools, parks, churches, libraries and public facilities.

Medium Density Residential

The Medium Density Residential designation is intended for the development of single-family and multi-family residential neighborhoods that:

- Provide a variety of housing types;
- Provide common spaces, recreation areas and services convenient to residents; and,
- Provide an excellent environment for family life.

Densities range from 6.1 to 11 dwelling units per acre (du/ac). Dwelling units can be attached or detached and can include cluster housing, duplexes, triplexes, fourplexes, townhomes, condominiums, apartments, and mobile homes to accommodate 23 to 40 persons per acre. In addition, density bonuses up to 35% (above the 11 dwelling units per acre) are allowed if developments provide affordable housing for low- and moderate-income households. Non-residential uses that complement and serve Medium Density Residential neighborhoods and surrounding residential communities are allowed within Medium Density Residential designated areas including schools, parks, churches, libraries and public facilities. Quasi-residential uses such as convalescent hospitals and group residential homes are also allowed.

High Density Residential

The High Density Residential designation is intended for the development of multi-family residential neighborhoods that:

- Provide a variety of housing types, primarily along arterial highways, with particular emphasis on ownership, and with provision for affordable housing;
- Incorporate quality design features in all projects;
- Provide common spaces, recreation areas and services convenient to residents; and,
- Provide an excellent environment for family life.

Densities range from 11.1 to 18 dwelling units per acre (du/ac) and density bonuses up to 35% (above the 18 dwelling units per acre) are allowed if developments provide affordable housing for low- and moderate-income households. The High Density Residential designation accommodates 41 to 64 persons per acres and non-residential uses allowed typically include schools, parks, churches, libraries and public facilities. Quasi-residential uses such as convalescent hospitals and group residential homes are also allowed.

Mixed-Use

The Mixed-Use designation is intended for the development of a mix residential, commercial, and office uses that:

- Encourage revitalization or future development in strategic areas of the city;
- Encourage the combination of some commercial activity with other reinforcing land uses, especially residential, to create economically and aesthetically pleasing projects;
- Provide property owners the flexibility to adapt project design to market forces to encourage quality development; and,
- Support and reinforce commercial activity with increased densities, intensities and flexibility.

General Mixed-Use

The General Mixed-Use designation is generally located along Beach Boulevard and along the southeast portion of Katella Avenue. The district allows vertical and horizontal mixed-use up to three stories in height and an allowable density of 45 units per acre (du/ac) or up to 160 residents per acre. In addition, density bonuses up to 35% (above the 45 dwelling units per acre) are allowed if developments provide affordable housing for low- and moderate-income households.

North Gateway Mixed-Use District

The North Gateway Mixed-Use District focuses on commercial and office uses, servicing northern Stanton and Anaheim areas. The district allows vertical and horizontal mixed-use up to three stories in height and an allowable density of 45 units per acre (du/ac) or up to 160 residents per acre. In addition, density bonuses up to 35% (above the 45 dwelling units per acre) are allowed if developments provide affordable housing for low- and moderate-income households. Commercial uses are encouraged on the ground floor along Beach Boulevard with office and/or residential components on upper floors.

South Gateway Mixed-Use District

The South Gateway Mixed-Use District is the main entryway into the city of Stanton from the Garden Grove Freeway and communities to the south. Commercial, office, and residential uses are allowed up to five stories in height and a density of 60 units per acre (du/ac) or up to 213

residents per acre. Uses may be vertically or horizontally integrated, with an emphasis on freeway-oriented commercial and office uses. Residential uses are encouraged to support commercial uses and to serve as a transition to adjacent single-family and multi-family residential development. In addition, density bonuses up to 35% (above the 60 dwelling units per acre) are allowed if developments provide affordable housing for low- and moderate-income households.

Town Center Mixed-Use District

The Town Center Mixed-Use District focuses on community-serving uses in a transit supportive environment, with emphasis on a balance of commercial, office, and residential uses. Located close to the civic center and potential transit routes, the Town Center Mixed Use District is intended to be a pedestrian friendly district with strong linkages between different uses and easy access to future transit. Commercial, office, and residential uses up to five stories in height and an allowable density of 60 units per acre (du/ac) or up to 213 residents per acre are allowed. Density bonuses of up to 35% (above the 60 dwelling units per acre) are allowed if developments provide affordable housing for low- and moderate-income households. Retail uses are encouraged along the street frontage with office or residential on the rear of properties or upper floors of buildings.

General Commercial

The General Commercial designation is intended to allow a full-range of commercial activities that serve local residential neighborhoods. Typically located along arterials due to the potential amount of traffic generated, uses in this designation include a variety of retail, professional services, and recreation facilities such as markets, drug stores, retail shops, financial institutions, service establishments, business/ professional offices, restaurants, and recreation facilities. On sites of acceptable size and that can demonstrate adequate access capacity for vehicular traffic, uses including department stores, retail clothing stores, theaters, hotels and motels would also be allowed. Institutional uses such as churches and schools are also appropriate if they are compatible with surrounding land uses. In addition, auto-related facilities are allowed subject to a conditional use permit that requires adequate screening, exceptional design, and quality aesthetic features.

Sites in the General Commercial designation need to be sensitive to the surrounding land uses when establishing their development intensity. Location and size of commercial developments should be based on accessibility, historic development patterns, and a supply of retail/office uses to achieve balanced economic development. Floor area ratios (FAR) range from 0.25 to 1.5.

Industrial

The Industrial designation is intended to provide for a variety of industrial and office uses. Uses include manufacturing, processing, research and development, product assembly, storage, warehousing and distribution, and industrial services. Auto repair and servicing is allowed subject to a conditional use permit that requires stringent screening and design standards. Development in the designation is intended to:

- Provide a high-quality, safe and healthy working environment for employees;
- Retain a high-quality, campus like feel throughout; and,

- Minimize conflict between the industrial uses in the designation and adjacent land uses, especially residential and open space/recreation designations.

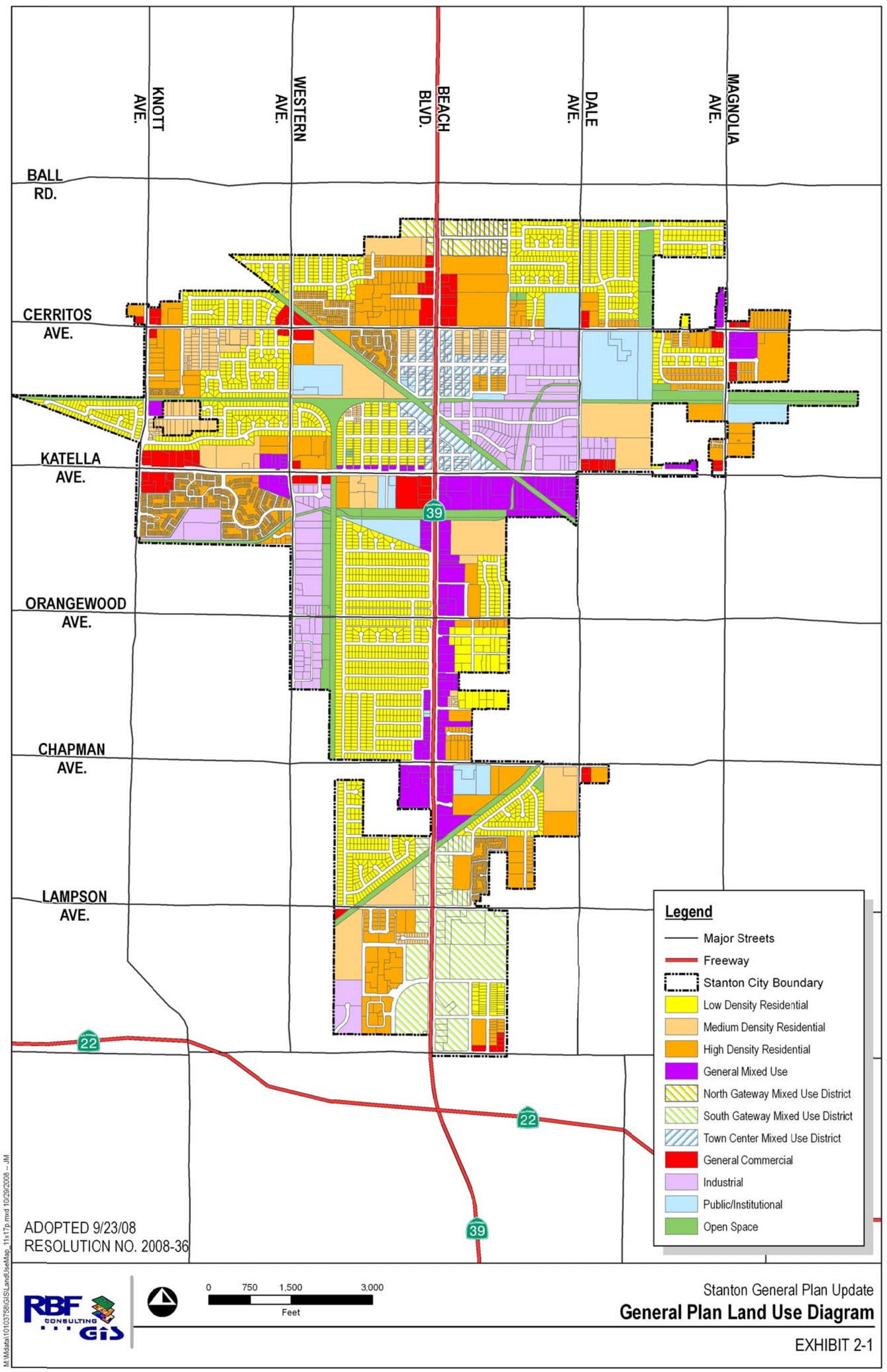
Development within this designation should be contained on large or multiple parcel areas that should retain a similar look and feel between them. Floor area ratios (FAR) for development are limited to a maximum of 1.0 though increases are available for situations where there is a special need.

Public/Institutional

The Public/Institutional designation provides areas for a wide variety of services for the public intended to promote a high-quality of life, protect the safety of the citizens, and serve as focal points to join the entire city together. Civic and governmental uses are intended for this designation, and typically include city offices and yards, libraries, post offices and fire and police stations. Hospitals, medical centers, and both public and private educational facilities are also appropriate.

Open Space/Recreation

The Open Space/Recreation designation is intended to provide for land within the city that meets the passive and active recreational needs of the citizens and that promotes and preserves the health and general welfare of citizens. Parks, open space, recreational facilities, and the activities they offer help to sustain the high-quality of life in the city. Uses appropriate within this designation include parks, bicycle paths, golf courses, utility/flood control easements which provide some open space value, and other recreational facilities.


KNOTT AVE.
WESTERN AVE.
BEACH BLVD.
DALE AVE.
MAGNOLIA AVE.
BALL RD.
CERRITOS AVE.
KATELLA AVE.
ORANGEWOOD AVE.
CHAPMAN AVE.
LAMPSON AVE.
39
22
Legend
Major Streets
Freeway
Stanton City Boundary
Low Density Residential
Medium Density Residential
High Density Residential
General Mixed Use
North Gateway Mixed Use District
South Gateway Mixed Use District
Town Center Mixed Use District
General Commercial
Industrial
Public/Institutional
Open Space
ADOPTED 9/23/08
RESOLUTION NO. 2008-36
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Stanton General Plan Update
General Plan Land Use Diagram
EXHIBIT 2-1

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C. KEY ISSUES

LU-1 Balanced Land Use

The General Plan Land Use Diagram is intended to provide a balance of residential, commercial, industrial, educational, recreational and civic facilities that meet the needs of the citizens of Stanton. Balancing residential with services, employment, and open space is crucial to ensuring a strong and viable community. The city of Stanton seeks to provide a fiscally responsible development that fits in to the context and character of the community.

Goal LU-1.1

Create an economic and fiscal balance of residential, commercial and industrial uses.

Strategy LU-1.1.1

Encourage land uses which maximize economic development and enhance the quality of life.

Action LU-1.1.1 (a)

Provide incentives for desired commercial, mixed-use, and industrial uses.

Action LU-1.1.1 (b)

Revise the zoning code and map(s) to include and apply customized incentives and regulations to encourage mixed-use development in Mixed-Use designations. Consider the use of form-based zoning regulations.

Action LU-1.1.1 (c)

Provide incentive package to existing and prospective development for upgrading and redeveloping, including access and parking, as well as quality design.

Strategy LU-1.1.2

Ensure adjacent land uses are compatible with one another.

Action LU-1.1.2 (a)

Require that commercial and industrial development that abuts residential or educational uses be adequately screened and

buffered from the residential neighborhood or educational facility.

Action LU-1.1.2 (b)

Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the Joint Forces Training Center (JFTC) Los Alamitos, through the following:

- Consult with the Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law.
- Limit the height within the Airport Environs Land Use Plan (AELUP) Height Restriction Zone.
- Monitor legislation and regulations established by the Airport land Use Commission.

LU-2 Employment Opportunities

It is often a challenge for built out cities to provide new employment opportunities. Revitalizing and intensifying commercial and industrial land uses will provide opportunities for quality development as well as new employment.

Goal LU-2.1

Encourage land uses which provide employment opportunities for Stanton residents.

Strategy LU-2.1.1

Encourage revitalization and intensification of underutilized commercial uses within the city through the redevelopment process.

Action LU-2.1.1 (a)

Continue and encourage community revitalization within the existing redevelopment project area.

Action LU-2.1.1 (b)

Conduct a retail market analysis and target those markets where gaps are identified.

Goal LU-2.2

Promote quality, contemporary industrial development.

Strategy LU-2.2.1

Develop an incentive program and other measures to encourage "business park" environments and improve project design.

Action LU-2.2.1 (a)

Encourage property owners to master plan their project with those of their surrounded property areas.

Action LU-2.2.1 (b)

Revise the non-conforming use regulations to aggressively eliminate non-conforming uses.

Action LU-2.2.1 (c)

Use the land assembly powers of the Stanton Redevelopment Agency in the acquisition of land for lot consolidation.

LU-3 Residential Neighborhoods

Neighborhood character is determined by the design and density of residential uses. Higher density neighborhoods have a much different feel from lower density neighborhoods, and mixed neighborhoods have a unique feel of their own. Cities that are built out often have the challenge of promoting higher density housing to accommodate growth, while still preserving cherished lower density neighborhoods which have played a role throughout the history of the city.

Goal LU-3.1

A range and balance of residential densities which are supported by adequate city services.

Strategy LU-3.1.1

Preserve single-family residential neighborhoods.

Action LU-3.1.1 (a)

Encourage the rehabilitation of the city's existing housing stock.

Strategy LU-3.1.2

Encourage infill and mixed-use development within feasible development sites.

Action LU-3.1.2 (a)

Promote the development of multi-family units within mixed-use and infill projects.

LU-4 Redevelopment

Redevelopment is a common occurrence in cities at or near build out. Once all or most of the vacant land is developed, redeveloping underutilized shopping centers and other areas can help transform blighted areas into desirable, economically viable destinations and can foster an environment that accommodates additional of residents. Revitalization of these areas can be achieved through private reinvestment opportunities and public Redevelopment actions.

Goal LU-4.1

Ensure the continued revitalization within the existing redevelopment project area.

Strategy LU-4.1.1

Maintain commitment to revitalizing commercial and residential properties within the redevelopment project area.

Action LU-4.1.1 (a)

Assist in the funding of new projects within redevelopment project boundaries.

Action LU-4.1.1 (b)

Seek private investments interest in redevelopment areas and assist investors with financing and other development incentives.

Goal LU-4.2

Encourage greater property owner participation in the revitalization process.

Strategy LU-4.2.1

Broaden the scope of revitalization efforts to include as many strategies and programs as is feasible to encourage the participation of property and business owners.

Action LU-4.2.1 (a)

Develop and promote incentive programs including low-interest loans, grants, bond issuance, design consultation, and façade enhancement to property and business owners.

LU-5 Lot Consolidations

Consolidating lots is one way to encourage redevelopment and master planning in communities. By combining smaller lots together, the number of property owners is reduced and the development area is expanded. This reduces the potential conflicts of multiple property owners and allows for large, well-planned projects that may develop quicker and cheaper. This technique is an easy way to encourage strategic master-planned redevelopment.

Goal LU-5.1

Encourage the consolidation of existing non-conforming lots in commercial, industrial, and medium and high-density residential areas.

Strategy LU-5.1.1

Increase the non-financial incentives for lot consolidation in selected industrial, commercial, and medium and high-density residential areas.

Action LU-5.1.1 (a)

Adopt and implement an incentives program, including density bonuses, zoning amendments and other incentives to encourage lot consolidation and joint master planning of adjacent parcels.

Action LU-5.1.1 (b)

Prepare an information package describing city incentives for lot consolidation.

Action LU-5.1.1 (c)

Assist property owners in the joint master planning of adjacent parcels through site planning and legal assistance.

Action LU-5.1.1 (d)

Modify development standards to encourage parcel assemblage for larger projects.

Action LU-5.1.1 (e)

Facilitate the consolidation of lots within redevelopment project boundaries.

LU-6 Code Enforcement

Regulations are adopted to create specific desirable outcomes. Regulations must be supported with education and enforcement for implementation to be successful. Establishing proactive measures of enforcement improves the likelihood that adopted codes will successfully affect a community or type of development in positive ways.

Goal LU-6.1

Ensure compliance with the city's land use code to improve the overall character of Stanton's neighborhoods.

Strategy LU-6.1.1

Enhance appearance of residential areas of the city through block improvement programs and Orange County's Community Development Block Grant housing rehabilitation program.

Action LU-6.1.1 (a)

Initiate a citywide promotional campaign focusing on block improvement programs and code compliance.

Action LU-6.1.1 (b)

Annually review code enforcement program for opportunities to make it a stronger and more positive community benefit to enhance property values.

Action LU-6.1.1 (c)

Encourage property improvements at the block level through neighborhood programs in association with city trash contracts.

Strategy LU-6.1.2

Continue to expand the city's current Code Enforcement Program.

Action LU-6.1.2 (a)

Present Certificates of Participation for property improvement.

Action LU-6.1.2 (b)

Evaluate and monitor the city's Code Enforcement Program on an ongoing basis for its overall effectiveness.

Strategy LU-6.1.3

Encourage greater compliance with and awareness of the city's Code Enforcement Program through a campaign of positive public relations and marketing.

Action LU-6.1.3 (a)

Initiate a campaign aimed to increased awareness and participation in land use code compliance including promotional literature and a neighborhood "self-help" improvement program.

LU-7 Infrastructure & Public Utilities

Infrastructure and public utilities connect every part of the city together so that it may function as a whole. Every aspect of the city relies on adequate infrastructure and utilities, but if these are poorly maintained or should fail, the entire city may stand inoperable until improved. Infrastructure and utilities are the lifeline to the city and keep things moving swiftly.

Goal LU-7.1

Provide infrastructure to create foundation for future development.

Strategy LU-7.1.1

Ensure a rational nexus with the public infrastructure and services created by the new development.

Action LU-7.1.1 (a)

Prepare a master plan for public infrastructure to:

- Project future population, dwelling units, employment and business activity;
- Develop standards to project the need for, and the size and quality of public infrastructure and facilities.

Strategy LU-7.1.2

Ensure adequate funding for the financing of public facilities and capital improvements related to new development.

Action LU-7.1.2 (a)

Review and update the development impact fee program to ensure adequate funding of public facility and infrastructure improvements.

Action LU-7.1.2 (b)

Combine impact fees with other public financing methods including bonds, tax increments, and pay-as-you-go financing through the city's Capital Improvement Plan.

Action LU-7.1.2 (c)

Conduct a market feasibility analysis to examine the extent to which the calculated development costs can be borne by the local market.

Action LU-7.1.2 (d)

Develop a long-range land acquisition plan for future public facilities.

LU-8 Annexation

There are four unincorporated islands within the city of Stanton sphere of influence ranging in size from one to twenty-seven acres in size. As unincorporated county islands, these areas present the city with a number of problems including the following:

- Properties can be developed and used without application of city standards;
- Properties may have unresolved code enforcement or building violations; and
- Annexation of islands may cause a financial burden on the city.

Goal LU-8.1

Where financially feasible, annex unincorporated areas within the sphere of influence to the city of Stanton.

Strategy LU-8.1.1

Work with Local Agency Formation Commission (LAFCO) to encourage the annexation of county islands within the sphere of influence.

Action LU-8.1.1 (a)

Continue to work with LAFCO and other agencies to develop an annexation program for areas within the sphere of influence.

Action LU-8.1.1 (b)

Continue to work with the County of Orange and other agencies to require that city of Stanton building and development standards are met in all new development or redevelopment within adjoining county islands.

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CHAPTER 3

A. INTRODUCTION

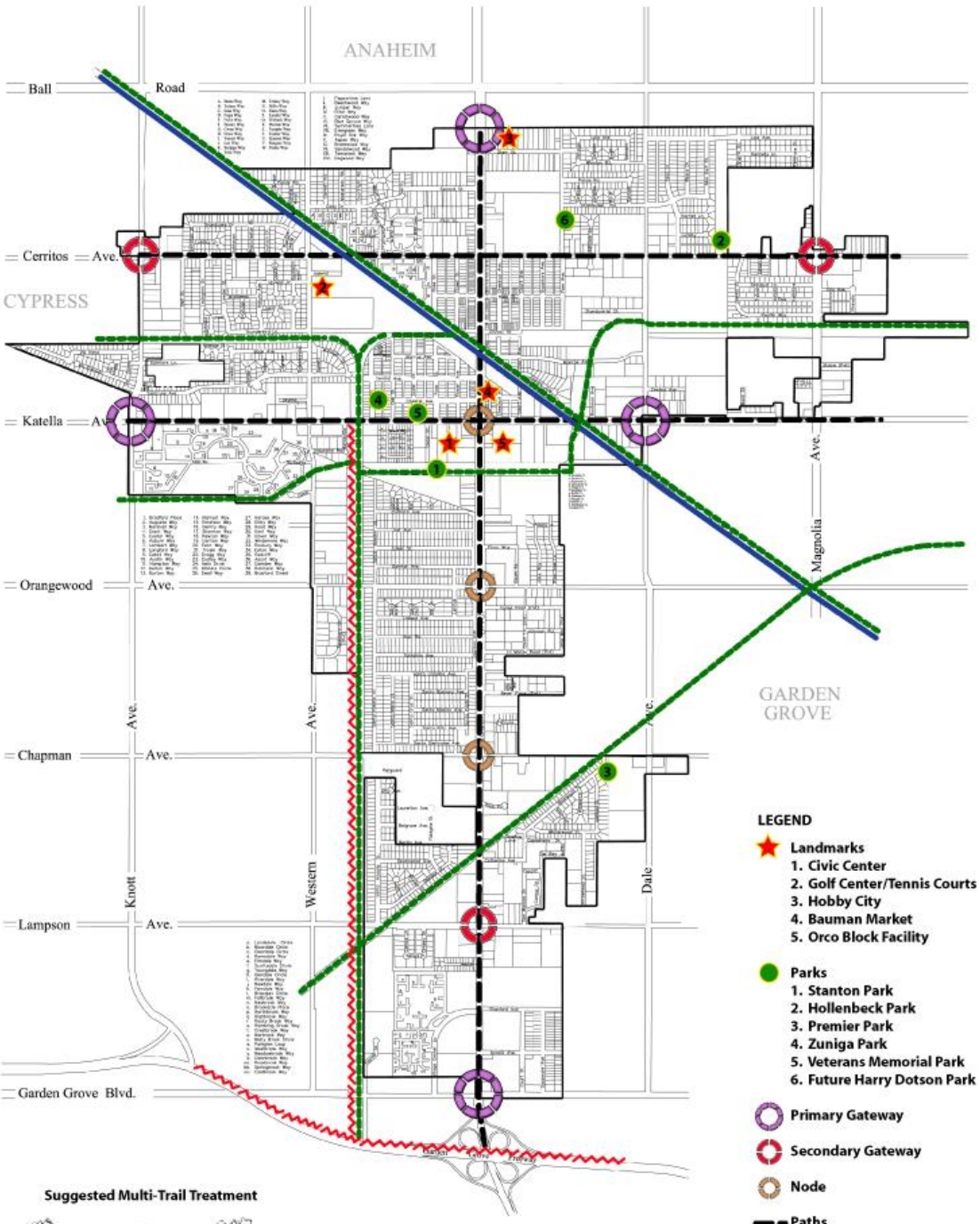
Community identity is the visual image of the community that is held in the minds of residents, business community, and visitors. Stanton's identity includes the many visual images that people associate with the community, including the city's physical form, activity nodes, landmarks, street corridors, buildings, signs, and other similar physical features.

The Community Design Element establishes goals and policies to enhance the visual image and livability of the city. The goal of the Element is also to encourage and protect investment in the city by ensuring the highest level of quality in the design and re-design of the city's physical form.

B. BACKGROUND

METHODOLOGY

Stanton is a built out community. An inventory of existing conditions was completed in order to identify opportunities and constraints within the city of Stanton. Specific attention was given to community-defining elements, including edges, paths, public spaces, streetscape, signage, gateways, landmarks, districts, and nodes. The major physical features that define the city as a place (e.g., boundaries, street corridors, railroad tracks, etc.) have existed for years. The following analysis defines the components of the city's urban framework and describes the existing conditions as it relates to each element. Exhibit 3-1, City of Stanton Urban Framework, provides an overview of community design opportunities and constraints within the city. Table 3-1, Summary of Community Components briefly describes the positive and negative aspects of each community-defining component. The analysis supports the issues described in Section C, below.


ANAHEIM
Ball Road
Cerritos Ave.
CYPRESS
Katella Ave.
Orangewood Ave.
Chapman Ave.
Lampson Ave.
Garden Grove Blvd.
Knott Ave.
Western Ave.
Dale Ave.
Magnolia Ave.
GARDEN GROVE
LEGEND
Landmarks
1. Civic Center
2. Golf Center/Tennis Courts
3. Hobby City
4. Bauman Market
5. Orco Block Facility
Parks
1. Stanton Park
2. Hollenbeck Park
3. Premier Park
4. Zuniga Park
5. Veterans Memorial Park
6. Future Harry Dotson Park
Primary Gateway
Secondary Gateway
Node
Paths
Edges
Potential Multi-Trail
Potential Future Light Rail Corridor
City of Stanton
Urban Framework
Exhibit 3-1
Suggested Multi-Trail Treatment
Pedestrian Path
Vinyl-Coated Chain Link Fence
Suggested Intersection Treatment

EDGES

Edges are typically linear elements that serve as a visual or physical boundary, barrier or transition between districts and define the boundaries of a place. Freeways, railroad tracks, flood control channels and natural features may all be considered edges. Stanton's edges include:

- Railroad Tracks including the Union Pacific Railroad Right-of-way
- Southern California Edison Easements and Power Lines
- Flood Control Channels
- California State Route 22
- Pacific Electric Corridor (OCTA Right-of-way)



Railroad tracks on the west end of the city



Flood control channel south of the Civic Center

PATHS

A path is defined as a corridor (streets, sidewalks, trails, etc.) along which people move to get from one place to another. A path provides the means for vehicular and pedestrian movement within the community. There are two types of actively used paths in Stanton: primary corridors and secondary corridors. Primary corridors are the principal streets carrying larger volumes of traffic and typically crossing through the city's boundaries. Secondary corridors carry less traffic and often originate and terminate within the city's boundaries.

