City of Westminster

1996 General Plan

Volume II - Technical Document / EIR

SCH#92071051

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Introduction and Document Description

A. Introduction

Purpose

The Westminster General Plan provides a rational basis for decisions concerning the City's short- and long-term physical development. It is the foundation upon which all land use decisions are based and is the fundamental policy document for Westminster. The General Plan is comprehensive, covering all territory and issues within Westminster as well as regional issues that take into account the City's larger context within Southern California. Because of this, the Westminster General Plan is broad in scope while also being specific enough to formulate policy on issues such as land use densities, open space needs, provision of housing, community infrastructure and services, traffic, safety, and economic development.

The General Plan is the written declaration of the community's wishes regarding the preferred direction that future developments should take in Westminster. Community participation, leading through legislative approval, gives the General Plan the power and authority to clearly identify for the City decision-makers, development community, and neighboring jurisdictions the goals, policies, and implementation programs to which Westminster has dedicated its resources. These goals, policies, and implementation programs are based on major community issues, a portion of which include economic development, land use distribution and intensity, and community safety.

Consolidated Plan

The City of Westminster's General Plan combines all seven State required issue elements, plus Economic Development, Regionalism, and an Environmental Impact Report into one consolidated plan. Government Code Section 65301(a) allows the General Plan to be formatted as the local legislative body deems appropriate or convenient so long as it addresses all required issues to the extent they are locally relevant. The entire Westminster Consolidated General Plan is presented in two Volumes: Volume I - The Policy Document and Volume II - The Technical

Document/Environmental Impact Report. Both Volumes are based upon five primary topics: 1) Community Development; 2) Economic Development; 3) Infrastructure and Community Services; 4) Community Health and Safety; and 5) Regionalism. Each Chapter is further defined by the more commonly identified General Plan categories such as Land Use, Housing, and Open Space within the Community Development Chapter.

B. Document Description

Volume II Overview

This Technical Document and Environmental Impact Report (Volume II) of the Westminster General Plan is the foundation for the goals, policies, and programs found in The General Plan Policy Document (Volume I). Within each Chapter subsection, such as Housing in the Community Development Chapter, the discussion begins with a description of existing conditions within Westminster, followed by a summary of identified issues. An analysis of the environmental impacts and mitigation measures associated with implementation of the proposed plan concludes each subsection. A description of the proposed Land Use Plan is provided in Chapter II of this document.

This Volume includes two features, an existing conditions discussion and an environmental impact analysis. The existing conditions portion is intended to represent Westminster as a "picture in time," and generally represents conditions as they were in 1992. The environmental impact analysis portion evaluates the impacts of the Draft Volume I document (July 1993). Changes were made to Volume I in response to comments received during the public review and hearing process. None of the City Council approved revisions to Volume I create new or greater potential environmental impacts not previously identified, therefore no changes were made to this Volume. A brief discussion of the Land Use Plan modifications are described in Chapter IIA, Project Description.

Environmental Review Requirements for General Plans

The California Environmental Quality Act (CEQA) defines the adoption of a General Plan as a project that requires environmental review. As a result of such review, if any aspect of the proposed General Plan can be defined as having, either individually or cumulatively, significant impacts on the environment, then an Environmental Impact Report (EIR) must be prepared. The required environmental

analysis should include documentation of existing conditions, identification of the impacts of the project or plan, and where necessary, mitigation measures to reduce identified adverse impacts on the environment to a level of insignificance.

The CEQA Guidelines recognize that an EIR on a General Plan will not be as specific as an EIR on a development proposal. Section 15146(a) of the CEQA Guidelines states: "The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR." Therefore, the environmental impact analysis in this document is equivalent to that of a "program EIR," that is, an EIR that summarizes the effects of the series of actions that the City of Westminster will need to undertake to implement the General Plan. These actions are characterized by a uniform geographical and regulatory context as required by CEQA Guidelines Section 15168. It is important to emphasize that in addition to the "program level" environmental analysis contained in this document, separate, project specific environmental reviews will be required for future private or public development projects proposed after adoption of this General Plan. For these projects, a new EIR, Supplemental EIR, Addendum, or Negative Declaration may be required depending on the results of the initial environmental assessments prepared for the projects.

Approach to the General Plan Environmental Impact Analysis

EIR's for General Plans may be prepared as separate documents or, as with this document, as an integral part of a General Plan. Preparation of a single General Plan technical/environmental document facilitates early identification of environmental issues and constraints, and also offers benefits associated with streamlining the review and approval process by eliminating the duplication of effort and the redundancy that can occur when General Plan technical reports, elements, and General Plan EIRs are prepared separately. When preparing a consolidated General Plan/EIR, CEQA requires that a special section be included in the document which identifies where each of the issues required in an EIR are discussed (Article 9, Section 15120 (b)). Figure IB-1 addresses this requirement by listing the CEQA required issues for a draft General Plan EIR, and indicates where the issues are discussed in this document.

As shown in Figure IB-1, a description of the project is provided in Chapter II, which includes a summary of the General Plan's major goals. The environmental setting (existing conditions), impact analysis, and mitigation measures are contained within each subsection of Chapters IV through VIII. The discussion of alternatives is provided in Chapter XI, and the other required statutory sections are found in Chapters IX through XIII.

Figure IB-1

CEQA Required Section	General Plan/EIR Chapter
Description of the project	Chapter II
Description of environmental setting	Chapters IV through VIII
Significant effects of the proposed project	Chapters IV through VIII
Any significant effects which cannot be avoided if the proposal is implemented	Chapter IX
Mitigation measures proposed to minimize the significant effects	Chapters IV through VIII
Alternatives to the proposed plan	Chapter XI
The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity	Chapter IX
Significant, irreversible environmental changes which would be involved in the proposed plan should it be implemented	Chapter IX
Cumulative impacts	Chapter IX
The growth-inducing impact of the proposed plan	Chapter X
Effects found not to be significant	NA
Organizations and persons contacted	Chapter XII
Response to Comments	Chapter XIII

The focus of the environmental analysis in this document is on the land use aspects of the Westminster General Plan, which will be the primary source and main reference point of environmental impacts. To a large extent, the General Plan actions and implementing activities are intended to be self-mitigating; that is, many of the policies in Volume I are designed to alleviate environmental impacts anticipated with the projected growth allowed under the proposed Land Use Plan. As a result, many of the mitigation measures in this document are drawn from the policies and implementation programs of the General Plan itself. Additional mitigation is also included, in some instances, to address those impacts not

sufficiently addressed by the proposed policies and implementation actions, or those that could result due to implementation of the policies and programs themselves.

This consolidated General Plan/EIR has been prepared in conformance with CEQA and the CEQA Guidelines.

II. Project Description and Goal Summary

A. Project Description

Location

The City of Westminster is located in the northwest portion of Orange County, approximately three miles from the Pacific Ocean. The City is fully urbanized and encompasses approximately 10 square miles (6,590 acres). The location of the City of Westminster in relation to the other urbanized areas of Orange County and the Los Angles Basin is shown in Figure IIA-1. The City is bordered on the north by the City of Garden Grove and the Garden Grove Freeway (State Highway 22), on the west by the San Diego Freeway (I-405), Seal Beach, and Huntington Beach, and on the south by portions of Fountain Valley and Huntington Beach. Garden Grove is also adjacent to the east of the City. Three unincorporated areas of the County, collectively known as Midway City, are surrounded by Westminster and are located within the City's sphere of influence. The boundaries of the City and its sphere of influence are shown in Figure IIA-2.

Description of Project

The General Plan Land Use map was developed over the two year Westminster plan preparation period. The City's General Plan Advisory Committee (GPAC) conducted 14 public meetings to review data, identify a Land Use Plan, discuss issues, and develop goals, policies, and programs. The proposed Land Use map is identified in Figure IIA-3, with land use buildouts detailed in Figure IIA-4. Several modifications to the Land Use Plan were approved by the City Council during the General Plan hearings. These modifications are not included in Figure IIA-3 and IIA-4, but are discussed later in this chapter. The buildout figures are based upon the maximum development potential of each designation. Actual development will likely be less intense than the buildout projections because of public improvement requirements, public infrastructure constraints, landscaping, and other development regulations. As shown in Figure IIA-4, Midway City and a portion of Garden Grove are included in the ultimate buildout of the Westminster General Plan.

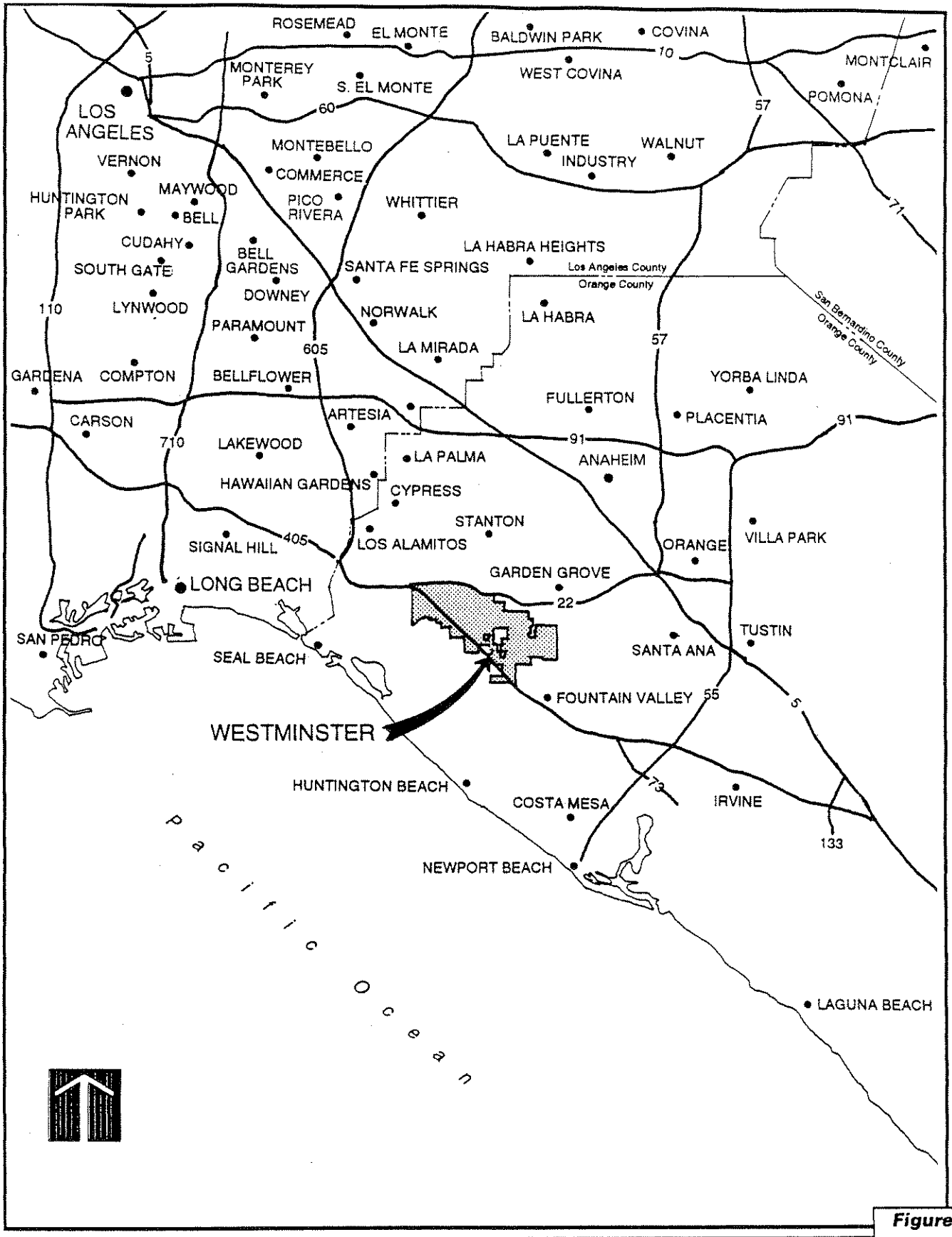


Figure IIA-1

Regional Location Map

Volume I (the Policy Document) of the Westminster General Plan contains goals, policies, and implementation programs for the five major subject chapters that are the focus of the General Plan. The goals contained in the policy document serve as the foundation for the Land Use Plan, and for the specific implementation policies and programs that address the issues outlined in this document. Section B of this Chapter is a summary of the goals for each of the major subject chapters addressed in Volume I of the General Plan.

Approved Modifications to the Draft General Plan Land Use Map

The City Council approved several modifications to the Land Use Plan during the two year General Plan hearing process. These modifications are:

- a 7.8 acre reduction to the Low Density Residential designation;
- a 5.9 acre addition to the Medium Density Residential designation;
- a 1.5 acre addition to the High Density Residential designation;
- a 15.3 acre addition to the General Commercial designation;
- a 15.0 acre addition to the Low Intensity Commercial designation;
- a 5.4 acre addition to the Industrial designation;
- a 23.7 acre reduction to the Planned Development designation; and
- an 11.6 acre reduction to the Public/Semi Public designation.

Based on the changes above, the overall approved Land Use Plan Buildout potentials include a reduction of 588 dwelling units, 371,935 non-residential square feet, and 1,764 fewer persons than identified in the Draft Land Use Plan (Figure IIA-3 and IIA-4). None of the approved changes create new or greater potential environmental impacts not previously identified and discussed, therefore no changes were made to the remainder of this volume (Volume II). The Volume I Land Use Plan and Buildout potentials reflect these changes, however.

Land Use Plan Build-out Potentials[1]

Land Use Categories	Acres	Dwelling Units[2]	Square Footage[2]	Population[3] (3.0 pp/hh[4])
Low Density Res.(0-7 du/ac)	2,314.9	16,299	—	48,897
Med. Density Res.(8-14 du/ac)	354.9	5,099	—	15,297
High Density Res.(15-25 du/ac)	330.1	8,325	—	24,975
General Commercial	540.0	—	7,810,696	—
Low Intensity Commercial	115.0	—	1,647,828	—
Industrial	134.0	—	2,915,471	—
Planned Development				
Residential	253.9	3,446	—	10,338
Commercial	175.1	—	2,862,875	—
Industrial	10.0	—	218,018	—
Public/Semi Public	31.9	—	—	—
Public/Semi Public				
Schools	334.2	—	—	—
Churches	74.3	—	—	—
Fire	1.8	—	—	—
Police	5.8	—	—	—
Library	6.2	—	—	—
Civic Center	19.3	—	—	—
Other	10.0	—	—	—
Park/Open Space				
Parks/Open Space	94.1	—	—	—
Cemetery	155.5	—	—	—
Right-of-Way				
Drainage	110.8	—	—	—
Electric	75.4	—	—	—
Railroad	40.4	—	—	—
Streets/Freeway	1,806.7	—	—	—
Totals	6,994.3	33,169	15,454,888	99,507

Notes:

1. Build-out includes the Midway City and Garden Grove Sliver areas.
2. Assumes the maximum development of all land areas for each Land Use classification. Development of any property must comply with City regulations, including setbacks, provision of parking, public improvements, landscaping, etc.
3. Vacancy Rate not factored.
4. Persons per household.

NOTE: The City Council approved build-out potentials are identified in the General Plan Policy Document (Volume I).

Figure IIA-4

Land Use Plan Build-out Potentials

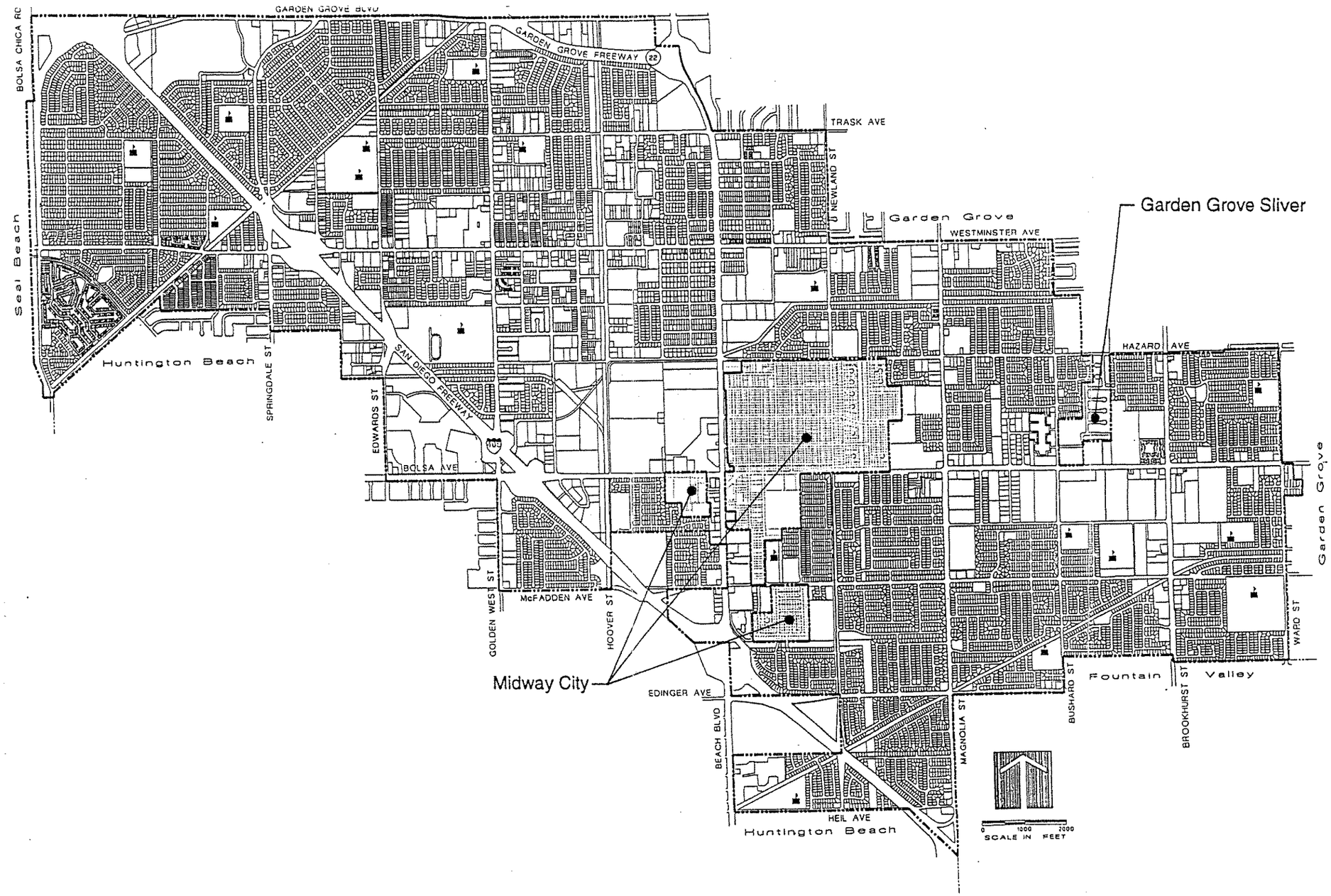


Figure IIA-2

City Boundary and Sphere

City Boundary and Sphere

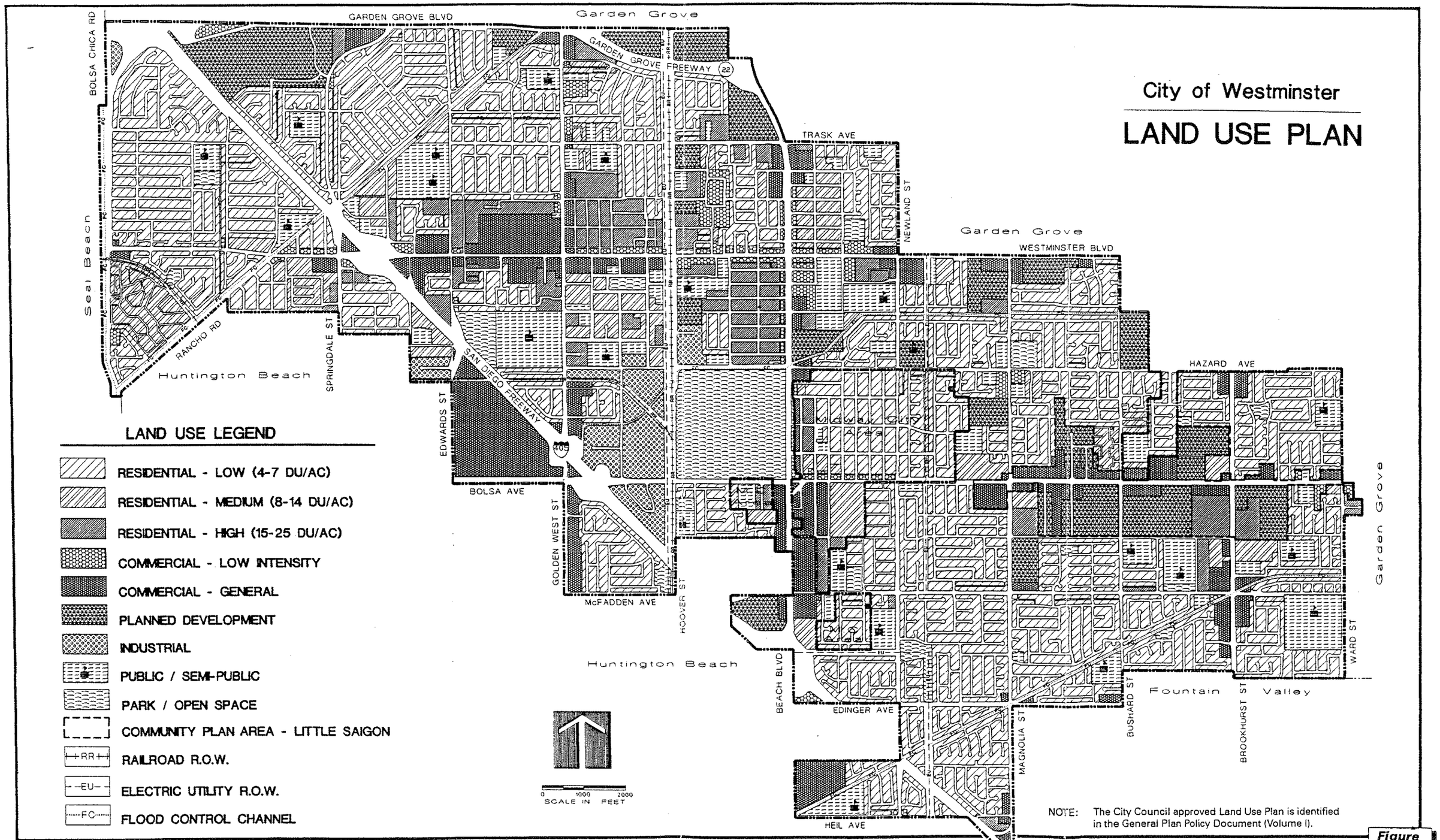


Figure IIA-3

Land Use Plan

B. Summary of Goals

Community Development Chapter

Land Use Goals

The Land Use section, in combination with the General Plan Land Use map, is intended to set forth the community's desired balance among residential, commercial, industrial, public facility, and open space uses. It also provides the community's framework for planning urban infrastructure, and the legal basis for development regulations and procedures, such as those found in zoning and subdivision regulations. The land uses designated in the Land Use section are intended for the anticipated 20-year life span of the General Plan, subject to amendments over time. The various land use classifications are detailed in Volume I, Chapter IIA, Land Use.