Corridors are highly visible and contribute a great deal to the city's image. Stanton's primary and secondary corridors are:

Primary Corridors

- Beach Boulevard
- Katella Avenue

Secondary Corridors

- Cerritos Avenue
- Knott Avenue
- Western Avenue
- Dale Avenue
- Chapman Avenue
- Lampson Avenue

Sidewalks and other pedestrian pathways are also important paths. They provide connections to school, work, parks, shopping, and other neighborhoods. Stanton has sidewalks adjacent to streets throughout the city. Some sidewalks are curb-adjacent while others are distanced from the street by parkways. Not all sidewalks are presently ADA accessible, which limits mobility for some people; however, the city is implementing a program to improve accessibility.

Bicycle lanes within the city are limited and disconnected. By utilizing the primary and secondary corridors along with unused spaces such as railroad rights-of-way, the city of Stanton contains many opportunities to create a well-connected system of multi-use trails for bicyclists and pedestrians.

PUBLIC SPACES

Public spaces are special areas where people can share a sense of belonging with their community. Outdoor public spaces are found in city parks, plazas, civic courtyards and pedestrian activity areas. Stanton's public spaces include:

- Stanton Civic Center
- Stanton Park
- Premier Park
- Hollenbeck Park
- Zuniga Park
- Veteran's Memorial
- Katella Avenue mini parks

Future public spaces proposed in the city would also add the following outdoor amenities:

- Harry M. Dotson Park



Public space in front of City Hall



Play area in Zuniga Park



Stanton Park

STREETSCAPE

The city's streetscape has a great effect on the image of the city, and includes those objects seen from the street and sidewalk that are placed in the public right-of-way, such as trees, landscaping in parkways and medians, street furniture (benches, bus shelters, newspaper racks, trash receptacles, etc.), lighting, walls, and utilities. Refer to Exhibit 3-2, Streetscape Elements for details on the streetscape images preferred by the community based on the Streetscape Visual Preference Survey.

All physical features within the public right-of-way are controlled by the city or other public/quasi-public agencies, including their design, installation, and maintenance. Considering how the quality of the street environment affects the city's image, streetscape is an important component of community design. The

following provides a description of the various elements that make up the public street environment.

Street Trees

Street trees humanize the otherwise hard edge of the urban street environment. They help unify and identify an area, enhancing the public environment by creating comfortable outdoor spaces, shade for pedestrians, energy conservation benefits, spatial definition, and focal breaks in streetscape monotony. They also contribute to fresher air and reduce reflected heat from buildings and pavement. The city has adopted a Street Tree Master Plan and tree-planting program to encourage street trees within the city.

Medians

Landscaped medians contribute to the city's image by distinguishing the city's most significant circulation routes and gateways. Medians can make streets more attractive and motorists more comfortable by reducing the perceived road width and increase safety by separating oncoming cars. Presently the following three primary corridors incorporate median landscaping:

- Beach Boulevard
- Katella Avenue
- Chapman Avenue

Street Furniture

Street furniture consists of the hardware items typically found along sidewalks for the convenience of the pedestrian and transit user. The selection and placement of street furniture plays an important role in establishing a quality street environment. City street furniture is located throughout Stanton, and the city has initiated a streetscape enhancement program for Chapman and Cerritos Avenues, which will be completed in 2008. The street furniture palette for Chapman Avenue is intended to be applied citywide.



Utilities

Other forms of street hardware include utility cabinets, transformers, cable television boxes, utility poles, and overhead lines. When considered together, these items comprise a significant number of physical elements within the street environment. Utility hardware often creates clutter, interferes with pedestrian circulation, and has a negative visual impact on the street environment. This is particularly important due to the presence of SCE Barre substation and transmission lines visible from the public right-of-way. Future utility hardware should be placed in an appropriate location away from pedestrian movement and undergrounded/screened from the public view whenever possible.

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STREET LIGHTS









TREE GRATES





BENCHES





TRASH RECEPTACLES







BANNERS



STREETSCAPE ELEMENTS
EXHIBIT 3-2

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SIGNS

Commercial signage is a highly visible part of the city's physical environment. Signs affect the visual quality of the roadways and the impression residents and visitors have when passing through the city. Because signs are intended to communicate visually, they have the potential to add to the visual clutter along the city's commercial streets and this may conflict with the achievement of goals for visual and aesthetic quality in the environment.

The city of Stanton has recently completed a program to replace all street signs with newly designed street signage with the goal of improving community identification.



Pylon sign holding numerous business signs



Wall sign out-of-scale with storefront

Entry signage and street name signage along Beach Boulevard and Katella Avenue are low-profile monument signs incorporated into the landscaped medians. Commercial signage throughout the city, however, lacks consistency. Freestanding signs at commercial centers are often too cluttered with multiple sign panels, and wall signs are frequently too large in relation to the façade of the storefront. Furthermore, maintenance of some signs could be improved.



Entry monument sign on Katella Avenue in front of the Civic Center

GATEWAYS

Gateways are significant points of entry into a community, and create the community's first impression. Gateways represent an important opportunity to convey a positive and lasting image. Currently, Stanton has four primary gateways and three secondary gateways that provide a "sense of arrival":

Primary Gateways

- Beach Boulevard and Garden Grove Boulevard
- Beach Boulevard and Ball Road

- Katella Avenue and Knott Avenue
- Katella Avenue and Dale Avenue

Secondary Gateways

- Cerritos Avenue and Knott Avenue
- Cerritos Avenue and Magnolia Avenue
- Beach Boulevard and Lampson Avenue



Beach Boulevard/Garden Grove Boulevard

DISTRCITS

A district is defined as a part of a larger urban area that has common distinguishing characteristics and function. It is identifiable as a place distinct from other areas of the community. Stanton's principal districts are:

- Stanton Civic Center
- Beach Boulevard
- Industrial District

Stanton Civic Center

The Civic Center is located on the southwest corner of Beach Boulevard and Katella Avenue. Within this District are Stanton City Hall, Stanton Sheriff Station, Stanton Branch of the Orange County Library, Stanton Park, and the Boys and Girls Club of Stanton.



Stanton Civic Center



Stanton Library

Beach Boulevard

Beach Boulevard contains a variety of regional and neighborhood-serving commercial uses. Beach Boulevard is a Caltrans-designated "Super Street" and serves as a primary corridor transecting the center of the city. The District is evolving, with new higher intensity development occurring along the Boulevard and plans for redevelopment of the District's several older commercial centers.

Industrial District

The city's main Industrial District is generally located south of Cerritos Avenue, east of Beach Boulevard and the Union Pacific Railroad right-of-way, north of Katella Avenue, and west of Dale Avenue. The District contains a mix of uses that includes industrial, heavy commercial, and residential. In addition, another smaller industrial district within the city is located along Western Avenue, stretching from Katella Avenue to Chapman Avenue.

NODES

A node is defined as an important point where people gather or where paths converge, thus resulting in higher-than-typical levels of activity. There are two classifications of nodes: 1) Entry Nodes function as focal points of identity between Stanton and adjacent cities; and 2) Internal Nodes which function as focal points of high activity within the community. Existing nodes within the city include the following:

- Beach Boulevard/Garden Grove Boulevard
- Beach Boulevard/Lampson Avenue
- Beach Boulevard/Chapman Avenue
- Beach Boulevard/Orangewood Avenue
- Beach Boulevard/Katella Avenue
- Beach Boulevard/Cerritos Avenue
- Cerritos Avenue/Knott Avenue
- Cerritos Avenue/Date Avenue
- Cerritos Avenue/Magnolia Avenue
- Katella Avenue/Knott Avenue
- Katella Avenue/Western Avenue
- Katella Avenue/Date Avenue

Future nodes within the city can be created through planned future development. The city is currently studying the feasibility of a mixed-use/ transit-oriented development at the intersection of Beach Boulevard and the OCTA Right-of-Way. Development of this project along with adjacent projects would create an additional future node within the city.

Table 3-1 Summary of Community Components		
Element	**Positives**	**Negatives**
(1) Edges/Barriers	▪ Opportunity to improve these areas as paths and to increase connectivity	▪ Barrier – stops connectivity - Railroad - Flood control channel - Utility corridor/ Edison - Residential walls ▪ Poor aesthetic quality
(1) a. Walls	▪ Buffer between incompatible land uses - Screening (aesthetics) - Noise	▪ Breaks connectivity ▪ Lacks consistency and quality in design ▪ Lack of landscaping near walls ▪ Poorly maintained ▪ Susceptible to graffiti
(2) Paths	▪ Current paths along major roads ▪ Opportunities for improvement - Along utility corridors - Flood control channel - Railway corridors	▪ Not pedestrian friendly (along major roads) ▪ Barriers, edges - Breaks up connectivity
(3) Public spaces/ parks	▪ Location ▪ Some vacant parcels create opportunity areas ▪ Vacant railway corridors ▪ Room for improvement	▪ Little open space remaining ▪ Not enough parks ▪ Lack of public space near buildings ▪ Building design, orientation, placement not conducive to public spaces ▪ Lack of courtyards
(4) Streetscape	▪ Medians along Beach Boulevard well-landscaped	▪ Street furniture - Lacking consistency - Not enough street furniture ▪ Additional landscaping and street trees needed
(5) Signage	▪ Streets along Beach Boulevard well-signed	▪ Sign clutter ▪ Not well-maintained ▪ Placement and size not proportional
(6) Gateways	▪ Some signs near gateways	▪ Lack of consistency and theme ▪ Lacking adequate signage ▪ Placement of signage
(7) Districts	▪ Beach Boulevard – Retail/commercial district ▪ Industrial district	▪ No well-defined districts ▪ No pedestrian-friendly district(s)
(8) Nodes	▪ Several nodes ▪ Commercial/retail along nodes	▪ Lack of consistency ▪ Lack of pedestrian-friendly areas

C. KEY ISSUES

CD-1 Community Image

The perceived image of a community is made up a complex array of physical elements and the relationships between them. Stanton's visual image is not static; it changes over time and from location to location within the community. Ideally, visual image matches the values and aspirations of Stanton citizens. New development within the city should therefore be consistent with the community's identified image.

As the analysis of community-defining components revealed, current development and public rights-of-way within the city lack a consistent image. Through the implementation of the following recommended goals and policies, redevelopment and infrastructure enhancement that takes place in the community can help recreate an image that residents appreciate and visitors notice.

Goal CD-1.1

Promote quality development and design that preserves and enhances a positive and unique image of Stanton, and fosters a sense of community pride.

Strategy CD-1.1.1

Identify a desired image and vision for the city of Stanton that can provide the basis for the design of new development,, redevelopment,, and all other facets of the city's physical environment.

Action CD-1.1.1 (a)

Conduct a community visioning process to identify a cohesive and unique image for the city of Stanton.

Strategy CD-1.1.2

Ensure that new development within the city contributes to the image of Stanton in a positive way and places a high standard of architecture and site design.

Action CD-1.1.2 (a)

Prepare and adopt citywide design guidelines for building, architecture, site design, and orientation, which are consistent with the vision and image for the city of Stanton.

Crime Prevention through Environmental Design (CPTED) is one method of addressing crime prevention through defensible space planning. CPTED techniques look to incorporate four key considerations into site planning and architectural design: territoriality, natural surveillance, activity support, and access control.

Action CD-1.1.2 (b)

Amend the city's sign ordinance to encourage higher quality and more consistent signs throughout Stanton.

Action CD-1.1.2 (c)

Prepare form-based development regulations for Beach Boulevard and other primary and secondary corridors as appropriate.

Action CD-1.1.2 (d)

Develop zoning standards for landscaping, and incorporate landscape into any citywide design guidelines document.

Action CD-1.1.2 (e)

Develop a Crime Prevention through Environmental Design (CPTED) Task Force.

Goal CD-1.2

Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.

Strategy CD-1.2.1

Create a unified and consistent streetscape.

Action CD-1.2.1 (a)

Develop streetscape design standards for street furniture design, placement, orientation and landscaping, including landscaped street medians.

Action CD-1.2.1 (b)

Establish requirements for the inclusion of streetscape amenities along street frontages, especially for properties fronting major streets and boulevards.

Action CD-1.2.1 (c)

Develop a coordinated citywide streetscape furniture palette.

Action CD-1.2.1 (d)

Utilize street trees to reinforce visual corridors and create a landscape theme along major streets and boulevards.

Action CD-1.2.1 (e)

Require existing walls that back onto public rights-of-way to maintain a coordinated design in terms of material and appearance.

Action CD-1.2.1 (f)

Prepare a feasibility plan for undergrounding utility lines along major corridors, including Beach Boulevard.

Strategy CD-1.2.2

Remove visual clutter along the street to both enhance the street's attractiveness and promote pedestrian safety.

Action CD-1.2.2 (a)

Encourage the placement of utility equipment underground where feasible, especially along primary and secondary corridors.

Action CD-1.2.2 (b)

Encourage alternative locations and screening techniques for utility equipment, traffic control cabinets, and other hardware located within the street right-of-way.

Action CD-1.2.2 (c)

Revise the city's sign ordinance to include an off-premise sign amortization program.

Goal CD-1.3

Promote compatibility between land uses, including existing, redeveloped, and new uses, to further cohesiveness along the city's primary and secondary corridors.

Strategy CD-1.3.1

Discourage placement of incompatible land uses next to each other.

Action CD-1.3.1 (a)

Prepare a Specific Plan or Master Plan for Beach Boulevard and other districts to ensure the compatibility of adjacent uses.

Action CD-1.3.1 (b)

Standardize landscaping as an alternative to walls where buffers between incompatible land uses are necessary.

Action CD-1.3.1 (c)

Enforce the maintenance of vacant parcels to prevent visual, economic, or safety impacts on the surrounding areas.

Strategy CD-1.3.2

Support redevelopment of existing commercial, industrial, and residential structures and site improvements.

Action CD-1.3.2 (a)

Provide incentive programs to encourage building façade improvements and other revitalization efforts in areas of deterioration and opportunity sites as identified in the Community Development Element.

CD-2 Public Spaces

As the discussion of existing public spaces revealed, public spaces within the city of Stanton are special areas that provide a community with a sense of unification and belonging. Outdoor public spaces include city parks, plazas, and civic courtyards.

Implementation of the following goals, strategies and actions can increase the number and quality of Stanton's public spaces, providing additional areas where people of all ages can congregate and positively affecting the image residents have of their community.

Goal CD-2.1

Increase the number of public spaces within the city, as well as the quality of existing and new public spaces.

Strategy CD-2.1.1

Encourage the provision of public spaces as part of private development and redevelopment projects.

Action CD-2.1.1 (a)

Adopt zoning requirements that mandate the provision of public plaza and courtyard space in larger commercial and office projects.

Action CD-2.1.1 (b)

Include in citywide design guidelines, provisions for the design, maintenance, and siting of public spaces within development and redevelopment projects.

Strategy CD-2.1.2

Encourage a variety of artwork and landscape treatments in city public spaces, including parks, courtyards, and plazas.

Action CD-2.1.1 (a)

Provide incentives for public art in private development projects.

Action CD-2.1.2 (b)

Develop an Art in Public Space Program to encourage the development of public art in public spaces.

Action CD-2.1.2 (c)

Develop a comprehensive landscape plan for public open spaces, and include landscape guidelines for public spaces within any citywide design guidelines document.

CD-3 Gateways

There are currently four primary gateways and three secondary gateways within the city of Stanton. Implementation of the following goal, strategies, and actions can increase the "sense of arrival" that residents and visitor experience when entering the city or one of the city's neighborhoods or districts.

Goal CD-3.1

Provide both residents and visitors with a "sense of arrival" upon their entrance into Stanton.

Strategy CD-3.1.1

Develop and maintain gateways at major entries into the city.

Action CD-3.1.1 (a)

Develop a comprehensive gateway design and improvement program for both primary and secondary city gateways.

Action CD-3.1.1 (b)

Create unifying landscape and architectural themes at primary and secondary gateways.

CD-4 Connectivity

Connectivity allows people to move through a community with a high level of ease, safety, and comprehension, and increases the level of mobility for all city residents. Pedestrian pathways, bicycle lanes, transit corridors, and vehicle routes should be connected in a way to allow for multi-modal transportation within the city. Furthermore, routes should connect neighborhoods and different land uses, allowing ease of movement throughout the city.

Current connectivity within Stanton is somewhat impeded by a lack of pedestrian, bicycle, and transit corridors. The following goals and policies are aimed at improving connectivity by connecting pathways throughout the city and creating a pedestrian-friendly environment.

Goal CD-4.1

Create a well-connected, multi-modal urban environment that increases mobility for all Stanton residents, whether they choose or are required to travel through the city by car, bicycle, foot, or public transportation modes.

Strategy CD-4.1.1

Promote a pedestrian friendly environment with attractive, walkable neighborhoods and commercial areas.

Action CD-4.1.1 (a)

Establish design guidelines for commercial areas that encourage improved pedestrian access.

Action CD-4.1.1 (b)

Create design guidelines for the development of pedestrian-oriented development.

Action CD-4.1.1 (c)

Encourage landscaped buffers to separate pedestrian and vehicular areas, where possible.

Action CD-4.1.1 (d)

Decrease opportunities for crime along pedestrian pathways by providing adequate lighting and landscaping that does not create hiding areas or dark spaces.

Action CD-4.1.1(e)

Encourage outdoor dining areas.

Action CD-4.1.1 (f)

Require buildings along pedestrian pathways to be at a human scale.

Strategy CD-4.1.2

Increase the number, quality, and connectivity of the city's bikeways and multi-use trails.

Action CD-4.1.2 (a)

Develop a citywide trails and open space plan.

Action CD-4.1.2 (b)

Utilize areas such as railroad rights-of-way and flood control channels to provide additional multi-use paths for both pedestrians and bicyclists.

Action CD-4.1.2. (c)

Develop criteria that encourages connectivity and limits use of fences, walls, and other barriers.

Action CD-4.1.2 (d)

Conduct a trails and pedestrian circulation study that focuses on opportunities to improve non-vehicular connectivity.

Strategy CD-4.1.3

Provide for points of connection between various modes of transportation, including pedestrian, bicycle, and public transportation connections.

Action CD-4.1.3 (a)

Provide benches near pedestrian pathways and transit stops.

Action CD-4.1.3 (b)

Require bicycle racks to be placed in residential and commercial developments, as well as within parks and recreation areas.

Action CD-4.1.3 (c)

Provide well-designed, safe, and comfortable transit stops and transit stop amenities, such as map kiosks, benches, trash receptacles, etc.

Action CD-4.1.3 (d)

Prepare a plan for the development of a major transit-oriented node within the city.

CHAPTER 4

A. INTRODUCTION

Economic development is a critical component of a successful and sustainable community. A vibrant economy provides communities with diverse employment opportunities for their residents and a broad and stable tax base to support public services, infrastructure and a high quality of life.

Local governments can promote economic development by establishing favorable parameters for business attraction and retention, private investment, economic diversification, entrepreneurship, and the attraction of well-paying jobs. Therefore, the purpose of the city of Stanton Economic Development Element is to:

- Identify the strengths, opportunities, and key issues of the city's local economy.
- Establish goals, strategies and actions affecting economic growth and development.
- Provide a framework for attracting and encouraging the development of businesses that will diversify the city's existing economy and provide well-paying jobs for residents.
- Provide a framework for providing existing and future business within Stanton the resources they need to be successful.
- Provide a framework for assisting city residents in acquiring the skills necessary to fill the jobs of the future.

While state law does not require General Plans to include an Economic Development Element, the city has adopted this Element as a prescriptive tool. The Element is to be utilized as a guide for economic development by decision makers, city staff and the business community to create a business friendly atmosphere that meets the needs of residents and businesses alike.

The Economic Development Element is closely related to other elements of the Stanton General Plan, especially the Community Development Element and Housing Element. The Community Development Element provides the designations for commercial, industrial and education uses throughout the city, within which economic development can occur. The Housing Element provides the tools for affordable housing provision and the maintenance of a desirable jobs-housing balance.

B. BACKGROUND

Stanton's current economic conditions make the city well positioned to enhance its economic vitality in a number of key opportunity areas. By expanding the diversity of the economy, growing the robustness of its tax base by increasing business revenues, focusing enhancement and rehabilitation efforts in key city locations and better educating and preparing its labor force, the city of Stanton can spur economic development with the desired end of increasing the quality of life for Stanton residents.

The city of Stanton currently has an overabundance of convenience-oriented retail and service businesses, predominately located in outdated strip commercial centers and other marginal properties in need of rehabilitation. Convenience oriented retail and service businesses include small food, automotive, and medical/dental uses. Simultaneously, the city is underserved in

comparison-shopping businesses, such as apparel, specialty or boutique retail, larger general merchandise uses and markets, and anchor tenants. When a local economy is overabundant in one area, and deficient in another, local residents must travel to adjacent jurisdictions to purchase all of the goods and services that they require. This results in less tax revenue, which in turn affects the city's ability to provide and maintain public infrastructure and services. The first opportunity for the city of Stanton to improve economic development is to alleviate the poor balance of retail business through rehabilitating older commercial properties to attract higher-end retailers and increase competitiveness, and encouraging lot consolidation to provide anchor tenants with the lot size and depth that they require. Stanton can greatly benefit from diversifying its economy through active pursuance of the types of businesses that are currently underserved in the city.

A second opportunity area in the city is to fully realize the potential of key locations and location attributes. Stanton is bounded by four major Southern California freeways, which carry significant amounts of commuters and other travelers through the city. Additionally, two major arterials, Beach Boulevard and Katella Avenue, transect the city, also carrying a considerable amount of through traffic. By increasing the visibility of Stanton businesses, providing the types of goods and services that appeal to commuters and other travelers, and focusing economic development along Beach Boulevard and Katella Avenue, the city of Stanton can increase tax revenues by encouraging through travelers to stop and purchase goods and services from Stanton businesses.

A third opportunity area is increasing the quality of industrial and office uses within the city. Stanton has seen stagnancy in new office growth in recent years, and an overabundance of underutilized industrial space. Increasing the quality and square footage of available office space in the city, as well as attracting higher wage industrial uses, such as manufacturing and light industrial/flex space, can increase the city tax base and the quality of life for residents through provision of higher paying jobs.

The city's business-friendly atmosphere provides a fourth opportunity area for economic development. The city actively engages businesses that are already located within the city or that are interested in relocating into the city. By maintaining the support services already present, and enhancing these programs to meet the additional needs of local businesses, the city's business-friendly environment is a key asset in attracting and retaining businesses in the city of Stanton. In addition, the Chamber of Commerce plays an important role in the economic vitality of the city, by providing a forum for local business owners as well as supporting new business with advertising and relocation assistance, City and Chamber collaboration is important to continue to attract new businesses to the city of Stanton.

A fifth opportunity area for economic development is in better educating and preparing the city's labor force for the jobs of the future. Eliminating unemployment and underemployment in the city would indicate a high quality of life for Stanton residents, and further attract businesses and higher-wage jobs. Enhancing the programs available to residents seeking jobs, and increasing the job preparedness of the city's young people, benefits all Stanton residents.

C. KEY ISSUES

The Economic Development Element seeks to benefit the businesses and residents of Stanton by providing goals, strategies and actions that address the following five key issue areas:

- Increasing and stabilizing the city tax base;
- Better utilization of key locations within the city;
- Diversifying of the city's economy;
- Maintaining a business friendly environment; and
- Enhancing the city's labor force.

ED-1 Increase and Stabilize the City Tax Base

Increasing and stabilizing the city's tax base ensures that Stanton can adequately pay for and increase the capacity of public infrastructure and services, including roadways, sewer, and storm drain infrastructure, parks and recreational areas, and education. Opportunities for growing the tax base include attracting large scale commercial and service retailers and prominent anchor tenants.

Better utilization of industrial spaces also presents a major tax base opportunity area for the city, as a shortage of light industrial property in Orange County has kept industrial vacancy rates as low as 2.3% in the vicinity of Stanton. However, due to Stanton's relatively inexpensive land values, industrial rents have remained low, resulting in a plethora of storage and construction yard type uses that are underutilizing city-designated industrial areas.

Goal ED-1.1

Grow tax revenues by attracting large scale commercial and service retail businesses.

Strategy 1.1.1

Initiate a comprehensive strategy for the attraction of large anchor tenants in new and rehabilitated commercial centers.

Strengthening Stanton's mix of retailers would increase tax revenue to the city and improve shopping and employment opportunities for Stanton residents.

Action 1.1.1 (a)

Encourage and assist the development community in consolidating parcels to create lots with adequate depth and width for large anchor retail tenants.

Action 1.1.1 (b)

Conduct outreach activities to suppliers and purchasers to attract new tenants.

Goal ED-1.2

Prevent retail leakage – encourage Stanton residents to shop within the city by providing a retail and service market that can compete with new commercial developments in surrounding cities.

Strategy 1.2.1

Improve the competitiveness of shopping centers within Stanton through the provision of a greater mix of available retailers and more attractive retail centers.

"Retail Leakage" is the amount of tax revenue lost to the City of Stanton when Stanton residents purchase goods and services in other local jurisdictions.

Action 1.2.1 (a)

Improve the look and character of existing shopping centers through façade rehabilitation.

Action 1.2.1 (b)

Improve accessibility to retail establishments through careful planning as part of the Super Street and Smart Street programs, such as improved signage, lot consolidation and modified parking.

Action 1.2.1 (c)

Encourage development of attractive community-level shopping centers that include general merchandise, apparel, restaurants and specialty retail.

Goal ED-1.3

Improve the quality of industrial uses located within the city.

Strategy 1.3.1

Direct industrial business attraction efforts at light manufacturing and flex tech industrial uses.

Action 1.3.1 (a)

Identify key areas for public infrastructure and facility improvements that would encourage the desired types of private industrial development and coordinate key improvements into the city's Capital Improvement Program (CIP).

Action 1.3.1 (b)

Address issues related to the availability of on-street and off-street parking in existing industrial areas.

Action 1.3.1 (c)

Continue to develop and utilize redevelopment plans to

promote careful redevelopment of underutilized industrial areas.

ED-2 Better Utilization of Location Opportunities

Stanton is geographically positioned to benefit from its adjacency to four major freeways. Additionally, two major arterials, Beach Boulevard and Katella Avenue, transect the city. Focused revitalization along these major corridors can aid in the capture of a significant number of people traveling through Stanton.

Goal ED-2.1

Expand the economic development potential afforded by Stanton's adjacency to four major freeways, including the Santa Ana Freeway (I-5), the San Gabriel River Freeway (I-605), the Artesia Freeway (SR-91) and the Garden Grove Freeway (SR-22).

Strategy 2.1.1

Capture an increased share of freeway travelers.

Action 2.1.1 (a)

Work with Caltrans to facilitate the installation of "services" signage along SR-22 to direct motorist to Stanton business via the Beach Boulevard exit.

Action 2.1.1 (b)

Continue expanding and diversifying services and businesses appealing to tourist travelers using adjacent freeways.

Action 2.1.1 (c)

Develop a Master Plan for Beach Boulevard, between SR-22 and SR-91, in collaboration with the cities of Garden Grove, Buena Park, and Anaheim, to enhance mobility, economic development, and community identity.

Goal ED-2.2

Promote economic revitalization at key locations within the city, specifically the major arterials Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton.

Strategy 2.2.1

Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.

Action 2.2.1 (a)

Identify any possible impediments to mixed-use development that may exist in the city zoning code or permitting process.

Action 2.2.1 (b)

Encourage the inclusion of 'lifestyle' amenities within new development occurring along major corridors.

Strategy 2.2.2

Improve the look and character of commercial developments located along Beach Boulevard and Katella Avenue, or at other major arterials, corridors and intersections.

Action 2.2.2 (a)

Assist commercial businesses in financing façade and signage improvements.

Action 2.2.2 (b)

Allow creative alternative signage for businesses located along Beach Boulevard and Katella Avenue.

Action 2.2.2 (c)

Promote safety and maintenance programs in and around existing commercial developments on Beach Boulevard and Katella Avenue.

Action 2.2.2 (d)

Pursue grants and other funding sources to prepare a master plan for Beach Boulevard and Katella Avenue.

ED-3 Economic Diversification

A healthy diversification of local industries and businesses ensures stability in the local economy, provides a range of salaries and job opportunities, and promotes economic self-sufficiency within the city.

Goal ED-3.1

Attract emerging growth industries with the potential to provide a range of competitive wages, especially higher paying jobs, for Stanton's residents.

Strategy ED-3.1.1
Initiate an economic development strategy that focuses on retail, office, industrial and mixed-uses, to assist in expanding the city's present economic climate.

Action ED-3.1.1 (a)

Quantify square footage needs for retail and office opportunities.

Action ED-3.1.1 (b)

Focus business recruitment efforts and resources in areas that will diversify the existing local economy.

Goal ED-3.2

Avoid further over-saturation of convenience uses and strip commercial centers.

Strategy ED-3.2.1
Strengthen Stanton's mix of retailers to improve shopping and employment opportunities for residents.

Action ED-3.2.1 (a)

Actively recruit upscale retailers, and focus efforts of lot consolidation and strip commercial center rehabilitation on meeting the needs of these types of retailers.

Action ED-3.2.1 (b)

Encourage the creative rehabilitation and reuse of obsolete strip commercial centers, focusing on those with the highest vacancy rates, or those that are in key locations at major city intersections or along major city arterials.

Action ED-3.2.1 (c)

Utilize the citywide Retail Market Analysis as a tool for obtaining a variety of retail within the city and prepare regular updates to ensure that the document continues to address the needs of the community.

ED-4 Maintaining a Business Friendly Environment

The city of Stanton's present emphasis on providing a business friendly environment is one of its economic strengths. City staff and officials actively engage businesses interested in locating within

Stanton, and continue to support and promote businesses already within the city.

Goal ED-4.1

Attract new businesses to the city while supporting and promoting those already located within Stanton.

Strategy ED-4.1.1

Encourage existing Stanton businesses to expand and grow.

Action ED-4.1.1 (a)

Identify fast growing firms, their complimentary businesses and others with potential for expansion and develop programs to assist them in expanding within the city of Stanton.

Action ED-4.1.1 (b)

Identify the size and types of facilities required for existing businesses to expand and collaborate with developers to ensure an adequate supply of such facilities.

Action ED-4.1.1 (c)

Assist existing businesses by facilitating the permitting process for those looking to expand their facilities.

Action ED-4.1.1 (d)

Undertake anaylsis of redevelopment/re-use oppertunities for the retail center located on the southeast corner of Beach Boulevard and Lampson Avenue, including city-owned propoerty to the east of the retail center.

Strategy ED-4.1.2

Continue implementation of the Business Retention and Expansion Program (BREP), and look for opportunities to expand and grow the program.

Action ED-4.1.2 (a)

Maintain local business site visitations by the City Manager and staff.

Action ED-4.1.2 (b)

Continue to welcome new businesses with letters from city staff and city officials, and provide all local businesses with a city resource guide.

Stanton's Business Retention and Expansion Program (BREP) is implemented through the Stanton Redevelopment Agency.

Action ED-4.1.2 (c)

In conjunction with the Stanton Chamber of Commerce, conduct periodic surveys of local businesses to identify additional ways in which the BREP and Chamber can better serve and assist in business attraction, retention, and expansion.

Action ED-4.1.2 (d)

Continue to provide a local business ombudsman to address and mediate issues that may arise.

Strategy ED-4.1.3

Retain a competitive "cost of doing business" within the city of Stanton.

Action ED-4.1.3 (a)

Monitor the current cost of doing business within the city as compared to elsewhere in Orange County and stay appraised of the city's competitive position.

Action ED-4.1.3 (b)

Market the availability of Stanton's lower land prices to potential new businesses.

ED-5 Enhancing the Local Labor Force

A strong and qualified local labor force attracts higher wage jobs and businesses of all sizes. Most importantly, a well prepared, educated, and fully employed labor force indicates a high quality of life for city residents, the ultimate goal of economic development. Supporting unemployed and underemployed adults, as well as better preparing Stanton's young people, can increase the employment rate of the city.

Goal ED-5.1

Achieve full employment within the city of Stanton.

Strategy 5.1.1

Identify and improve workforce training programs within the city, with a special focus on those benefiting the unemployed or underemployed.

Action 5.1.1 (a)

Work with the Stanton Collaborative as well as appropriate local and regional human resource and social service agencies, and other organizations dedicated to workforce issues to provide programs for underemployed and unemployed people in the city.

Action 5.1.1 (b)

Improve access for Stanton's economically disadvantaged to job training programs and opportunities that can provide them with desired job skills.

Action 5.1.1 (c)

Examine the availability of resources that foster and sustain job skills at local libraries, and identify desired resources if deficiencies are found.

Action 5.1.1 (d)

Work with local community colleges to provide training and educational programs designed to meet the needs of the local labor force.

Strategy 5.1.2

Provide employment support services to Stanton residents.

Action 5.1.2 (a)

Develop and promote pre- and after-school programs for children, to help alleviate the cost and improve the quality of after school care for children of working parents.

Action 5.1.2 (b)

Conduct and implement a plan for expanding transit opportunities and transit supportive development within the city.

Action 5.1.2 (c)

Survey businesses to identify additional workforce preparedness needs.

Goal ED-5.2

Provide support programs for young people that will increase their ability to find quality employment in the city of Stanton.

Strategy 5.2.1

Provide academic support for high school students, increasing their ability to find quality employment upon graduation.

Action 5.2.1 (a)

Create a partnership with local high schools to improve student educational performance and graduation rates.

Action 5.2.1 (b)

Support tutoring and mentoring programs in cooperation with local high schools to advance student performance in reading, mathematics and other basic academic skills.

Strategy 5.2.2

Provide training programs that focus on increasing vocational or other job related skills for young people.

Action 5.2.2 (a)

Encourage programs providing training for young people entering the job market.

Action 5.2.2 (b)

Work with appropriate local and regional human resource and social service agencies to determine what skills young people could most benefit from gaining through vocational and/or job skills training programs.

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CHAPTER 5

A. INTRODUCTION

Infrastructure and community services are the underlying components of a well-functioning community. Poorly maintained or inadequate infrastructure can impede the well-being of the community and impair public health and safety.

Local governments can promote appropriate levels of infrastructure by establishing favorable parameters for traffic levels of service (LOS), pedestrian safety, water supply, and solid waste and wastewater removal. Local governments can also promote the expansion of educational facilities, library services, civic events, and other public services. Therefore, the purpose of the Infrastructure & Community Services Element is to:

- Identify the strengths, opportunities, and key issues of the city's infrastructure and public service systems.
- Establish goals, strategies and actions affecting infrastructure and public services.
- Provide a framework for determining appropriate infrastructure improvements and expansion of public services.
- Provide a framework for providing sufficient infrastructure and public services to meet the existing and future needs of the city of Stanton.

The Infrastructure & Community Services Element is to be used as a policy guide for infrastructure and public service improvements by decision makers, city staff, and the community. This Element is closely related to other elements of the Stanton General Plan, especially the Community Development Element. The Community Development Element provides the designations for residential, commercial, industrial and public uses throughout the city, which all require sufficient infrastructure and community services to function properly.

B. BACKGROUND

TRANSPORTATION

Transportation issues are closely related to other elements of the General Plan, such as the Circulation Element, Land Use Element, Housing Element, Community Health and Safety Element, Community Design Element, and Economic Development Element. With the near build out of the city and the limited space available for transportation related improvements, several key issues arise, including:

- What steps can the city take to best plan for the impacts of the Smart Street Program on Beach Boulevard and Katella Avenue?
- How can the traffic flows along Beach Boulevard and Katella Avenue be improved without negatively affecting businesses within the city?
- How can access from local neighborhoods to the major arterials be improved?
- How can access from major arterials to adjoining businesses be improved?
- What measures can be taken to improve pedestrian safety along major arterials?

- How can the city's transportation system benefit from the reuse of the Pacific Electric Corridor?
- How can the city incorporate Intelligent Transportation Systems (ITS) into future improvements?

This section assesses how the transportation network in the city of Stanton meets current and projected demand. The city's transportation network has changed over the years to accommodate a growing population. However, due to the existing built out fabric of the city, transportation system improvements become increasingly more challenging.

Roadway Network

Roadways are the most visible and frequently used mediums for transportation in the city. A grid of arterials connecting to several local street systems supports the city as shown in Exhibit 5-1, Roadway Classifications, the city has five north-south arterials and six east-west arterials, all of which have between four and eight travel lanes. These arterials carry thousands of commuters, tourists, and residents everyday, and have significant regional visibility. A brief description of the city's arterial streets is contained below.

Beach Boulevard (SR-39) is an eight-lane divided roadway with a raised median trending in a north-south direction. Beach Boulevard is designated State Route 39 (SR-39). On-street parking is prohibited on Beach Boulevard (SR-39). The posted speed limit on Beach Boulevard (SR-39) is 40 miles per hour south of Chapman Avenue and 45 miles per hour north of Chapman Avenue.
Cerritos Avenue varies from a four-lane undivided roadway to a four-lane divided roadway with a continuous left-turn lane trending in an east-west direction. The posted speed limit on Cerritos Avenue is 40 miles per hour. On-street parking is prohibited on the northern side of Cerritos Avenue between Beach Boulevard (SR-39) and Western Avenue. On-street parking is prohibited on Cerritos Avenue between Western Avenue and Knott Avenue.
Chapman Avenue varies from a five-lane divided roadway with a continuous left-turn lane to a four-lane divided roadway with a raised median trending in an east-west direction. The posted speed limit on Chapman Avenue is 40 miles per hour. On-street parking is prohibited on Chapman Avenue west of Beach Boulevard (SR-39) and permitted on the southerly side of Chapman Avenue east of Beach Boulevard (SR-39).
Dale Avenue varies from a two-lane undivided roadway to a four-lane divided roadway with a continuous left-turn lane trending in a north-south direction. The posted speed limit on Dale Avenue is 35 miles per hour; on-street parking is prohibited between Cerritos Avenue and Katella Avenue.
Garden Grove Boulevard varies from a four-lane divided roadway with a raised median east of Beach Boulevard (SR-39) to a six-lane divided roadway with a continuous left-turn lane west of Beach Boulevard (SR-39) trending in an east-west direction. The posted speed limit on Garden Grove Boulevard is 40 miles per hour; on-street parking is prohibited.
Katella Avenue varies from a four-lane divided roadway with a raised median to a six-lane divided roadway with a raised median trending in an east-west direction. The posted speed limit on Katella Avenue is 40 miles per hour; on-street parking is permitted.
Knott Avenue is a four-lane divided roadway with a continuous left-turn lane trending in a north-south direction. The posted speed limit on Knott Avenue is 40 miles per hour; on-street parking is permitted.
Lampson Avenue is a four-lane undivided roadway west of Beach Boulevard (SR-39) and a two-lane undivided roadway east of Beach Boulevard (SR-39) trending in an east-west direction.

On-street parking is permitted intermittently on Lampson Avenue.

Magnolia Street is a four-lane divided roadway with a continuous left-turn lane trending in a north-south direction. The posted speed limit on Magnolia Avenue is 40 miles per hour; on-street parking is permitted.

Orangewood Avenue is a four-lane undivided roadway trending in an east-west direction. Orangewood Avenue is discontinuous at the Union Pacific Railroad located west of Beach Boulevard (SR-39). The posted speed limit on Orangewood Avenue is 35 miles per hour; on-street parking is prohibited between Western Avenue and Knott Avenue.

Western Avenue varies from a four-lane undivided roadway to a four-lane divided roadway with a continuous left-turn lane. The posted speed limit on Western Avenue is 40 miles per hour; on-street parking is prohibited.

Table 5.1 summarizes existing capacity of city of Stanton arterial roadways.

Table 5-1
Existing Study Roadway Lanes & Capacity

Study Roadway	Existing Roadway Lanes	Capacity (ADT)[1]
North-South		
Beach Blvd (SR-39)	8 lanes	75,000
Dale Ave	2 to 4 lanes	12,500/37,500
Knott Ave	4 lanes	37,500
Magnolia Ave	4 lanes	37,500
Western Ave	4 lanes	37,500
East-West Roadways		
Cerritos Ave	4 lanes	37,500
Chapman Ave	4 lanes	37,500
Garden Grove Blvd	4 lanes	37,500
Katella Ave	4 lanes	37,500/56,300
Lampson Ave	2 to 4 lanes	12,500/25,000
Orangewood Ave	2 to 4 lanes	12,500/25,000

1 = ADT Capacity from *Orange County Highway Design Manual, June 2005.*

Currently, the following two roadway segments within the city operate at an unacceptable level of service (LOS E or worse) based on daily traffic volumes:

- Garden Grove Boulevard east of Beach Boulevard (SR-39) (Note: only a portion of this roadway segment is located within the city of Stanton); and,
- Lampson Avenue east of Beach Boulevard (SR-39).

Orange County Transportation Authority (OCTA) coordinates with local jurisdictions to implement Smart Streets on regional routes of significance. As identified by OCTA, the Smart Street concept seeks to improve roadway traffic capacity and smooth traffic flow through potential measures such as traffic signal synchronization, bus turnouts, intersection improvements and addition of travel lanes. The network as identified by OCTA includes 21 roadways, with Beach Boulevard implementation in 1996 as the first Smart Street. Katella Avenue is the other

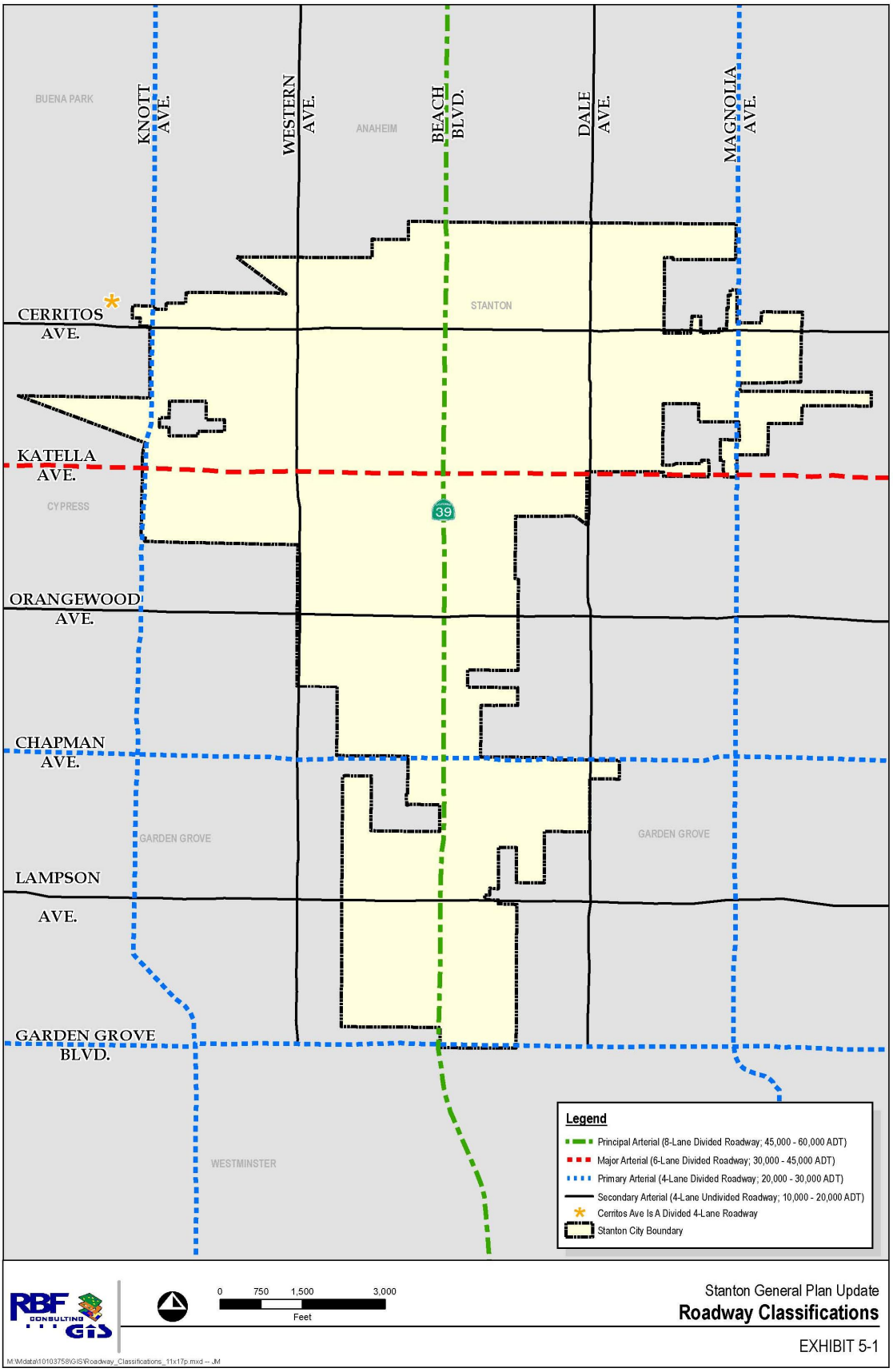
designated Smart Street within the city of Stanton, with construction and implementation of Smart Street concepts starting in the summer of 2008. Selection of specific Smart Street concepts for inclusion in the Katella Avenue Smart Street is based on coordination between residents, business owners, and other public stakeholders and agency staff.

Planned Roadway Improvements

Forecast General Plan buildout conditions assume the following circulation system improvements by the city of Stanton, OCTA, or adjacent jurisdictions as identified in the OCTA MPAH:

- Improve Katella Avenue from a four-lane divided roadway to a six-lane divided roadway for the following roadway segments:
  - West of Knott Avenue;
  - Between Knott Avenue and Western Avenue;
  - Between Beach Boulevard (SR-39) and Dale Avenue;
  - Between Dale Avenue and Western Avenue; and
  - Between Magnolia Avenue and Gilbert Street.
- Improve Orangewood Avenue from a two-lane undivided roadway to a four-lane undivided roadway for the following roadway segments:
  - Between Knott Avenue and Western Avenue; and
  - Between Dale Avenue and Magnolia Avenue.
- Improve Lampson Avenue from a two-lane undivided roadway to a four-lane undivided roadway for the following roadway segment:
  - Between Beach Boulevard (SR-39) and Dale Avenue.
- Improve Dale Avenue from a two-lane undivided roadway to a four-lane undivided roadway for the following roadway segment:
  - Between Orangewood Avenue and Chapman Avenue; and
  - Between Chapman Avenue and Lampson Avenue.

Based on forecast General Plan buildout traffic volumes, roadway segments within the city are forecast to operate at an acceptable LOS for forecast General Plan buildout conditions.



Stanton General Plan Update
Roadway Classifications

EXHIBIT 5-1

Public Transportation

Public transportation is available to Stanton's residents through the Orange County Transportation Authority (OCTA) bus service. The OCTA operates five bus routes serving the city of Stanton, including:

- Route 25 runs along Knott Avenue and connects to Fullerton and Huntington Beach.
- Route 29 runs along Beach Boulevard and connects to Brea and Huntington Beach.
- Route 33 runs along Magnolia Avenue and connects to Fullerton and Huntington Beach.
- Route 50 runs along Katella Avenue and connects to Long Beach and Orange.
- Route 54 runs along Chapman Avenue and connects to Garden Grove and Orange.

Nearby routes, not within the city of Stanton include:

- Route 46 (Runs along Ball Road and connects to Los Alamitos and Orange).
- Route 56 (runs along Garden Grove Boulevard and connects to Garden Grove and Orange)
- Route 164 (Runs along Western Avenue, Lampson Avenue and Garden Grove Boulevard and connects to Seal Beach and Westminster).

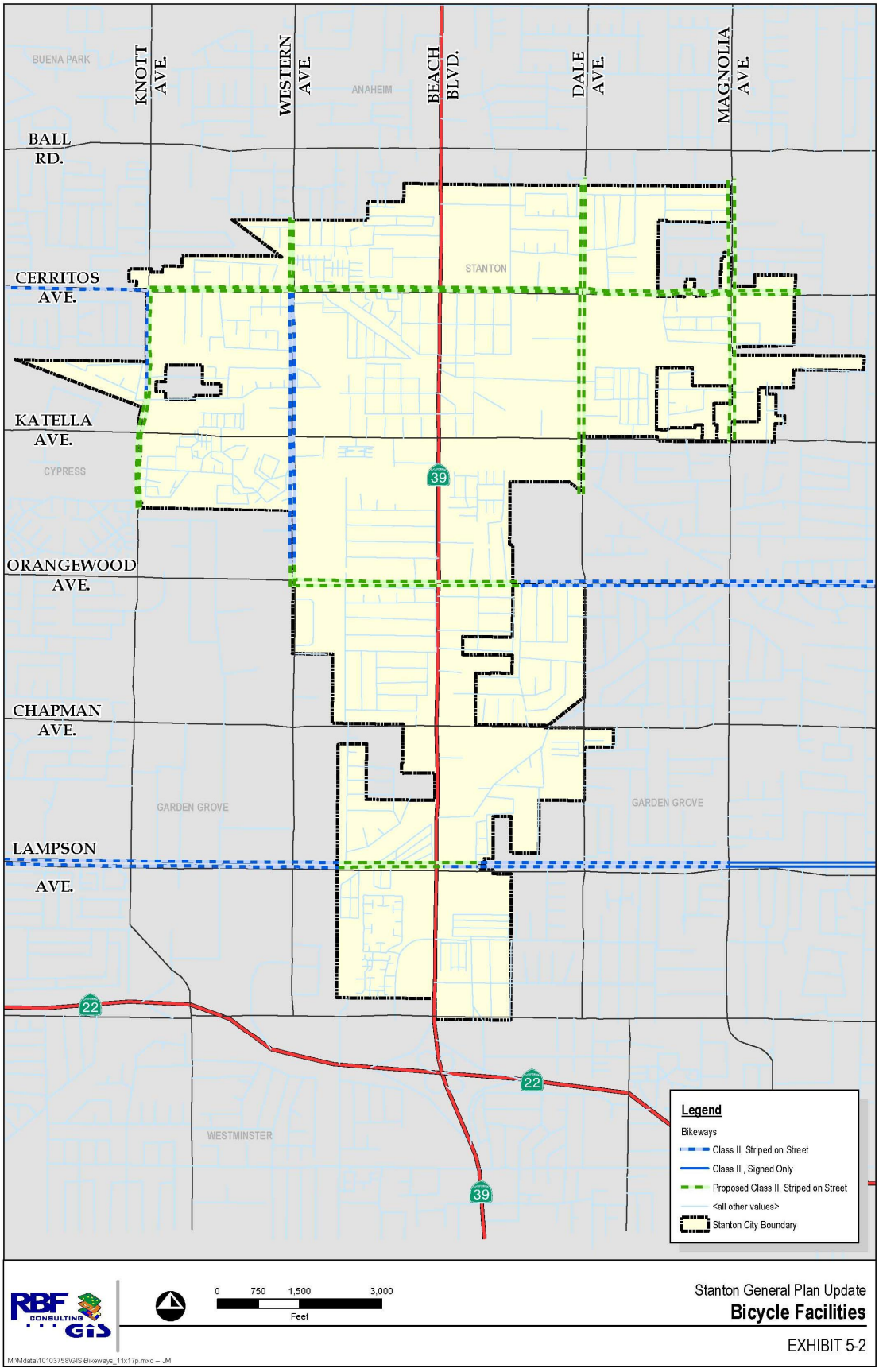
In addition to bus service, there is an opportunity for the Pacific Electric Corridor and Union Pacific Corridor to serve as a regional mass transit facility for Stanton residents and surrounding communities. The Pacific Electric Corridor is a 100-foot wide linear strip that transects Stanton from northwest to southeast. This corridor once served as the right-of-way for a rail line running between Los Angeles and several cities in Orange County. Now abandoned, this corridor is a visual blight that cuts through the heart of the city's commercial, residential and industrial areas. In, addition, the Union Pacific Corridor runs from Huntington Beach to Anaheim with a potential link to the Anaheim Metrolink Station. Both of these corridors have been proposed for reuse as bus rapid transit or light rail. If it is decided that rail is not practical, then the city wishes to encourage better maintenance of these corridors and reuse as a linear park and/or leases for nursery and horticultural interests.