The key issues identified in the Land Use section analysis of existing conditions include the encouragement of quality planning and development that improves the overall City-wide image, attracts viable businesses, and preserves and supports the City's history and ethnic diversity. Issues also focus on the need for land use designations that can effectively guide development and respond to changes in the regions economic climate. The General Plan's goals for Land Use include the following:

Goal 1 Enhance and promote the image and identity of Westminster as a vital and desirable community.

Goal 2(a) Preserve the existing single-family nature of the City while also providing for an efficient distribution and intensity of land uses.

Goal 2(b) Establish a balanced and compatible land use distribution that allows the City to provide public services efficiently and effectively.

Goal 2(c) Provide for land use types and locations responsive to market needs.

Goal 3 Utilize Redevelopment efforts throughout the City in order to increase City revenues, improve the City-wide image, and provide needed infrastructure.

Goal 4 Provide opportunities for detailed planning and design standards throughout the City.

Goal 5 Derive funding for public services, facilities, and capital improvement requirements as they relate to new and existing development.

Housing Goals

The Housing section of the General Plan provides data and policies that are intended to assist Westminster in reaching the goal of decent and safe housing for all of its citizens. Housing production and affordability are affected by many factors, including federal and state policies (e.g. housing, monetary, and tax policies), the health of the national and regional economy, and regional distribution of income. While many of these factors fall outside of the control of the City of Westminster, local government's police powers enable the City to author a variety of development policies which address housing supply and quality, affordability problems, and the needs of all residents through its housing programs and land use regulations.

The issues highlighted in the analysis of existing conditions focus on the need to accommodate growth and reduce overcrowding, identify sites available to the public and building industry, rehabilitate and conserve existing housing, and preserve existing affordable housing. Specific goals for housing include:

Goal 1 Develop a variety of housing opportunities that will meet the needs of all residents of Westminster.

Goal 2(a) Conserve the character and quality of the existing neighborhoods.

Goal 2(b) Conserve natural resources in the development and rehabilitation of all housing units.

Goal 3 Maintain the affordability of the existing housing stock for all residents of Westminster.

Goal 4 Provide housing opportunities for all households regardless of race, color, religion, sex, family size, marital status, national origin, ancestry, age, physical disability or socioeconomic level.

Conservation Goals

The Conservation section of the General Plan is concerned with the efficient use of energy and water resources, and the preservation of historic structures and archaeological and paleontological resources. The goals of the Conservation section of the General Plan include:

Goal 1 Reduce the City-wide dependency on non-reusable energy resources through conservation practices and the utilization of available technology.

Goal 2 Conserve water resources in the City.

Goal 3 Promote understanding and acceptance of the ethnic diversities and preserve the rich, historical context of Westminster's past.

Open Space Goals

The Open Space section of the General Plan provides policy guidance for maximizing opportunities for the use and enhancement of open space areas in the City. As the City is fully urbanized, these opportunities focus on the enhancement of drainage channels and utility right-of-ways as open space, and on the provision of quality open space within new developments. The following goal addresses these issues:

Goal 1 Provide sufficient and accessible passive and active open space areas for all Westminster residents.

Economic Resources Chapter

Economic Development Goals

The Economic Resources Chapter provides the City's policies for encouragement of the economic health of its commercial and industrial uses. The chapter focuses on expanding and maintaining the City's economic base and enhancing the City's business climate. The goals listed below are designed to maximize the City's economic vitality and development potential.

Goal 1 Enhance and strengthen the community's economic vitality.

Goal 2 Capitalize on opportunities that maintain and improve the current strength of the City's retail sector and increase opportunities that capture a greater share of office, industrial, and other forms of nonresidential development supporting private enterprise operations.

Goal 3 Bolster operating performance of existing retail land use and capitalize on opportunities to strengthen the City's competitive position in the surrounding retail trade environment.

Goal 4 Capitalize on the City's tactical location within the region and accessibility using the existing freeway system to attract and stimulate a greater share of future office and industrial development.

Goal 5 Encourage housing that is commensurate with household income potential, supported by local area employment opportunities and skills possessed by local area residents.

Goal 6 Improve the ongoing fiscal revenue and cost structure of the City as well as fiscal growth potential inherent to land use development, business activities, and redevelopment/revitalization programs.

Infrastructure and Community Services Chapter

Transportation/Circulation Goals

The policies and programs of the Transportation/Circulation section are intended to assist the City in providing a safe, convenient, and efficient circulation system. The section addresses traffic congestion, parking, transit services, bikes, pedestrian circulation, truck traffic, and consistency with regional plans. The goals for transportation and circulation are listed below.

Goal 1 Provide a safe, convenient, and cost-effective circulation system to serve the circulation needs of the City of Westminster.

Goal 2 Ensure that the impacts caused to Westminster roadways by traffic generated from land use changes and development in other jurisdictions are considered during the development decision making process in those jurisdictions.

Goal 3 Ensure the provision of adequate parking for land uses throughout the City of Westminster.

Goal 4 Encourage the transit operating agencies to provide a safe and efficient transit system that will offer the residents, workers, and visitors of Westminster a viable alternative to the automobile.

Goal 5 Provide a bikeway system throughout the City to support and encourage the use of the bicycle as a safe and convenient travel mode.

Goal 6 Provide a pedestrian circulation system to support and encourage walking as a safe and convenient travel mode within the City.

Goal 7 Ensure that the City's Master Plan Truck Route System efficiently serves the shipping needs of the commercial and industrial land uses in Westminster, while considering potential conflicts with residential and other sensitive land uses throughout the City.

Goal 8 Ensure that the City of Westminster remains in compliance with all Federal, State, and Regional regulations, remains consistent with the plans of neighboring jurisdictions, and, thus, remains eligible for funding associated with all potential transportation improvement programs.

Goal 9 Pursue the improved operation of the freeway crossings and access locations throughout the City.

Facilities and Utilities Goals

The Facilities and Utilities section addresses a variety of issues concerning water supply and delivery, sewer facilities, and public buildings. The goals focusing on these issues are as follows:

Goal 1 Provide adequate water availability and an efficient distribution system to meet the ongoing needs of Westminster.

Goal 2 Ensure adequate sewer facilities to meet long-range demand requirements.

Goal 3 Provide adequate public building space to meet the City's social, recreational, and public needs.

Community Services Goals

The Community Services section identifies issues related to parks and recreation, police and fire services, solid waste, and schools. The following goals have been set to ensure that the City maintains and promotes a high level of public service throughout the community:

Goal 1(a) Provide sufficient and adequate parkland to meet the recreational needs of Westminster residents.

Goal 1(b) Provide recreational and social activities for all Westminster residents.

Goal 1(c) Achieve a parkland to population ratio of 3.0 acres per 1,000 persons.

Goal 2 Achieve and maintain effective police and fire services to provide personal and property protection for all Westminster residents and businesses.

Goal 3 The provision of a quality education for all Westminster residents.

Goal 4 Comply with Assembly Bill 939 solid waste management requirements.

Community Health and Safety Chapter

Public Safety Goals

The Public Safety section of the General Plan focuses on issues concerning soils, faulting and seismicity, flood hazard, water quality, and emergency preparedness. The following goals set a priority for minimizing public safety hazards associated with the above to the maximum extent feasible. Public Safety goals include:

Goal 1 Protect public health and safety and minimize injury, loss of life, property damage, excessive maintenance, and social and economic impacts caused by geologic hazards.

Goal 2 Protect health and safety and minimize injury, loss of life, property damage, and social and economic disruptions caused by man-made and natural flood and inundation hazards.

Goal 3 Protect surface and underlying groundwater resources from contamination and degradation due to urban runoff.

Goal 4(a) Minimize loss of life, injury, property damage and disruption of vital services from fires, earthquakes, dam failure, hazardous materials incidents, and other natural and manmade disasters.

Goal 4(b) Maintain a City Emergency Operations Plan which effectively delegates and defines roles, procedures, and responsibilities of City Departments to respond to natural and man-made disasters.

Noise Goals

Issues associated with noise focus on both mobile and stationary noise sources and their effects on sensitive land uses such as residential, schools, hospital, libraries, and convalescent homes. Goals to reduce and prevent excessive noise levels and their adverse affects on sensitive receptors include:

Goal 1 Reduce and avoid noise from mobile sources.

Goal 2 Reduce and avoid noise from stationary sources.

Goal 3 Protect residential areas and sensitive land uses from excessive neighborhood noise.

Goal 4 Create a community where sensitive land uses are protected from excessive noise generators.

Regionalism Chapter

Regional Concerns Goals

The Regionalism Chapter covers issues associated with air quality, congestion management, growth management, and jobs/housing balance. The issues are interrelated and are important both locally and regionally in support of efforts to reduce air emissions, increase mobility, and improve the overall quality of life in the southern coastal area of California. Goals that address these issues include:

Goal 1 Promote good air quality and contribute to the reduction of pollution in the South Coast Air Basin.

Goal 2 Coordinate transportation improvement requirements and land use decision making.

Goal 3 Provide transportation facilities and public service infrastructure for City residents.

Goal 4 Improve air quality and reduce traffic congestion through a more efficient jobs to housing balance.

The General Plan policies and implementation programs associated with each of the goals stated above are presented together in Volume I. The following chapters of this Technical Document/EIR describe existing conditions associated with the topical areas, identifying key issues, and the environmental impacts that could occur with implementation of the proposed General Plan.

III. Summary of Environmental Impacts and Mitigation Measures

A. Project Impacts

Project Under Review

Volume II includes an evaluation of the environmental impacts of the proposed City of Westminster General Plan. All mandatory General Plan sections are addressed in this document, and in Volume I, the General Plan Policy Document. The main focus of the environmental analysis is on the impacts that would occur with buildout of the proposed General Plan Land Use Plan. For the most part, the General Plan policies and implementation programs are intended to be self-mitigating, and are designed to alleviate impacts anticipated with the growth projected under the proposed Land Use Plan. However, in some instances additional mitigation may be provided to address those impacts not sufficiently addressed by the proposed policies and implementation actions.

Summary of Impacts

This summary provides an overview of the analysis contained in Chapters IV-VIII, under the headings for Existing Conditions and Impacts and Mitigation Measures. This summary includes discussions of: a) significant impacts; b) mitigation measures to avoid or reduce identified significant effects; and c) unavoidable significant impacts.

Significant Impacts

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Adoption of the proposed General Plan and implementation of its policies has the potential to generate environmental impacts in several areas. Impacts in the following areas would be significant without the implementation of mitigation measures (however, they would be reduced to a less-than-significant level if the mitigation measures noted in this report are adopted): land use, housing, conservation, transportation and

circulation, community services, geologic and flood hazard, hazardous materials, emergency preparedness, noise, and air quality.

Mitigation Measures to Avoid or Significantly Reduce Identified Significant Impacts

The environmental impact analysis discusses mitigation measures that ~~would~~should be implemented by the City. Generally, these could include implementation of the proposed General Plan policies, adoption of additional policies, and/or adopting more specific measures not mitigated by the General Plan.

Unavoidable Significant Impacts

No unavoidable significant impacts are anticipated to occur with implementation of the proposed General Plan and its related programs and policies.

Summary Table

The Summary Table in this chapter is organized into the following columns: 1) environmental Impacts; 2) the level of significance prior to implementation of the recommended mitigation measure; 3) the recommended mitigation measures; and 4) the level of significance of the impact after implementation of the proposed mitigation measures.

The following abbreviations are used in the table. They are defined as follows:

S : Significant
SU : Significant Unavoidable
B : Beneficial
LS : Less Than Significant
PS : Potentially Significant
N/A : Not Applicable

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
IV. COMMUNITY DEVELOPMENT					
A. Land Use					
IVA.1.	**The land use designations and associated density/intensity standards set forth in the General Plan will allow substantial additional development in the City, potentially resulting in the construction of up to 4,759 additional residential units and 5,521,812 square feet of non-residential building area. This is a *potentially significant impact.***	PS	IVA.1.	*Collectively, conformance with Land Use policies IIA 1-6, IIA 1-11, IIA 2-1, IIA 2-2, IIA 2-3, IIA 2-4, and IIA 2-5 and the implementation of associated programs described in Volume I, Community Development Chapter of the General Plan, are designed to reduce this impact to a less-than-significant-level.*	LS
IVA.2.	**Build-out of the General Plan would increase the City's population by about 21,389 persons, resulting in a total population of approximately 99,507. This is a *potentially significant impact.***	PS	IVA.2.	*Conformance with Land Use policies IIA 2-1 and IIA 2-2 should adequately reduce impacts associated with population growth to a less-than-significant level.*	LS
IVA.3.	**The General Plan would allow changes in the current pattern of land use which could result in the replacement of residential uses in certain areas with commercial development or higher density residential development. This is a *potentially significant impact.***	PS	IVA.3.	*Conformance with Land Use policies IIA 1-2, IIA 1-6, IIA 1-11, IIA 2-2, IIA 2-3, and IIA 2-4 will reduce potential impacts associated with the changing land use pattern to a less-than-significant level.*	LS

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
IVA.4.	**Since the exact nature of future land uses and development in the Planned Development areas is not known, the potential exists for land use incompatibilities. This is a *potentially significant impact.***	PS	IVA.4.	*Conformance with Land Use policies IIA 1-2, IIA 1-6, IIA 1-11, IIA 2-2, IIA 2-3, IIA 2-4,* and *IIA 2-5 will reduce potential impacts associated with the land use incompatibilities to a less-than-significant level.*	LS
B. Housing					
IVB.1.	**Implementation of the General Plan could result in the loss of affordable housing units in the form of mobile homes. This is a *potentially significant impact.***	PS	IVB.1.	*Implementation of the Housing policies IIB 1-1, IIB 1-4, IIB 1-5, IIB 1-6, IIB 4-1, and IIB 4-2, and the associated programs identified in the General Plan should provide sufficient opportunities and reasonable means to provide affordable housing in the City. In addition, Housing policy IIB 3-5 and the City's Mobile Home Park Conversion Ordinance (Chapter 17.59 of the Municipal Code) provide adequate protection for mobile home residents who may be displaced by the redevelopment of Planned Development sites.*	N/A
IVB.2.	**Build-out of the General Plan and annexation of new areas would result in a net increase of 7,317 housing units and an associated population increase of 21,389 persons. This is a *potentially significant impact.***	PS	IVB.2.	*Conformance with Land Use policies IIA 2-1 and IIA 2-2 and Housing policies IIB 1-2, IIB 2-4, and IIB 2-5 should adequately reduce impacts associated with housing and population growth to a less-than-significant level.*	LS

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
C. Conservation					
IVC.1.	**Implementation of the proposed General Plan would marginally increase the amount of surface water flow generated in the City. This is a *less-than-significant impact.***	LS	IVC.1.	*Implementation of Public Safety policy VA 2-5 would reduce this impact to a less-than-significant level.*	LS
IVC.2.	**Development occurring under the proposed General Plan would potentially result in increased erosion from construction activities and increased site runoff. This is a *potentially significant impact.***	PS	IVC.2.	*Implementation of Public Safety policy VA 3-3 would reduce this impact to a less-than-significance level.*	LS
IVC.3.	**Projects built in areas of shallow groundwater could require dewatering which could introduce contaminated waters into the stormdrain system. This is a *potentially significant impact.***	PS	IVC.3.	*Implementation of Public Safety policy VA 3-6 would reduce this impact to a less-than-significant level.*	LS
IVC.4.	**Development occurring under the proposed General Plan could degrade the quality of storm water and urban runoff. This is a *potentially significant impact.***		IVC.4.	*Implementation of Public Safety policies VA 3-1 and VA 3-4 would reduce this impact to a less-than-significant level.*	LS
IVC.5.	**Buildout of the proposed General Plan would result in changes in the built environment and the potential conversion of areas of open space to built uses. This is a *less-than-significant-impact.***	LS	IVC.5.	*None required.*	N/A

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
IVC.6.	**Construction activities would expose soil to erosion; dust would be generated during demolition, clearing, hauling, earthmoving, and grading. This is a *potentially significant impact.***	PS	IVC.6.	*Implementation of proposed Public Safety policy VA3-3 would reduce this to a less-than-significant impact.*	LS
IVC.7.	**Future development occurring under the proposed General Plan has the potential to adversely affect historic sites and structures in the General Plan Study Area. This is a *significant impact.***	S	IVC.7.	*Implementation of Conservation policies IIC3-4 and IIC3-5 pertaining to historic structures would reduce this impact to a less-than-significant level.*	LS
IVC.8.	**Development occurring under the proposed General Plan has the potential to disturb archaeological resources. This is a *significant impact.***	S	IVC.8.	*Implementation of Conservation policies IIC3-7 and IIC3-8 would provide procedures for protection of archaeological resources through the environmental review process and would reduce this impact to a less-than-significant level.*	LS
IVC.9.	**Development occurring under the proposed General Plan could result in disturbance or destruction of paleontologic resources. This is a *significant impact.***	S	IVC.9.	*Implementation of Conservation policy IIC3-8, specifying the need for mitigation programs for projects involving grading in areas determined to contain, or have a potential for containing High and Undetermined Sensitivity areas, would reduce this impact to a less-than-significant level.*	LS