Bicycle Facilities

The existing bicycle network around the city of Stanton is as follows:

- A Class II bicycle path is present along Lampson Avenue east and west of city limits.
- A Class I bicycle pathway exists south of the city along Hoover Street south of Garden Grove Boulevard
- A Class II bicycle path along Cerritos Avenue, west of the city limits
- A Class II bicycle pathway on Knott Avenue between Cerritos Avenue and the train tracks
- A Class II bicycle facility along Orangewood Avenue, east of city limits

Exhibit 5-2, Bicycle Facilities, depicts the location of existing and proposed bicycle facilities in and around the city of Stanton.


BUENA PARK
KNOTT AVE.
WESTERN AVE.
ANAHEIM
BEACH BLVD.
DALE AVE.
MAGNOLIA AVE.
BALL RD.
CERRITOS AVE.
STANTON
KATELLA AVE.
CYPRESS
39
ORANGEWOOD AVE.
CHAPMAN AVE.
GARDEN GROVE
GARDEN GROVE
LAMPSON AVE.
22
22
WESTMINSTER
39
Legend
Bikeways
Class II, Striped on Street
Class III, Signed Only
Proposed Class II, Striped on Street
<all other values>
Stanton City Boundary
RBF CONSULTING GIS
0 750 1,500 3,000
Feet
M:\Mdata\10103758\GIS\Bikeways_11x17p.mxd – JM
Stanton General Plan Update
Bicycle Facilities
EXHIBIT 5-2

LINEAR FACILITIES/SERVICES

Linear facilities and services – wastewater/sewage, water, stormwater/flood control, solid waste, electricity and gas – are the lifelines of a city. State guidelines prescribe that the General Plan contain "policies and plan proposals for the development, improvement, and timing of major sewer, water and drainage facilities," and standards for location of electrical facilities.

The city of Stanton, in order to adequately serve both existing and future users, must plan for the reliability and accessibility of linear infrastructure and services to accommodate future development opportunities. As infill development continues within this built out city, the capacity and proper planning of city infrastructure systems is increasingly important. Several key issues pertaining to linear facilities and services include:

- How can the city upgrade deficient systems and expand the existing systems for future users?
- How can the city best plan for reliable service delivery to future infill development areas?
- How do planned services and facilities contribute to growth patterns?
- How can development fees best contribute to facility planning and service delivery in future growth areas?

Wastewater

The Orange County Sanitation District (OCSD) is responsible for collecting, treating, and disposing wastewater collected within the central and northwest portions of the County. OCSD has two treatment plants serving the city of Stanton: Reclamation Plant No. 1 in Fountain Valley and Treatment Plan No. 2 in Huntington Beach. Average flows for Reclamation Plant No. 1 and Treatment Plan No. 2 are 81 million gallons per day (mgd) and 151 mgd, respectively. The combined average flow is 239 mgd.

The Public Works Department's Sewer Maintenance Program maintains and operates the sanitary sewer collection system. The Sewer Maintenance Program practices preventative maintenance activities such as continual monitoring and maintenance of the entire system and hydraulic cleaning of the main lines. In addition, the city now operates the portions of the city's sewer system that was previously operated by Stanton County Water District and the Garden Grove Sanitation District. Stanton receives wastewater flows from 3,100 acres of tributary area. The city has three major trunk lines, with one lift station near the intersection of Court Street and Acacia Avenue. Wastewater flows from north to south delivering waste to the County District No. 3 facility.

Water

The city receives water services from the Golden State Water Company's (GSWC) West Orange County System (WOCS). Stanton, through WOCS, obtains water through wells and purchased water connections from the Metropolitan Water District (MWD), which augments water supplied from 21 County wells. Wells have historically supplied 85% of water in the WOCS. Deficient, undersized water mains are present and will need to be replaced. Development projects are assessed fees for new water provision facilities. Future population projections would warrant a 2-million gallon reservoir and pump station within the city.

Stormwater/Flood Control

The Engineering Division of the Public Works Department manages the City Capital Improvement Program (CIP), which includes storm drains within the city limits. The city is located within the alluvial plains of Santa Ana River and since the city is relatively flat, drainage generally flows northeast to southwest. Storm drainage facilities that serve Stanton include four regional drainage facilities and a network of local drainage facilities. Additionally, the City Yard and Orange County Fire Station provide sand bags during the rain season.

Solid Waste

CR&R, Incorporated (CR&R) operates Stanton Disposal Services, which handles collection of solid waste within the city. CR&R also operates the Materials Recovery Facility (MRF) and a transfer station located on Knott and Western Avenues. In addition, there are three solid waste disposal facilities in the County of Orange – the Frank R. Bowerman Landfill, the Olinda Alpha Landfill, and the Prima Deshecha Landfill. The Frank R. Bowerman Landfill has a capacity of 8,500 tons per day and an estimated closure date of 2022. The Olinda Alpha Landfill has a capacity of 8,000 tons per day and an estimated closure date of 2013. The Prima Deshecha Landfill has a capacity of 4,000 tons per day and an estimated closure date of 2067.

Other disposal facilities used by the city include the Bakersfield S.L.F. in Kern County, the Otay Annex and Sycamore Sanitary Landfills in San Diego County, and the Puente Hills Landfill #6 in Los Angeles County.

The city is required under State Law to identify quantities of solid waste generated within its jurisdiction. Waste categories include paper, plastics, glass, metals, yard waste, other organics (e.g., food wastes), construction debris, and special wastes (e.g., ash, asbestos). According to the California Integrated Water Management Board (CIWMB), the city of Stanton buried an estimated 39,749 tons of solid waste in 2005, which amounts to approximately 750 tons per week.

Other requirements under State Law include following priorities for waste management: source reduction, recycling and composting and environmentally safe transformation and disposal. In accordance with the California Integrated Waste Management Act (AB 939) a 25% diversion in solid waste was reached by January 1, 1995. The city was giving a time extension to reach 50% diversion of solid waste by January 1, 2000. In addition, Stanton is also required to develop a Source Reduction and Recycling Element (SRRE) in accordance with Public Resources Code. Current legislation now requires that jurisdictions achieve 50% diversion each year. According to preliminary data by the CIWMB, Stanton diverted 58% of the city's solid waste in 2005.

Electricity

Southern California Edison (SCE) provides electricity to Stanton residents. The Barre Substation, located at 8662 Cerritos Avenue, including the new peaker plant completed in August 2007, provides power to the area. The peaker unit is fueled by natural gas and is capable of generating approximately 45 MW of electricity when the local electrical system needs power or local voltage support.

Public services provide the "human infrastructure" of a city, and include the activities, programs, and places that promote the physical, cultural, intellectual, and emotional welfare of city residents. Public services, and the facilities within which they occur, provide opportunities for community interaction and places to hold community events. Within Stanton, public services include the city's parks and recreational spaces and programs, the educational system and school districts that serve city residents, the library services available to the community, and the public spaces and activities at the Stanton Civic Center.

Public services and the physical spaces that these services occupy need constant maintenance and upkeep, just like a city's physical infrastructure. Several issues arise with the provision and maintenance of public services, including:

- How can new public spaces be built given the lack of vacant land in Stanton?
- How can the city accommodate increased school enrollment in areas planned for high density uses?
- How can the city best utilize multidisciplinary spaces that jointly serve a diversity of uses?
- How can the city best create aesthetically pleasing, safe, pedestrian friendly public spaces?
- What public services and programs would best serve the community?

Stanton Collaborative

The Stanton Collaborative, part of the Parks and Recreation Services Department is comprised of local Stanton agencies that meet to discuss various community topics, issues, challenges, and successes for youth and family services of the Stanton area. The vision of the Collaborative is to strengthen and celebrate a diverse community where people may have a safe and positive place to grow, build families, and enjoy life. The Collaborative works to linking individuals and families to resources, services, and programs, which encourage self-sufficiency, enhance parenting skills, improve health and welfare and provide neighborhood leisure activities.

Parks and Recreation

The Parks and Recreation Services Department currently operates public park facilities within the city of Stanton. The Stanton park system is comprised of five neighborhood parks, including: Stanton Park Hollenbeck Park, Stanton Tennis Courts, Norm Ross Sports Fields, Veteran's Memorial Park, and Date & Katella Pocket Park as well as two mini parks, Zuniga and Premier Parks. Stanton Park, is the city's largest, located on land leased from The Edison Company. Because of the presence of high-voltage power lines, only limited passive uses are allowed within this park and Hollenbeck Park.

Elementary and high schools provide an additional amenity to many residents by allowing youth sports leagues to play on their fields and grounds. The city currently has a joint agreement with the Garden Grove School District to use Carter Elementary Schools as an additional facility.

In November 2005, the city adopted the Parks and Recreation Master Plan for the city of Stanton. This plan examines existing parks and recreation facilities as well as plans for future facilities within the city. According to this plan, Stanton has a park ratio of 0.94 acres per 1,000 residents, which is significantly lower than the Subdivision Map Act and Quimby Act (Section 66477 of the

Government Code) criteria of three acres per 1,000 people. It indicates that while the city may not realistically be able to meet the state standard of parkland due to its lack of vacant land and natural resources such as beaches, wetlands, state or national parks, the city can develop a standard of providing facilities to meet community demand.

In addition to park facilities, the Parks and Recreation Department operates the 3,500 square-foot Stanton Community Services Center, located at 11822 Santa Paula Avenue. This facility provides a variety of recreational, educational, social and human service programs provided through the efforts of the Stanton Collaborative. Table 5-2, Existing Parks and Recreational Facilities shows the location and size of each of the parks and recreational facilities operated by the Parks and Recreation Department.

Table 5-2
Existing Park and Recreation Facilities

Park	Size	Location
Stanton Park	5.5 AC	11111 Cedar Street
Hollenbeck Park	10.75 AC	North of Cerritos Avenue, between Magnolia and Dale Avenues
Stanton Tennis Courts	0.5 AC	10660 Western Avenue
Norm Ross Sports Field	5.2 AC	1111 Cedar Street
Veteran's Memorial Park	0.16 AC	10970 Cedar Street
Date & Katella Pocket Park	0.19 AC	10961 Date Street
Zuniga Park	0.25 AC	10902 Date Street
Premier Park	0.85 AC	8340 Briarwood Street
Facility	**Size**	**Location**
Stanton Community Services Center	0.65 AC	11822 Santa Paula Avenue
Stanton Community Center	N/A	7800 Katella Avenue

Education

The city is served by four school districts – Anaheim Union High School, Garden Grove Unified, Magnolia and Savanna School Districts, as well as one private school. There are also two centers for adult education serving Stanton residents – Chapman-Hettinga Education Center and Lincoln Educational Center. Cypress College to the north is the nearest community college. Long range projections to 2009/10 forecast student enrollment in the elementary level to decline, intermediate school enrollment to increase and peak in the 2006/07 school year and high school enrollment to increase and peak in the 2007/08 school year as the enrollment bubbles move through the system. Table 5-3, Existing Enrollment and Enrollment Capacity, shows existing capacities for each of Stanton's school districts.

Table 5-3 Existing Enrollment and Enrollment Capacity			
Name	**Enrollment**	**Enrollment Capacity**	**% Capacity**
Anaheim Union High School District[1]			
Dale Junior High	1,422	1,420	100%
Magnolia High	2,039	1,860	110%
Orangeview Junior High	1,162	1,140	102%
Western High	2,172	1,831	119%
Garden Grove Unified School District[2]			
Bryant Elementary	622	551	113%
Carver (Mabel) Elementary	268	377	71%
Lawrence (Ernest O.) Elementary	612	464	132%
Wakeham Elementary	383	493	78%
Alamitos Intermediate	911	812	112%
Pacifica High	1,955	1,827	107%
Rancho Alamitos High	1,865	1,798	104%
Magnolia School District[3]			
Pyles (Robert M.) Elementary	832	1,164	71%
Walter (Esther L.) Elementary	611	863	71%
Savanna School District[4]			
Cerritos Elementary	452	540	84%
Hansen Elementary	701	780	90%
Reid (Twila) Elementary	667	804	83%

Note:
[1] John Oskoui, AUHSD, School Questionnaire, May 13, 2008
[2] Sue McCann, Assistant Superintendent, Business Services, GGUSD, School Questionnaire, April 29 & May 5, 2008
[3] Cheryl Blount, Sr. Administrative Assistant, Business Department, Magnolia School District, Fax, May 12, 2008
[4] Eric Fano, Accountant, Savanna School District, Fax, April 28, 2008

Civic Center

The Stanton Civic Center is meant to play an integral role in the community. Surrounded by several other uses, the Civic Center is conveniently located and should be used for a variety of activities. The Civic Center site is centrally located on the southwest corner of Beach Boulevard and Katella Avenue. The Civic Center consists of:

- **City Hall** – Located at 7800 Katella Avenue, Stanton City Hall provides a full range of municipal services.
- **Stanton Library** – The Stanton Library, located at 7850 Katella Avenue, is part of the Orange County Public Library system, which has over 30 branches. It has over 66,000 items in its collection, including a wide variety of items in Spanish.
- **Cultural Arts & Recreation Center** – Provides facilities for special events and private parties.
- **Boys & Girls Club of Stanton** – Located at 11050 Cedar Street, provides education and recreation programs and services to youth between the ages of 6 to 18 years.

- **Stanton City Park** – Located at 11111 Cedar Street.
- Senior citizen apartment complex, single-family neighborhood, and a commercial center

C. KEY ISSUES

ICS-1 Transportation

As the population continues to grow in the Stanton and surrounding communities, so does the amount of traffic on city roadways. Planning for appropriate measures to mitigate the impacts of traffic while accommodating the infrastructure needed to support the increasing volumes will continue to be a challenge in the city. Implementing the following goals, strategies and actions can increase transportation mobility by improving access to all modes of transportation.

Goal ICS-1.1

Provide an efficient, coherent, and well-maintained transportation network that adequately supports the General Plan Land Use Concept.

Strategy ICS-1.1.1

Ensure sufficient funding for maintenance, enhancement, and expansion of the city's transportation infrastructure.

Action ICS-1.1.1 (a)

Identify new funding sources for transportation improvements, including appropriate local, regional, state, and federal level programs and grants.

Strategy ICS-1.1.2

Improve efficiency of the city's existing transportation network.

Intelligent transportation systems (ITS) encompass a broad range of wireless and communication-based technologies. When integrated into the transportation system's infrastructure, and in vehicles themselves, these technologies relieve congestion, improve safety and enhance productivity.

Action ICS-1.1.2 (a)

Where feasible, explore opportunities for Intelligent Transportation System (ITS) technologies to be incorporated into any future improvements to major primary and secondary corridors.

Action ICS-1.1.2 (b)

Direct through traffic from local and collector roadways onto major primary and secondary corridors.

Action ICS-1.1.2 (c)

Revise parking policies to allow for increased flexibility with parking standards, encourage shared parking between uses, and facilitate the establishment of parking districts to manage and maintain off-street parking locations.

Action ICS-1.1.2 (d)

Maintain level of service (LOS) D or better on city streets and LOS E or better for CMP or Smart Street roadways.

Action ICS-1.1.2 (e)

Review and determine if there are corridors or intersections where a future operating condition of LOS E may be acceptable if the impact of the mitigation to address that condition would prohibit other important goals from being achieved.

Strategy ICS-1.1.3

Integrate OCTA's Smart Street Program with improvements and modifications, such as lot consolidation, coordinated planning of adjacent properties, and driveway consolidation.

Action ICS-1.1.3 (a)

Ensure improvements and modifications to streets are efficiently integrated within the Smart Street Program.

Action ICS-1.1.3 (b)

Establish a sign program that is integrated with the Smart Street Program, and includes sign consolidation and directional signs design.

Goal ICS-1.2

Encourage alternatives to the private automobile by increasing access and opportunities to public transit, as well as to other alternative modes of transportation, such as biking and walking.

Strategy ICS-1.2.1

Capitalize on the economic development and community revitalization potential of transit operations.

Action ICS-1.2.1 (a)

Study the planning and development implications of a regional light rail stop in downtown Stanton.

Action ICS-1.2.1 (b)

Encourage transit supportive uses at key locations, as well as provide appropriate buffers between transit areas and adjoining uses.

Action ICS-1.2.1 (c)

Require that major roadway projects consider planning for future transit corridors and uses, such as bus rapid transit and future light rail opportunities.

Action ICS-1.2.1 (d)

Within future design guidelines documents provide appropriate mitigation for the impacts of future light rail uses, such as landscape buffers, urban design consideration and noise mitigation.

Action ICS-1.2.1 (e)

Develop a citywide framework plan for improving transit.

Action ICS-1.2.1 (f)

Prepare a Specific Plan or master plan for mixed-use/transit-oriented development at the Pacific Electric Corridor and Beach Boulevard.

Action ICS-1.2.1 (g)

Prepare and adopt a Bicycle Master Plan.

Action ICS-1.2.1 (h)

As part of the plan review of future development proposals, the demand for vehicular, pedestrian, bicycle, and other transportation modes shall be reviewed and the city shall determine the appropriate modes applicable to each development project that assist in accomplishing goal ICS-1.2.

Strategy ICS-1.2.2

Proactively plan for the reuse of the Pacific Electric and Union Pacific Corridors as a light rail facilities, or other alternative transportation use, such as a regional bikeway and linear park.

Action ICS-1.2.2 (a)

In conjunction with OCTA, conduct preliminary planning for several alternative uses of the Pacific Electric and Union Pacific Corridors that take advantage of future opportunities to place Stanton as a regional mass transit center, and ensure the safety and convenience of Stanton residents.

Action ICS-1.2.2 (b)

Investigate opportunities for encouraging the lease of portions of the Pacific Electric Corridor for nursery and/or horticultural uses that could compliment a regional bikeway use along this right-of-way.

Action ICS-1.2.2 (c)

If a light rail station is not feasiable, consider entering into a lease agreement with the Union Pacific Railroad to landscape, make improvements such as paved biked trails, and use the right-of-way as a linear park, west of Beach Boulevard.

ICS-2 Linear Facilities & Services

As the population continues to grow, linear facilities and services will receive additional pressure to serve the city of Stanton. Many resources are limited, and increasing their availability will present new challenges and require creative techniques to effectively serve the residents, businesses, and other facilities in the city.

Goal ICS-2.1

Provide adequate linear infrastructure to serve new and existing development within the city of Stanton.

Strategy ICS-2.1.1

Ensure sufficient funding for the maintenance of existing linear facilities and the construction of new linear facilities as needed.

Action ICS-2.1.1 (a)

Require all new development to pay its fair share of the cost of all essential linear infrastructure improvements, including improvements to the sewer, stormwater, and potable water city systems.

Strategy ICS-2.1.2

Provide for the improvement of facilities and delivery where existing systems are deficient.

Action ICS-2.1.2 (a)

Implement a continuous six-year Capital Improvement Program (CIP) to upgrade and maintain the city sewer, stormwater, and potable water infrastructure.

Action ICS-2.1.2 (b)

Monitor the capacity of all linear facilities within the city, to assure that present needs are being met and that future development will be adequately served.

Action ICS-2.1.2 (c)

Establish and maintain a master record of the capacity of services delivered and monitor impacts and demands of new development on infrastructure systems.

Action ICS-2.1.2 (d)

Establish timing and phasing requirements for linear facility infrastructure improvements, prioritizing the most important projects based on city needs.

Action ICS-2.1.2 (e)

Maintain an updated Master Drainage Plan, Master Sewer Plan, and Master Water Plan.

ICS-3 Resource Conservation

The city of Stanton recognizes the environmental impacts of the city's infrastructure systems. Therefore, protection and conservation of the city's water resources, waster management, and the protection of natural drainage should be a factor in all land use decisions.

Goal ICS-3.1

Reduce the environmental impacts of the city's infrastructure systems, promoting sustainable continuation of services to Stanton residents.

Strategy ICS-3.1.1

Reduce the quantity of waste generated by the city of Stanton by increasing the city's role in the source reduction and recycling components of waste management.

Action ICS-3.1.1 (a)

Provide an implementation schedule for the city Source Reduction and Recycling Element (SRRE).

Action ICS-3.1.1 (b)

Distribute information bulletins about solid waste management to residents, business and industries.

Action ICS-3.1.1 (c)

Explore ways to increase the capacity of recycling and composting systems within the city, for the collection, processing, and use in manufacturing of discarded items.

Action ICS-3.1.1 (d)

Investigate and adopt, if feasible, a green building program for public and private development projects.

Strategy ICS-3.1.2

Promote opportunities to decrease demand on the city's potable water supply and infrastructure.

Action ICS-3.1.2 (a)

Explore and adopt, if feasible, recycled water infrastructure and landscaping program.

Action ICS-3.1.2 (b)

Incorporate water conservation measures in day-to-day city operations such as xeriscaping and adopting water-efficient standards for new developments.

Action ICS-3.1.2 (c)

Adopt a new landscaping ordinance including water budgets for new development.

Action ICS-3.1.2 (d)

Encourage new development and redevelopment to incorporate water conservation principles into landscaping design, including the use of drought tolerant plants, limited turf areas, and other water conserving techniques.

Action ICS-3.1.2 (e)

Develop a program to assist property and homeowners in installing energy and water-saving devises in their homes.

Strategy ICS-3.1.3

Encourage the protection of natural drainage methods.

Action ICS-3.1.3 (a)

Require new development to incorporate environmentally friendly designs, such as detention systems, metered-release watering devices, porous or vegetative drain liners, and the minimization of impervious surfaces.

Strategy ICS-3.1.4

Encourage the mitigation of waterborne pollutants.

Action ICS-3.1.4 (a)

Require, as feasible, opportunities for incorporating stormwater management retention and detention features into the design of new parks, trails, commons, and open space areas.

Action ICS-3.1.4 (b)

Discourage the widespread application of broad spectrum pesticides in parks and other landscaped areas throughout Stanton.

ICS-4 Public Services

The need for public services will continue to grow with Stanton's population. Maintaining a high ratio of park space per capita, sufficient classroom space, and adequate facilities for community

events and interaction are all city priorities. Future development within the city will place greater demands on each of these public services and the facilities that house them.

Goal ICS-4.1

Create and maintain a system of public parks that are accessible to all residents, and provide a range of recreational amenities and opportunities.

Strategy ICS-4.1.1

Seize opportunities to expand park acreage and maintain a higher ratio of park acreage per resident.

Action ICS-4.1.1 (a)

Create a park acquisition strategy that identifies prioritized uses for money received as park dedication fees, state grants, and other funding sources.

Action ICS-4.1.1 (b)

Update the Parks and Recreation Master Plan to explore opportunities for neighborhood "pocket parks", utilization of existing vacant land, land condemnation, and the provision of recreational opportunities for residents of all ages.

Action ICS-4.1.1 (c)

Design multi-purpose recreational facilities and, wherever possible, encourage the joint use of schools and other community facilities as city recreational amenities and parkland.

Strategy ICS-4.1.2

Continue to improve existing parkland and recreational facilities as appropriate.

Action ICS-4.1.2 (a)

Maintain a city inventory of public parks and open space that details each area's amenities, conditions, and needed improvements.

Goal ICS-4.2

Support efforts to maintain and improve facilities in local school districts.

Strategy ICS-4.2.1

Work with the Garden Grove Unified, Magnolia, and Savanna School Districts, and Anaheim Union High School to properly serve the educational needs of Stanton's youth.

Action ICS-4.2.1 (a)

Continue efforts to cooperatively resolve service demands for educational facilities.

Action ICS-4.2.1 (b)

Continue to monitor the impacts of new development and redevelopment on city-serving school districts.

Goal ICS-4.3

Promote life-long learning opportunities within the city of Stanton for learners of all ages.

Strategy ICS-4.3.1

Support local school districts in providing both youth and adult education programs.

Action ICS-4.3.1 (a)

Continue to support the efforts of the Stanton Collaborative to provide youth and family services that meet the needs of Stanton's residents.

Action ICS-4.3.1 (b)

Initiate joint programs between both the school districts and the city for topics of interest to both, such as parks and recreation programs, after school programs, crime and gang suppression programs, etc.

Strategy ICS-4.3.2

Encourage educational and cultural opportunities for residents outside of the local school system.

Action ICS-4.3.2 (a)

Promote a range of cultural opportunities within the city to entertain, enlighten and inform residents.

Action ICS-4.3.2 (b)

Promote the continued expansion of library services within the city.

Goal ICS-4.4

Provide a Civic Center that instills pride in residents and provides a space for the continuing education, entertainment, and enlightenment of the community.

Strategy ICS-4.4.1

Continue to provide space for community activities and actively promote Civic Center events to the community.

Action ICS-4.4.1 (a)

Develop a marketing plan for activities at the Civic Center.

Action ICS-4.4.1 (b)

Establish a program for maintenance of existing facilities.

Action ICS-4.4.1 (c)

Continue to look for ways to expand facilities and improve activities.

CHAPTER 6

A. INTRODUCTION

Community health and public safety is a high priority for the city. The city of Stanton has the potential of being exposed to multiple hazards that would disrupt the community. Potential hazards consist of both natural hazards and man-made hazards. Natural hazards include flooding, fire, geologic hazards, earthquakes and other seismic related hazards. Man-made hazards include fire, crime and those related to hazardous and toxic materials. This Element considers the health and safety of Stanton's residents from a comprehensive point of view. The purpose of the Element is to identify potential hazards, and establish goals, strategies and actions to reduce their impacts on the community.

Air quality, which is also an important dimension of health and safety, is addressed in Chapter 8, Regional Coordination, due to its substantial regional orientation.

B. BACKGROUND

GEOLOGIC HAZARDS AND SEISMICITY

The following section describes the geologic nature of Stanton and the presence and characteristics of seismic hazards including earthquake faults, surface rupture, ground shaking, liquefaction and hazardous response.

Geology and Soils

Alluvial sediments, deposited by an ancestral Santa Ana River, underlie the city of Stanton. Alluvium sediments are typically comprised of a variety of materials including fine particles of silt and clay and larger particles of sand and gravel. According to the U.S. Department of Agriculture Soil Conservation Service, the following three soil associations underlie Stanton:

Hueneme-Bolsa association. The Hueneme-Bolsa association is characterized by nearly level, poorly drained, and somewhat poorly drained, calcareous fine sandy loams, silt loams and silty clay loams on alluvial fans and flood plains.

Metz-San Emigdio association. The Metz-San Emigdio association is characterized by nearly level, somewhat excessively drained and well drained, calcareous loamy sands and fine sandy loams on alluvial fans and flood plains.

Sorrento-Mocho association. The Sorrento-Mocho association is characterized by nearly level to moderately sloping, well drained sandy loams, loams or clay loams on alluvial fans and flood plains.

Specific soil types within the city include:

Bolsa silt loam, drained. This nearly level soil generally occurs on large alluvial fans. If the soil is bare, runoff is slow and the erosion hazard is slight. The water capacity of this soil is 11.5 to 12.5 inches, which is the range of available water that can be stored in soil and available for growing crops.

Hueneme fine sandy loam, drained. This nearly level soil generally occurs on large alluvial fans or flood plains. If the soil is bare, runoff is slow and the erosion hazard is slight. The water capacity of this soil is 7.0 to 9.0 inches.

Metz loamy sand. This nearly level to gently sloping soil generally occurs on large fans and on flood plains. If the soil is bare, runoff is slow and the erosion hazard is slight. It has a water capacity of 4.0 to 6.0 inches.

San Emigdio fine sandy loam, 0 to 2 percent slopes. This nearly level soil generally occupies alluvial fans on flood plains and along stream channels. If the soil is bare, runoff is slow and the erosion hazard is slight. The soil has an available water capacity of 7.0 to 9.0 inches.

San Emigdio fine sandy loam, moderately fine substratum, 0 to 2 percent slopes. This nearly level soil generally occurs on alluvial fans on flood plains and along stream channels. Permeability is moderately slow in the underlying material. Runoff is slow and the erosion hazard is slight. Available water capacity for this soil is 7.0 to 10.0 inches.

Seismic Hazards

Earthquake Faults

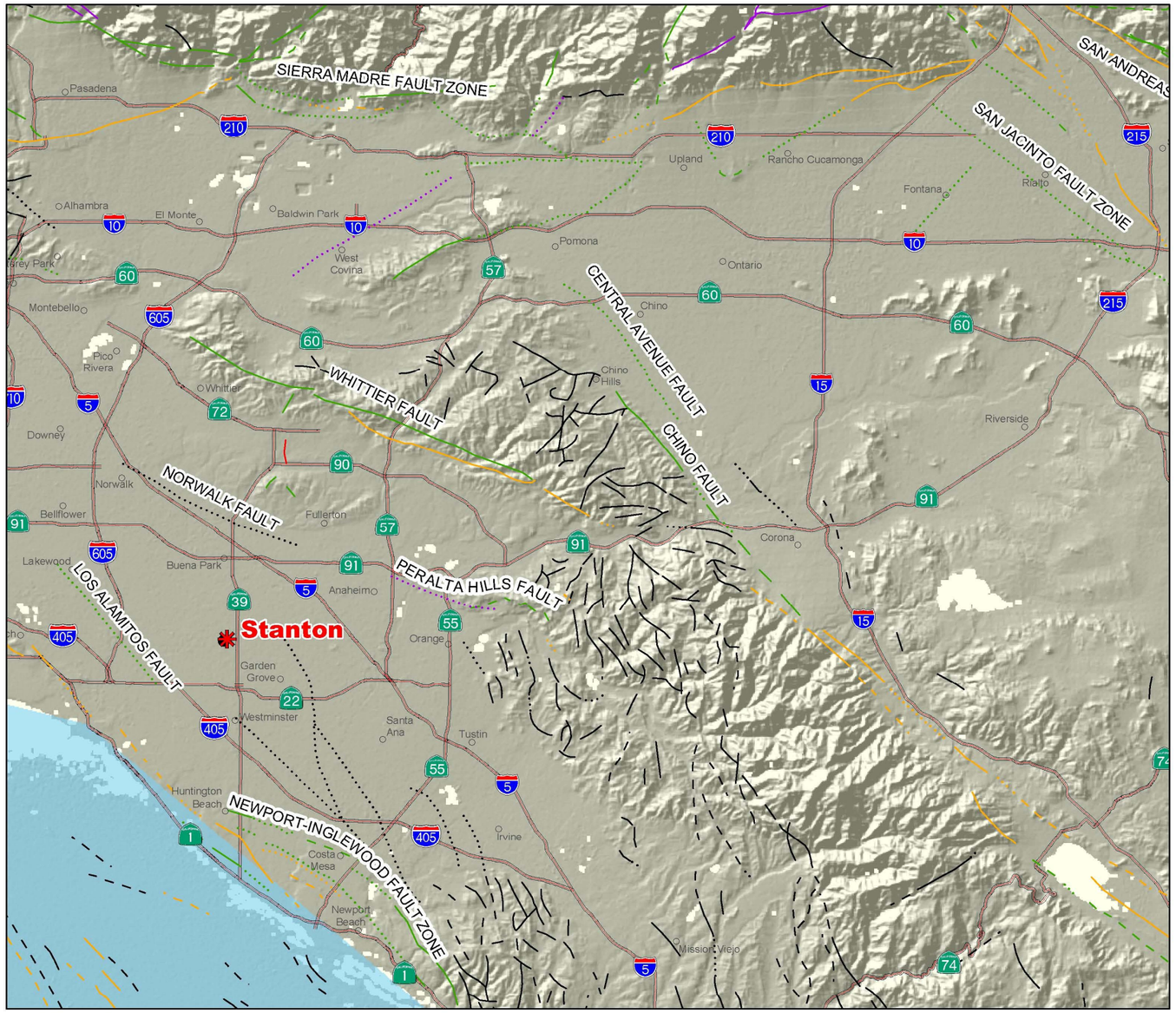
Active faults characterize southern California. There are no Alquist Priolo Earthquake Fault Zones located within the city of Stanton. However, there are several potentially active faults within proximity to the city. Exhibit 6-1, Regional Fault Map, depicts the location of faults in southern California.

Newport-Inglewood – Rose Canyon Fault Zone. The Newport-Inglewood – Rose Canyon Fault Zone is a series of echelon northwest-trending and vertically-dipping faults extending from the southern edge of the Santa Monica Mountains southeastward to the offshore area near Newport Beach. The zone is seismically active with a number of recorded earthquakes, including the historic 6.3 magnitude Long Beach Earthquake. This fault zone could generate a 7.6-plus magnitude maximum credible earthquake.

Elsinore Fault Zone – Whittier Section. The Whittier section of the Elsinore Fault Zone extends over 20 miles from the Whittier Narrows southeasterly to the Santa Ana River where it merges with the southeasterly trending Elsinore fault and other smaller faults. Seismic history indicates that the fault is able to produce a seismic event of magnitude 6.0 or greater.

Norwalk Fault. The Norwalk Fault is approximately 16 miles long and is located north of Stanton. Seismic activity has occurred along the fault.

Elysian Park Fault. The Elysian Park Fault is located in the Montebello and Monterey Park areas, north of Stanton. The fault produced the 5.9 magnitude Whittier Narrows earthquake in 1987.



Geologic Time Scale			Years Before Present (Approx.)	Fault Symbol	Recency of Movement	DESCRIPTION	
						ON LAND	OFFSHORE
Quaternary	Late Quaternary	Holocene/Historic	200			Displacement during historic time (e.g. San Andreas fault 1906). Includes areas of known fault creep.	
						Displacement during Holocene time.	Fault offsets seafloor sediments or strata of Holocene age.
		Pleistocene	10,000			Faults showing evidence of displacement during late Quaternary time.	Fault cuts strata of Pleistocene age.
	Early Quaternary		700,000			Undivided Quaternary faults – most faults in this category show evidence of displacement during the last 1,600,000 years; possible exceptions are faults which displace rocks of undifferentiated Plio-Pleistocene age.	Fault cuts strata of Quaternary age.
			1,600,000			Late Cenozoic faults within the Sierra Nevada, including parts of, but not restricted to, the Foothills fault system. These faults may have been active in Quaternary time.	
Pre-Quaternary			4.5 billion (Age of earth)			Faults without recognized Quaternary displacement or showing evidence of no displacement during Quaternary time. Not necessarily inactive. Pre-Quaternary faults not shown in Nevada and Oregon.	Fault cuts strata of Pliocene or older age.

Users of this map should be aware that active faults and earthquakes are the subject of continuing research and that refinements to fault zones will occur through time.

Fault traces on land are indicated by solid lines where well located, by dashed lines where approximately located or inferred, and by dotted lines where concealed by younger rocks or by lakes or bays.

Source: Digital Database of Faults from the Fault Activity Map of California and Adjacent Areas, California Geological
Survey, Division of Mines and Geology (2000)

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Stanton General Plan Update

Regional Fault Map

Exhibit 6-1

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San Andreas Fault. Although located farther from Stanton than other faults, the San Andreas Fault has the potential for larger magnitude earthquakes. The San Andreas Fault extends more than 600 miles over the length of California. The fault is divided into segments. An earthquake along the San Andreas Fault could affect most of southern California. Several earthquakes have been attributed to this fault. It is estimated by geologists that this fault may be capable of generating an earthquake of magnitude 8.5 on the Richter scale, which is designated as the maximum credible earthquake.

Surface Rupture and Ground Shaking

Surface rupture as a result of earthquakes is unlikely to occur within Stanton since no faults have been identified within the city's boundaries. The impacts of earthquakes on the city depends upon the fault from which the earthquake occurred, fault location, distance from the city and the magnitude of the earthquake. The combination of these factors would determine the degree of shaking experienced by the city.

Liquefaction Hazards

According to the California Department of Conservation, Division of Mines and Geology (Los Alamitos 7.5 Minute Quadrangle [March 25, 1999] and Anaheim and Newport Beach 7.5 Minute Quadrangle [April 15, 2998]), the entire city of Stanton is located in a liquefaction hazard zone; refer to Exhibit 6-2, Potential Liquefaction Areas. Liquefaction occurs when the strength and stiffness of a soil is reduced by intense ground shaking, typically associated with an earthquake. Liquefaction occurs in saturated soils, where the space between individual particles is completely filled with water. The water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. Earthquake shaking can cause the water pressure to increase to the point where the soil particles can readily move with respect to each other. Liquefaction is generally associated with shallow ground water conditions and the presence of loose and sandy soils or alluvial deposits.

Hazardous Buildings

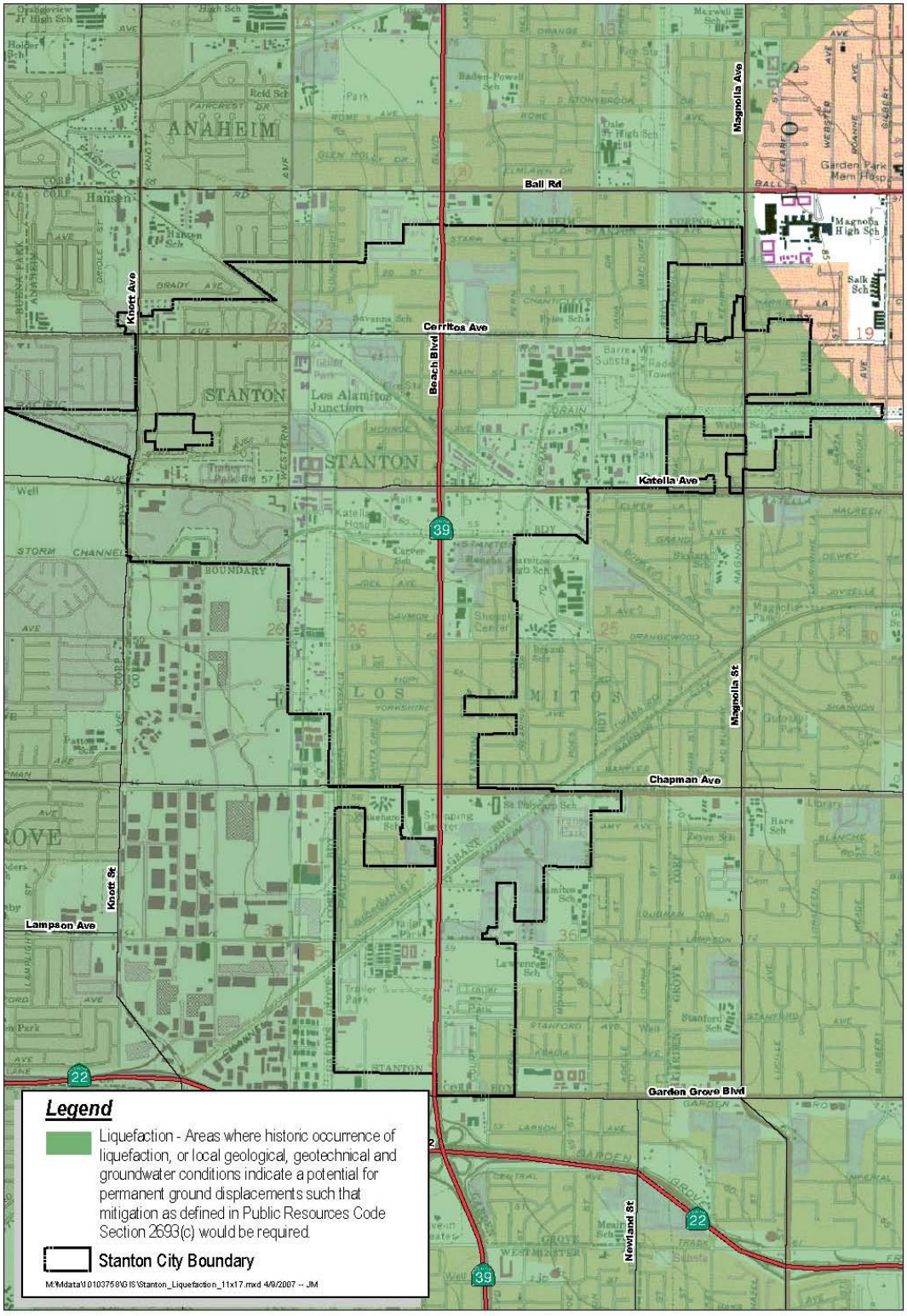
During a seismic event, high levels of ground shaking may result in substantial damage to buildings within the city. Structures particularly susceptible to earthquake damage include tilt-up structures, unreinforced masonry buildings, older buildings and mobile homes. After the 1971 San Fernando earthquake, building codes and design criteria were updated to address seismic occurrences. There are no unreinforced masonry buildings within the city.

LANDSLIDES

According to the California Department of Conservation, Division of Mines and Geology (Los Alamitos 7.5 Minute Quadrangle [March 25, 1999] and Anaheim and Newport Beach 7.5 Minute Quadrangle [April 15, 2998]), the city of Stanton does not have the potential for landslides.

DRAINAGE/FLOOD HAZARDS

The city of Stanton contains no natural, permanent water features. According to the Federal Emergency Management Agency (FEMA), the entire city is located within flood zone X; refer to Exhibit 6-3, Flood Map. Flood zone X is defined as areas of 500 year flood; areas of 100 year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100 year flood.

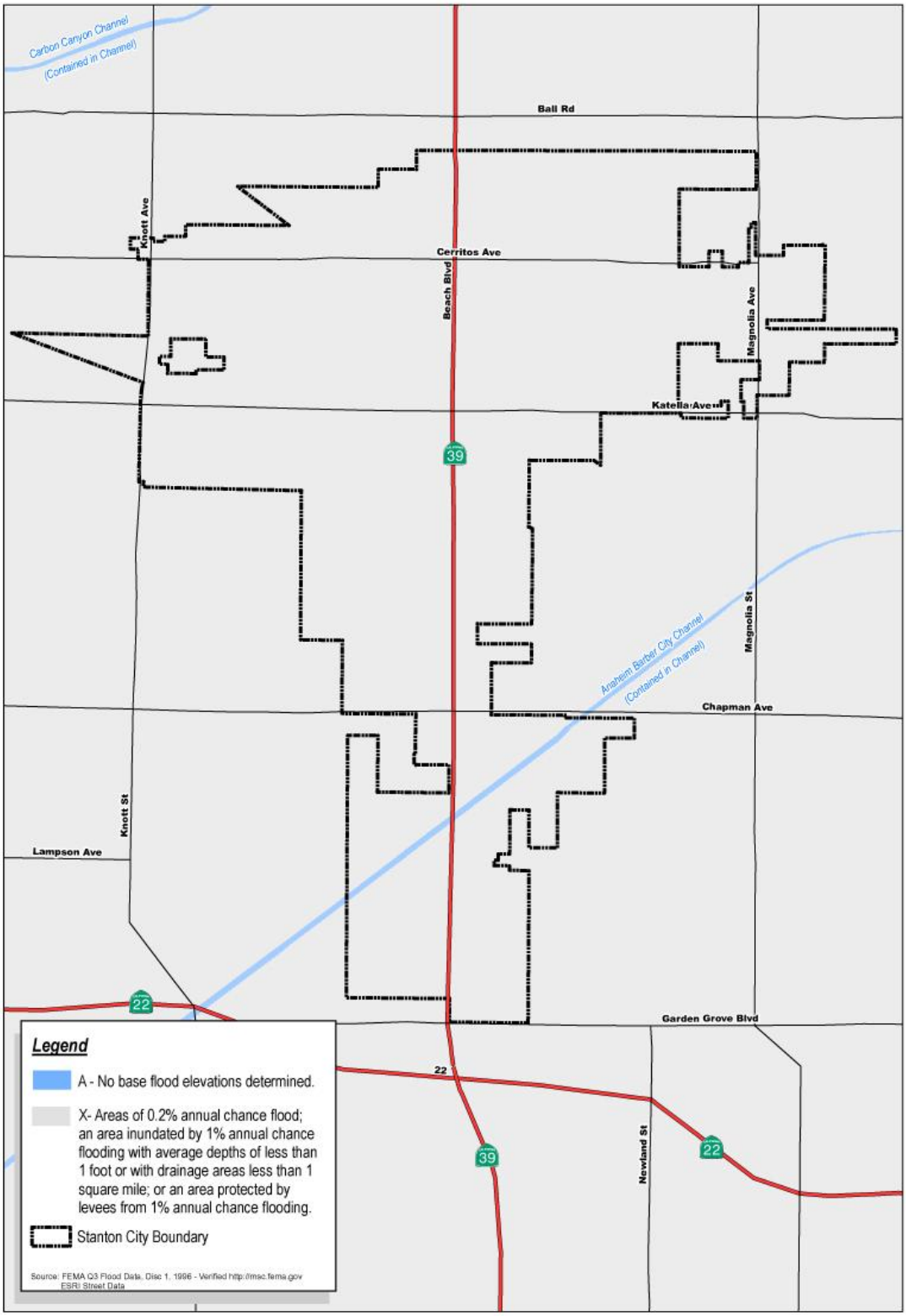


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Feet

Stanton General Plan Update
Potential Liquefaction Areas

EXHIBIT 6-2

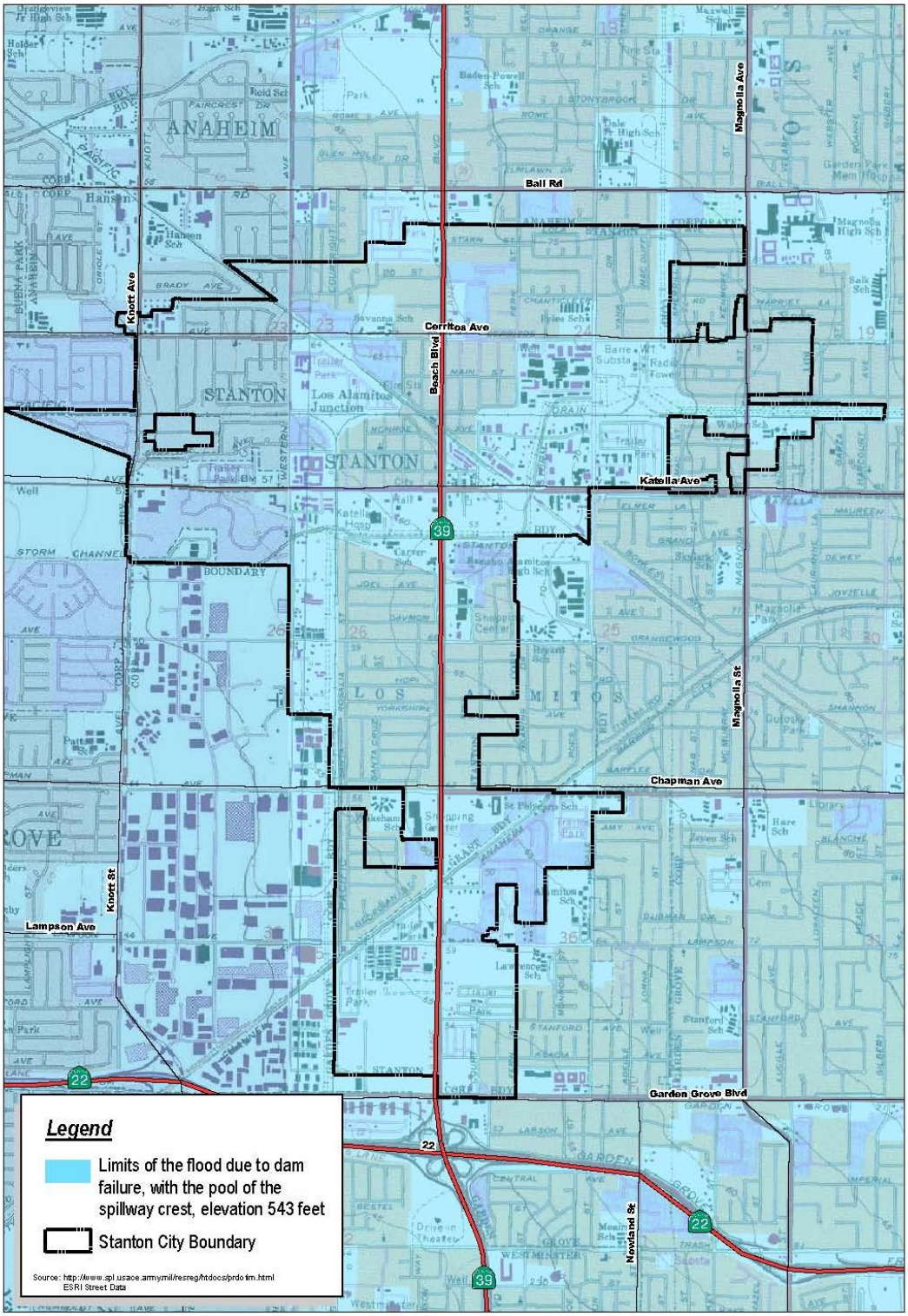
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Stanton General Plan Update
Flood Map
EXHIBIT 6-3

The city is located within the dam inundation areas of the Prado Dam and Carbon Canyon Dam; refer to Exhibit 6-4, Prado Dam Inundation Area and Exhibit 6-5, Carbon Canyon Dam Inundation Area. 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 provides flood control and water conservation storage for Orange County. The dam is located approximately 23 miles northeast of Stanton, on the Santa Ana River, west of the city of Corona. According to the U.S. Army Corps of Engineers dam inundation maps, in the event of dam failure the flood wave would reach Stanton in approximately 6.5 hours and would be approximately four feet deep.

Carbon Canyon Dam provides flood control in and around the drainage basin. In conjunction with Brea and Fullerton Dams, Carbon Canyon Dam is vital for the flood protection of portions of the coastal plains in Orange County, including the cities of Brea, Fullerton, Placentia, and Anaheim. The dam is located approximately 12.5 miles northeast of Stanton, approximately four miles east of the city of Brea. According to the U.S. Army Corps of Engineers dam inundation maps, in the event of dam failure the flood wave would reach Stanton in approximately 7.5 hours and would be approximately one foot deep.

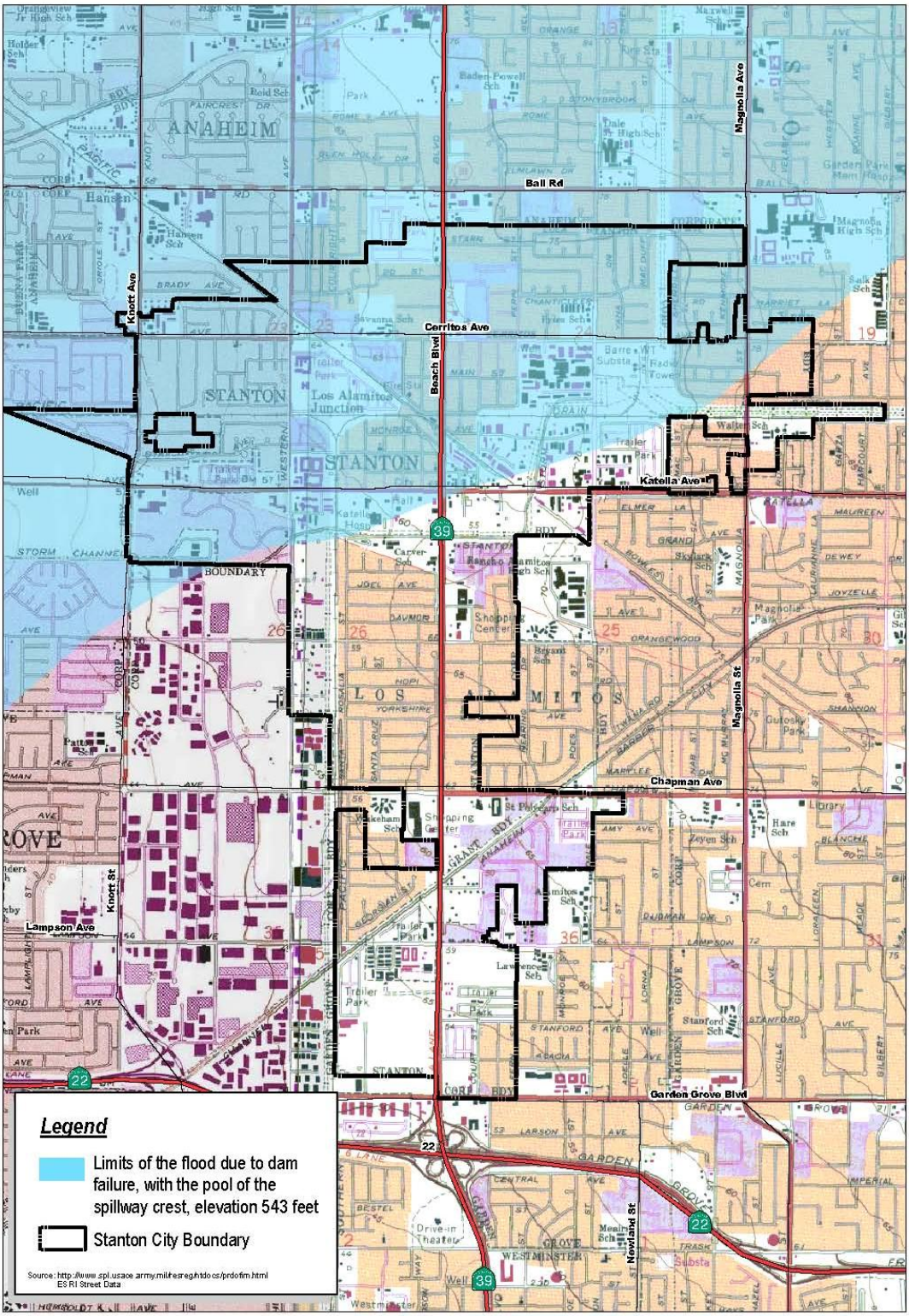


Stanton General Plan Update

Prado Dam
Potential Inundation Areas

EXHIBIT 6-4

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Stanton General Plan Update

Carbon Canyon Dam
Potential Inundation Areas

EXHIBIT 6-5

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NOISE

The Noise Element of the General Plan provides a framework to limit noise exposure within the city. Existing and future noise environments and the compatibility of land uses are considered in the Element, as well as sensitive receptors and generators of stationary noise. Projected noise levels are included to help guide future land use policy and prevent high noise levels in sensitive areas at build-out. In addition, noise contours in the form of community noise equivalent level (CNEL) or day-night average level (Ldn) are provided for all referenced sources.