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
IVC.10.	**If not properly reviewed and regulated, new development occurring under the proposed General Plan could degrade visual quality in certain areas of the City. This is a *potentially significant impact.***	PS	IVC.10.	*Implementation Land Use policies IIA 1-4, IIA 1-8, IIA 1-11, and IIA 1-12 would reduce this impact to a less-than significant level.*LS	
D. Open Space					
Note: Open Space Impact Analysis is not required as part of this General Plan environmental review due to the analysis provided in the Infrastructure and Community Services Chapter.					
V. ECONOMIC RESOURCES					
A. Economic Development					
VA.1.	**The General Plan should provide a positive net fiscal effect for the City of Westminster. This is a *beneficial impact.***	B	VA.1.	*None required.*	N/A
VI. INFRASTRUCTURE AND COMMUNITY SERVICE					
A. Transportation and Circulation					
VIA.1.	**Growth projected under the proposed General Plan would increase traffic within the City over existing conditions. This is considered to be a *significant impact.***	S	VIA.1.	*Implementation of the proposed General Plan Master Plan of Roadways, the Signal Coordination Program, the Intersection Improvement Program, and Transportation/ Circulation policy IVA 1-6 would reduce the impacts to a less-than-significant level.*	LS

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
VIA.2.	**Growth projected under the proposed General Plan would increase demands on the various components of the City's transportation system, including but not limited to parking facilities, public transit service, bicycle routes, pedestrian walkways, and truck routes. This is considered to be a *significant impact.***	S	VIA.2.	*Implementation of the proposed General Plan Master Plan of Roadways, Truck Route Master Plan, Bicycle Master Plan, and the policies relevant to Transportation/Circulation issues would reduce project impacts to a less-than-significant level.*	LS
B. Facilities and Utilities					
VIB.1.	**Buildout of the proposed General Plan would increase water use in the City by approximately 3.75 million gallons per day (mgd). This is a *significant impact.***	S	VIB.1.	*Implementation of Conservation policies IIC1-1 through IIC1-4 would reduce this impact to a less-than-significant* level.	LS
VIB.2.	**Buildout of the General Plan would result in an increase in wastewater generation of approximately 2.63 million gallons per day (mgd). This is a *significant impact.***	S	VIB.2.	*Implement Conservation policies IIC2-1 through IIC2-4 would reduce this impact to a less-than-significant level.*	LS
VIB.3.	**Buildout of the general plan would result in an increase in natural gas consumption of approximately 40.6 million cubic feet per month of natural gas. This is considered a *less-than-significant impact.***	LS	VIB.3.	*None required.*	N/A

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
VIB.4.	**Buildout of the general plan would increase the use of electricity by approximately 114.8 million kilowatt hours (Kwh) per year. This is considered a *less-than-significant impact.***	LS	VIB.4.	*None required.*	N/A
C. Community Services					
VIC.1.	**Increases in population and employment under the proposed General Plan would result in the need for approximately 21 additional police officers and additional support staff and facilities. This is a *significant impact.***	S	VIC.1.	*Conformance with Land Use policies IIA 5-1 and IIA 5-2 and implementation of related programs IIA.1 through IIA.3 would reduce this impact to a less-than-significant level.*	LS
VIC.2.	**Increases in population and employment under the proposed General Plan would increase the need for fire protection and emergency services, requiring additional emergency responses and the need for additional fire protection personnel, fire prevention personnel, and related support facilities. This is a *significant impact.***	S	VIC.2.	*Conformance with Land Use policies IIA 5-1 and IIA 5-2 and implementation of related programs IIA.1 through IIA.3 would reduce this impact to a less-than-significant level.*	LS
VIC.3.	**Buildout of the proposed General Plan and associated increases in population would increase the demand for library services. This is a *significant impact.***	S	VIC.3.	*Conformance with Land Use policies IIA 5-1 and IIA 5-2 and implementation of related programs IIA.1 through IIA.3 will reduce this impact to a less-than-significant level.*	LS

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
VIC.4.	**Based on a parkland to population ratio of 3 acres/1,000 population, buildout of the proposed General Plan would create the demand for approximately 53 acres of parkland. This is a *significant impact.***	S	VIC.4.	*Conformance with Land Use policies IIA 5-1 and IIA 5-2 and implementation of related programs IIA.1 through IIA.3 would reduce this impact to a less-than-significant level.*	LS
VIC.5.	**Buildout under the proposed General Plan would add approximately 2,987 students to the schools serving the City of Westminster. This is a *significant impact.***	S	VIC.5.	*Implementation of Land Use policy IIA 5-1 requiring development to pay fair share impact fees for public facilities would reduce this impact to a less-than-significant level.*	LS
VIC.6.	**At buildout, the proposed General Plan could increase solid waste generation in the City by an estimated 25,667 tons per year. This is a *less-than-significant impact.***		VIC.6.	*None Required.*	*N/A*
	VII. COMMUNITY HEALTH AND SAFETY				
	A. Public Safety				
	Geologic and Flood Hazard				
VIIA.1.	**Soils or bedrock with expansive or non-cohesive properties could damage building foundations and slabs. This is a *significant impact.***	S	VIIA.1.	*Implementation of proposed Public Safety policies VA 1-1, VA 1-3, and VA 1-4 would reduce this impact to a less-than-significant level.*	LS

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
VIIA.2.	**Peat deposits could collapse under load conditions, potentially causing damage to building foundations. This is a *potentially significant impact.***	PS	VIIA.2.	*Implementation of Public Safety policy VA 1-2 would reduce this impact to a less-than-significant level.*	LS
VIIA.3.	**Construction of projects in zones of high seismic risk could result in structural damage from seismic activity, exposing additional people to hazards from earthquakes. This is a *significant impact.***	S	VIIA.3.	*In addition to complying with the Uniform Building Code, implementation of the proposed Public Safety policies VA 1-1, VA 1-2, and VA 1-3 would reduce the potential for impacts to a less-than-significant level.*	LS
VIIA.4.	**Construction of residential housing in the City could expose more people to safety hazards and property damage associated with flooding. This is a *significant impact.***	S	VIIA.4.	*Implementation of Public Safety policies VA 2-1, VA 2-2, and VA 2-3 would reduce this impact to a less-than-significant level.*	LS
VIIA.5.	**Implementation of the proposed General Plan would result in changes to the amount of surface flow generated. This is a *less-than-significant impact.***	LS	VIIA.5.	*Implementation of Public Safety policy VA 2-5 would reduce this impact to a less-than-significant.*	LS
Hazardous Materials					
VIIA.6.	**Future development may expose residents to hazardous materials used in adjacent industrial and commercial operations. This is considered a *significant impact.***	S	VIIA.6.	*Implementation of proposed General Plan policies VA 4-9 through VA 4-13 would reduce this impact to a less-than-significant level.*	LS

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
Emergency Preparedness					
VIIA.7.	**Development as proposed under the General Plan would increase the demand for emergency services. This is a *potentially significant impact.***	PS	VIIA.7.	*Implementation of proposed General Plan policies VA4-1 through VA4-6 would reduce this impact to a less-than-significant level.*	LS
B. Noise					
VIIB.1.	**The proposed General Plan would increase traffic-generated noise at various locations in the City. This is a *significant impact.***	S	VIIB.1.	*Implementation of Noise policies VB-1 through VB-6 of the proposed General Plan would reduce this impact to a less-than-significant level.*	LS
VIIB.2.	**New development allowed under the proposed General Plan could increase construction activities in the City. This increase would result in an increase in noise impacts during the construction phase of projects. This is a *potentially significant short-term impact.***	PS	VIIB.2.	*Implementation of Noise policies VB-1 and VB-10 through VB-13 of the proposed General Plan would reduce this to a less-than-significant level.*	LS
VIIB.3.	**The General Plan would allow changes in existing land use patterns. This change may create incompatible noise/land use relationships for existing and new developments. This is a *potentially significant impact.***	PS	VIIB.3.	*Implementation of Noise policies VB-10, VB11, and VB-12 would reduce this impact to a less-than-significant level.*	LS

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

	Impact	Level of Significance Without Mitigation		Mitigation Measures	Level of Significance With Mitigation
VIII. REGIONALISM					
A. Jobs/Housing					
VIIIA.1.	**The Land Use policies of the General Plan would positively contribute to the achievement of a jobs/housing balance in the Northwest Orange County subregion. This is considered a *beneficial effect.***	B	VIIIA.1.	*The Land Use policies of the General Plan (specifically the land use pattern and associated land use intensities designated on the Land Use Map) combined with Policies IIA 4-1, IIA 4-2, IIA 4-3, IIA 4-4, and IIA 4-5 effectively avoid any adverse impact to subregional jobs/housing balance.*	B
B. Air Quality					
VIIIA.2.	**Construction activities undertaken in the City of Westminster as a result of population and employment growth would temporarily increase PM_{10} concentrations from excavation and construction for new residential and commercial/industrial uses. This is a *potentially significant impact during the construction phase only.***	*PS*	VIIIA.2.	*Implementation of policies IVD1-2, IVD1-6, IVD1-7, and IVD1-9. would reduce this impact to a less-than-significant level.*	LS
VIIIA.3.	**Traffic generated by new development allowed under the proposed General Plan could significantly affect CO levels at nearby intersections. Traffic generated could also emit exhaust containing ROC, CO, and NO_x in quantities large enough to contribute significantly to the regional pollutant**		VIIIA.3.	*Implementation of Air Quality policies VIA 1-1 through VIA 1-5, VIA 1-7 through VIA 1-9, and Program VIA-1 (TDM Ordinance), and implementation of the City's newly adopted TDM ordinance, would reduce this impact to a less-than-significant level and assist in the attainment of regional goals for air quality.*	

SUMMARY OF ENVIRONMENTAL ADVERSE IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
totals. This is a *potentially significant impact.*			
C. Growth Management			
Impacts are addressed under Land Use.			
D. Congestion Management			
Impacts are addressed under Transportation and Circulation.			

IV. Community Development

Chapter IV: Community Development

A. Land Use

Chapter Overview

The Community Development Chapter addresses the types, intensities, and locations of land uses within the City of Westminster. This Chapter contains the baseline analysis supporting Chapter II of Volume I. The Community Development Chapter includes the following sections: Land Use; Housing; Open Space; and Conservation. Each section addresses issues which could potentially effect the physical character and future development of the City and, therefore, the issues associated with each section are considered of equal importance. The sections are organized with a description of the existing conditions within Westminster, followed by a summary of identified issues. Each section concludes with an analysis of potential environmental impacts associated with implementation of the General Plan.

Introduction

Westminster's land use pattern has changed significantly from the original agricultural community established in the 1800s. The City's current land use pattern is a mixture of urban and suburban uses, typical of auto-oriented communities throughout Orange County. This section describes the City's current land use pattern and discusses past growth trends in the community. This information provides a basis for the planning effort needed to maintain Westminster as an economically, physically, and socially viable community.

This section is organized to first provide a description of the existing land use distribution of Westminster. This includes descriptions of the land use designations from the 1965 General Plan as well as a description of the current land use pattern of the City. Development characteristics associated with the City's existing land uses are also indicated and discussed. The description of existing land use is followed by an identification of land use issues.

Existing Conditions

Population and Land Area

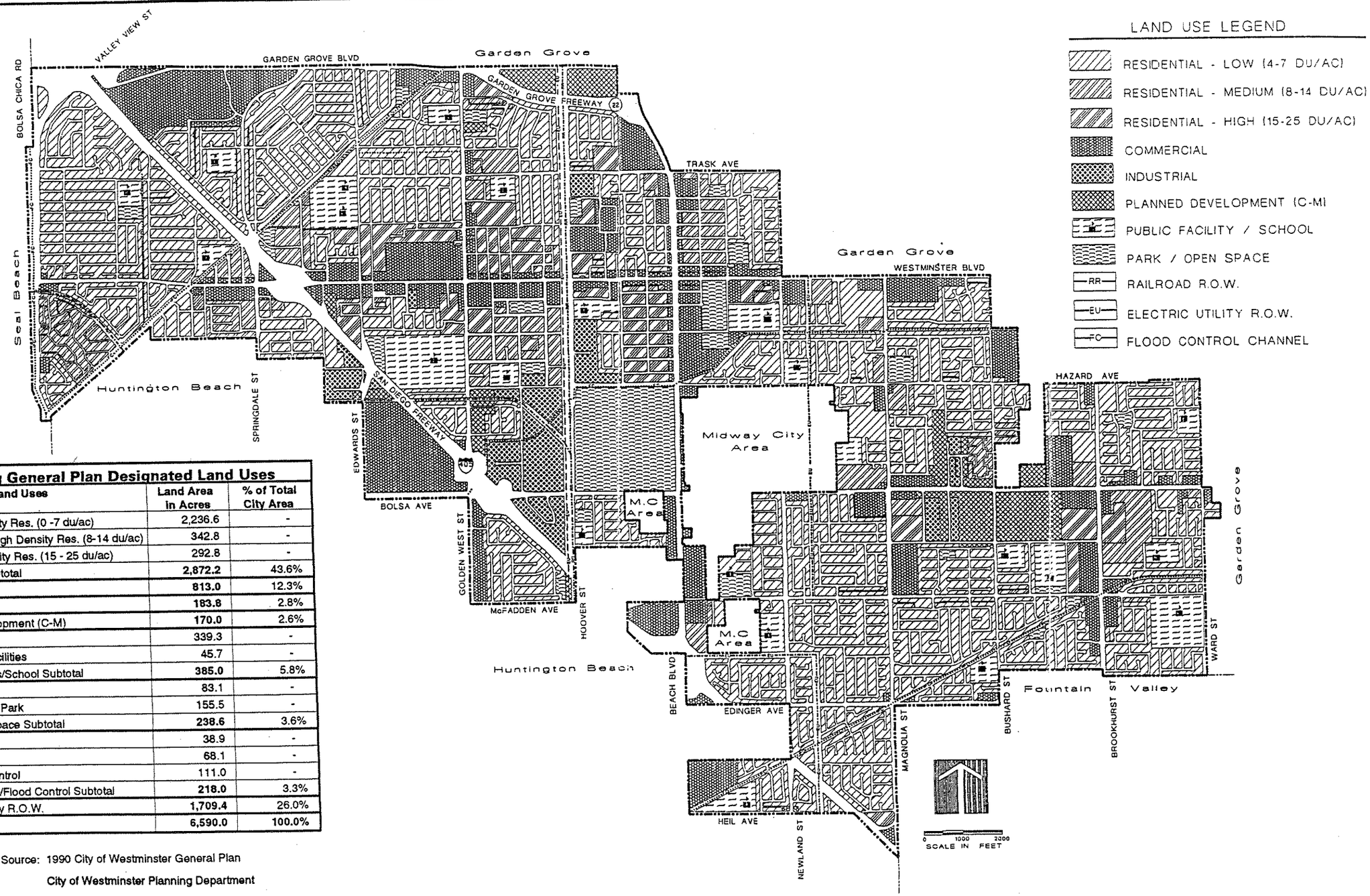
The County of Orange and the City of Garden Grove currently have jurisdiction over land areas generally encompassed by the City of Westminster. Because of the location of these land areas, referred to as Midway City and the Garden Grove Sliver (See Figure IIA-2, Project Description and Goal Summary Chapter), the planning for the future of Westminster must include them. The City of Westminster has determined that there is a reasonable possibility that these areas will be incorporated into the City of Westminster through annexation at some point during the life of this General Plan. When these areas are added to Westminster, the City's total planning area is approximately 6,994 acres and includes an existing population of approximately 83,900 persons and 27,800 dwelling units.

The City of Westminster currently encompasses approximately 6,590 acres, or 10.3 square miles. The 1990 U.S. Census indicates a total population of 78,118 persons and 25,852 dwelling units. This equates to an overall average of 3.0 persons per dwelling unit (vacancy rate not factored).

The current General Plan Land Use Element was completed February 10, 1965, and adopted by City Council Resolution No. 649 on February 23, 1965. The General Plan Map, Figure IVA-1, was adopted as part of the Land Use Element and has been revised periodically. City-wide population at the time of the original plan adoption in 1965 was estimated to be 46,330 persons. The existing General Plan map shown in Figure IVA-1 was last updated on September 25, 1990, by Resolution 2865.

The 1965 Plan projected a 1985 City-wide buildout population of 88,000 persons and a total dwelling unit count of 25,450. The City was also expected to grow in area, from 5,966 acres to 6,950 acres. Although the Plan over estimated the total population, it was more accurate in regard to the projected number of dwelling units and land use areas in Westminster. An example of this is the low density residential designation. The 1965 Plan proposed 2,252 acres of low density. The existing land area utilized for low density housing in Westminster, including Midway City and the Garden Grove Sliver, is 2,453.4 acres, as shown in Figure IVA-2.

The City of Westminster increased in population at a rate of less than 1.0 percent annually from 1980-1990. Of the 27 cities in Orange County which incorporated prior to 1980, as well as the unincorporated territory, Westminster ranks seventeenth in population growth for the decade. This is representative of the built-out condition of the City. Further illustrating this fact is the relatively low growth in total housing units from 1980 to 1990.



Existing General Plan Designated Land Uses

Land Uses	Land Area in Acres	% of Total City Area
Low Density Res. (0 -7 du/ac)	2,236.6	-
Medium/High Density Res. (8-14 du/ac)	342.8	-
High Density Res. (15 - 25 du/ac)	292.8	-
Residential Subtotal	**2,872.2**	43.6%
Commercial	**813.0**	12.3%
Industrial	**183.8**	2.8%
Planned Development (C-M)	**170.0**	2.6%
School	339.3	-
Public Facilities	45.7	-
Public Facilities/School Subtotal	**385.0**	5.8%
Parks	83.1	-
Memorial Park	155.5	-
Parks/Open Space Subtotal	**238.6**	3.6%
Railroad	38.9	-
Utilities	68.1	-
Flood Control	111.0	-
Railroad/Utility/Flood Control Subtotal	**218.0**	3.3%
Street/Freeway R.O.W.	**1,709.4**	26.0%
TOTAL	**6,590.0**	**100.0%**

Source: 1990 City of Westminster General Plan

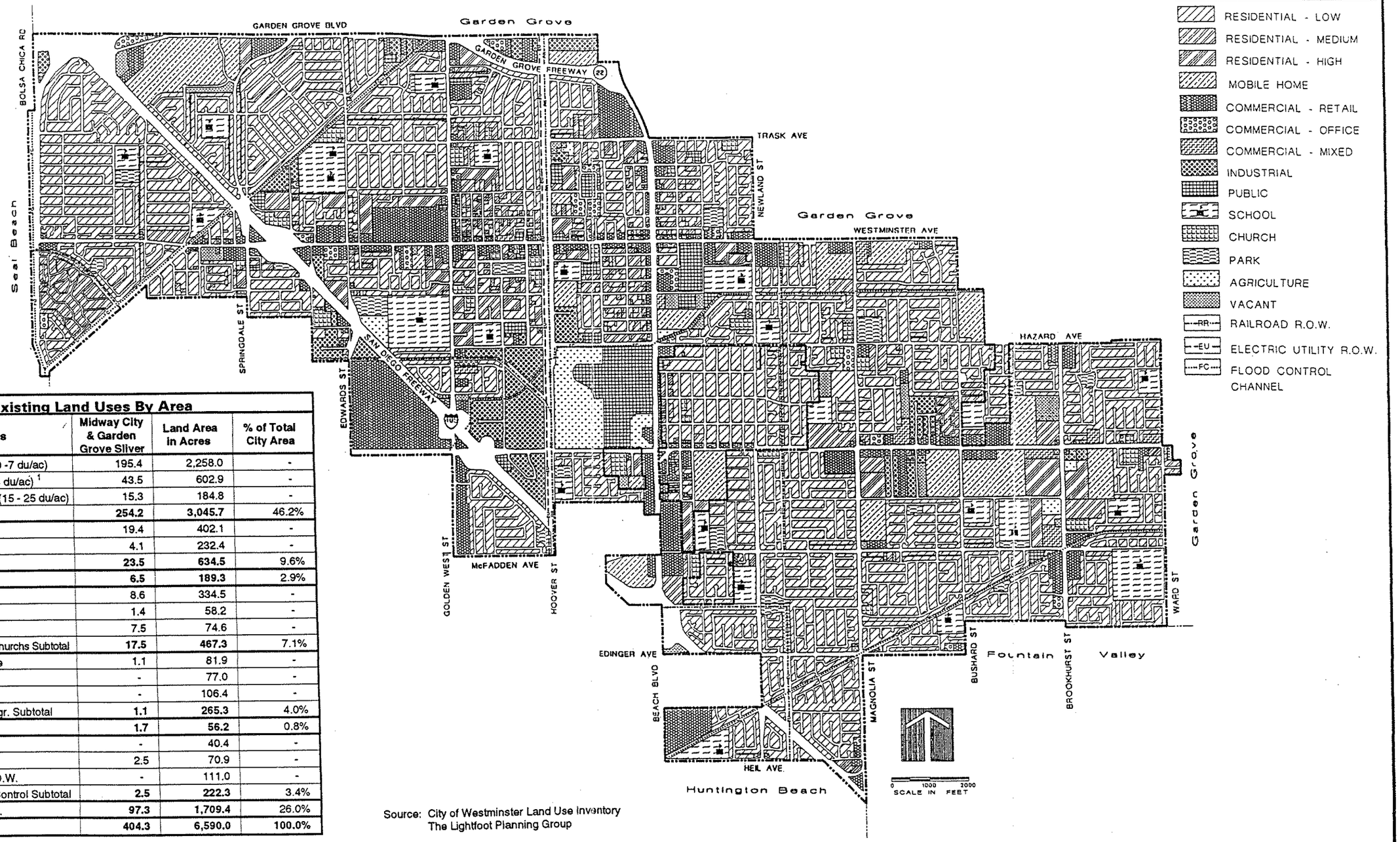
City of Westminster Planning Department

Figure IVA-1

Existing General Plan

(as revised through September 1990)

Existing General Plan



Source: City of Westminster Land Use Inventory
The Lightfoot Planning Group

Existing Land Uses By Area

Land Uses	Midway City & Garden Grove Sliver	Land Area in Acres	% of Total City Area
Low Density Res.(0 -7 du/ac)	195.4	2,258.0	-
Medium Res. (8-14 du/ac) [1]	43.5	602.9	-
High Density Res. (15 - 25 du/ac)	15.3	184.8	-
Residential Subtotal	**254.2**	**3,045.7**	46.2%
Retail	19.4	402.1	-
Office [2]	4.1	232.4	-
Commercial Subtotal	**23.5**	**634.5**	9.6%
Industrial	**6.5**	**189.3**	2.9%
Schools	8.6	334.5	-
Facilities	1.4	58.2	-
Churches	7.5	74.6	-
Pub. Facilities/Schools/Churchs Subtotal	**17.5**	**467.3**	7.1%
Parks/Open Space	1.1	81.9	-
Memorial Park	-	77.0	-
Agriculture	-	106.4	-
Parks/Memoral Park/Agr. Subtotal	**1.1**	**265.3**	4.0%
Vacant Lands	**1.7**	**56.2**	0.8%
Railroad	-	40.4	-
Utilities	2.5	70.9	-
Flood Control R.O.W.	-	111.0	-
Railroad/Utility/Flood Control Subtotal	**2.5**	**222.3**	3.4%
Street/Freeway R.O.W.	**97.3**	**1,709.4**	26.0%
TOTAL	**404.3**	**6,590.0**	**100.0%**

[1] Includes 310.5 acres of mobile home use.
[2] Includes mini-warehouses, office buildings, and other non-retail commercial uses.