Various measures are described in order to mitigate potential noise conflicts. These measures are designed to lessen impacts from unavoidable noise conflicts within the city. The Noise Element also serves as a guideline for compliance with the State's Noise Insulation Standards.

The State of California requires every jurisdiction to include a Noise element in their General Plan. The Noise element for this General Plan presents several different aspects of noise evaluation. The city's goals, objectives, and policies for meeting noise standards are first identified, and then the method in which the noise levels are measured are described. The most general ways to quantify noise levels are by CNEL, Leq, and Ldn, which are measured in decibels using the A-weighted sound pressure level (dBA). These measures are discussed in more detail below.

Also presented in the Noise element are Federal, State, and Local noise standards, and related laws, standards, ordinances, and regulations, such as the U.S. Noise Control Act and California Office of Planning and Research Guidelines.

Noise in Stanton comes from two primary sources: transportation and non-transportation noise sources. Noise levels associated with mobile sources or transportation noise can be reliably predicted using formulas that take into account traffic volume, speed and percentage of trucks. Stationary or non-transportation noise sources include commercial and industrial land uses located near residential areas currently generate occasional noise impacts. The primary noise sources associated with these facilities are caused by delivery trucks, air compressors, generators, outdoor loudspeakers and gas venting. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from transportation and non-transportation noise sources.

Noise Scale and Definitions

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 compensation by differentiating among frequencies in a manner approximating the sensitivity of the human ear.

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 perceived to be twice as loud and 20 dBA higher is perceived to be 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 6-6, Common Environmental Noise Levels.

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.

Table 6-1, Noise Descriptors, provides a listing of methods to measure sound over a period of time.

Table 6-1
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 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m..
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 for developing criteria for the evaluation of community noise 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 p.m. to 7:00 a.m.) 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*, 1979.

Health Effects of Noise

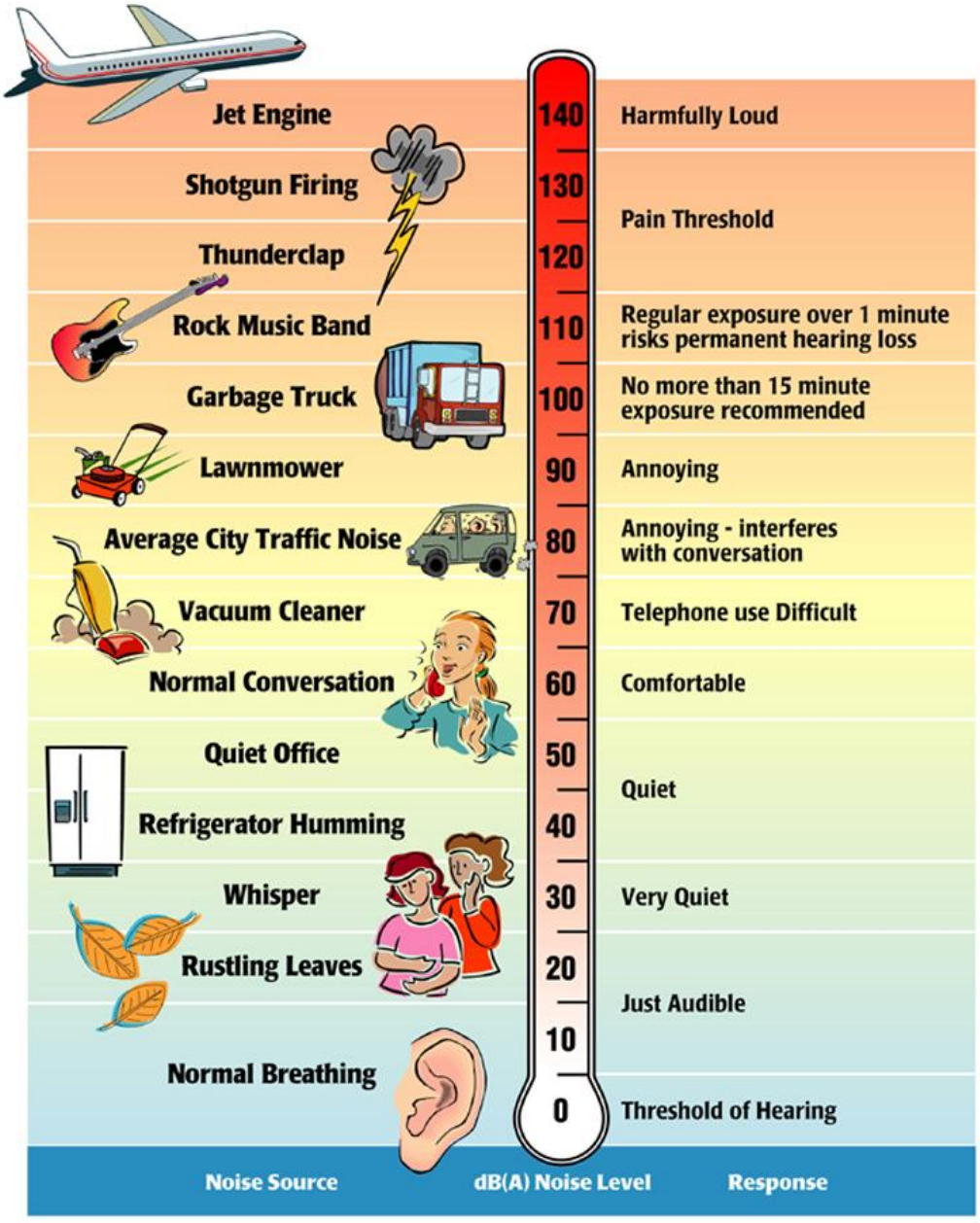
Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The factors 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 possible, 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:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;
- Extra-Auditory Health Effects; and
- Annoyance.

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.



Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.
Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/9-74-004), March 1974.

RBF CONSULTING GIS

Stanton General Plan Update
Common Environmental Noise Levels
EXHIBIT 6-6

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. 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. 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.

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. 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 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.

Laws, Ordinances, Regulations, and Standards

Land uses deemed sensitive by the State of California (State) include schools, hospitals, rest homes, and long-term care and mental care facilities. Many jurisdictions also consider residential uses particularly noise-sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with those activities. Some jurisdictions may also

identify other noise-sensitive uses such as churches, libraries, and parks. Land uses that are relatively insensitive to noise include office, commercial, and retail developments. There is a range of insensitive noise receptors that include uses that generate significant noise levels and that typically have a low level of human occupancy.

This noise analysis was conducted in accordance with Federal, State, and local criteria described in the following sections.

Federal Noise Standards

The United States Noise Control Act of 1972 (NCA) recognized the role of the Federal government in dealing with major commercial noise sources in order to provide for uniform treatment of such sources. As Congress has the authority to regulate interstate and foreign commerce, regulation of noise generated by such commerce also falls under congressional authority. The Federal government specifically preempts local control of noise emissions from aircraft, railroad and interstate highways.

U.S. Environmental Protection Agency

The EPA offers guidelines for community noise exposure in the publication Noise Effects Handbook – *A Desk Reference to Health and Welfare Effects of Noise*. These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 dB Ldn as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other Federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB Ldn are acceptable. The EPA notes, however, that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

State of California

The State Office of Planning and Research *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Office of Planning and Research *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of community noise equivalent level (CNEL). A CNEL is defined as the 24-hour average noise level measured in A-weighted sound pressure level for a 24-hour period with different weighting factors for the noise levels occurring during the day, evening, and nighttime periods. A noise environment of 50 to 60 CNEL is considered to be "normally acceptable" for residential uses. The Office of Planning and Research recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate. As an example, the standards for quiet suburban and rural communities may be reduced by 5 to 10 dB to reflect their lower existing outdoor noise levels in comparison with urban environments. Table 6-2, Land Use Compatibility Noise Guidelines – California, illustrates the State guidelines established by the State Department of Health Services for acceptable noise levels for each county and city.

Table 6-2
Land Use Compatibility Noise Guidelines — California

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	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 - Motels, and 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 - 75	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

NA: Not Applicable

Source: General Plan Guidelines, Office of Planning and Research, California, October 2003.

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 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 included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

City Noise Standards

The city of Stanton maintains a comprehensive Noise Control Ordinance within the Municipal Code that sets standards for noise levels citywide and provides the means to enforce the reduction of obnoxious or offensive noises. Chapter 9.28 of the Stanton Municipal Code establishes noise standards and enforcement procedures.

The city of Stanton has adopted a local Noise Control Ordinance (*Municipal Code 9.28*) in order to control unnecessary, excessive, and annoying sounds emanating from incorporated areas of the city. The Ordinance is designed to control unnecessary, excessive, and annoying sounds in residential neighborhoods by the following noise standards:

- Exterior and interior noise of 55 dBA during the hours of 7:00 a.m. to 10:00 p.m.;
- Exterior noise of 50 dBA during the hours of 10:00 p.m. to 7:00 a.m.; and,
- Interior noise of 45 dBA during the hours of 10:00 p.m. to 7:00 a.m.

The Ordinance prohibits exterior noise sources to exceed the following:

- The noise standard for a cumulative period of more than thirty minutes in any hour; or
- The noise standard plus 5 dB(A) for a cumulative period of more than fifteen minutes in any hour; or
- The noise standard plus 10 dB(A) for a cumulative period of more than five minutes in any hour; or
- The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or
- The noise standard plus 20 dB(A) for any period of time.

Interior noise sources cannot exceed the following:

- The interior noise standard for a cumulative period of more than five minutes in any hour; or
- The interior noise standard plus 5 dB(A) for a cumulative period of more than one minute in any hour; or
- The interior noise standard plus 10 dB(A) for any period of time.

Noise Analysis

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack of it, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance.

Noise impacts can be mitigated in three basic ways: by reducing the sound level of the noise generator, by increasing the distance between the source and receiver, and by insulating the receiver. Noise reduction can be accomplished by 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.

In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. 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. None of these measures, however, can 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. Of course, sound-rated doors and windows will have little effect if left open. This may require installation of air conditioning for adequate ventilation. The chain of design, construction, and operation is only as effective as its weakest link.

Noise impacts can be reduced by insulating noise sensitive uses, such as residences, schools, libraries, hospitals, nursing and care homes and some types of commercial activities. But perhaps a more efficient approach involves limiting the level of noise generation at the source. State and

Federal statutes have largely preempted local control over vehicular noise emissions but commercial and industrial operations and certain residential activities provide opportunities for local government to assist in noise abatement. Local ordinances may establish maximum levels for noise generated on-site. This usually takes the form of limiting the level of noise permitted to leave the property where it may impact other uses.

Although vehicular noise emission standards are established at the State and Federal levels, local agencies can play a significant part in reducing traffic noise by controlling traffic volume and congestion. 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 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.

FIRE PROTECTION

The Orange County Fire Authority (OCFA) is a regional fire service agency that provides fire protection services to 22 cities in Orange County, including the city of Stanton and unincorporated areas of Orange County. Established in 1956, OCFA Fire Station #46 is located at 7871 Pacific Street in Stanton. Fire Station #46 currently maintains an Engine and Paramedic Assessment Unit (PAU) with six captains, six engineers and nine firefighters. According to the OCFA, Fire Station #46 responded to 2,352 emergency incidents in 2005, which included fire, emergency medical, hazardous material, false alarms and other incidents.[1]

OCFA's Dispatch Center receives and dispatches emergency calls using a Computer Aided Dispatching (CAD) system. The Mapping and Geo-file Group maintains the Fire Station Order file (a key component of CAD to ensure the closest emergency apparatus is sent to an emergency) and produces District Maps for use by emergency apparatus to respond to the emergency scenes.[2] It takes approximately three to five minutes for engines to arrive on scene after an emergency (911) call has been placed.[3]

Fire Hazards

As growth and development continues within the city, and Orange County, urban fires become a greater threat. Within urbanized areas the incidence of structural fires increases. Some of the most difficult fire protection problems within urbanized areas are: multiple story, wood frame, high density apartment developments; large contiguous developed areas with combustible roof-covering materials, storage, handling and use of hazardous materials on site; and natural disasters. Opportunities to reduce the incidence and effects of urban fires include adherence to the

[1] Orange County Fire Authority, "Orange County Fire Authority Partner City Stanton", www.ocfa.org (accessed October 2006).
[2] Orange County Fire Authority, "Emergency Communications", www.ocfa.org (accessed October 2006).
[3] Orange County Fire Authority, "Frequently Asked Questions", www.ocfa.org (accessed October 2006).

Uniform Building Code requiring built in fire protection devices, improving the planning and construction of new development, public education and installing fire protection devices in older structures.

Fire Prevention

OCFA's Planning and Development Services Section works with local jurisdictions and developers to meet fire protection requirements for buildings and developments by reviewing all architectural blue prints, development plans, and proposals submitted in OCFA's jurisdiction. This includes tract and parcel maps, permits for conditional use, site development, coastal development, environmental impact reports, and other items related to the development process.

The city's Building Division enforces local, State and Federal laws to protect the public safety and general welfare of Stanton. The city has adopted the 2007 California Fire Code. The Building Division administers and enforces compliance with the provisions of the city's *Municipal Code* to protect life and property from fire hazards. The *Municipal Code* requires that prior to approval, new development projects obtain a guarantee from a water purveyor or appropriate government agency that adequate water supply is available to meet fire protection needs.

The Safety & Environmental Services Section of the OCFA conducts safety inspections to enforce applicable fire codes and ordinances. This Section also maintains inventories of chemicals stored, handled and used within the jurisdiction and coordinates hazardous materials emergency plans.

An important component of fire prevention is education. OCFA provides education and training programs and informational materials for fire safety and prevention, as well as general health and safety. Programs focus on safety at home, safety at school and safety in the water.

Medical Emergencies

Generally, an OCFA paramedic engine or paramedic van accompanied by an engine responds to a medical emergency. In the event transportation to a hospital is necessary, a private ambulance company would be called, as OCFA does not maintain ambulances for patient transport.

POLICE PROTECTION

The Orange County Sheriff's Department (OCSD) provides local law enforcement services for 12 cities, including the city of Stanton and unincorporated areas of Orange County. Police services are provided by the West Operations Division, which operate out of the West Station, located in the Stanton Civic Center at 11100 Cedar Street. With the exception of parking control, crossing guard services and code enforcement, OCSD provides full police services for the city. The West Station has 24 deputy sheriffs, one motor officer, five sergeants, four investigators and eight civilian employees.

The city is divided into three geographical areas for patrol and general crimes investigations. Each area has a team of deputies, an Investigator that conducts follow-up investigative work on general crimes occurring within the area and a supervisor designated as the area liaison. The supervisor is the designated liaison with community groups and concerned persons within that area and is

responsible for coordinating and resolving law enforcement issues within the area.[4]

The investigative unit includes one sergeant, four investigators and one investigative assistant. This unit provides investigative services for the city of Stanton, pursuing cases generated from reports taken by the patrol deputies. These cases involve all crimes except homicide, rape, fraud, or narcotics, which are handled by the appropriate specialty detail of the OCSD's Criminal Investigations Division.

The OCSD maintains crime statistics based on the type of crime or offense. Part I offenses include crimes such as homicides, rapes, robberies, assaults, burglary, larceny and auto theft. Part II offenses include crimes such as forgery, vandalism, narcotics, and driving while intoxicated. Part III offenses are non-criminal cases such as traffic accidents, missing persons and medical aid. In 2005, the OCSD responded to 1,086 Part I offenses, which was approximately six percent greater than the number responded to in 2004 (1,202).[5]

HAZARDOUS MATERIALS

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

Major transportation routes within Stanton include surface streets and railroads. Additionally, the Garden Grove Freeway (SR-22) is located south of the city. These transportation routes are used to transport hazardous materials from suppliers to users. 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

State Assembly Bill (AB) 2948, enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to ensure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

The *Orange County Hazardous Waste Management Plan* (*Plan*) provides policy direction and action

[4] Orange County Sheriff 's Department, "OCSD Patrol Areas City of Stanton", www.ocsd.org (accessed October 2006).
[5] Orange County Sheriff's Department, "UCR Stats and Graphs", www.ocsd.org, (accessed October 2006).

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 city of Stanton adopted its Household Hazardous Waste (HHW) Element in October 1991. Section 10 of AB 2707 requires the local agency in preparing the HHW Element to comply with several requirements including using feasible methods to properly reduce, collect, recycle, treat and dispose of household hazardous waste generated within its jurisdiction; devote expenditures to the safe reduction, collection, recycling, treatment and disposal of household hazardous waste; make reasonable efforts to inform the public of and to encourage public participation in the household hazardous waste program; and the collection program be made available to all households. The HHW supports the countywide strategy to collect and dispose of household hazardous waste from the community.

Orange County and the city of Stanton have identified permanent HHWCC to manage household hazardous waste. The HHWCC are located in Anaheim, Huntington Beach, Irvine and San Juan Capistrano. The HHWCC are free of charge to Orange County residents and accept products such as latex and oil base paint, antifreeze, batteries, used oil, fertilizers, pesticides, herbicides and hobby supplies.

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.

AIRCRAFT OPERATIONS

The Joint Forces Training Base (JFTB) is a full-service joint military training center, airfield and State Disaster Support Area located on approximately 1300 acres within the city of Los Alamitos. The installation serves a wide variety of military, government and public interests and makes critical assets available to the Nation and State in the event of regional disaster or emergency. On-site facilities include two runways and associated taxiways, ramp space and hangers.

Airport Environs Land Use Plan (AELUP)

The Airport Land Use Commission (ALUC) is responsible for formulating a comprehensive airport land use plan for the anticipated growth of each public use airport and its environs. The Airport Land Use Commission of Orange County has adopted the Airport Environs Land Use Plan (AELUP), which includes the Joint Forces Training Base (JFTB). City and County General Plans are required to be consistent with the AELUP unless the local legislative body can make

specific findings. For consistency between local General Plans and the AELUP, the county focuses on noise, safety and building height. The majority of the city is located within the AELUP Height Restriction Zone for JFTB and the northwest corner of the city is located within the 60 CNEL noise contour for JFTB.

EMERGENCY RESPONSE AND OPERATIONS

In 1993, Government Code §8607 directed the Governor's Office of Emergency Services (OES), in coordination with all interested State agencies with designated response roles in the State emergency plan and interested local emergency management agencies, to establish by regulation the Standardized Emergency Management System (SEMS). SEMS is the system required for managing response to multi-agency and multi-jurisdiction emergencies in California. The purpose of SEMS is to improve the mobilization, deployment, utilization, tracking, and demobilization of needed mutual aid resources. The intent is to reduce the incidence of poor coordination and communications and reduce duplication of resources. Local governments are responsible for coordinating emergency response and recovery activities within their jurisdiction. However, local governments must use SEMS to be eligible for funding of their personnel related costs under State disaster assistance programs.

The city of Stanton *Emergency Operations Plan* (adopted September, 2008) establishes policies and procedures to guide the city during emergency situations. The *Plan* provides for coordination of planning efforts of various members of the emergency staff and service elements utilizing SEMS. The responsible parties and duties during an emergency are identified. The *Plan* outlines the four primary phases of emergency management: Mitigation, Preparedness, Response and Recovery, which address the city's activities before, during and after an emergency has occurred.

The *Plan* also identifies the city's Emergency Operations Center (EOC) as the location from which centralized emergency management would be performed during a major emergency or disaster. The EOC is located at the Stanton City Hall and provides a central location of authority and information and face-to-face coordination among personnel who make emergency decisions. The management and coordination of emergency operations would occur from the EOC including receiving and disseminating information, maintaining contact with other EOCs and providing instructions to the public.

Emergency evacuation activities are coordinated by the OCSD. The OCSD will coordinate all law enforcement and traffic control operations during a disaster including activation of any public warning systems. The unpredictability of the impact of any disaster on existing streets and highways makes evacuation route designation difficult. Although the routes to be used for an evacuation would depend upon the location of the incident, assuming major streets and freeways are functional, generally the routes would include major arterials and regional routes.

C. KEY ISSUES

CHS-1 Seismic

The city of Stanton is located within a seismically active area of southern California. Ground failure hazards resulting from the high potential for liquefaction within the city should be reduced if possible. The standards for development should be regulated to minimize structural damage and loss of life as a result of seismic activity.

Goal CHS-1.1

Minimize loss of life, injury, and property damage from seismic events and resulting hazards.

Strategy CHS-1.1.1

Ensure that building code standards are enforced and maintained so that new development is located and designed to reduce the effects of a seismic event.

Action CHS-1.1.1 (a)

Continue to implement the Uniform Building Code's seismic standards for construction of new buildings and to maintain seismic safety of existing structures.

Action CHS-1.1.1 (b)

Require the review of soils and geologic conditions to determine liquefaction susceptibility of a proposed project site.

CHS-2 Flooding

Flooding has the potential to affect the safety of Stanton residents and severely impact the economic integrity of the city. Therefore, it is important to ensure that facilities and programs are maintained and operable to prevent excessive flood damage.

Goal CHS-2.1

Protect Stanton residents from potential flood hazards, including dam inundation.

Strategy CHS-2.1.1

Ensure that facilities and programs are maintained and operable to prevent flood damage.

Action CHS-2.1.1 (a)

Minimize potential flood damage through the identification of necessary storm drain improvements.

Action CHS-2.1.1 (b)

Continue the maintenance of flood control facilities within Stanton to ensure their efficient operation.

CHS-3 Noise

The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack of it, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance. Noise impacts can be mitigated in three basic ways: by reducing the sound level of the noise generator, by increasing the distance between the source and receiver, and by insulating the receiver.

Goal CHS-3.1

Reduce noise impacts from transportation sources throughout Stanton.

Strategy CHS-3.1.1

Maintain and reduce where feasible background noise levels emanating from citywide transportation sources.

Action CHS-3.1.1 (a)

Ensure noise mitigation measures are included in the design of new developments.

Action CHS-3.1.1 (b)

Encourage programs to retrofit existing homes to reduce noise impacts in the homes.

Action CHS-3.1.1 (c)

Encourage the use of double-paned windows for residential uses along major arterials and the rail line.

Action CHS-3.1.1 (d)

Limit construction, delivery, and through truck traffic to designated routes.

Action CHS-3.1.1 (e)

Encourage, support, and enforce all State and Federal legislation designed to abate and control noise pollution.

Action CHS-3.1.1 (f)

Encourage the use of rubberized asphalt city streets.

Action CHS-3.1.1 (g)

Encourage acoustical materials in all new residential and commercial developments where noise levels exceed the compatibility standards outlined in the Noise Element.

Action CHS-3.1.1 (h)

Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.

Goal CHS-3.2

Develop measures to control non-transportation noise impacts throughout Stanton.

Strategy CHS-3.2.1

Commercial and industrial uses, construction activity and other non-transportation related sources of noise can contribute negatively to the noise environment. Identifying and mitigating these potential noise sources will reduce negative impacts.

Action CHS-3.2.1 (a)

Periodically review the Noise Control Ordinance to ensure noise generating uses are adequately addressed.

Action CHS-3.2.1 (b)

Strive to resolve existing and potential conflicts between noise generating uses and human activities.

Action CHS-3.2.1 (c)

Prohibit significant noise generating activities from being located adjacent to residential neighborhoods and near schools.

Action CHS-3.2.1 (d)

Evaluate the noise impacts from projects and existing uses in adjacent cities and work cooperatively with these cities to develop mitigation measures that will improve ambient noise conditions in Stanton.

Goal CHS-3.3

Establish land uses which are compatible with noise levels within the community

Strategy CHS-3.3.1

Land use planning decisions directly relate to potential noise impacts. Therefore, careful consideration of noise impacts should be a part of all land use decisions.

Action CHS-3.3.1 (a)

Establish a system of locating land uses according to the maximum noise levels they generate.

Action CHS-3.3.1 (b)

Incorporate noise reduction measures into all development proposals, as necessary.

Action CHS-3.3.1 (c)

Enforce limits set by the State to control noise levels, particularly those governing motor vehicles.

Action CHS-3.3.1 (d)

Ensure that construction noise does not cause an adverse impact to the residents of the city.

CHS-4 Fire and Police Protection

As Stanton continues to grow, maintaining a high level of community health and safety will remain a priority. Additional development in the city will place new demands on the OCFA and OCSD

which may result in the need for new fire and police protection resources within the city. Greater demand for resources may require additional personnel, equipment and/or facilities. With increased growth it is important that response times and services remain adequate to protect the community.

Goal CHS-4.1

Provide and maintain a high level of fire protection services necessary to adequately serve the community.

Strategy CHS-4.1.1

Ensure that adequate fire facilities and personnel are maintained by the County and contracted by the city to provide adequate service levels.

Action CHS-4.1.1 (a)

Periodically review response times to ensure emergency response meet or exceed the standards of the OCFA.

Action CHS-4.1.1 (b)

Work directly with the OCFA to annually assess fire protection services and to evaluate the adequacy of facilities and resources serving the city.

Action CHS-4.1.1 (c)

Use the development review process to assess the impact of new development on fire protection services and to ensure that increased demand for emergency services will be adequately served.

Action CHS-4.1.1 (d)

Work with the OCFA, OCSD, Caltrans, and other agencies to install/implement a traffic signal pre-emption program for emergancy responders.

Goal CHS-4.2

Minimize loss of life, injury, and property damage from urban fires.

Strategy CHS-4.2.1

Ensure that existing and new developments maintain or exceed standards for fire prevention to minimize the risk of fire.

Action CHS-4.2.1 (a)

Continue to involve the OCFA in the development review process by forwarding development proposals for their review and comment regarding fire prevention measures.

Action CHS-4.2.1 (b)

Ensure city building codes and standards provide for adequate fire protection and meet or exceed State standards.

Strategy CHS-4.2.2

Promote community education in fire prevention and fire safety.

Action CHS-4.2.2 (a)

Work with the local school districts and OCFA to establish an education program focused on fire prevention and public safety.

Action CHS-4.2.2 (b)

Work with OCFA in developing programs and brochures to be made available to all city residents on fire safety, including information on the importance of vegetation management, kitchen and grease fires, and home evacuation plans.

Goal CHS-4.3

Provide and maintain a high level of police protection services necessary to adequately serve the community and provide a sense of safety to residents.

Strategy CHS-4.3.1

Ensure that sufficient Sheriff's facilities and personnel are maintained by the County and contracted by the city to provide adequate service levels.

Action CHS-4.3.1 (a)

Periodically review response times to ensure emergency response reflects the standards of the Sheriff's Department.

Action CHS-4.3.1 (b)

Work directly with the Sheriff's Department to annually assess crime prevention and law enforcement services and to evaluate the adequacy of facilities and resources serving the city.

Action CHS-4.3.1 (c)

Evaluate Sheriff Department services to determine what services are being received, the specific cost elements of the contract, and what service enhancements could be added. As part of this review, evaluate alternatives available to the city for obtaining police services.

Action CHS-4.3.1 (d)

Use the development review process to assess the impact of new development on police protection services and to ensure that increased demand for emergency services will be adequately served.

Action CHS-4.3.1 (e)

Evaluate the feasibility of opening the Stanton Police Station to the public seven days a week.

Goal CHS-4.4

Provide safe communities by discouraging criminal activity and encouraging safety through design.

Strategy CHS-4.4.1

Ensure that new development is designed to discourage criminal activity and provide a level of safety.

Action CHS-4.4.1 (a)

Involve the Sheriff's Department in the development review process by forwarding development proposals for their review and comment regarding crime and safety measures.

Action CHS-4.4.1 (b)

Encourage the use of design measures that address security and

safety in residential and non-residential developments such as lighting, landscaping, access, placement of buildings, etc .

Goal CHS-4.5

Promote community involvement in crime prevention and public safety.

Strategy CHS-4.5.1

Provide opportunities for community involvement in crime prevention and encourage safety and crime prevention at the neighborhood level.

Action CHS-4.5.1 (a)

Continue to support the Neighborhood Watch Program by encouraging participation in mutual assistance, training and crime prevention techniques among residents.

Action CHS-4.5.1 (b)

Provide support to the Chamber of Commerce in the establishment of a Business Watch Program to encourage participation amoung buisness owners and an increased awareness of suspicious activity.

Action CHS-4.5.1 (c)

Work with local school districts and Sheriff's Department to establish an education program focused on discouraging criminal, gang and drug activities.

Action CHS-4.5.1 (d)

Continue to sponsor an annual crime prevention week in Stanton involving partnerships between the city, community groups and the Sheriff's Department.

Action CHS-4.5.1 (e)

Explore oppertunites to establish a local citizen police academy.

Action CHS-4.5.1 (f)

Explore the potential of creating a volunteer core in Stanton to assist in activities such as patroling handicap parking spaces.

CHS-5 Emergency Response

Although Stanton is responsible for coordinating emergency response and recovery activities within the city, a major emergency or disaster will most likely affect communities beyond Stanton, potentially resulting in the need for emergency management coordination on a local, regional, State and/or Federal level. The city will need to closely monitor its *Emergency Operations Plan* and make necessary revisions or updates to ensure a quick and appropriate response will occur in the event of an emergency or disaster.

Goal CHS-5.1

Maintain a level of preparedness to respond to emergency situations in order to reduce the loss of life, injury and property damage to the community.

Strategy CHS-5.1.1

Ensure that the city is prepared to respond to natural and manmade emergencies or disasters in a coordinated and efficient manner.

Action CHS-5.1.1 (a)

Annually assess the status of the city's *Emergency Operations Plan* and make necessary revisions to ensure the Plan is current.

Action CHS-5.1.1 (b)

Work with adjacent jurisdictions and regional and State agencies to coordinate emergency response efforts and ensure a maximum level of preparedness.

Action CHS-5.1.1 (c)

Continue to participate proactively in Orange County Cities' Emergency Management Organization.

Action CHS-5.1.1 (d)

Maintain regular training and exercises for disaster responders.

Strategy CHS-5.1.2

Increase resident preparedness for a major emergency or disaster, focusing on education programs and materials.

Action CHS-5.1.2 (a)

Work with the OCFA, Sheriff's Department and County to establish an education program focused on home-based emergency preparedness procedures.

Action CHS-5.1.2 (b)

Work with responders to develop diaster preparedness materials and brochures to education residents about evaculation procedures, community readiness, and emergency response facilities in the city. Make these materials available through the city website, and at civic locations throughout the city.

Action CHS-5.1.2 (c)

Develop an Emergency Operations Center, in consulation with the OCSD and OCFA.

Action CHS-5.1.2 (d)

Identify ways to involve citizens in emergency preparedness and response, such as Community Emergency Response Teams.

CHS-6 Hazardous Materials

A number of businesses within Stanton utilize or store hazardous materials. Accidental release or upset of hazardous materials could endanger the community. Additionally, residential uses within the city use and dispose of hazardous materials, which could impact the environment if not disposed of properly. Hazardous materials transported through the city pose an additional concern, as accidents involving hazardous waste would most likely occur on major arterials potentially affecting surrounding communities.

Goal CHS-6.1

Protect the community and property from injury, damage or destruction from the use, transport and disposition of hazardous materials.

Strategy CHS-6.1.1

Ensure that activities within the city transport, use, store, and dispose of hazardous materials in a safe, efficient and responsible manner, which protects the public health and safety.

Action CHS-6.1.1 (a)

Coordinate with the County to ensure that commercial and industrial activities comply with all Federal, State, county, and local laws regulating hazardous materials and wastes and to identify and inventory all users of hazardous materials and all hazardous waste generators.

Action CHS-6.1.1 (b)

Support efforts of the County, CR&R, and other agencies to accept items for recycling such as used oil and batteries and accept, segregate, package and label waste by properly trained staff.

Action CHS-6.1.1 (c)

Coordinate with CR&R and other agencies to provide informational brochures and sponsor workshops identifying regulations, alternatives to disposal and available services.

CHAPTER 7

Housing Element is provided under a separate title.

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CHAPTER 8

A. INTRODUCTION

The city of Stanton is located in one of the country's most dynamic metropolitan areas. The city lies within a vast interconnected region that includes the cities and counties comprising southern California. Given many issues that affect the city of Stanton also affect the region as a whole, the city, while focused on meeting the needs of its residents and businesses, also recognizes its regional role. Coordinating Stanton's city planning, county, regional and state bodies is essential to maintain intergovernmental relations to foster a positive economic and political environment.

The goal of the Regional Coordination Element is to recognize the depth and breadth of interconnectivity among local jurisdictions in the region and promote coordination in relation to issues such as housing, circulation, land use, and air quality. This element serves to recognize the need to participate in and influence the plans and programs operating on a scale larger than the city of Stanton.

Based on this goal, this Element has been subdivided into three components: housing, growth management, and air quality. The housing section addresses the regional context of housing, as a separate but related component of the Housing Element. The growth management section addresses regional circulation, land use issues and Measure M, which are also addressed on a citywide level in the Community Development and Infrastructure & Community Services Elements. The air quality section addresses the city's regional role in addressing the quality of air and outlines goals and policies to limit the release of pollutants.

B. BACKGROUND

During the early 1990s, local jurisdictions in Orange County formed a structure for countywide coordination. Through a tier of policy, technical and executive advisory groups, emerging issues such as congestion management and air quality improvements are addressed. Coordinated jointly by the Orange County Division of the League of California Cities and the County of Orange, this mechanism has enabled cities to benefit from combined analysis, yet retain the ability to take individual policy positions as desired. Other regional planning agencies and groups include the Southern California Association of Governments (SCAG), the Southern California Air Quality Management District (SCAQMD), and the Orange County Local Agency Formation Commission (OC LAFCO).

HOUSING

Housing is an issue of statewide importance. The city of Stanton acknowledges its significance by not only addressing the city's commitment to providing adequate opportunities for housing development for its current and future residents in the General Plan Housing Element, but also by addressing the issue as a regional matter in the Regional Coordination Element.

With high property values, fluctuating interest rates and real income growth lagging behind costs of living, the state and county's housing affordability gap continues to widen. To ease the burdens of mortgages and rents, many families have decided to share homes. This has resulted in strains

on the infrastructure and on public services. Other families have sought less expensive housing in the Inland Empire, while maintaining their employment in Orange County; as a result, freeway congestion has increased, family budgets are increasingly impacted by transportation costs, and air quality has declined. Attracting workforce for local businesses within the region is a growing challenge.

To address the issue of affordable housing, the city of Stanton is committed to meeting its Regional Housing Needs Assessment (RHNA) goals. However, as a built-out city, Stanton must rely primarily on infill development to meet its housing needs. As such, the reuse and redevelopment of underutilized properties provide the greatest opportunity for housing within the city.

GROWTH MANAGEMENT

Less than one percent of the city's area remains vacant, some of which is utilized as greenbelts or may be lying vacant as a brownfield. The majority of recent development in the city has therefore involved the recycling of older uses into new more efficient uses. For Stanton, growth management involves the efficient and productive reuse of these parcels in an orderly manner, benefiting current and future residents.

Orange County voters, in 1990, approved Measure M, a 20-year program for transportation improvements. Upon approval of Measure M, cities were required to develop a Growth Management Plan as part of their General Plans, which ensures that development is based upon the city's ability to provide an adequate circulation system and public facilities. This section of the Regional Coordination Element is designed to meet the requirements of Measure M and also the overall goal of managing growth sensibly within the city.

The Measure M-mandated Growth Management Plan distinguishes between "developed" and "developing" communities. Developed communities are assumed to have their public facilities in place to support envisioned development through the Land Use Element (in Stanton, the Community Development Element) of the General Plan, but may require new or improved transportation facilities to implement their Circulation Element (in Stanton, the Infrastructure and Community Services Element) and absorb regional impacts. The communities are only required to address transportation-related growth impacts. Developing communities are assumed to need additional public facilities to support the General Plan land uses, police, fire, parks, flood control, and other local needs. For Measure M purposes, the city of Stanton is a "developed" city.

Measure M, funded by a half-cent sales tax, allocates all revenues to local jurisdictions for local and regional transportation improvement and maintenance projects, within Orange County, in three major areas: freeways, streets, roads, and transit. By 2011, Measure M will have made possible nearly $4.2 billion worth of transportation improvements including the following:

- New lanes added to the Santa Ana (I-5), Costa Mesa (SR-55) and Riverside (SR-91) Freeways;
- A wider "El Toro Y," where the San Diego Freeway (I-405) and Santa Ana Freeway (I-5) join;
- Launch of Metrolink commuter rail service and building new stations;
- Bus discounts for seniors and the disabled, and;
- About $1.5 billion allocated for widening and street repair.

Since 1990, the city of Stanton has received more than $11.3 million in funding, of which $3.7 million was used to fill potholes, maintain streets, synchronize traffic signals, and resurface some roads. Future improvements include improvements to the intersection of Beach Boulevard and Stanford Avenue and widening and enhancing Knott Avenue with new medians, bike lanes, and landscaping.

Other funding monies will be used to fund GO LOCAL projects within the city. On August 14th, 2006, Orange County Transportation Authority Board of Directors approved a sample Cooperative Agreement and the Evaluation Criteria for the first two steps of the four-step GO LOCAL process for Orange County cities to develop their own transit vision to extend accessibility to Metrolink into their communities. The city has yet to formally submit a funding request to OCTA, however the new Buena Park Metrolink Station and the TOD study both provide a possibility for funding.

On November 7, 2006, Orange County voters approved the renewal of Measure M. The Renewed Measure M program will provide more than $11.8 billion to improve transportation in Orange County over a 30-year period beginning in 2011.

The $11.86 billion Renewed Measure M plan includes:

- More than $1 billion to expand Metrolink commuter-rail service in Orange County, including station improvements and grade separations;
- $1 million for new transit links between Metrolink stations and major activity centers;
- Nearly $340 million to enhance transit service for seniors and the disabled;
- $5 billion to reduce congestion and improve traffic flow on local freeways;
- Nearly $4 billion to improve city streets and synchronize traffic signals countywide, and;
- Nearly $240 million to clean up road runoff that pollutes waterways and beaches.

To receive these funds, the city of Stanton has adopted the following policies and programs:

- Growth Management Element to coordinate and reduce traffic congestion and ensure that adequate transportation facilities are provided for existing and future residents of the City and County;
- Development Mitigation Program to ensure all new development pays a share of the costs associate with public infrastructure and services needed to mitigate the project-related impacts;
- Performance Monitoring Program (PMP) to monitor compliance with the established development phasing program. The intent is to ensure that public facilities improvements/ service enhancements or funding are provided for development to proceed;
- Comprehensive Phasing Program to ensure that infrastructure is provided commensurate with development, ensuring that development impacts are mitigated before exceeding establishment thresholds. The city of Stanton fulfills this phasing provision through its Capital Improvement Program (CIP) and project review process;
- Transportation Demand Management (TDM) Ordinance to promote alternate work hours, park and ride facilities, carpools, vanpools, telecommuting and other traffic reduction strategies;
- Deficient intersections list as part of the inter-jurisdictional planning efforts, and;

- Housing and redevelopment incentives program to address a balanced approach to housing options and job opportunities.

AIR QUALITY

Environmental Setting

South Coast Air Basin

The South Coast Air Basin (Basin), in which the city of Stanton is located, is characterized as having a "Mediterranean" climate (a semi-arid environment with mild winters, warm summers, and moderate rainfall). The Basin is a 6,600-square mile area bounded 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 Gorgonio Pass area in Riverside County; refer to Exhibit 4 (California Air Basins) for an illustration of the air basins in California. Its terrain and geographical location determine the distinctive climate of the Basin, as the Basin is a coastal plain with connecting broad valleys and low hills.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, 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.

Regulatory Framework

Regulatory oversight for air quality in the Basin rests at the regional level with the South Coast Air Quality Management District, the California Air Resources Board at the State level, and the Environmental Protection Agency Region IX office at the Federal level.

Air Quality Elements adopted by local jurisdictions, such as the city of Stanton, and the regulations placed on industry by state and regional agencies, primarily the South Coast Air Quality Management District (SCAQMD), the California Air Resources Board (CARB), and Air Pollution Control Districts seek to ensure that the public's health and welfare is protected from these and other harmful contaminates. The CARB is responsible for the classification of air basins as attainment or non-attainment in accordance with the federal and state Clean Air Acts. Air Quality Elements also help to ensure that the standards for ozone and particulate matters are met by the dates stated above.

U.S. Environmental Protection Agency

The Environmental Protection Agency is responsible for implementing the Federal Clean Air Act, which was first enacted in 1955 and amended numerous times after. The Federal Clean Air Act established Federal air quality standards known as the National Ambient Air Quality Standards. These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin

of safety, to protect the public health and welfare. The criteria pollutants are ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2, which is a form of nitrogen oxides [NO_X]), sulfur dioxide (SO_2, which is a form of sulfur oxides [SO_X]), particulate matter less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$, respectively) and lead (Pb); refer to Table 8-1 (National and California Ambient Air Quality Standards).

California Air Resources Board

The California Air Resources Board administers the air quality policy in California. The California Ambient Air Quality Standards were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the National Ambient Air Quality Standards in Table 8-1, are generally more stringent and apply to more pollutants than the National Ambient Air Quality Standards. In addition to the criteria pollutants, California Ambient Air Quality Standards have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act, which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan to achieve compliance with the California Ambient Air Quality Standards. These Air Quality Management Plans also serve as the basis for preparation of the State Implementation Plan for the State of California.

Like the Environmental Protection Agency, the California Air Resources Board also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the California Ambient Air Quality Standards have been achieved. Under the California Clean Air Act, areas are designated as nonattainment because of a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment.

Table 8-1
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 $\mu g/m^3$)	**Extreme Nonattainment**	N/A[5]	N/A[5]
	8 Hours	0.07 ppm (137 $\mu g/m^3$)	Unclassified	0.08 ppm (157 $\mu g/m^3$)	**Severe Nonattainment**
Particulate Matter (PM_{10})	24 Hours	50 $\mu g/m^3$	**Nonattainment**	150 $\mu g/m^3$	**Serious Nonattainment**
	Annual Arithmetic Mean	20 $\mu g/m^3$	**Nonattainment**	N/A[7]	N/A
($PM_{2.5}$)	24 Hours	No Separate State Standard		35 $\mu g/m^3$	**Nonattainment**
	Annual Arithmetic Mean	12 $\mu g/m^3$	**Nonattainment**	15 $\mu g/m^3$	**Nonattainment**
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 $\mu g/m^3$)	Attainment	9 ppm (10 $\mu g/m^3$)	Attainment[6]
	1 Hour	20 ppm (23 $\mu g/m^3$)	Attainment	35 ppm (40 $\mu g/m^3$)	Attainment[6]

Table 8-1
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[4]	Attainment Status
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (56 $\mu g/m^3$)	N/A	0.053 ppm (100 $\mu g/m^3$)	Attainment
	1 Hour	0.18 ppm (388 $\mu g/m^3$)	Attainment	N/A	N/A
Lead (Pb)	30 days average	1.5 $\mu g/m^3$	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 $\mu g/m^3$	Attainment
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	N/A	N/A	0.030 ppm (80 $\mu g/m^3$)	Attainment
	24 Hours	0.04 ppm (105 $\mu g/m^3$)	Attainment	0.14 ppm (365 $\mu g/m^3$)	Attainment
	3 Hours	N/A	N/A	N/A	Attainment
	1 Hour	0.25 ppm (655 $\mu g/m^3$)	Attainment	N/A	N/A
Visibility-Reducing Particles	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	**No Federal Standards**	
Sulfates	24 Hour	25 $\mu g/m^3$	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 $\mu g/m^3$)	Unclassified		

$\mu g/m^3$ = micrograms per cubic meter; ppm = parts per million; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable.

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM_{10}, $PM_{2.5}$, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 g/m^3 is equal to or less than one. For $PM_{2.5}$, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. As of June 15, 2005 EPA revoked the 1-hour ozone standard in all areas except the fourteen 8-hour ozone nonattainment Early Action Compact (EAC) Areas.
6. The project is within the South Coast Air Basin, which has been designated as an attainment area for the federal CO standards effective June 11, 2007.
7. Due to a lack of evidence linking health problems to long-term exposure to coarse particle pollution, the Environmental Protection Agency revoked the annual PM_{10} standard in 2006 (effective December 17, 2006).

Source: California Air Resources Board and Environmental Protection Agency, February 22, 2007.

Under the California Clean Air Act, the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The Basin is designated as an attainment area for CO, NO_2, SO_2, and Pb; refer to Table 8 -1. Similar to the Federal Clean Air Act, all areas designated as nonattainment under the California Clean Air Act are required to prepare plans showing how the area would meet the California Ambient Air Quality Standards by its attainment dates. The Air Quality Management Plan is the plan for improving air quality in the region.

The amendments to the California Clean Air Act establish the California Ambient Air Quality Standards, and a legal mandate to achieve these standards by the earliest practicable date. These standards apply to the same criteria pollutants as the Federal Clean Air Act, and also include sulfate, visibility, hydrogen sulfide, and vinyl chloride; refer to Table 8 -1.

State Air Toxics Program

Toxic air contaminants are another group of pollutants of concern in southern California. There are hundreds of different types of toxic air contaminants, with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle engine exhaust. Public exposure to toxic air contaminants can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset spill conditions. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

California regulates toxic air contaminants through its air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (H&SC Section 39660 et. seq.) and Part 6 (Air Toxics "Hot Spots" Information and Assessment) (H&SC Section 44300 et. seq.). The California Air Resources Board, working in conjunction with the State Office of Environmental Health Hazard Assessment, identifies toxic air contaminants. Air toxic control measures may then be adopted to reduce ambient concentrations of the identified toxic air contaminant to below a specific threshold, based on its effects on health, or to the lowest concentration achievable through use of best available control technology for toxics. The program is administered by the California Air Resources Board. Air quality control agencies, including the South Coast Air Quality Management District, must incorporate air toxic control measures into their regulatory programs or adopt equally stringent control measures as rules within six months of adoption by the California Air Resources Board.

South Coast Air Quality Management District

The South Coast Air Quality Management District has jurisdiction over 10,743 square miles, which includes the counties of Orange, Riverside, San Bernardino, the non-desert portions of Los Angeles, and portions of the Salton Sea Air Basin and Mojave Desert Air Basin. The South Coast Air Quality Management District is one of 35 air quality management districts in the State that have prepared Air Quality Management Plans to accomplish a five-percent annual reduction in emissions.

The *2007 Air Quality Management Plan for the South Coast Air Basin* (*2007 Air Quality Management Plan*), which was adopted on June 1, 2007, proposes policies and measures to achieve Federal and State standards for improved air quality in the Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under the South Coast Air Quality

Management District's jurisdiction. The *2007 Air Quality Management Plan* requires emissions-reducing activities; control technology for existing sources; control programs for area sources and indirect sources; a South Coast Air Quality Management District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions; transportation control measures; and demonstration of compliance with the California Air Resources Board's established reporting periods of compliance with air quality goals. The *2007 Air Quality Management Plan* is consistent with and builds upon the approaches taken in the 2003 Air Quality Management Plan, the 1997 Air Quality Management Plan and the 1999 Amendments to the *Ozone State Implementation Plan* for the Basin for the attainment of the Federal ozone air quality standard. The *2007 Air Quality Management Plan* incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The *2007 Air Quality Management Plan* includes new information on key elements such as:

- Current air quality;
- Improved emission inventories, especially significant increase in mobile source emissions;
- An overall control strategy comprised of: Stationary and Mobile Source Control Measures, South Coast Air Quality Management District, State and Federal Stationary and Mobile Source Control Measures, and the Southern California Association of Governments Regional Transportation Strategy and Control Measures;
- New attainment demonstration for $PM_{2.5}$ and ozone;
- Milestones to the Federal Reasonable Further Progress Plan; and
- Preliminary motor vehicle emission budgets for transportation conformity purposes.

In addition to the *2007 Air Quality Management Plan* and its rules and regulations, the South Coast Air Quality Management District published the *CEQA Air Quality Handbook*. The South Coast Air Quality Management District *CEQA Air Quality Handbook* provides guidance to assist local government agencies and consultants in developing the environmental documents required by the California Environmental Quality Act (CEQA). With the help of the *CEQA Air Quality Handbook*, local land use planners and other consultants are able to analyze and document how proposed and existing projects affect air quality and should be able to fulfill the requirements of the CEQA review process. The South Coast Air Quality Management District is in the process of developing an Air Quality Analysis Guidance Handbook to replace the current *CEQA Air Quality Handbook* approved by the South Coast Air Quality Management District Governing Board in 1993.

Southern California Association of Governments

The Southern California Association of Governments 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. The Southern California Association of Governments serves as the Federally-designated metropolitan planning organization for the southern California region and is the largest metropolitan planning organization in the United States. With respect to air quality planning, the Southern California Association of Governments has prepared the *Regional Comprehensive Plan and Guide* 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 *2007 Air Quality*

Management Plan. The Southern California Association of Governments is responsible under the Federal Clean Air Act for determining conformity of projects, plans, and programs with the South Coast Air Quality Management District.

Global Climate Change Regulatory Programs

Kyoto Protocol. The original Kyoto Protocol was negotiated in December 1997 and came into effect on February 16, 2005. As of December 2006, 169 countries have ratified the agreement, with the exception of the United States and Australia. Participating nations are separated into Annex I (i.e., industrialized countries) and Non-Annex I (i.e., developing countries) – countries that have different requirements for greenhouse gas reductions. The goal of the Protocol is to achieve overall emissions reduction targets for six greenhouse gases by the period of 2008 to 2012. The six greenhouse gases regulated under the Protocol are carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons, and perfluorocarbons. Each nation has an emissions reduction target for which they must reduce greenhouse gas emissions a certain percentage below 1990 levels (e.g., 8 percent reduction for the European Union, 6 percent reduction for Japan). The average reduction target for nations participating in the Kyoto Protocol is approximately 5 percent below 1990 levels. Although the United States has not ratified the Protocol, it has established an 18 percent reduction in greenhouse gas emissions intensity by 2012. Greenhouse gas intensity is the ratio of greenhouse gas emissions to economic output (i.e., gross domestic product).

AB 1493. In a response to the transportation sector accounting for more than half of California's carbon dioxide (CO_2) emissions, Assembly Bill 1493 (AB 1493, Pavley) was enacted on July 22, 2002. AB 1493 required the California Air Resources Board to set greenhouse gas emission standards for passenger vehicles, light duty trucks, and other vehicles determined to be vehicles whose primary use is noncommercial personal transportation in the State. The bill required that the California Air Resources Board set the greenhouse gas emission standards for motor vehicles manufactured in 2009 and all subsequent model years. In setting these standards, the California Air Resources Board must consider cost effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers. The California Air Resources Board adopted the standards in September 2004. These standards are intended to reduce emissions of CO_2 and other greenhouse gases (e.g., nitrous oxide, methane). The new standards would phase in during the 2009 through 2016 model years. When fully phased in, the near term (2009 to 2012) standards will result in about a 22 percent reduction in greenhouse gas emissions compared to the emissions from the 2002 fleet, while the mid-term (2013 to 2016) standards will result in a reduction of about 30 percent. Some currently used technologies that achieve greenhouse gas reductions include small engines with superchargers, continuously variable transmissions, and hybrid electric drive.