Figure IVA-2

Existing Land Use

Existing Land Use

The City of Westminster increased its dwelling unit total by 5.2 percent over this period, ranking the City twenty-fourth of the 27 jurisdictions existing prior to 1980.

A comprehensive City-wide land use inventory was conducted in the Spring of 1992 by the Urban Planning Department of California State Polytechnic University, Pomona. Existing land uses, by area, are shown in Figure IVA-2. The existing 1990 General Plan land uses (which is the 1965 Plan as revised over the 27-year period), by area, are shown in Figure IVA-1. Existing conditions land uses, by area, in the three unincorporated County of Orange "islands," known as Midway City and the Garden Grove Sliver area are included in the City-wide estimates illustrated in Figure IVA-2.

Land Use Pattern and City Image

Westminster is located in a highly urbanized area which lacks significant topographical diversity. Because of unvaried terrain and lack of unique natural features, Westminster's physical image is primarily derived from its buildings and pattern of land use.

Westminster's land use pattern and density of development is typical of southern California suburban communities which experienced the majority of their expansion and growth during the 1950s, 1960s, and 1970s. Prior to experiencing its greatest growth, the City's prevalent land uses were significantly different than those present today. Figure IVA-3 illustrates that agricultural lands accounted for almost a quarter of the City in the early 1960s. Vacant lands, almost non-existent today, totalled over 780 acres in 1963. Today's built urban environment includes one- and two-story single-family homes, strip commercial centers, and various parks and open space lands. The largest single structure in the City is the Westminster Mall. Only a few structures exceed three stories, with the tallest building being six stories in height.

The street system and lot pattern within Westminster provide the foundation for the City's form and pattern of development. As illustrated in Figure IIA-2 within the Project Description and Goal Summary Chapter, a grid pattern of streets is predominant in Westminster today. Major roads act as commercial corridors while residential uses cover the majority of the remaining land area. Most lot sizes are small and rectangular. Since the 1963 land use inventory, the City of Westminster has significantly reduced its agricultural land areas. The amount of vacant land has also been substantially reduced. The absence of agricultural and vacant lands, coupled with the utilization of a grid street circulation pattern, shapes the form of the City. This is important because the urban form generally dictates a community's identity. Because of the large amount of residential land uses, Westminster's community image is that of a suburban community with no identifiable central core or overall theme. The condition of the structures and lots varies greatly, contributing to a further decline of a cohesive community identity. The Little

Saigon Community Plan Area (discussed later in this report) is an attempt to better identify a City focal point and create a more well-defined image through the use of design guidelines and streetscape improvements.

Although Westminster contains a wide variety of land uses, it is predominantly a residential community. Residential uses account for 46.3 percent of the total plan area and are defined as follows:

Low Density:	Single-Family detached unit on one lot;
Medium Density:	Single-Family attached units, duplexes and small apartment/condominium complexes (five units or less);
High Density:	Apartment and stacked condominium complexes; and
Mobile Home:	Pre-fabricated, detached unit. Most of the mobile homes in Westminster are located on non-residentially designated lands and have been considered "interim" uses in previous plans.

The majority of the residential development in Westminster occurred in the 1960s and 1970s. The City currently requires minimum lot sizes of 6,000 square feet. Housing development from 1980 to 1990 increased at a modest rate of 5.2 percent. This, again, is reflective of the builtout nature of the City. Future housing will occur through infill, intensification of land uses, and conversion of existing land uses such as mobile home parks and agriculture. Redevelopment activity will also create new housing.

The most recognizable commercial center in the City is the Westminster Mall, located northeast of the Bolsa Avenue and Edwards Street intersection. Excluding the Mall, the majority of commercial land uses are located along highly traveled roadways in strip commercial centers. This type of commercial development is geared toward attracting people from auto traffic and increases the urban design problems associated with inconsistent signage and large barren parking lots. Two recently completed commercial centers, the Westminster Center and the Asian Gardens Mall, increase the regional commercial attraction of Westminster. More care, however, needs to be taken in improving, or converting existing small-scale commercial developments.

Redevelopment is a major development strategy in Westminster. All of the commercial acreage is included within the Redevelopment project boundary (Figure IVA-4). Because of this, future commercial development is expected to be more closely coordinated between the City and developers.

1963 Existing Land Uses

	Land Uses	Land Area in Acres	% of Total City Area
Agriculture		1,350.0	22.6%
Residential	Single Family	1,587.8	-
	Two Family	47.8	-
	Multiple Family	131.9	-
	Mobile Home	67.1	-
	Subtotal	**1,834.6**	30.8%
Commercial	Retail and Wholesale	109.1	-
	Office and Professional	12.1	-
	Personal Services	23.1	-
	Mixed Commercial - Residential	6.3	-
	Subtotal	**150.6**	2.5%
Industrial		**39.9**	0.7%
Vacant		**781.1**	13.1%
Circulation		**1,211.0**	20.3%
Utility Right of Way		**183.5**	3.1%
Public Facilities	Schools	277.5	-
	Park/Open Space	12.9	-
	Cemetary	74.1	-
	Public Buildings	11.9	-
	Other	38.9	-
	Subtotal	**415.3**	6.9%
TOTAL		**5,966.0**	**100.0%**

Source: 1965 City of Westminster General Plan

Proposed General Plan Land Uses (For 1985 Ultimate Buildout)

	Land Uses	Land Area in Acres	% of Total City Area
Residential	Low Density (0 -7 du/ac)	2,252	-
	Medium Density (8 -14 du/ac)	581	-
	High Density (15 - 25 du/ac)	390	-
	Planned Development	219	-
	Subtotal	**3,442**	49.5%
Commercial	Neighborhood	64	-
	Community	145	-
	Highway Oriented	33	-
	General	195	-
	Planned Development	53	-
	Subtotal	**490**	7.1%
Industrial	Industrial	304	-
	Planned Development	234	-
	Subtotal	**538**	7.8%
Right of Way (Utilities, Flood Control, Railroad)		**216**	3.1%
Community Facility (Schools, Parks, Cemetery, Civic Center, Other)		**814**	11.7%
Roadway Right of Way		**1,450**	20.8%
TOTAL		**6,950**	**100.0%**

Source: 1965 City of Westminster General Plan

Figure IVA-3

1965 General Plan Land Use Tables

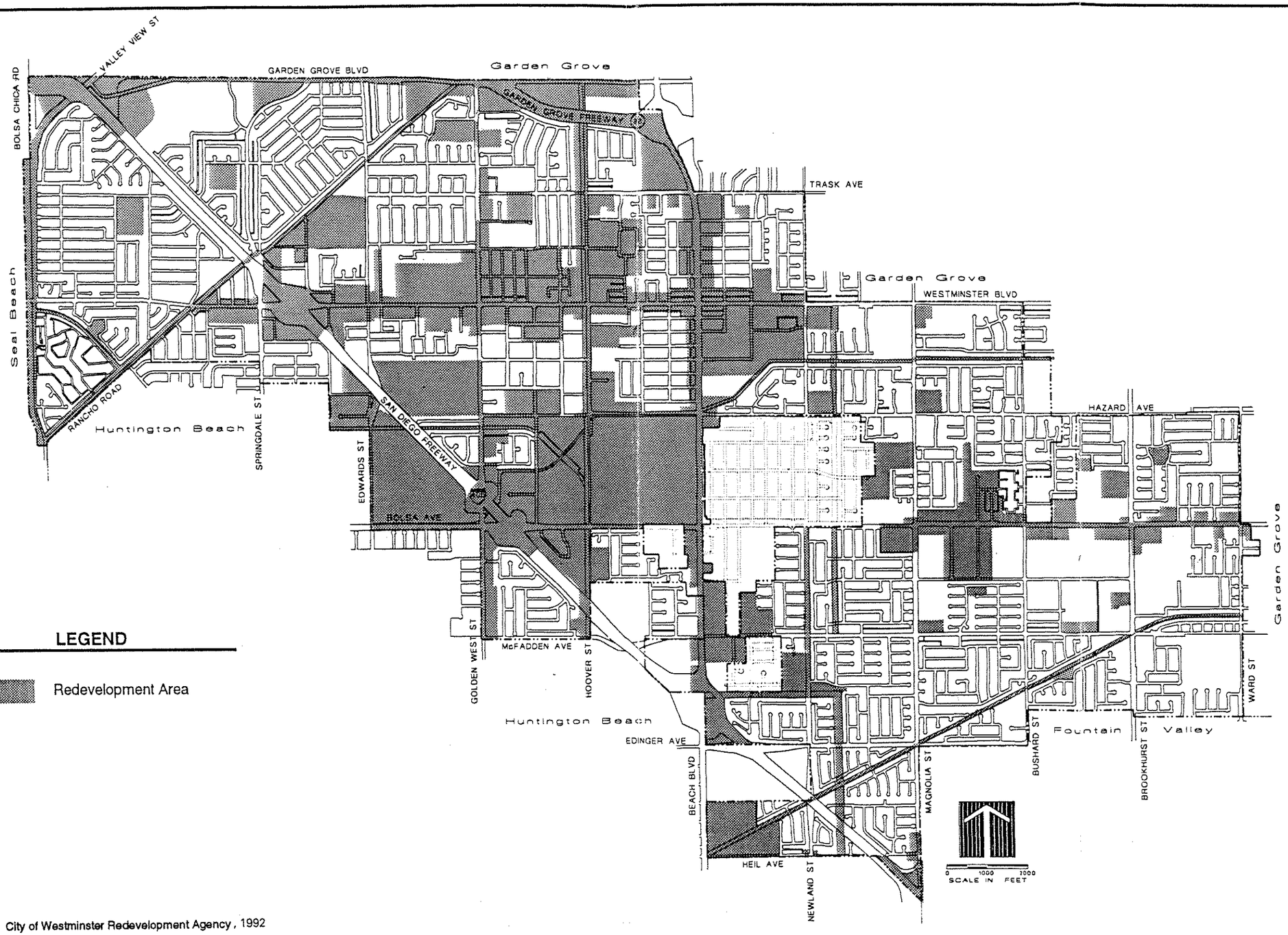
Most industrial sites within the City are utilized for light industrial purposes. The largest aggregate industrial area is located north of Bolsa Avenue and west of Hoover Street, at the Southern California Edison site.

The lack of industrial land uses is a factor in the City's lack of employment opportunities in comparison to housing opportunities. The City of Westminster has a jobs to housing ratio of 0.80, well below the County average of 1.22. This means that there are 0.8 jobs per household in Westminster, creating an imbalance between employment and housing. Future industrial development is not likely to occur on a large scale due to the lack of suitable vacant lands, the predominantly residential nature of the City, and the proximity to the large industrial center south of the City in Huntington Beach. As with commercial uses, the industrial areas are within the Redevelopment project boundary. Any future development will include increased coordination between the City and developers.

Westminster has a relatively well dispersed inventory of open space and park areas considering the builtout nature of the City. Open spaces are located along easements while parks are located within residential neighborhoods. Agricultural uses are also located in easements as well as dispersed throughout the City. It is not anticipated that the parks will be converted to other land uses during the Plan period. However, agricultural and vacant land will be likely targets for land development during the life of the plan. Further detail on open space and parks is included in the Infrastructure and Community Services Chapter.

As of 1991, the Redevelopment Project Area encompassed 2,076 acres, or 31.5 percent of the entire City. All of the commercial and industrial land uses and many of the schools are included in the project area. Westminster believes that Redevelopment will assist in efforts to improve the City both aesthetically and fiscally. A complete list of completed projects, projects underway, and future projects of the Redevelopment Agency is shown in Figure IVA-5.

The Little Saigon Community Plan Area is located on both sides of Bolsa Avenue, east of Magnolia Avenue and west of Ward (Figure IVA-6). The City has established design guidelines for new development in the area. An Asian theme is proposed for the area, incorporating uniform design regulations and public improvements, which are anticipated to give the corridor a unique ethnic character. The total Little Saigon Community Plan Area is approximately 305 acres in size.



LEGEND

Redevelopment Area

Source: City of Westminster Redevelopment Agency, 1992

Figure IVA-4

City of Westminster Redevelopment Areas

City of Westminster Redevelopment Areas

Projects Completed

Master plan for Redevelopment (Huntley Management Services/Urban Futures)
Pavilion Center (Agency/W.I.G.)
Senior Apartments (Agency/Delma)
Magnolia Center (Agency/L.A. Land Co.)
Key Site Analysis (Agency/Urban Futures)
Brochure (Agency/Brown/Tincher/Wyman)
Bolsa Corridor Parking Study (Agency/FPL and Associates/Urban Futures)
Amendment No. 3 (Agency/Urban Futures)
Amendment No. 4 (Agency/Urban Futures)
Commercial Property Improvement Program (CPIP) Guidelines (Agency)
Chestnut Shopping Center - CPIP (Agency/Nguyen/Smith)
Medical Building - CPIP (Agency/Tuan)
Auto Dealership - Weber St. and Westminster Blvd. (Agency/Allen Kane/Huntley Management Services/Urban Futures)
Advertising Supplement in 1991 Chamber Directory (Agency/Chamber/Garofolo)
Acquisition of 14282 Locust, four-unit apartment building (Agency/Shelter for the Homeless)
Drum Pharmacy Sign - CPIP (Agency/Drum)
Asian Village Phase I - CPIP (Agency/Bridgecreek)
Agency Image Package - newsletter design, Agency logo, project icons, stationary package (Agency/Hawkins Advertising)
Agency Newsletter - Fall '91 (Agency/Hawkins Advertising)
Civic Center Concrete Repair

Projects Underway

Westminster Center (Agency/IDM/Urban Futures/Huntley Management Services)
Westminster Car wash Renovation (Agency/Lovi)
Auditorium Remodeling (Agency/Cultural Arts Commission/Anthony & Langford)
Undergrounding of powerlines on Beach Blvd. (Agency/City/So. Cal. Edison)
Fire Station Headquarters Expansion (Agency/Anthony & langford)
Design Standards (Agency/Urban Design Studio)
City Entry Signs Design (Agency/Graphic Solutions)
Senior Housing - Civic Center (Agency/Elderly Development Co.)
Park on Edison Right-of-Way (Agency/City/So. Cal. Edison)
Auto Dealership Expansion - Weber Street and Westminster Blvd. (Agency/Allen Kane/Vandorpe Chou)
Agency Brochure (Agency/Hawkins Advertising)
Bolsa Corridor Specific Plan (Agency/Huntley Management Services/Urban Futures)

Projects on the Horizon

Fourth "Major" at the mall and Mall expansion (Agency/Corporate Property Investors)
HiWay 39 Drive-In (Agency/Pacific Theaters/Huntley Management Services/Urban Futures)

Agency-Assisted organization - Fiscal Year 1992

Amparo	$ 10,000
Casa Youth Center	5,000
Interval House	5,000
Senior Meals & Services	20,000
Shelter for the Homeless	40,000
Westminster Chamber of Commerce	15,000
YWCA Hotel for Women	10,000
	$105,000

Figure IVA-5

Westminster Redevelopment Activity
(as of November 1991)

Currently within the Little Saigon Community Plan Area there is a mixture of residential uses with dispersed and varied commercial activity. The Design Guidelines is an attempt to reconcile design and use conflicts with stated policies and programs. Beyond the need to identify appropriate land use designations and theme aspects in the Little Saigon Plan Area, there appears to be a consensus that the traffic and parking situation must be improved. Currently, many of the shopping centers have inadequate parking. These issues must be addressed if the area is to be successful at attracting tourism and creating an identifiable and positive image for Westminster.

Summary of Issues

The following issues are identified as being of primary importance to the long-term maintenance and improvement of Westminster. A brief discussion of each follows:

Issue 1: Image

If Westminster is to improve its desirability as a livable and attractive City, it must strive to enhance the overall City-wide image. Any improvement to the City's image will increase the likelihood of attracting viable businesses and quality developments.

Issue 2: Land Use Designations

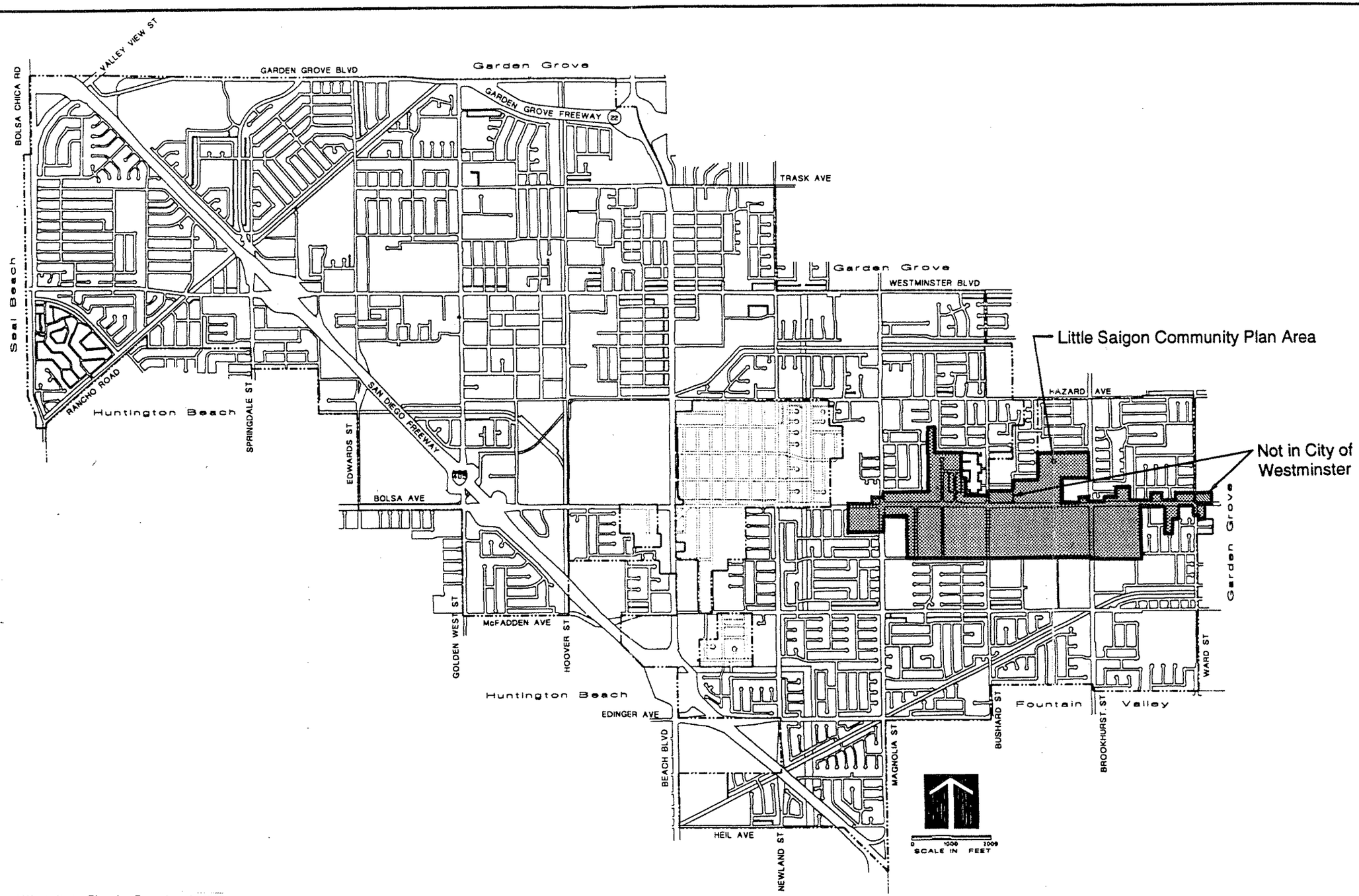
Realizing how difficult it is to anticipate future economic conditions, it is the City's intent to guide development with flexible land use designations. The Planned Development designation (see Volume I, Community Development Chapter) is intended to allow specific site analysis for any number of development types, depending on the City's needs, the economic climate, and impacts to the surrounding neighborhoods.

Issue 3: Redevelopment

The City of Westminster is committed to Redevelopment. There is a desire to evaluate the possibility of expanding the Redevelopment Project Area beyond commercial and industrial properties.

Issue 4: Community Plan Areas

Westminster has a rich and diverse history. It has evolved from a farming community to a sprawling city. Along the way, the City experienced the conversion of agricultural fields to housing and the infusion of a significant number of ethnic groups. The largest and most identifiable ethnic group to reside in the City is the Vietnamese community. Because of the potential benefits that may be achieved from cohesive, theme-oriented design guidelines, geared towards a particular historical context or ethnic orientation, it is the City's intent to create defined Community Plan Areas.



Source: City of Westminster Planning Department, 1992

Figure IVA-6

Little Saigon Community Plan Area

The Community Plan Area (CPA) overlay gives the City the ability to identify particular areas of Westminster for focused planning and design regulations. Only one CPA (Little Saigon) has been identified to this point.

Issue 5: Public Facilities Improvement Fees

New development will impact the City's ability to provide needed infrastructure and services. It is the City's policy that new development should pay for any impacts attributed to a particular project. Older areas of the City are also in need of infrastructure improvements (i.e., streets, sidewalks, etc.). Neighborhood specific facilities upgrades should be borne by those benefiting from the improvements if it is not possible to do so using existing Capital Improvement Plan (CIP) monies. In order for the City to receive fees for new or existing development facility improvements, the General Plan must provide for the levying of such fees.

Relevant Policies of the General Plan

Land Use Policies

IIA1-2 All new development shall incorporate design features that enhance the neighborhood, community values, and City image.

IIA1-5 Encourage lot consolidation in new developments in order to increase opportunities for innovative site design and avoid fragmented and inefficient development patterns.

IIA1-6 The City shall regularly review and update the Zoning Ordinance and other City regulations and implementation mechanisms, in order to clearly describe and establish development standards and design criteria consistent with City policies.

IIA1-11 The City shall formulate, maintain, and implement comprehensive standards intended to guide the design of new development and shall establish and maintain a design review process for proposed development projects.

IIA2-1 All new dwelling units proposed for construction in Westminster shall be required to demonstrate adequate provision of public facilities and services.

IIA2-2 All land uses in the City shall not exceed appropriate densities and intensities of development as dictated by the policies of this General Plan and compatibility with surrounding uses.

IIA2-3 In order to minimize conflicts with adjacent land uses, new development shall provide adequate setbacks, buffering, or other similar site design measures.

IIA2-4 Commercial and industrial developments shall be required to clearly demonstrate that they will have no significant detrimental impacts upon the City and its residents, including significant adverse traffic, noise, air pollution, and fiscal impacts.

IIA2-5 All land uses shall not exceed the densities and intensities established in this General Plan unless to implement the State-mandated density bonus provisions for affordable housing. Developments within the Planned Development designation shall be in conformance with the performance standard goal identified for each site in the General Plan. If the project proponent clearly demonstrates impacts to area roadways will not exceed acceptable levels (see Policy IIA-9), a higher ADT level than stated in the goal may be approved.

IIA4-3 Specific development standards, desired uses, and design criteria shall be established for each CPA. New development, redevelopment, and rehabilitation of existing uses must comply with the design standards.

Impacts and Mitigation Measures

The Land Use section (Volume I, Chapter IIA) of the Westminster General Plan sets forth goals and policies pertaining to the permitted pattern and intensity of land uses within the City and the City's sphere of influence (Midway City and the Garden Grove Sliver). The Land Use policies focus on five general issue areas: the City's image, land use designations, redevelopment, Community Plan Areas, and public facilities improvement fees. Of these issues, the pattern of land use and the permitted development intensity associated with the General Plan Land Use designations have the greatest potential for generating environmental impacts.

The General Plan contains nine land use categories, including three residential categories (Low, Medium, and High Density), two commercial categories (General and Low Intensity), one industrial category, a Planned Development category, a Public/Semi-Public category, and a Park/Open Space category. These land use categories are basically the same as those in the 1965 General Plan, except that the 1965 plan permitted only commercial uses in the Planned Development category, whereas the current Plan permits a full range of land uses, assuming they can conform to certain performance standard goals. Utilizing these land use categories, the General Plan's Land Use Plan assigns Land Use designations for all parcels in the City. All new development in the City must conform to the provisions of these

land use designations, including conformance with the permitted land use types and development intensities.

The General Plan would permit a small increment of additional development in almost all land use categories. Only in the Medium Density Residential category is less development permitted than currently exists. However, because Medium Density Residential uses could be developed in the Planned Development areas, it is possible for there to be an increase in this category of residential development as well. More commercial development would be permitted by the General Plan, but with the emphasis on General Commercial rather than Low Intensity Commercial uses. The amount of land area devoted to Low Intensity Commercial would decrease.

The General Plan promotes the annexation of the Midway City area and a portion of the City of Garden Grove. If these areas are annexed to the City of Westminster, the City's total land area would increase from 6,590 acres to 6,994 acres. These annexed areas would include 195.4 acres designated for Low Density Residential, 43.5 acres for Medium Density Residential, 15.3 acres for High Density Residential, 19.4 acres for General Commercial, 4.1 acres for Low Intensity Commercial, and 6.5 acres for Industrial. The annexed areas would also include 17.5 acres of Public/Semi-Public uses, 1.1 acres of park land, and 1.7 acres of vacant land.

The following Figure compares existing land use acreages with the acreages of land use designations in the 1965 General Plan, the 1993 General Plan with no annexations, and the 1993 General Plan with the possible annexations.

New development would primarily occur as infill and redevelopment. The Planned Development areas are the most likely sites for large, new development projects to occur. Many of the Planned Development areas contain large sites which have the potential to support more intensive development. As a result, these sites offer the most substantial development opportunities in the City and the greatest potential for land use change. Many smaller infill sites in the City also provide opportunities for additional development, either by developing vacant parcels, adding to existing development on a site, or redeveloping sites with more intensive development. Since much of the potential development activity in the City involves replacing existing development, redevelopment is considered an integral component of future development plans.

Figure IVA-7
LAND USE ACREAGES[1]

	Existing Conditions	1965 General Plan	1993 General Plan (No annexations)	1993 General Plan (with annexations)[2]
Low Density Residential	2,258.0	2,236.6	2,135.9	2,314.9
Med. Density Residential	602.9	342.8	308.0	354.9
High Density Residential	184.8	292.8	304.4	330.1
General Commercial	402.1	813.0	511.6	540.0
Low Intensity Commercial	232.4	–	108.5	115.0
Industrial	189.3	183.8	134.0	134.0
Planned Development	–	170.0	470.9	470.9
Public/Semi-Public	467.3	385.0	435.4	451.6
Parks & Open Space	265.3	238.6	247.3	249.6
Right-of-Way	1,931.7	1,927.4	1,933.5	2,033.3
Vacant	56.2	–	–	–

1. Land Areas are estimates. Discrepancies are due to rounding of numbers.
2. See Figure IIA-2 in Volume I for adopted land use acreages and build-out potentials.

Standards of Significance

Land use impacts resulting from implementation of the update of the Westminster General Plan could be considered significant if they meet any of the following criteria:

- The proposed land use designations or permitted development densities/intensities would result in land use incompatibilities;
- The proposed land use designations would permit substantially increased intensity/density of use compared to existing conditions;
- The proposed land use designations would create a substantial change in the existing land use pattern of an area, particularly if substantial land use non-conformities are created; and/or
- Inconsistency with adopted regional plans and policies.

Impact

IVA.1. The land use designations and associated density/intensity standards set forth in the General Plan will allow substantial additional development in the City, potentially resulting in the construction of up to 4,759 additional residential units and 5,521,812 square feet of non-residential building area. This is a *potentially significant impact.*

Although the City of Westminster currently has only a small amount of vacant land (56.2 acres), the density standards for residential uses and the intensity standards for commercial and industrial development would permit a substantial amount of additional development to occur in the City. In 1990, there were approximately 25,852 existing residential dwellings units in the City. Build-out of the General Plan would result in the construction of about 4,759 additional units within the existing City limits, resulting in a potential total of 30,611 dwelling units. This would represent an 18 percent increase in the number of residential units. Most of these new units would be permitted in the High Density Residential category, followed by an increase in units in the Low Density Residential category. Fewer Medium Density Residential units would be permitted than currently exist today. Commercial and industrial would also increase. Up to 4,457,632 square feet of commercial floor area could potentially be added to the City's current total of approximately 7,421,310 square feet. This would be a 60 percent increase, resulting in a potential total of 11,878,942 square feet of commercial floor area in the City upon build-out. Industrial floor area could potentially increase from 2,069,309 square feet to 3,133,489 square feet (a 51% increase).

The actual number of residential units and amount of non-residential floor area which could potentially be built in the City could vary slightly from the totals presented above due to the flexibility provided in the Planned Development category. Planned Development is a multiple-use category which permits residential, commercial, and/or industrial development. The mix and intensity of uses which could be developed in areas designated Planned Development is not known. The totals above are derived from assumptions based on one possible mix of residential, commercial, and industrial uses. Consistent with the remainder of the City, residential will probably be the predominant use in the Planned Development areas.

Compared to the 1965 General Plan, as amended, the 1993 General Plan would permit approximately a 10 percent increase in the number of residential units, approximately 2 percent more commercial floor area, and approximately 24 percent less industrial floor area. Planned annexations would add up to 2,558 more residential units to the City and increase the City's total residential area by 252.3 acres. Annexations would also add 34.9 acres of commercial land and up to 501,394 square feet of commercial floor area.

Mitigation Measure

IVA.1. *Collectively, conformance with Land Use policies IIA 1-6, IIA 1-11, IIA 2-1, IIA 2-2, IIA 2-3, IIA 2-4, and IIA 2-5 and the implementation of associated programs described in Volume I, Community Development Chapter of the General Plan, are designed to reduce this impact to a less-than-significant-level.*

Impact

IVA.2. Build-out of the General Plan would increase the City's population by about 21,389 persons, resulting in a total population of approximately 99,507. This is a *potentially significant impact.*

In 1990, there were an estimated 25,852 housing units in the City of Westminster and the City's estimated population was 78,118. Dividing the City's population by the number of housing units yields an average household size of 3.0 persons (vacancy rate not factored). Complete buildout of the General Plan would add another 7,317 dwellings to the City's housing stock (assuming planned annexations occur). Utilizing the City's current average household size, the City's population is projected to increase to 99,507 persons upon build-out of the General Plan. This is a 32 percent increase in population size. Approximately 13,715 of the new residents will reside within the current City limits, with the remainder being new residents added to the City's population through the annexation of new areas. Therefore, the total potential future population within the existing City limits will be 91,833 (a 17.6 percent increase). The City's 1965 General Plan would have permitted a build-out population of 88,000.

Mitigation Measure

IVA.2. *Conformance with Land Use policies IIA 2-1 and IIA 2-2 should adequately reduce impacts associated with population growth to a less-than-significant level.*

Impact

IVA.3. The General Plan would allow changes in the current pattern of land use which could result in the replacement of residential uses in certain areas with commercial development or higher density residential development. This is a *potentially significant impact.*

If full development occurs in accordance with the Land Use Map in the General Plan, existing uses in various locations in the City would be replaced by new types of land uses. This would include the replacement of certain low density residential uses along major roadways with new commercial development. In several cases, entire blocks which currently contain both commercial and residential uses would be designated only for commercial use. This would occur at various locations along Westminster Boulevard, Beach Boulevard, and Golden West Street. Also, various

areas which currently consist of residential uses of mixed density would be permitted to intensify to a uniform higher density. Consistent with existing trends in these areas, existing single-family residential uses would eventually be replaced with multi-family residential uses. In some areas, medium-density residential uses would be replaced with high-density residential development. Many of these land use changes are identical to those previously permitted in the 1965 General Plan.

Existing uses in the Planned Development areas designated on the Land Use map could be replaced with new development which would most likely be of a different type and intensity. The areas with Planned Development designations are generally considered to be under utilized and, therefore, capable of supporting more intensive development. They are also relatively large sites which are attractive locations for new development. The Planned Development category permits a wide range of possible residential and commercial/industrial uses, subject to performance standard goals and maximum development intensity limits. All but one of the citywide mobile home parks are within the 24 Planned Development areas.

Mitigation Measure

IVA.3. *Conformance with Land Use policies IIA 1-2, IIA 1-6, IIA 1-11, IIA 2-2, IIA 2-3, and IIA 2-4 will reduce potential impacts associated with the changing land use pattern to a less-than-significant level.*

Impact

IVA.4. Since the exact nature of future land uses and development in the Planned Development areas is not known, the potential exists for land use incompatibilities. This is a *potentially significant impact.*

The Planned Development land use designation of the General Plan allows mixed-use or single-use development. Development in the Planned Development areas must conform to site-specific performance standard goals established in the General Plan. Each designated site has a standard based on traffic generation which establishes the maximum intensity of development permitted on each site. Floor/area ratios and density limits may be exceeded in the Planned Development areas so long as compliance with the established performance standard goal is demonstrated. The General Plan also indicates recommended land uses for each site, as well as land uses which are not appropriate.

Since is not known exactly what type of land uses or intensity of development will occur in the Planned Development areas in the future, it is possible that land uses incompatible with surrounding uses may be established on the Planned Development sites. Also, because the Planned Development designation permits mixed-use development, it is possible that land use incompatibilities, internal to each site, may occur. Based on the descriptions of appropriate uses for each site in the General Plan, commercial uses mixed with residential uses would commonly be permitted

and new light industrial uses could be established in the vicinity of residential uses. These mixtures of uses are not inherently undesirable and, in fact, could provide certain benefits, but the potential exists for incompatibilities between uses to occur. Possible impacts resulting from incompatibilities include noise, traffic, parking conflicts, and light and glare affecting residential uses.

Mitigation Measures

IVA.4. *Conformance with Land Use policies IIA 1-2, IIA 1-6, IIA 1-11, IIA 2-2, IIA 2-3, IIA 2-4, and IIA 2-5 will reduce potential impacts associated with the land use incompatibilities to a less-than-significant level.*

B. Housing

Volume II of the Housing Element was updated in 2009 and is bound as a separate document.

C. Conservation

Introduction

The demands on a community's resources generally increase proportionately to population. For this reason it becomes necessary for a community to periodically reassess its use of these resources, particularly those that are finite and non-renewable, or those critical to life-support such as water. Traditionally, the need for resource conservation concerned itself with natural resources such as forests, rivers, and wildlife, because these were especially vulnerable to the demands of increased urbanization. It is also important, however, for a community to assess the cultural and historical resources it wishes to preserve for its future residents.

The following section will address:

- water resources
- biotic resources
- land resources
- energy resources
- cultural resources (paleontological, archaeological, and historic)
- visual resources

Each topic includes a description of existing conditions, identification of issues, relevant policies of the General Plan (those found in Chapter IIC of Volume I and that reduce identified environmental impacts) and a discussion of environmental impacts and mitigation measures associated with implementation of the proposed General Plan. Although existing conditions and issues are discussed related to energy conservation and water use, environmental impacts related to these issues are discussed in the Community Services Section of this document.

Existing Conditions

Water Resources

Ground Water

Ground water is contained in basins, which are comprised of aquifers. Aquifers contain water in underground layers of porous material such as rock or sand. Wells are sunk into aquifers to withdraw the water. The City of Westminster is located in the southern region of the Central Groundwater Basin. There are two identified aquifer systems underlying the City. One is a coarse grained, shallow (up to approximately 200' deep) aquifer system defined as the Talbert and/or 80 Foot Gravel Aquifer. Household wells from the 1950's are likely drilled into the Talbert system. The main aquifer system is deeper and largely undefined, but is sometimes referred to as the "Middle Aquifer System." Orange County Water District (OCWD) is currently in the process of determining the depth and other characteristics of this aquifer system. OCWD has constructed a 2,000-foot monitoring well that will be used in conjunction with two additional wells outside the City to better define this system.

The OCWD is charged with management of ground water and monitors both well levels and water quality. The State of California Department of Health Services sets levels for certain organic chemicals and determines water quality objectives for identified streams, lakes, groundwater basins, and coastal and near-shore ocean waters. The objectives for mineral quality of the Central groundwater basins are presented in Figure IVC-1. In general, all the confined ground waters inland of the Newport-Inglewood uplift are of good to excellent quality and suitable for all domestic and irrigation purposes, as well as industrial use with moderate treatment. The geology in Westminster is such that no volatile organic compounds (solvents) have contaminated the ground waters. The water quality is considered excellent. There is an indication that there are high nitrate levels in the shallower Talbert/80 Foot Gravel Aquifer due to the historical farming of the area. Water from this aquifer can be used as a potable water source when blended with other waters or processed with a nitrate treatment system.

The level or suitability of water for different uses, particularly human contact, is defined by varying drinking water standards. Federal drinking water standards set limitations for particular chemical constituents, establish maximum contaminant levels, and set aesthetic standards related to odor and taste for potable water delivered by local agencies. Federal and State drinking water standards are summarized in Figure IVC-2.

FIGURE IVC-1
MINERAL QUALITY OBJECTIVES FOR CENTRAL GROUNDWATER BASIN

TDS (mg/l)	Sulfate (mg/l)	Chloride (mg/l)	Boron (mg/l)
700	250	250	1.0

Source: Los Angeles Regional Water Quality Control Board, Water Quality Control Plan, Los Angeles River Basin (AB) Abstract, 1975.

The quality of groundwater is largely influenced by the recharge water supply. The majority of the aquifers comprising the Central Groundwater Basin are significantly protected from contamination through percolation. The ground water system is currently replenished in Anaheim, utilizing a 7-10 mile stretch of the Santa Ana River and percolation beds located in former gravel pits near the Freeway 91 and 55 interchange. The basin has been degraded by the influence of recharge water from the Colorado River. The Colorado River water generally has concentrations of Total Dissolved Solids (TDS) which exceed the 500 mg/l secondary drinking water standard for TDS. Use of this as recharge water significantly increases the concentration of TDS over the source concentration.

Some degradation of water quality has also occurred near the coast, where sea water has migrated inland due to groundwater extraction. To combat this problem, a salt water intrusion barrier has been established along the coast to prevent salt water from intruding into the fresh water zones of the underground basin.