Executive Order S-3-05. In June 2005, Governor Schwarzenegger established California's greenhouse gas emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: greenhouse gas emissions should be reduced to 2000 levels by 2010; greenhouse gas emissions should be reduced to 1990 levels by 2020; and greenhouse gas emissions should be reduced to 80 percent below 1990 levels by 2050. The Secretary of the California Environmental Protection Agency (the Secretary) is required to coordinate efforts of various agencies in order to collectively and efficiently reduce greenhouse gases. Some of the agencies involved in the greenhouse gas reduction plan include Secretary of Business, Transportation and Housing Agency, Secretary of Department of Food and Agriculture, Secretary

of Resources Agency, Chairperson of California Air Resources Board, Chairperson of the Energy Commission, and the President of the Public Utilities Commission. The Secretary is required to submit a biannual progress report to the Governor and State Legislature disclosing the progress made toward greenhouse gas emission reduction targets. In addition, another biannual report must be submitted illustrating the impacts of global warming on California's water supply, public health, agriculture, the coastline, and forestry and report possible mitigation and adaptation plans to combat these impacts.

AB 32. The Legislature enacted Assembly Bill 32 (AB 32, Nunez), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006 to further the goals of Executive Order S-3-05. AB 32 represents the first enforceable statewide program to limit greenhouse gas emissions from all major industries with penalties for noncompliance. The California Air Resources Board has been assigned to carry out and develop the programs and requirements necessary to achieve the goals of AB 32. The foremost objective of the California Air Resources Board is to adopt regulations that require the reporting and verification of statewide greenhouse gas emissions. This program will be used to monitor and enforce compliance with the established standards. The first greenhouse gas emissions limit is equivalent to the 1990 levels, which are to be achieved by 2020. The California Air Resources Board is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost effective greenhouse gas emission reductions. AB 32 allows the California Air Resources Board to adopt market based compliance mechanisms to meet the specified requirements. Finally, the California Air Resources Board is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market based compliance mechanism adopted. In order to advise the California Air Resources Board, it must convene an Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee. By January 2008, the first deadline for AB 32, a statewide cap for 2020 emissions based on 1990 levels must be adopted. The following year (January 2009), the California Air Resources Board must adopt mandatory reporting rules for significant sources of greenhouse gases and also a plan indicating how reductions in significant greenhouse gas sources will be achieved through regulations, market mechanisms, and other actions.

Executive Order S-1-07. On January 18, 2007, California further solidified its dedication to reducing greenhouse gases by setting a new Low Carbon Fuel Standard for transportation fuels sold within the State. Executive Order S-1-07 sets a declining standard for greenhouse gas emissions measured in CO_2 equivalent gram per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent by 2020. The Low Carbon Fuel Standard applies to refiners, blenders, producers, and importers of transportation fuels, and will use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods. The Executive Order requires the Secretary of the California Environmental Protection Agency to coordinate with actions of the California Energy Commission, the California Air Resources Board, the University of California, and other agencies to develop a protocol to measure the "life cycle carbon intensity" of transportation fuels. The California Air Resources Board is anticipated to complete its review of the Low Carbon Fuel Standard protocols no later than June 2007 and implement the regulatory process for the new standard by December 2008.

Air Quality Compounds

Monitored Air Quality Gases and Pollutants. The South Coast Air Quality Management District and the California Air Resources Board monitor the local ambient air quality in and around the project area. The California Air Resources Board monitors ambient air quality at approximately 250 air monitoring stations across the State. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations.

Monitored air quality gases and pollutants include:

- Ozone;
- Carbon Monoxide;
- Nitrogen Dioxide;
- Coarse Particulate Matter (PM_{10});
- Fine Particulate Matter ($PM_{2.5}$); and
- Sulfur Dioxide.

Global Climate Change Gases. The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[1] The greenhouse effect traps heat in the troposphere through a three fold 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 greenhouse gases in the upper atmosphere absorb this long wave radiation and emit this long wave radiation 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.

Greenhouse gases include, but are not limited to, the following:[2]

- Water vapor (H_2O);
- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs);
- Sulfur hexafluoride (SF_6);
- Hydrochlorofluorocarbons (HCFCs);
- 1,1,1 trichloroethane;
- Chlorofluorocarbons (CFCs); and
- Ozone.

[1] The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

[2] All Global Warming Potentials are given as 100 year GWP. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. Climate Change (Intergovernmental Panel on Climate Change, *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*, 1996).

C. KEY ISSUES

RC-1 Housing

The city has the opportunity and challenge of revitalizing aging commercial centers and guiding the redevelopment and recycling of underutilized land to provide future housing opportunities. However, many of the areas in which these opportunities exist are bordered by other cities. In many instances, proposed projects may also cross-jurisdictional boundaries, requiring cooperation between neighboring cities and the County of Orange.

Goal RC-1.1
Efficiently use and properly utilize all land within, or partially within the city of Stanton.

Strategy RC-1.1.1

Revitalize aging commercial centers, and industrial development within the city of Stanton.

Action RC-1.1.1 (a)

Work with the cities of Anaheim and Garden Grove to optimize the redevelopment potential of mixed-use development areas along Beach Boulevard.

Strategy RC-1.1.2

Improve and increase multi-jurisdictional cooperation.

Action RC-1.1.2 (a)

Collaborate with local jurisdictions on various housing and mixed-use projects and planning studies, including a corridor study along Beach Boulevard from SR-22 to SR-91, to assist in the provision of housing for the full spectrum of the labor force to ensure an adequate job to housing balance.

Action RC-1.1.2 (b)

Collaborate with SCAG and the California State University at Fullerton Center for Demographic Research to develop sound demographic projections and Regional Housing Needs Assessment goals.

RC-2 Growth Management

The city of Stanton is dedicated to achieve a cooperative partnership with other agencies within the County to make Measure M work in contributing to the city's fiscal health. The intent is to ensure that additional growth and development is supported by an adequate circulation system that performs at the established traffic level of service policy achieved through the applicable comprehensive phasing program, pursuant to the Orange County Division, California League of

Cities "Countywide Traffic Improvement and Growth Management Plan Component." This entails continued participation in the countywide Growth Management Program.

Goal RC-2.1
Develop and maintain an effective Growth Management Plan that operates to the advantage of both the city of Stanton as well as the County and regional level.

Strategy RC-2.1.1

Participate in defining the growth management plan and its implementation.

Action RC-2.1.1 (a)

Participate in shaping and maintaining workability of the Growth Management Plan, including determination of minimally acceptable impact fees and related credits for Stanton if its fee structure exceeds the minimum.

Strategy RC-2.1.2

Identify and promote Measure M priorities of interest to the city of Stanton and nearby cities that share mutual interests and priorities.

Action RC-2.1.2 (a)

Prepare a priority list of project descriptions from the city's standpoint and promote these priorities with the County of Orange, the Regional Advisory and Planning Council, and Orange County Transportation Authority.

Strategy RC-2.1.3

Require all new development to pay its share of costs associated with the project, including regional traffic mitigation.

Action RC-2.1.3 (a)

Continue to apply and, as necessary, update development impact fees.

Strategy RC-2.1.4

Avoid using new Measure M sales tax revenues to replace private developer funding which has been committed for any project.

Action RC-2.1.4 (a)

On a project-by-project basis, review the appropriateness of using public funding or other public resources to facilitate development.

Strategy RC-2.1.5

Cooperate within and participate in programs addressing regional growth issues.

Action RC-2.1.5 (a)

Continue to participate in the Inter-Jurisdictional Planning Forums for the County Growth Management Areas that encompass Stanton in order to coordinate planning efforts to minimize duplication of services between adjacent jurisdictions, to mitigate the impacts associated with regional growth, and to maximize opportunities for implementing programs or projects of mutual jurisdictional benefit.

Action RC-2.1.5 (b)

Monitor State and Federal legislation affecting transportation, water conservation, and waste management ensuring that Stanton's interests are represented and addressed.

Action RC-2.1.5 (c)

Monitor major developments in nearby communities to ensure impacts affecting Stanton are identified and addressed.

Action RC-2.1.5 (d)

Design and implement measures to protect neighborhoods, parks, open space, and sensitive areas from traffic, noise, and other impacts related to regional growth.

Strategy RC-2.1.6

Establish citywide development priorities that efficiently use exiting infrastructure and public facilities.

Action RC-2.1.6 (a)

Focus redevelopment and revitalization efforts in areas conducive to current or future employment and housing

opportunities as appropriate and continue to provide incentives for private investments in these areas.

Action RC-2.1.6 (b)

Encourage development of underutilized and vacant infill site where public services and infrastructure are available.

Action RC-2.1.6 (c)

Monitor infrastructure and public facilities plans for major activity centers.

Strategy RC-2.1.7

Develop land use strategies and incentives to reduce the amount of vehicle miles traveled within city limits.

Action RC-2.1.7 (a)

Promote housing locations near and/or within employment centers to enable shorter commutes and encourage transit-oriented mobility.

Action RC-2.1.7 (b)

Support the development of diverse types of public and private transit services to facilitate travel.

Action RC-2.1.7 (c)

Encourage higher density and/or mixed-used development along major transit corridors and transit stops.

Action RC-2.1.7 (d)

Encourage employment centers to provide support uses and services such as restaurants, retail uses, shuttle services to shopping areas, and child-care facilities in order to reduce vehicle trips.

Action RC-2.1.7 (e)

Monitor effectiveness of the city's Transportation Demand Management Ordinance and make appropriate revisions.

Goal RC-2.2

Optimize opportunities for a balance between jobs and housing within the city of Stanton to create a community where residents can live and work with minimal commutes.

Strategy RC-2.2.1

Continue to address housing opportunities for all segments of the community through housing and redevelopment initiatives.

Action RC-2.2.1 (a)

Monitor population and demographic trends in order to identify specific housing and employment needs and opportunities.

Action RC-2.2.1 (b)

Encourage mixed-used development consistent with the Community Development Element to create places where people can live, work, and shop in order to reduce traffic trips.

Action RC-2.2.1 (c)

Ensure a balance of residential, retail, office and industrial uses to enhance and promote economic base of the city when considering land use changes.

Action RC-2.2.1 (d)

Facilitate the transition of underutilized strip commercial development to residential or other appropriate land uses.

Action RC-2.2.1 (e)

Continue to enhance and promote the city's comprehensive program of business attraction and retention.

RC-3 Air Quality

Air pollutants are not limited to jurisdictional boundaries. Local land use patterns, emission sources, and airflow patterns throughout southern California contribute to the air quality of Stanton. While the city can enact policies that limit emission within its boundaries, it is necessary to support efforts to decrease region-wide pollution emissions as surrounding jurisdictions significantly impact Stanton's air quality. The following policies are designed to establish a regional basis for improving air quality.

Goal RC-3.1

Clean and safe air quality.

Strategy RC-3.1.1

Enact and support policies and efforts that not only limit and decrease emissions within the boundaries of Stanton but also the region as whole.

Action RC-3.1.1 (a)

Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.

Action RC-3.1.1 (b)

Participate in the development and update of those regional air quality management plans required under federal and state law, and meet all standards established for clean air in these plans.

Action RC-3.1.1 (c)

Coordinate with the South Coast Air Quality Management District (AQMD) and Southern California Association of Governments (SCAG) to ensure that all elements of the latest Air Quality Management Plan regarding reduction of air pollutant emissions are being enforced.

Strategy RC-3.1.2

Reduce the negative impacts of poor air quality on the city's sensitive receptors.

Action RC-3.1.2 (a)

Implement city land use planning efforts that strive to separate and protect sensitive receptors from polluting point sources to the greatest extent possible.

Action RC-3.1.2 (b)

Ensure developments are consistent with the land use designations that will improve growth management in relation to major activity centers.

Action RC-3.1.2 (c)

Protect sensitive receptors by creating an urban tree-planting program to plant trees that remove pollutants from the air or provide shade that decreases the negative impacts of heat on the air.

Strategy RC-3.1.3

Minimize stationary pollution sources (point sources and area sources) in urbanized land areas.

Action RC-3.1.3 (a)

Encourage the use of building materials/methods that reduce emissions.

Action RC-3.1.3 (b)

Encourage the use of energy star compliant technology such as heating equipment, water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, boiler units, and other appliances.

Action RC-3.1.3 (c)

Require centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.

Action RC-3.1.3 (d)

Encourage residential building construction to exceed energy efficiency standards outlined in Title 24 of the California Administrative Code.

Action RC-3.1.3 (e)

Require stationary pollution sources to prevent the release of toxic pollutants through: design features, operating procedures, preventative maintenance, operator training, and emergency response planning.

Action RC-3.1.3 (f)

Require stationary air pollution sources to comply with applicable air district rules and control measures.

Action RC-3.1.3 (g)

Enforce SCAQMD Rule 403 and support appropriate future measures to reduce fugitive dust emanating from construction sites.

Action RC-3.1.3 (h)

Reduce air pollutant emissions by mitigating air quality impacts associated with development projects to the greatest extent possible.

Action RC-3.1.3(i)

Encourage the use of technology that utilizes energy off the main energy grid such as solar panels.

Action RC-3.1.3 (j)

Encourage technology and designs that exceed the energy star compliance standards.

Action RC-3.1.3 (k)

Encourage the use and implementation of LEED Neighborhood Design (ND) standards.

Action RC-3.1.3 (l)

Encourage the planting and use of vegetation listed in the California Environmental Protection Agency's *Tree Planting Guidelines* in landscaping and project designs.

Strategy RC-3.1.4

Implement control measures to reduce the amount of particulates in the city and the region.

Action RC-3.1.4 (a)

Reduce emissions from building materials and methods that generate excessive pollutants, through incentives and/or regulations.

Action RC-3.1.4 (b)

Enforce ordinances which address dust generation and mandate the use of dust control to minimize this nuisance.

Action RC-3.1.4 (c)

Adopt incentives, regulations, and/or procedures to minimize particulate emissions.

Strategy RC-3.1.5

Manage the city's transportation system in which traffic flow is improved and mobility and efficiency are enhanced.

Action RC-3.1.5 (a)

Synchronize signals throughout the city with those of adjacent cities and the California Department of Transportation.

Action RC-3.1.5 (b)

Continue to work to relieve congestion on major arterials and thereby reduce emissions.

Action RC-3.1.5 (c)

Reduce the amount of delay time at intersections by using roundabouts or similar designs.

Strategy RC-3.1.6

Provide leadership in reducing employee-related air pollutant emissions.

Action RC-3.1.6 (a)

Continue recycling of glass, aluminum, and paper products utilized in city facilities.

Action RC-3.1.6 (b)

Include energy conservation actions in city operations.

Action RC-3.1.6 (c)

Design means of reducing vehicle miles traveled by city employees.

Action RC-3.1.6 (d)

Implement LEED and smart building design concepts in future city facilities and consider retrofitting existing city facilities where feasible.

Action RC-3.1.6 (e)

Continue to require local recycling of wastes and the use of recycled materials by the development community.

Action RC-3.1.6 (f)

Continue and expand the use of city-owned alternative fueled vehicles.

Action RC-3.1.6 (g)

Encourage the development of alternative fueling/charging stations throughout the city.

Strategy RC-3.1.7

Encourage the use of alternative fuel vehicles, alternative transportation methods, and reduction of vehicles on the road to reduce vehicle emissions.

Action RC-3.1.7 (a)

Promote the use of alternative clean fueled vehicles for personal and business use. Consider the use of electric, fuel cell or other non-polluting fuels for city buses and other city vehicles.

Action RC-3.1.7 (b)

Promote use of the Orange County Transit Authority (OCTA) system and other mass transit systems.

Action RC-3.1.7 (c)

Continue to improve existing sidewalks, bicycle trails, and parkways, and require sidewalk and bicycle trail improvements and parkways for new developments.

Action RC-3.1.7 (d)

Locate and design new development in a manner that will minimize direct and indirect emission of air contaminants by: 1) promoting mixed-use development to reduce the length and frequency of vehicle trips; 2) providing for increased intensity of development along existing and proposed transit corridors; and 3) providing for the location of ancillary employee services (i.e., child care, restaurants, banking facilities, etc.) at major employment centers for the purpose of reducing midday vehicle trips.

Action RC-3.1.7 (e)

Review new development and encourage new intensified development around transit nodes and along transit corridors.

Action RC-3.1.7 (f)

Promote and encourage ride-sharing activities within the community, including such programs as preferential parking, park-and-ride lots, alternative work week/flexible working hours and telecommuting, as well as other trip reduction strategies.

Strategy RC-3.1.8

Increase community awareness and participation in efforts to reduce air pollution and enhance air quality.

Action RC-3.1.8 (a)

Increase public awareness regarding air quality, global climate change gases, implementation issues, reporting, and enforcement through internet resources, public presentations, booths, or kiosks.

CHAPTER 9

A. INTRODUCTION

This section of the Stanton General Plan is an overview of the Plan's implementation program. The discussion on implementation explains what basic "tools" are available to implement the General Plan, and identifies programs and actions to keep the General Plan a useful and current document for the city. Implementation of the Plan is achieved by various methods the city has at its disposal through State and local law.

B. IMPLEMENTATION PROGRAM

Community Development

Zoning Code

The principal method by which a city implements General Plan land use policy is the zoning code. Policies and standards which describe the types of uses permitted, their density/intensity, and development characteristics (design, property setbacks, etc.) are codified as precise requirements in the ordinance. The authority to zone is inherent in the police power delegated to cities by the California Constitution. The zoning code consists of two basic elements: a map which delineates the boundaries of districts in which uses develop with similar standards are to be permitted and; text which explains the purpose of the zoning district, lists the permitted uses and those permitted under special conditions, and defines the standards for development (e.g. minimum lot size, density, height, setbacks, lot coverage, parking requirements, etc.). Increasingly, cities are adopting hybrid-zoning codes, such as form-based codes, to realize specific design and development outcomes.

On adoption of the updated General Plan, it is recommended that the Stanton Zoning Code be modified to be consistent with the Plan's strategies and standards. The following actions will be required:

- The zoning standards will require revision to reflect the land use changes. The intent of the General Plan is to make redevelopment possible within key mixed-use designations. Potential impediments to mixed-use development within the zoning code or permitting process will need to be revised.
- Existing zoning classifications and the Zoning Map will require revisions to reflect the General Plan's land use categories.
- Amend the zoning standards to require the provision of public spaces within larger commercial and office projects.
- Non-conforming use regulations should be revised to eliminate non-conforming uses.
- Modify development standards to encourage parcel assemblage.
- The city should amend the city's sign ordinance to encourage higher quality and more consistent signs throughout Stanton.

Building Codes

The Building Code serves as the set of rules and regulations by which new construction, adaptive reuse, and renovation shall occur. The code is to be upgraded, as necessary, to reflect pertinent changes in the International Building Code (IBC) and State legislation. At least once every 5 years, the city needs to review the Code and update it as necessary to reflect conditions that are unique to the city. In the future, the city may want to adopt the State Historical Building Code to recognize the unique attributes of buildings older than 50 years.

Code Enforcement

Codes and ordinances of the city of Stanton which implement the Community Development Element shall be enforced. To encourage greater awareness and compliance with the city's Code Enforcement Program, the city should initiate a promotional campaign including, block improvement programs, developing promotional literature, presenting Certificates of Participation to property owners, and a neighborhood "self-help" improvement program.

Specific Plans

State law authorizes cities to adopt specific plans for implementing their general plans in designated areas. They are intended to provide more finite specification of the types of uses to be permitted, development standards, circulation and infrastructure improvements, and design guidelines. They are often used to ensure that multiple property owners and developers adhere to a common development plan.

Specific Plans are initiated by the city or developers of large-scale projects. Costs for city initiated specific plans are usually reimbursed by the pro-rata assignment of fees to developers applying for development permits within the Specific Plan project and to implement a specific plan be considered for the following applications is necessary to:

- Provide a mechanism for large scale, multiple parcels, complex development projects, whose objective is to achieve a special purpose or character, which is not possible
- Provide a mechanism for the variation from the baseline permitted uses, densities/intensities, and development standards in the traditional planning code.
- Provide a mechanism for the consolidation of adjoining commercial, industrial and residential designated parcels into a single site to achieve a unified development project.

The city may wish to pursue grants and other funding to prepare a Specific Plan or Master Plan for the Beach Boulevard area and other corridors within the city. As part of the master planning efforts for Beach Boulevard, the city should include formed-based development regulations to promote quality development in mixed-use areas.

Development Review

New development and redevelopment of existing structures are subject to design review to ensure their adherence to General Plan policy prior to issuance of a Development Permit. Certain projects consistent with zoning, are subject to the approval of the Community

Development Director or his/her representative; while others must receive conditional use permits or variances and are subject to review of the Planning Commission and formal public hearings. In revising the implementing zoning ordinance for this Plan, the city should re-evaluate its development review process to optimize code efficiency and effectiveness.

Rehabilitation and Redevelopment Incentives

The city should gain development improvement leverage by expanding and establishing incentive programs including low-interest loans, grants, bond issuance, design consultation, and façade enhancements for the rehabilitation of existing structures as well as redevelopment in mixed-use areas.

Lot Consolidation

Lot consolidation will promote development of greater viability in commercial, industrial, and mixed-use areas of the city. The city should prepare an informational package describing city incentives for lot consolidation.

Community Design

Citywide Design Guidelines

The goals, strategies and action items call for a high degree of architectural and site design performance in the city of Stanton. The city should prepare citywide design guidelines for building, architecture, site design, and orientation, which are consistent with the vision and image of the city of Stanton. In addition, the city shall counsel project applicants, review plans, recommend refinements and prepare findings regarding consistency with adopted ordinances, codes, and design guidelines.

City Programs

A number of city programs should be developed to coordinate consistent character throughout the city. Programs can include:

- **Citywide Streetscape Program.** The city should develop a coordinated citywide streetscape program. Building upon the Chapman Avenue streetscape project as a prototype, a streetscape furniture palette and design standards should be developed to include landscaping, street trees, street furniture, gateways, lighting, signage, sidewalk and crosswalk identification, and other pedestrian relation amenities.
- **Off-Premise Sign Amortization Program.** The city should adopt a program to reduce off-premise sign clutter on major arterials.
- **Underground Utilities Program.** The city should study the feasibility of adopting an ordinance to change to underground utilities.
- **CPTED Task Force:** The city should develop a CPTED Task Force to encourage crime prevention planning and design in new development and redevelopment.

Economic Development

Economic Development

Comprehensive economic development will necessitate a coordinated effort by the Redevelopment Agency and Community Development Departments to: 1) maintain and enhance existing key commercial uses, industries and residential neighborhoods, and; 2) attract new job and revenue generating uses.

To facilitate economic development within key mixed-use areas of the city, the city should:

- Conduct outreach activities to attract new tenants, firms, and businesses and collaborate with developer to ensure that adequate facilities are available
- Utilize the Citywide Retail Market Analysis as a tool for obtaining a variety of retail within the city
- Encourage owners in mixed-use areas to intensify development and improve the economic vitality of these sites
- Utilize the Super Street and Smart Street programs to improve accessibility to retail establishments
- Coordinate key public infrastructure and facility improvements into the city's Capital Improvements Program (CIP) to encourage desired development
- Work with Caltrans to facilitate the installation of "services" signage along SR-22 to direct motorist to Stanton businesses via the Beach Boulevard exit
- In collaboration with the cities of Garden Grove, Buena Park, and Anaheim, develop a Master Plan for Beach Boulevard to enhance mobility, economic development, and community identity.
- Undertake analysis of the redevelopment/re-use opportunities for the retail center located on the southeast corner of Beach Boulevard and Lampson, including the city-owned property to the east of the retail center.
- If and when the current use at the Orco Block site is discontinued, the entire area, including the triangular parcel east of the flood control channel, should be designed as a single master plan.
- Identify and expand programs to enhance the local labor force through workforce development, including training, after-school programs, and educational programs.
- Actively pursue the development of a light rail and multi-modal transit program throughout the city.

Infrastructure & Community Services

Capital Improvement Program (CIP)

Prepare, adopt and annually review the six-year Capital Improvement Program (CIP), which responds to both Measure M and Congestion Management Program requirements. The CIP will also address other locally significant public improvements other than those required to qualify for countywide programs. At least for roadway purposes, financing will be based on development proposed for construction during the following six years and will include projected costs of improvements as well as financing plans for financing the improvements.

Infrastructure and Utilities

The city should ensure adequate funding for new and upgraded infrastructure and utilities through:

- Updating infrastructure master plans, including the Master Drainage Plan, Master Sewer Plan, and Master Water Plan
- Reviewing and updating the development impact fee program to ensure adequate funding for public facility and infrastructure improvements
- Conducting a market feasibility analysis to examine the extent to which the calculated development costs can be borne by the local market

City Source Reduction and Recycling Element (SRRE)

The city should maintain and update the city's Source Reduction and Recycling Element (SRRE) to continue to explore ways to increase the capacity of recycling and composting systems within the city. In addition the city should:

- Develop an implementation schedule for the SRRE
- Develop an outreach program to distribute information bulletins amount solid waste management to residents, business, and industries
- Investigate the feasibility of programs to reduce environmental impacts including a green building, recycled water infrastructure and landscaping program.

Facilities Planning

The city should maintain and update plans to inventory public and recreational facilities and as well as plan for future facilities.

- **Bicycle, Trails, and Open Space Master Plan.** The city should conduct a study that focuses on opportunities for improve non-vehicular connectivity. A citywide bicycle, trails, and open space plan should be developed or incorporated as part of the update to the Parks and Recreation Master Plan.
- **Parks and Recreation Master Plan.** The city should maintain and update as needed the Parks and Recreation Master Plan to maintain an inventory of public parks and open space as well as plan for future needs.
- **Civic Center.** To continue to provide space for community activities and promote the Civic Center, the city should continue to promote activities at the Civic Center and support maintenance of existing facilities.

Community Health & Safety

Emergency Operations Plan

Annually assess the city's Emergency Operations Plan and make necessary revisions to ensure the Plan is current. The city should work with adjacent jurisdictions, regional, and State agencies to coordinate emergency response efforts, including active participation in the Orange County Cities' Emergency Management Organization.

Public Education

The city should work with local school districts, OCFA, and the Sheriffs Department to developing programs and educational literature focused on fire and crime prevention, safety, and disaster preparedness. In addition, the city should continue to support the Neighborhood Watch Program and provide support to the Chamber of Commerce in the establishment of a Business Watch Program.

Regional Coordination

Renewed Measure M

The Renewed Measure M program will provide more than $11.8 billion to improve transportation in Orange County over a 30-year period beginning in 2011. To receive funds, every five years the city must submit a statement of compliance with the growth management requirements. The city should monitor and update as necessary the following plans and programs to continue to be eligible:

- Transportation Demand Management (TDM) Ordinance
- Comprehensive Phasing Program
- Performance Monitoring Program (PMP)
- Development Phasing and Performance Monitoring.
- Development Mitigation Program

Inter-Jurisdictional Planning Forums

Continue to participate with and support the Regional Advisory and Planning Council and Inter-Jurisdictional Planning Forums for County Growth Management Areas.