Surface Water

Westminster lies within the drainage basin of the Santa Ana River. No surface waters of resource potential, such as lakes, reservoirs, rivers, streams, or sloughs, exist within the City limits. No enclosed bays, estuaries, or coastal lagoons lie within the City. The Santa Ana River is approximately four to five miles to the east and flows in a southerly direction. The San Gabriel River lies approximately three miles to the northwest. Westminster is also within a few miles of the Anaheim Bay Wetland System, located along the coast in the adjacent community of Seal Beach. Until 1920, when the Santa Ana River's outlet was more definitely established, its sea channel meandered from Anaheim Bay to Lower Newport Bay.

Water Quality Standards: Constituent Concentrations

	Constituent	EPA Drinking Water Regulations		California Drinking Water Standards				
		Interim Primary Standards	Interim Secondary Standards	Primary Maximum Contaminant Levels (MCLs)	Secondary			
					MCLs	Recommended	Upper	Short-Term
Major Minerals	TDS		500			500	1,000	1,500
	Sulfate		250			250	500	600
	Chloride		250			250	500	600
	Fluoride	1.80			1.8			
	pH unit		6.5-8.5					
	Nitrate	10 as N		45 as NO_3				
Trace Metals	Arsenic	0.05		0.05				
	Barium	1.00		1.00				
	Cadmium	0.01		0.01				
	Chromium	0.05		0.05				
	Copper		1.00		1.00			
	Iron		0.30		0.30			
	Lead	0.05		0.05				
	Manganese		0.05		0.05			
	Mercury	0.002		0.002				
	Selenium	0.01		0.01				
	Silver	0.05		0.05				
	Zinc		5.00		5.00			
Organic Chemicals	MBAS		0.50		0.50			
	Endrin	0.0002		0.0002				
	Lindane	0.004		0.004				
	Methoxychlor	0.10		0.1				
	Toxaphene	0.005		0.005				
	2,4-D	0.10		0.1				
	2,4,5-TP	0.01		0.01				
	Total THMs	0.10		0.10				

Source: *Advanced Planning Report, Volume 1, Technical Memoranda, Wastewater Program,* Management Division Department of Public Works, Bureau of Engineering, City of Los Angeles, February, 1990.

Figure IVC-2

Urban runoff and natural precipitation are accommodated by the City's storm drainage system. The City's local system conveys water into a series of regional flood control channels which then convey waters off shore in the vicinity of the Bolsa Chica Wetlands or Huntington Harbor. The flood control channels are maintained by the Orange County Flood Control District.

Wastes discharged as a result of industrial activity become potential contaminants of fresh-water zones when they are discharged into natural or artificial water courses that traverse the area, such as the flood control channels traversing Westminster. The Federal Water Pollution Control Act requires discharges into navigable waters to meet stringent standards regulated under the National Pollution Discharge Elimination System (NPDES).

The contaminants in surface runoff are not monitored as regularly or comprehensively as those controlled by NPDES permits. Currently, approximately 80 percent of the City is comprised of impermeable surfaces, such as roofs, paved parking lots, and streets.

Storm drain runoff is a substantial source of trace metals, pesticides, and coliform bacteria. Storm drains collect coliform-bearing material, for example animal feces, soil, and plant debris throughout the dry season. During the first months of the rainy season total and fecal coliform counts from drains are high, and result in what is known as the "first flush". This concentration of pollutants in urban runoff can seriously degrade water quality where storm drains discharge into sensitive natural waterways or into the ocean off of local beaches.

Imported Water

The City of Westminster purchases about 30 percent of its imported water from the Municipal Water District of Orange County (MWDOC), a member agency of the Metropolitan Water District of Southern California (MWD). MWD delivers water to Southern California via the California Aqueduct and the California River Aqueduct. MWDOC wholesales water to 28 client-purveyors, including the City of Westminster. Currently, three quarters of the imported water is Colorado River Water and one fourth is State Project Water. Westminster's imported supply is treated at the MWD Diemer Filtration Plant in Yorba Linda.

City Water System

Components of the City's water system include production facilities, storage facilities, pumping facilities, and a distribution system. Production facilities consist of fifteen wells and two imported water service connections. The wells have a total production capacity of 14,585 gallons per minute. They are located throughout the City at depths ranging from 168 to 1,127 feet. The service connections for imported water are connected to the West Orange County Feeder and the West Orange

County Water Board Feeder No. 2. Four other service connections are available to the City.

Storage facilities consist of two above ground concrete storage reservoirs that have been retrofitted with plastic liners. Each has a capacity of about five million gallons. A third reservoir was proposed in the 1970 Water System Master Plan but was never constructed. There are two pumping stations, one at each reservoir. Each has a capacity of 8,000 gallons per minute.

All domestic water deliveries to Westminster homes and businesses are managed by the City Water Department. The City's distribution system includes 6" and 8" pressurized mainlines under City residential streets; 8",10", and 12" mains in loops or grids within major thoroughfares; and 4" and 6" distribution mains in Indian Village. For additional information regarding the City's water delivery system, see the Infrastructure and Community Services Chapter.

Supply and Demand

Westminster's water sources include both local groundwater and imported water. In normal years, production of the City's water supply is typically 70 percent groundwater and 30 percent imported water (referred to as the Basin Production Percentage or BPP). It is, however, to the City's financial benefit to participate in seasonal demand shifting programs with MWDSC and OCWD. Such demand shifting programs will cause these percentages to fluctuate considerably.

Current water demand is estimated to be 13,785 acre feet per year, or 12.3 million gallons per day. The peak day demand is estimated to be 22.2 million gallons per day. Water demand per sector is shown in Figure IVC-3.

Figure IVC-3

Sector	% of Demand	Gallons Per Year
Residential	75%	453 million
Industrial	4%	150 million
Public/unaccounted	7%	265 million
Agricultural	2%	72 million
Total	100%	940 million

Water Facilities

Master Plan

The City Water Department periodically develops and adheres to a Water Facilities Master Plan. The purpose of this plan is to determine the current and projected water needs for the City's water system. The 1970 Plan projected needs through 1990. A current Plan (1992) has been approved. In this Plan the projected needs reflect anticipated conditions for the year 2010. The projected 2010 water demand reflects an increase of 29% over the current estimated water demand.

The 1992 Plan analyzed the City's production, storage, pumping, and distribution facilities, and recommended improvements were proposed for both the existing system and the ultimate system in the year 2010. The City's maintenance practices and staffing needs were also evaluated. The Master Plan includes cost estimates for recommended facilities and a proposed capital improvement program which phases the implementation of the recommended facilities.

Urban Water Management Plan

There is an Urban Water Management Plan for the City of Westminster (and a portion of Midway City) which was prepared in accordance with the Urban Water Management Planning Act of 1983. The current plan is the required five-year update of the original plan which was prepared and adopted in 1985. The current Plan was prepared by the City Staff with the assistance of the Municipal Water District of Orange County.

The Urban Water Management Plan contains a discussion of water sources and supply outlook, including historic demand, growth trends, and water conservation under drought conditions. Past, current, and potential future water conservation efforts are also identified.

According to the Plan, the City of Westminster implemented the Metropolitan Water District Incremental Interruption and Conservation Plan (IICP) in 1991 due to critical drought conditions. Projected cuts in water deliveries were based on the base year 1989-1990.

Water Conservation Ordinance

A comprehensive Water Conservation/Emergency Water Management Program was established for the City of Westminster by Ordinance No. 2138, adopted on June 26, 1990. The Ordinance defines conditions required to determine a state of water shortage and amends Title 13 of the Westminster Municipal Code to establish the following Water Conservation Stages:

Stage 1
Voluntary Compliance - Water Watch
The possibility exists that the City will not be able to meet all demands of its customers.

Stage 2
Mandatory Compliance - Water Alert
The probability exists that the City will not be able to meet all demands of its customers.

Stage 3
Mandatory Compliance - Water Warning
The City will not be able to meet all the water demands of its customers.

Stage 4
Mandatory Compliance - Water Emergency
A major failure of any supply or distribution system, temporary or permanent.

Each Stage includes a series of water conservation measures to be applied, except when reclaimed or recycled water is used.

Water Reclamation
Recent drought conditions, reliance on imported water, and increased demands make water an increasingly precious resource. Water reclamation, or the processing of water for reuse, has become a viable method of conserving this resource. Orange County Water District (OCWD) and the County Sanitation Districts of Orange County are projecting future implementation of a reclaimed water distribution system for parts of Westminster. Figure IVC-4 identifies the projected OCWD reclaimed water use for the Westminster area. While there is no system available for water reclamation at this time, there is the potential for reuse of at least 992.5 acre-feet per year with Westminster Memorial Park cemetery using approximately 450 acre-feet of reclaimed water, or nearly half of the projected total.

Compliance with AB325
The State Water Conservation in Landscaping Act of 1990, Assembly Bill 325, requires that each community adopt a water efficient landscape ordinance, or adopt findings that such an ordinance is unnecessary. If communities are not in compliance, the State's Model Water Efficient Landscape Ordinance would then go into effect. The City of Westminster has incorporated water efficient landscape and irrigation design standards into Chapter 17 of the Municipal Code.

Proposed OCWD Reclaimed Water Service For Westminster Area

Description	Potential Use Acre Feet/Year	Proposed Core System	Proposed Extended System
Westminster Memorial Park	450.0	450.0	-
Bolsa Chica Park	12.5	12.5	-
Buckingham Park	12.5	12.5	-
Liberty Park	15.0	-	15.0
Park West Park	12.5	-	12.5
Palos Verdes Park	30.0	-	30.0
Sigler Park	15.0	15.0	-
Westminster Park	22.5	-	22.5
Subtotal	**570.0**	**490.0**	**80.0**
Schools	143.5	0.0	0.0
Misc. Minor Landscape	228.0	0.0	0.0
Caltrans	51.0	0.0	0.0
Total	**992.5**	**490.0**	**80.0**

Source: Orange County Water District Reclaimed Water Master Plan
City of Westminster Draft Water Facilities Master Plan

Figure
IVC-4

Proposed OCWD Reclaimed Water Service
For Westminster Area

Biotic Resources

Vegetation

There have been three distinct vegetation types in Westminster over the past 125 years: the native vegetation existing at the time of the early colony, the extensive agricultural crop cultivation of the first half of the century, and the domesticated ornamental species which comprise residential and commercial landscapes today.

The native vegetation was a mixture of grassland and wetland species typical of the flat coastal plains of Southern California. Early descriptions of Westminster refer to peatlands and swamp lands (Figure IVC-5) with willows, tulles, and nettles. Soon after arriving, settlers began planting trees. A California sycamore in Blakey Park has been listed with an age of 125+ years. No significant stands of native vegetation exist today due to the highly urbanized nature of the City and historical farming practices.

Early agricultural production in Westminster included sorghum and sugar beets, which were major crops until destroyed by an infestation of nematodes in 1915. The focus of production then switched to lima beans and celery. Other crops were alfalfa, oranges, onions, peppers, and a variety of other vegetables. There are remnants of land in Westminster that are still in agricultural production at this time. Strawberries are one of the crops still produced.

The vegetation in Westminster today is primarily a combination of lawn grasses, ground covers, shrubs, and trees planted for their ornamental and functional qualities. Invasive species such as grasses and thistles have naturalized in some places. Planted areas include residential, commercial, rights-of-way, civic, park, and cemetery landscapes. Nursery container stock is grown along some utility easements.

Notable tree specimens can be found on the grounds of Westminster Memorial Park Cemetery. The approximately 1,500 trees which shade the park create a sizable urban forest. Many of these trees are at least 60 years old with considerable trunk size and canopies. Species represented include ficus, carob, evergreen ash, Chinese elm, redwood, several pines, acacias, and coast live oaks.

Heritage Tree Program

Westminster's Heritage Tree Program designates specific trees located in City parks as heritage trees due to factors of age, size, origin, uniqueness, and/or national or regional rarity. The list was created for the City Council by a long time director of the Community Services & Recreation Department. Designation affords some protection for the trees: permission from the Community Services Commission is necessary before removing any listed tree. Figure IVC-6 is the Heritage Tree Inventory.

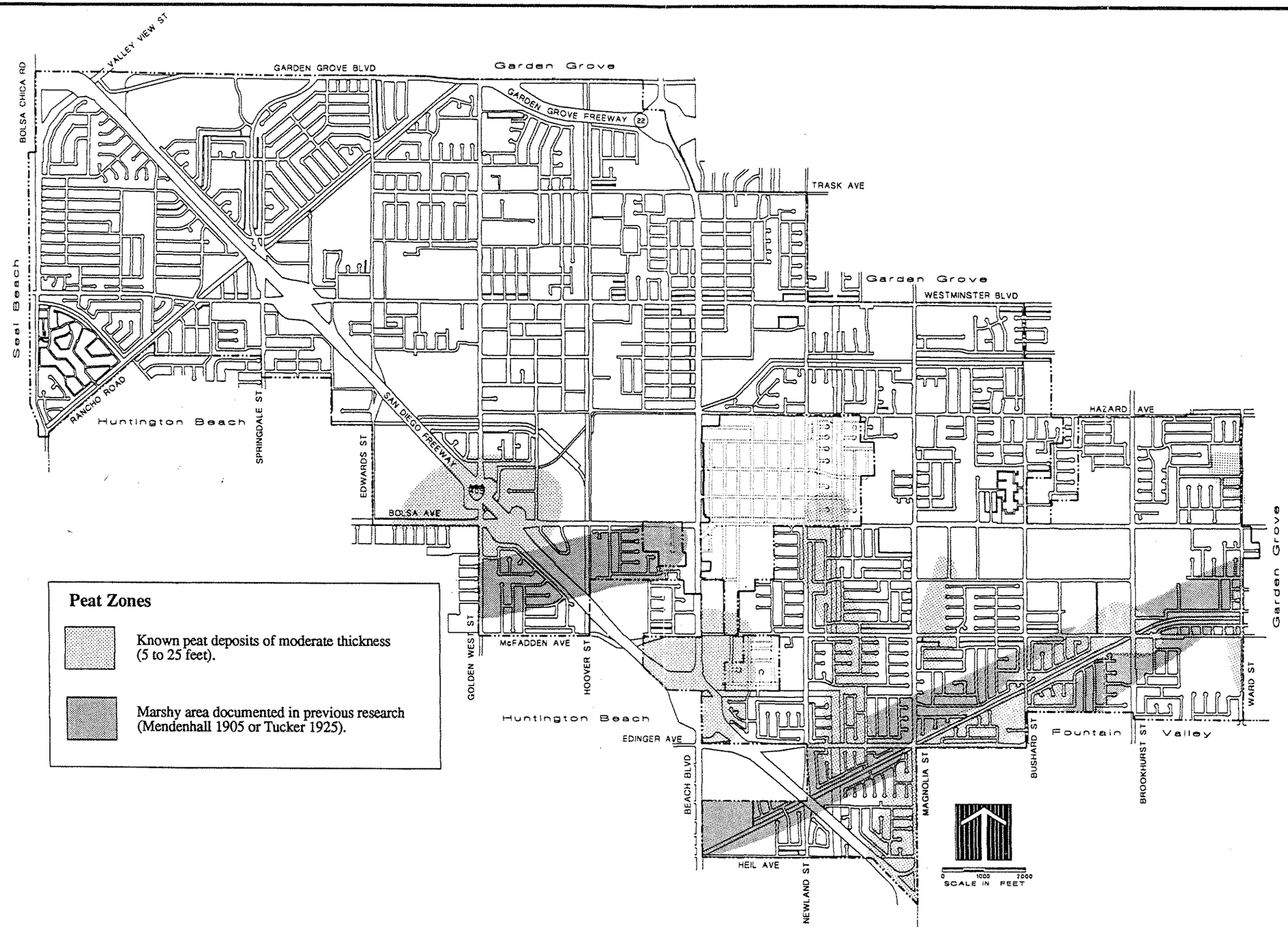


Figure IVC-5

Location of Peat Deposits

Location of Peat Deposits

The following trees have been designated as heritage trees due to factors of age, size, origin, uniqueness, and/or national or regional rarity.

		Botanical Name	Common Name	Height	Caliper	Approximate Age
1. Bolsa Chica Park	13660 University St.	QUERCUS virginiana	Southern Live Oak	40"	14"	25 yrs.
		LAGERSTROEMIA faurni	Crape Myrtle	24" Box		Planted Spring '88
2. Westminster Village Park	5300 Tattershall St.	TABEBUIA ipe	Lavender Trumpet Tree	24" Box		Planted Spring '88
3. Indian Village	6060 Hefley	BAUHINIA blakeana	Hong Kong Orchid Tree	24" Box		Planted Spring '88
4. Cascade Park	14100 Cascade St.	CALODENDRUM capense	Cape Chestnut	24" Box		Planted Spring '89
5. Goldenwest Park	13200 Siskiyou St.	TIPUANA tipu	Tipu Tree	45'	16"	25 yrs.
		OLMEDIELLA betschlerana	Guatemalan Holly	25'	5"	25 yrs.
		HARPULLIA arborea	Queensland Tulipwood	36" Box		Planted Spring '88
6. Buckingham Park	6502 Homer St.	MARKHAMIA hildebrandtii	Mark Hamia	24" Box		Planted Spring '88
7. Sigler Park	7200 Plaza St.	SCHINUS molle	California Pepper Tree	60'	40"	50 yrs.
		CASUARINA equisetifolia	Horsetail Tree	50'	20"	50 yrs.
		ULMUS americana	American Elm	50'	24"	35 yrs.
		ROBINIA pseudoacacia	Black Locust	55'	24"	35 yrs.
		LAGUNARIA patersonii	Primrose Tree	40'	13"	25 yrs.
		CERCIS occidentalis	Western Redbud	25'	Multi Trunk 4"	15 yrs.
		CATALPA speciosa	Western Catalpa	45'	30"	50 yrs.
8. Westminster Senior Apts.	13920 Hoover	CEDRUS deodara	California Christmas Tree	65'	28"	60 yrs.
9. College Park	15422 Vermont St.	CASSIA leptophylla	Gold Medallion Tree	24" Box		Planted Spring '88
10. Heritage Park	14491 Beach Blvd.	PINCUS canariensis	Canary Island Pine	95'	36"	75 yrs.
		ARAUCARIA heterophylla	Norfolk Island Pine	60'	14"	30 yrs.
11. Land Park	15151 Temple St.	BAUHINIA blakeana	Hong Kong Orchid Tree	24" Box		Planted Spring '88
12. Liberty Park	13900 Monroe St.	STENOCARPUS sinuatus	Firewheel Tree	24" Box		Planted Spring '88
13. Civic Center	8200 Westminster Blvd.	FICUS rubiginosa	Rustyleaf Fig	40'	12"	20 yrs.
14. Blakey Park	8612 Westminster Blvd.	PLATANUS racemosa	California Sycamore	80'	30"	Over 125+ yrs.
		CASSIA leptophylla	Golden Medallion Tree	24" Box		Planted Winter '89
		TABEBUIA ipe	Lavender Trumpet Tree	24" Box		Planted Winter '89
		HYMENOSPORUM flavum	Sweetshade	24" Box		Planted Winter '89
15. Park West Park	8301 McFadden Ave.	BAUHINIA blakeana	Hong Kong Orchid Tree	24" Box		Planted Spring '88
16. Palos Verdes Park	8600 Palos Verdes Ave	CHORISIA insignis	White Floss Silk Tree	24" Box		Planted Spring '88
17. Westminster Park	14402 Magnolia St.	HYMENOSPORUM flavum	Sweetshade	24" Box		Planted Spring '88
18. Coronet Park	1525 Oakcliff Dr.	STENOCARPUS sinuatus	Firewheel Tree	24" Box		Planted Spring '88
19. Newcastle Park	14720 Kent St.	QUERCUS suber	Cork Oak	30'	10"	21 yrs.
20. Gillespie Park	9801 McFadden St.	CASTANOSPERMUM australe	Moreton Bay Chestnut	24" Box		Planted Spring '88
21. Cloverdale Park	9721 Cloverdale Ave.	ARBUTUS unedo	Dwarf Strawberry Tree	24" Box		Planted Spring '88
22. Bowling Green Park	14700 Bowling Green St.	ERYTHRINA sykesii	Coral Tree	24" Box		Planted Spring '88

Source: City of Westminster Community Services and Recreation Department
Note: A location map is available from the City.

Figure IVC-6

Heritage Tree Inventory

Street Trees

Westminster adopted a Streetscape Policy (Section 12.12 of the Municipal Code) in 1984. The City's policy on street trees is set by the Director of Public Works. Many of Westminster's street trees have been removed. Of perhaps 12,000 to 15,000 street trees, estimates are that about 6,000 remain. A number of factors have contributed to the loss of street trees. The majority of the parkway widths are five feet or less (some are two and three feet) and are located between the curb and sidewalk. Therefore, the rooting area is too restricted for many species. Also, in some areas water mains and other utilities were placed in the center of the parkway or within a few feet of the curb. Consequently, many of the mature trees disrupted the walks, curbs, water, and sewer lines.

Wildlife

Typical of most urbanized areas, wildlife resources are limited within the City. In addition to domestic pets, the mammals and reptiles that are likely to occur in Westminster include the California ground squirrel, house mouse, and Western fence lizard. Common birds may include pigeons, hummingbirds, horned larks, ravens, seagulls, starlings, house sparrows, and various finches and warblers. The 160-acre Westminster Memorial Park Cemetery affords some habitat for migratory ducks, geese, and wild birds such as hawks and owls. Resident mammals include rabbits, opossum, untamed domestic cats, and fox.

Threatened and Endangered Species

Although no threatened or endangered species are known to occur in the City of Westminster due to it's highly urbanized environment, a list of sensitive plant and animal species found in areas near Westminster is provided in Figure IVC-7. This list is derived from the Natural Diversity Data Base and the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California.

Land Resources

Landform

Westminster is located on the Downey Alluvial Plain, a relatively flat coastal plain in northern Orange County, approximately five miles from the Pacific Ocean. Slopes range from zero to two percent, and the average elevation is 50 feet above sea level (Figure IVC-8).

The broad, flat landscape is not considered a resource requiring specific conservation measures. However, it has made a notable contribution to the ease of farming and the development of roads and structures. The flat landscape also factors into the problematic natural drainage and a potential vulnerability to flooding.

PLANTS

Astragalus rattanii A. Gray var. *jepsonianus* Barneby [Fabaceae]
Common Name: Jepson's Milk Vetch
Status: -/-/List 3 (?-?-3) Habit: annual
Habitat: Foothill Woodland (meadows & grassy hillsides, often serpentine) 1100-1900 ft.
Bloom Time: April to June

Cordylanthus maritimus Nutt. ssp. *maritimus* [Scrophulariaceae]
Common Name: Salt Marsh Bird's-beak
Status: E/E/List 1B (2-2-2) Habit: annual
Habitat: Coastal Salt Marsh
Bloom Time: May to October

Dudleya multicaulis (Rose) Moran [Crassulaceae]
Common Name: Many-stemmed Dudleya
Status: C2/-/List 1B (1-2-3) Habit: perennial
Habitat: Chaparral, Coastal Scrub, Valley Grassland (dry stony places), below 2000 ft.
Bloom Time: May to June

Dudleya stolonifera Moran [Crassulaceae]
Common Name: Laguna Beach Dudleya
Status: C1/T/List 1B (3-3-3) Habit: perennial
Habitat: Chaparral, Coastal Scrub, Valley Grassland, Oak Woodland (cliffs)
Bloom Time: May to July

Helianthus nuttallii Torr. & A. Gray ssp. *parishii* (A. Gray) Heiser [Asteraceae]
Common Name: Los Angeles Sunflower
Status: C1/-/List 1A (EXT.) Habit: perennial
Habitat: Freshwater Marsh, Coastal Salt Marsh
Bloom Time: August to October
Notes: Thought to be extinct, last seen in 1937.

Hemizonia australis (Keck) Keck [Asteraceae]
Common Name: Southern Tarplant
Status: -/-/List 3 (?-?-3) Habit: annual
Habitat: Valley Grassland
Bloom Time: June to September

Orcuttia californica Vasey [Poaceae]
Common Name: California Orcutt Grass
Status: C1/E/List 1B (2-3-2) Habit: annual
Habitat: Vernal Pools
Bloom Time: May to June

BIRDS

Rallus longirostris levipes
Common Name: Light-footed Clapper Rail
Status: E/E/-
General Habitat: Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation.
Micro Habitat: Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on molluscs and crustaceans.

Laterallus jamaicensis coturniculus
Common Name: California Black Rail
Status: C1/T/-
General Habitat: Mainly inhabits saltmarshes bordering larger bays.
Micro Habitat: Occurs in tidal salt marsh heavily grown to pickleweed; also in freshwater and brackish marshes, all at low elevation.

Charadrius alexandrinus nivosus
Common Name: Western Snowy Plover
Status: C2/-/CSC (breeding)
General Habitat: Prefers wide, flat, dry sand above ordinary wash of the tide on ocean beaches; inland, shores of salt or alkaline lakes.
Micro Habitat: Eggs are laid in areas strewn with shells, pebbles, and various bits of debris, providing camouflage for eggs and young.

Figure IVC-7

Sensitive Plant and Animal Species
(1 of 3)

Sterna antillarum browni
Common Name: California Least Tern
Status: E/E/- (nesting colony)
General Habitat: Nest along the coast from San Francisco Bay south to northern Baja California.
Micro Habitat: Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, land fills, or paved areas.

Coccyzus americanus occidentalis
Common Name: Western Yellow-billed Cuckoo
Status: C3b/E/- (breeding)
General Habitat: Riparian forest nester, along the broad, lower floodbottoms of larger river systems.
Micro Habitat: Nests in riparian jungles of willow, often mixed with cottonwoods, with understory of blackberry, nettles, or wild grape.

Passerculus sandwichensis beldingi
Common Name: Belding's Savannah Sparrow
Status: C2/E/-
General Habitat: Inhabits coastal saltmarsh, from Santa Barbara south through San Diego County.
Micro Habitat: Nests in *Salicornia* on and about margins of tidal flats.

REPTILES

Clemmys marmorata pallida
Common Name: Southwestern Pond Turtle
Status: C2/-/CSC
General Habitat: Inhabits permanent or nearly permanent bodies of water in many habitat types; below 6000 feet elevation.
Micro Habitat: Requires basking sites such as partially submerged logs, vegetation mats, or open mud banks.

Phrynosoma coronatum blainvillii
Common Name: San Diego Horned Lizard
Status: C2/-/CSC
General Habitat: Inhabits coastal sage scrub and chaparral in arid and semi-arid climate conditions of southwestern California.
Micro Habitat: Prefers friable, rocky, or shallow sandy soils.

INSECTS

Cicindela gabbi
Common Name: Gabb's Tiger Beetle
Status: -/-/*
General Habitat: Inhabits estuaries and mudflats along the coast of southern California.
Micro Habitat: Generally found on dark-colored mud in the lower zone; occasionally found on dry saline flats of estuaries.

Cicindela hirticollis gravida
Common Name: Barrier Beach Tiger Beetle
Status: -/-/*
General Habitat: Inhabits areas adjacent to non-brackish water along the coast of southern California.
Micro Habitat: Inhabits clean, dry, light-colored sand in the upper zone.

Cicindela senilis frosti
Common Name: Frost's Tiger Beetle
Status: -/-/*
General Habitat: Inhabits the marine shoreline, from the central California coast south to the salt marshes of San Diego.
Micro Habitat: Inhabits dark-colored mud in the lower zone and dried salt pans in the upper zone.

Danaus plexippus
Common Name: Monarch Butterfly
Status: -/-/* (wintering sites)
General Habitat: Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico.
Micro Habitat: Roosts located in wind-protected tree groves (eucalyptus, monterey pine, cypress), with nectar and water sources nearby.

OTHER INVERTEBRATES

Tryonia imitator
Common Name: Mimic Tryonia (=California Brackishwater Snail)
Status: C2/-/-
General Habitat: Inhabits coastal lagoons and salt marshes, from Sonoma County south to San Diego County.
Micro Habitat: Lives subtidally, and inhabits a variety of sediment types; able to withstand a wide range of salinity.

IVC-7
(cont.)

Sensitive Plant and Animal Species

(2 of 3)

STATUS (Federal/State/Other)

Federal Status Codes

E	=	Listed as Endangered
T	=	Listed as Threatened
C1	=	Candidate for listing and enough data is on file to support federal listing
C2	=	Candidate for listing but threat or distribution data is insufficient to support listing at this time
C1R	=	Recommended for Category 1 Candidate status
C2R	=	Recommended for Category 2 Candidate status
C3a	=	Extinct
C3b	=	Taxonomically invalid
C3c	=	Too widespread or not threatened

State of California Status Codes

E	=	Endangered
T	=	Threatened
R	=	Rare
CE	=	Candidate for Endangered status
CT	=	Candidate for Threatened status

Other Status Codes

Plants: California Native Plant Society Inventory Lists

List 1A	=	Presumed extinct
List 1B	=	Plants rare in California and elsewhere
List 2	=	Plants rare in California but more common elsewhere
List 3	=	Plants about which more information is needed - a review list
List 4	=	Plants with limited distributions - a watch list

Plants: California Native Plant Society (R-E-D) Codes

R - Rarity

1	=	Rare, but distributed widely enough that the potential for extinction is low at this time
2	=	Confined to several populations or one extended population
3	=	Limited to one or a few restricted populations, or present in such small numbers that it is seldom reported

E - Endangerment

1	=	Not endangered
2	=	Endangered in a portion of its range
3	=	Endangered throughout its range

D - Distribution

1	=	More or less widespread outside California
2	=	Rare outside California
3	=	Endemic to California

Animals and Misc:

CSC	=	California Department of Fish and Game "Species of Special Concern"
FSS	=	Bureau of Land Management and U. S. Forest "Sensitive Species"
*	=	Taxa listed with an asterisk fall into one or more of the following categories:

- Taxa considered endangered or rare under Section 15380(d) of the CEQA guidelines.
- Taxa that are biologically rare, very restricted in distribution, or declining throughout their range.
- Population(s) in California that may be peripheral to the major portion of a taxon's range, but which are threatened with extirpation in California.
- Taxa closely associated with habitat that is declining in California (e.g. wetlands, riparian, old growth forest, desert aquatic systems, native grasslands.)

Notes

Plants: The majority of sensitive plant species known to occur in the vicinity of Westminster are typically found in plant communities that do not exist within the City. The majority of the species listed are associated with coastal wetlands, salt marshes, coastal sage scrub, ocean beaches, and other habitat areas located south and west of the City.

Animals: As there is no significant native habitat in the City, the sensitive wildlife species listed are provide for reference only and are generally associated with coastal areas located outside of the City to the south and west.

IVC-7
(cont.)

Sensitive Plant and Animal Species

(3 of 3)

Soils
Westminster's soils have been mapped as part of a county wide soil survey (Soil Survey of Orange County and Western Part of Riverside County, California). Soils are mapped as soil associations and individually (Figure IVC-9). The predominant soil association in Westminster is the Hueneme-Bolsa Soil Association. This association contains nearly level, poorly drained, and somewhat poorly drained soils which are characterized as calcareous, (presence of calcium carbonate) fine sandy loams, silt loams, and silty clayloams. Such soils are deposited in alluvial fans and on flood plains.

Soils of the Hueneme-Bolsa Soil Association are formed in very deep alluvium. Slopes are zero to two percent. They are moderately alkaline throughout and calcareous, (presence of calcium carbonate,) to 40 inches or more. Natural drainage is somewhat poor. Many areas, however, are now drained, and the water table is below 60 inches.

Predominant Individual Soils
The three predominant individual soils in the Westminster area are: Bolsa silt loam, Hueneme fine sandy loam, and Metz loamy sand.

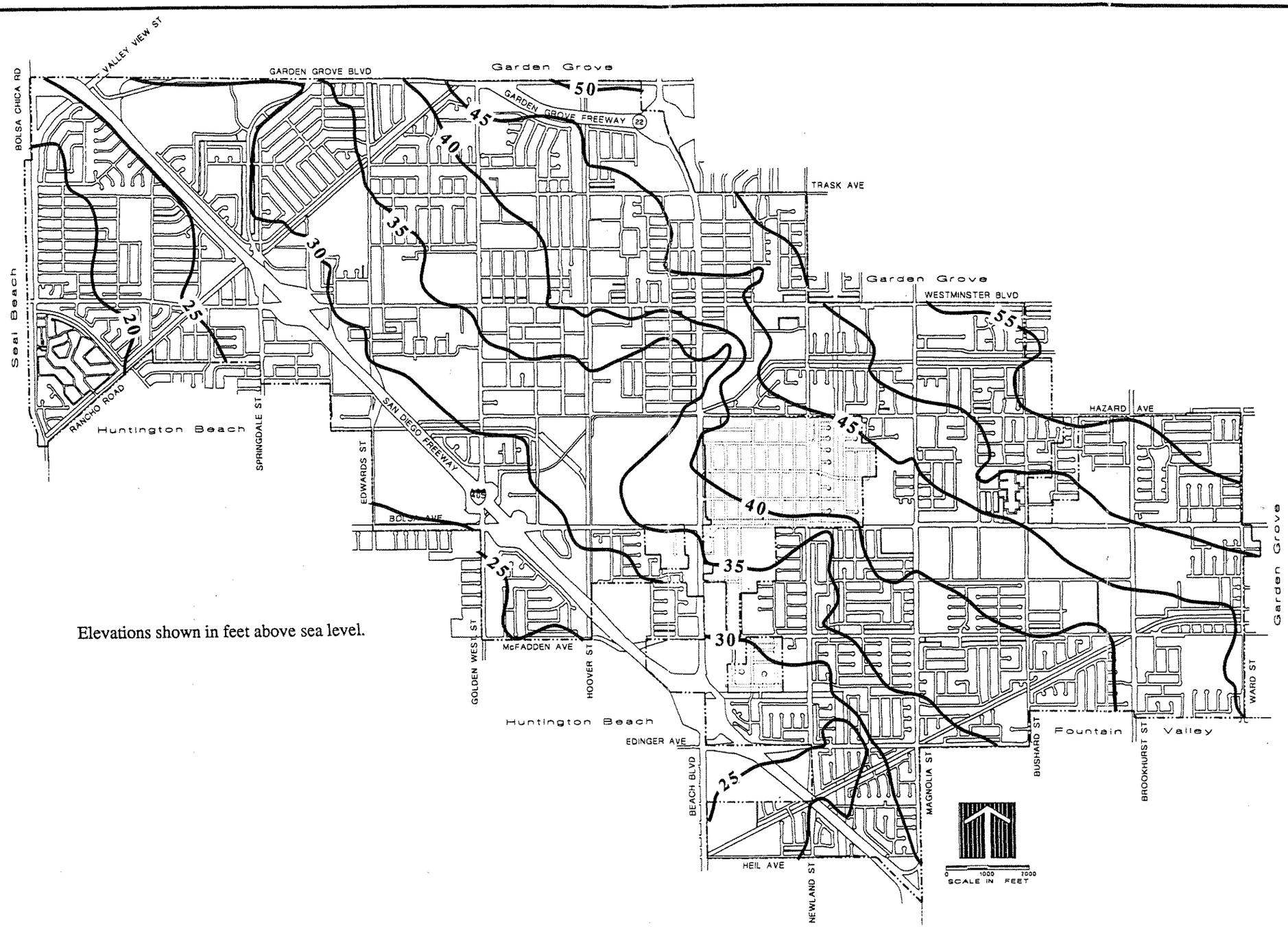
For additional soil information please refer to the Community Health and Safety Chapter, Public Safety Section.

Minerals
There are no known minerals of resource potential located within the City of Westminster.

Energy Resources
Energy resources (i.e. electricity, natural gas, petroleum products, and solar radiation) drive nearly every facet of today's lifestyle. Conservation of the State's energy resources depends in part upon the conservation practices of the citizens of local communities such as Westminster. For this reason, the State General Plan Guidelines suggest an inventory of energy conservation opportunities in addition to an inventory of energy producing resources.

The three main sources of energy used by Westminster are electricity, natural gas, and transportation fuels. Issues of future availability and environmental costs are concerns with each of these sources.

Electricity is provided to the City by the Southern California Edison Company. Electricity is generated by utilizing other primary energy sources such as oil and gas, hydroelectricity, nuclear power, coal, and miscellaneous alternative energy sources (geothermal, cogeneration, wind, solar, etc.).

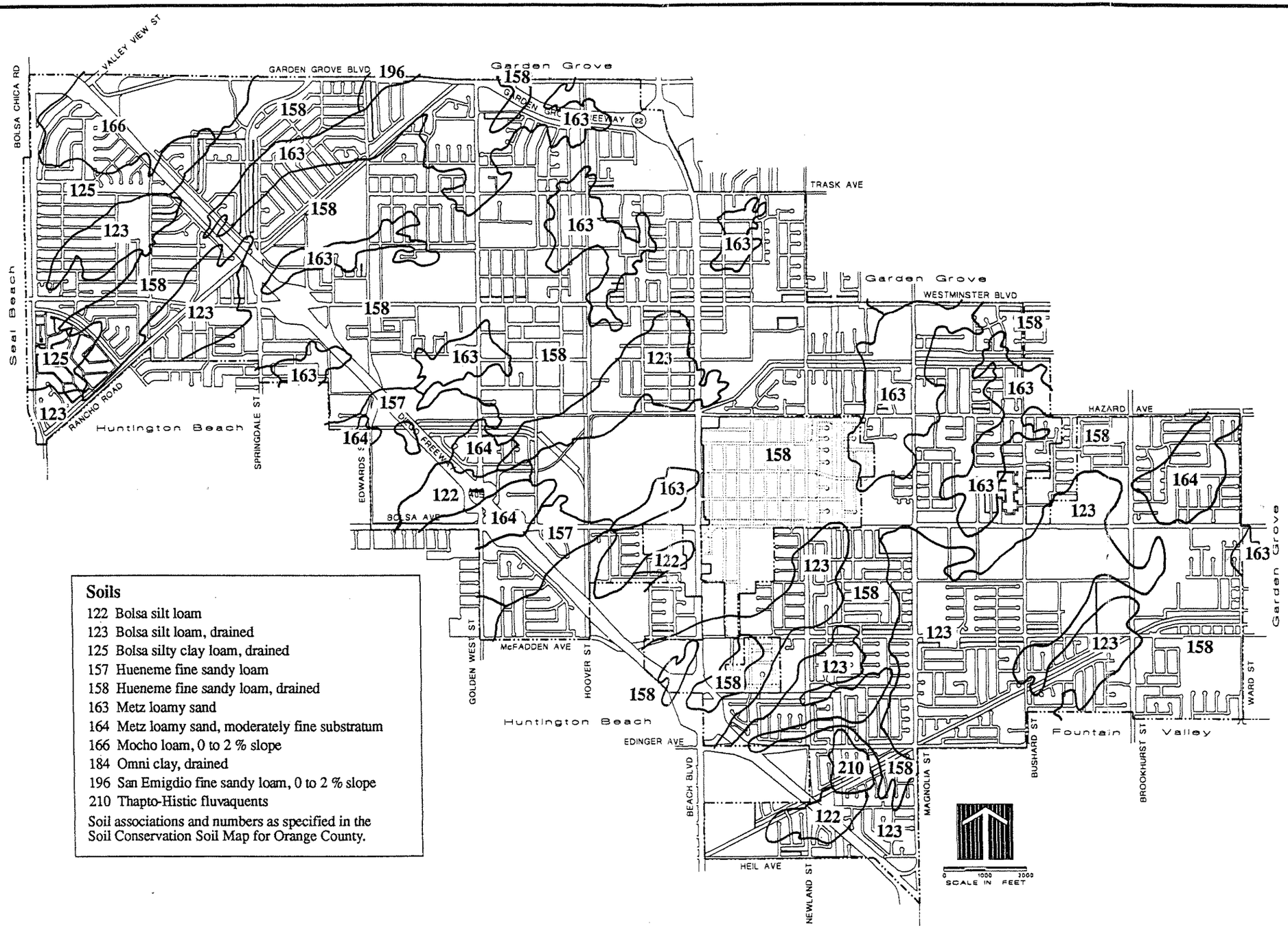


Elevations shown in feet above sea level.

Figure IVC-8

Ground Elevation

Ground Elevation



Soils

122 Bolsa silt loam
123 Bolsa silt loam, drained
125 Bolsa silty clay loam, drained
157 Hueneme fine sandy loam
158 Hueneme fine sandy loam, drained
163 Metz loamy sand
164 Metz loamy sand, moderately fine substratum
166 Mocho loam, 0 to 2 % slope
184 Omni clay, drained
196 San Emigdio fine sandy loam, 0 to 2 % slope
210 Thapto-Histic fluvaquents

Soil associations and numbers as specified in the Soil Conservation Soil Map for Orange County.

Figure IVC-9

Soil Map

It is important to note that of the total energy consumed to produce electricity, only about one-third of is actually converted into electricity. The production and transmission process consumes the rest.

Natural gas is supplied by the Southern California Gas Company, primarily from out of state sources in Texas and New Mexico. Projected future supply sources include those from Alaska's North Slope, Mexico, and from liquid natural gas. Distribution is such that all areas within the City have access to natural gas services.

Transportation energy is supplied primarily by petroleum or fossil fuels. At this time, gasoline and diesel fuels are readily available within the City and throughout the Southern California region. Southern California refineries process crude oil derived from sites within the State and from Alaska. Two environmentally significant consequences of using these fuels are the atmospheric release of carbon dioxide (CO2) and transportation-related particulate pollution.

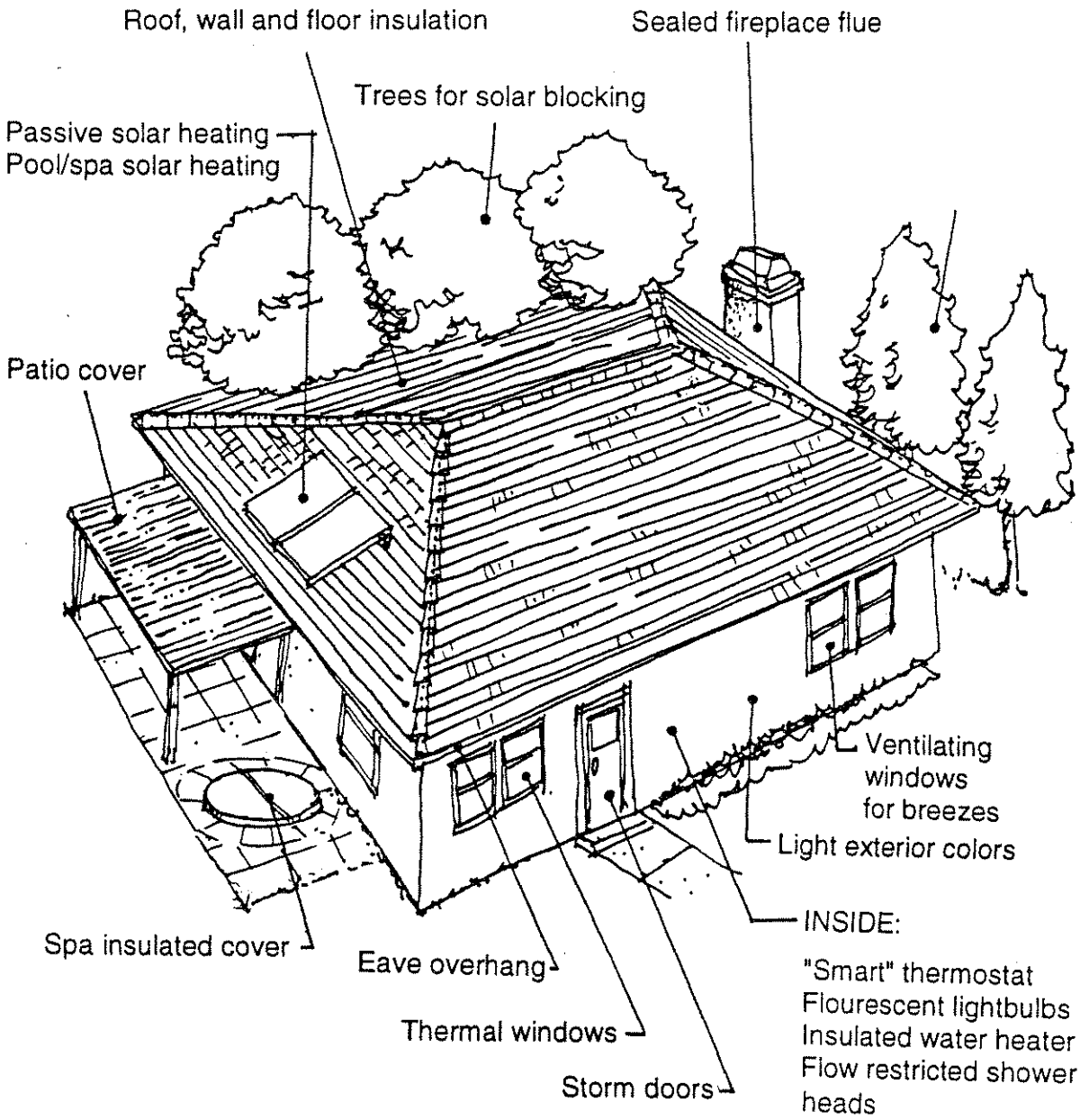
Energy Consumption Patterns

There is no City-wide Energy Plan for Westminster. Westminster's consumption patterns typically follow those of the county. The Resource Element of the Orange County General Plan identifies countywide energy consumption to be 38 percent electricity, 33 percent transportation fuels, and 29 percent natural gas. Resource utilization by sector (residential, commercial, industrial), as well as percent demand and trends of increase and decrease indicated that approximately 90 percent of electrical and natural gas customers are residential. Increases in countywide energy demands are projected through the year 2000 in all energy use except residential and commercial use of natural gas.

Energy Conservation Practices

Patterns of energy use are reflected in virtually all aspects of life in Southern California. This means that energy conservation is either critical to, or dependent upon the conservation of related resources such as air quality, water, and waste management. Energy conservation can be accomplished in any number of ways, and a comprehensive plan is most effective. The basic concepts of energy conservation are to use energy resources more efficiently through improved technology; to reduce unnecessary use; to replace dependence on nonrenewable sources with renewable sources; and to conserve the use of related resources.

Title 24 Building Energy Standards established maximum energy use levels in new or substantially remodeled residential, commercial, institutional, and industrial structures. State established climate zones specify insulation standards and other criteria for energy conservation: Westminster is in climate Zone 6. These state mandated requirements are implemented by the local jurisdictions during the process of issuing building permits.



Source: The Lightfoot Planning Group, 1992

Figure IVC-10

Typical Household Energy Conservation Techniques

Many opportunities for energy savings can be found by reducing space heating and cooling demands in homes. Figure IVC-10 identifies some typical household energy conservation techniques. In addition to energy efficient building designs, efficient lighting systems can dramatically reduce energy consumption, as can the use of energy-efficient appliances. Proper swimming pool maintenance and operation of pool equipment also produces substantial energy savings.

Southern California Edison provides a number of energy conservation programs and informational publications to assist individual customers in their energy conservation efforts. They maintain a telephone hotline number, which provides information on energy conservation programs and guidelines.

Consumer-driven energy savings can be increased as products and materials are reused or recycled. Reducing excessive consumption is important, as is reduction in the demand for energy-intensive products such as plastics.

Conservation of transportation fuels can be achieved through vehicle trip reductions and increased auto efficiencies. Parking incentives, car pooling, mass transit opportunities, and expanded use of telecommunications can reduce vehicle trips. Implementation of the proposals of the Regional Air Quality Management Plan (AQMP) will accomplish energy savings as well as improve air quality (see Air Quality Section).

Cultural Resources

Paleontology

Paleontologic resources are plant and animal fossils dated from 3.5 million to 7,000 years ago. Typical paleontologic resources include hardened remains from plants, vertebrates or invertebrates. A Paleontological Locality Search for the City was conducted in March 1993, by the Natural History Association of Orange County. The search found no recorded paleontological sites within two miles of the City boundaries. The nearest recorded sites are located approximately 2.25 miles to the south of the City. These sites (NHF 91 and NHF 280) are both from Pleistocene sediments. NHF 91 is from Pleistocene terrace deposits and produced terrestrial vertebrates. NHF 280 is a marine invertebrate site, probably correlated with the Palos Verdes sand formation. The lack of sites identified in the area is suspected to be related to the early development of the City at a time prior to establishment of comprehensive paleontological monitoring.

Archaeology

Archaeological resources are defined as the material remains of an area's prehistorical (aboriginal/native american) or historical (European and Euro-american) human activity. Remains that are 45 years of age or older are of cultural concern, although they are not necessarily of cultural significance as defined by the California

Environmental Quality Act (CEQA). Archaeological resources are recognized as non-renewable resources significant to our culture and are afforded protection by Federal and State laws that include CEQA.

Archaeological resources are identified by discovering any of the following categories of resources: midden (ashy or greasy dark soil indicating occupation); milling features and related ground stone tools; rock shelters; rock features (cairns, walls, etc.); rock art (petroglyphs, pictographs, etc.); quarries for tool manufacture; ecofactual material (faunal remains, fire-affected rocks, etc.); and trails. Other indicators of aboriginal occurrences are pottery, tool-manufacturing waste, body adornments (such as shell or bone beads, bracelets, etc.), or human skeletal remains. Historical remains can include privies, mines, graves, cemeteries, homesteads, fallen or standing structures, and scattered artifacts.

Archaeological Records Search

An Archaeologic Records Search conducted by the Archaeological Information Center (AIC) at the University California, Los Angeles in May of 1992, reviewed all recorded historic and prehistoric archaeological sites in the study area, as well as all known cultural resource survey and excavation reports. The search also included a review of historic maps of the area. Due to the sensitive nature of cultural resources, archaeological site locations are not released, instead, sensitive areas are delimited with relevant state trinomials. A map of Westminster showing areas of known archaeological sensitivity was prepared by the AIC and is on file at the City to assist in evaluating projects undergoing environmental review.

Records Search Findings

Seven prehistoric sites have been identified within a one mile radius of the district plan area. Four of these sites are within the city limits: CA-ORA-113, CA-ORA-162, CA-ORA-492, and CA-ORA-816. The records for these sites were prepared in the 1960's and 70's, so the current condition of the sites is unknown. The majority of these sites were considered sensitive and further study was recommended. The sites contained shell fragments and midden.

Of the seven sites, three surveys and/or excavations have been conducted within a one mile radius of Westminster. Two of the surveys were conducted within the City limits, however most of the City has not been surveyed and has unknown potential for archaeological resources.

One historic site has been identified within a one mile radius of the city. This site is outside of the city limits and dates back as far as the 1860's. Historic maps -- Downey (1896 & 1943), Anaheim (1896 & 1942), Santa Ana (1896 & 1901), and Las Bolsas (1896 & 1941) 15' series indicate that the City was developed very early in the historic period, and was very well developed prior to the turn of the century.

Methodology

A determination of the sensitivity of a property for cultural resources is typically initiated with the completion of an archaeological records search which identifies known sites and survey and excavation reports. By evaluating this information and mapping site characteristics and proximity to known or suspected sites, a determination is made as to whether the project site could contain sensitive cultural resources that would require field investigation. Field work generally proceeds according to the following phases:

- Phase I - Survey
- Phase II - Testing
- Phase III - Data Recovery
- Phase IV - Monitoring

Phase I of field work identifies any resources visible on the surface during an on-site survey. A Phase I survey must be proceeded by a records search to determine whether there are any known sites or surveys that have been conducted on or in close proximity to the property in question. A report is prepared outlining the results and any recommendations for the preservation or mitigation of cultural resources.

If resources are found during the first phase, Phase II is often recommended. The purpose of this phase of the fieldwork is 1) to determine the presence of subsurface deposits, and if discovered, 2) collect quantitative data on the character and quantity of remains so that the data recovery/protection plan can address specific research values. Testing is accomplished by hand-excavated units and in some cases by mechanical means (for example, by backhoe). If no subsurface artifacts are found, surface features are mapped, collected, and reported in the Phase II report. Under this circumstance, further work is typically not recommended.

If subsurface artifacts are found to be significant, they should be avoided or mitigation should be provided to offset impacts. Testing should be conducted in a manner that allows for a plan of data recovery (Phase III). If the site is not impacted directly, some consideration must be given to its protection from other possible impacts. This is most effectively accomplished in a management plan with short- and long-term goals for protection of the site.

Phase III, data recovery, involves large-scale excavations and analysis of recovered materials. Categories of artifacts typically recovered include: ground stone (manos and pestles used to grind plant and animal matter); milling surfaces (portable and non-portable metates and mortars used in conjunction with the ground stone); flaked stone artifacts (e.g., projectile points, knives, etc.); floral and faunal remains; and ceramics (during the late prehistoric period after 1550 A.D. in this area). Analyses of the materials provide an interpretive frame which helps determine "who, when, where, and why."

Phase IV, monitoring, takes place during grading and earth moving activities in an effort to discover any buried deposits that may exist. Monitoring of large projects is not usually recommended, except in sensitive areas.

Planning Considerations

Proper identification and protection of cultural resources is mandated by state law and is primarily initiated through the conformance procedures of CEQA. Under CEQA, an archaeological survey may be required for a project if cultural resources are identified as potentially significant during environmental review. The approach to making a determination of significance is essential to ensure protection of these resources.

The AIC, located at UCLA, is one of eleven regionally based centers under agreement with the California Office of Historic Preservation (OHP) that serves to collect and distribute cultural resource information throughout the state. As part of the State system, the AIC is an essential part of the gathering, analyzing, and reporting process for cultural resources. The AIC has an extensive cultural resource data base which maintains the latest records and reports for Los Angeles and other Counties. With an experienced and specialized staff, and access to the data base, the AIC can provide informed assessments of projects under environmental review in order to determine resource significance and the need for any mitigation (i.e. surveying, testing, data recovery, or monitoring).

Historic Chronology of Westminster

The following historical information is summarized from the publications, Westminster Centennial History 1870-1970 and "Westminster Through the Years," both written by Joy Neugebauer. Additional information was provided by members of the Westminster Historic Society and a film produced by the Chamber of Commerce on Westminster's history.

Hunting and gathering tribes (9,000-25,000 years ago), the Oak Grove people (8,000 years ago), and later the Gabrieleno Indians occupied the coastal plain area that today includes the City of Westminster. These early settlers lived in wickiups of tulle grass woven into willow branch frames and subsisted on shell fish, small animals, and a variety of plants. They utilized such materials as stone, bone, antler, and sea shells. Native Americans were still known to inhabit the area through the 1870's.

In the late 15th century Spanish land grants claimed the land for the King of Spain, and in 1784, Rancho Las Bolsas, twenty one square miles of what is now West Orange County, was given to Manuel Nieto by the Governor of California. This

land became the property of Abel Stearns after California's admission to the Union and was subsequently known as Stearns Rancho.

Westminster was the second colony founded in Orange County. Six thousand acres of the Stearns Rancho were purchased in 1870 by the Presbyterian Reverend Lemuel P. Webber. Founded as a temperance colony, it was named for the Westminster Assembly of 1643 which prescribed the basic tenets of the Presbyterian Church. The Reverend Webber invited those with certain religious and moral ideals to relocate onto 40-acre farms in his colony.

The first new resident settled on what is today the corner of Westminster Boulevard and Monroe Street. The first school was built in 1872 and instructed 13 students. In 1874 the first general store opened in the community, initiating a business district on Almond Avenue (Westminster Boulevard). That year, the colony had a population of 225. The colony expanded onto an additional 1,800 acres to the north, acquired a newspaper (The Tribune), and built three Protestant churches. A variety of shops and businesses, as well as a sorghum mill and two creameries, existed before the end of the first decade.

The agricultural community continued to develop, due in part to the Drainage Act of 1881, which was credited with transforming thousands of acres of swamps and tulles into productive crop land. Endeavors were so successful, in fact, that celery crops yielding 12,000 bunches per acre were enough to become one of the first agricultural exports from the area. Dairy products were another export, and dairy farming was the principal income source for many ranchers. Westminster eventually became known as one of the finest dairy centers in the country. Even grapes flourished despite the fact they were not consistent with original community ideals. Chinese, Japanese, and Mexican labor helped to farm the rich soil.

The turn of the century brought the first library (1900), telephone, and the Southern Pacific Railroad (1902). Two civic organizations were formed-the "Plaza Association," which was to develop Sigler Park, and the Westminster Chamber of Commerce.

The railroad facilitated the marketing of celery to the East. Sugar beets were sent to two nearby sugar factories. The area became well known for its duck hunting facilities with duck ponds and gun clubs locating along Bolsa Road. Ponds were filled with water from artisan wells for the hunting season running from September 1 until March 1. At this time "the wells were capped, water drained off and cattle turned into the pastures."

In the 1920's, Westminster was characterized as an "orderly, dignified collection of homes with the best of school and church facilities," a predominantly rural community surrounding a quiet village. This decade saw an expansion of school

facilities to accommodate 325 students. Other notable additions to the community were the Central Memorial Park Cemetery, the Midway City and Barber City Subdivisions, the Pacific Goldfish Farm (the world's largest), and the Westminster Gazette. The Green Kat Tavern became an area landmark for the once temperate community.

In 1925, Zenith Aircraft Corporation was formed by rancher Sterling Price. The company's first plane was the Albatross. This plane was designed for endurance flights and with its 90-foot wing span was the largest aircraft manufactured in the United States. One of the J5's built by Zenith is currently being restored in Kansas City. The J5 once held a worldwide solo endurance flight record. The depression closed the company in 1932.

The 1930 Census recorded a population of 401. The community coped with the depression, forming an "Association of the Unemployed." A new water system was installed. In 1933 an earthquake damaged much of the city. In 1938, a flood that devastated much of Southern California disrupted access to the town for a period of time by depositing silt and debris.

Throughout most of the 1940's the lands of Westminster remained as fields of orange groves, lima beans, and sugar beets. In 1942, two priests founded a mission church which eventually found a home on the present site of Blessed Sacrament Catholic Church. The first of the annual Fiestas was held in 1946.

World War II affected the community in several ways. Young men left to serve in the Armed Forces, and those of Japanese descent were moved out to Poston Relocation Center. After the war, most of Westminster remained as agricultural land while surrounding communities constructed huge housing tracts. The first school segregation case occurred in the 1940's and involved Westminster as one of five communities which had segregated Hispanic children into separate schools.

The 1950's were a decade of phenomenal growth. By the end of the decade, the enrollment in the Westminster Elementary School District alone (close to 6,000) was nearly twice that of the population of the entire community at the beginning of the decade. New housing tracts were developing on once quiet farmland. Two new schools opened, Dr. Russel Johnson Intermediate School and Westminster High School. An attempt was made to form Tri-City from the communities of Westminster, Barber City, and Midway City. Midway City withdrew, but Barber City and Westminster incorporated by vote and retained the name of Westminster. Civic organizations and activity flourished, and the cooperative spirit of the original colony continued.

The population quadrupled in the 1960's. School facilities could not always keep pace and more churches were built. Two freeways, the Garden Grove and the San

Diego, linked Westminster to the regional freeway system. In 1968 the City administration moved into the brick Civic Center facilities which were designed to carry on the English theme and identity.

The 1970's brought further urban development, the building out of many vacant lots and the redevelopment of older dwellings. A new library facility combined two storefront operations. The Westminster Historic Society was formed and took on projects such as the restoration and relocation of the McCoy-Hare House. The Westminster Mall was built. New civic buildings were constructed, including an administrations building and senior citizen facility. Asian settlers began arriving and settling in Westminster after the fall of Saigon in 1975.

Westminster developed into the community of today in little over 120 years. A swampy land of native grasses and willows spotted with a few wickiups was transformed into one of the most productive agricultural areas of the country. In turn, the vast agricultural fields that once surrounded a quite rural village were transformed into the residences, schools and work places of almost 80,000 citizens. Westminster has become a substantial urban city. The City of Westminster continues to grow and change, fusing as it has, into the greater regional system.

Historic Structures

Barber City Woman's Club
Located on Francis and Rancho Road, this white wood frame building is still used and houses an active woman's club. Built in the 1920's by the husbands of early members, it has also been used over the years as a library and church facility.

Midway City Woman's Club
This structure was originally constructed at Bolsa Avenue and Monroe Street in 1929. It was also built by husbands of early members to provide a meeting place outside the homes. In 1988 the building was moved to Blakey Park and restored on site. The move was financed in part by the disbanded Midway City Woman's Club. The Westminster Historical Society is in the process of moving their museum into this building.

McCoy-Hare House
The McCoy-Hare House dates back to 1874 and the early years of the Westminster colony. The house was first owned by druggist and businesswoman Mattie McCoy and known as "Mattie's Drugstore." Originally located on Westminster Avenue, the McCoy-Hare House is the oldest building in Westminster that is still intact. Over the years, and with many additions and alterations, the small building evolved into a family home. Marie Hare came to live in the house in 1912 as wife of the village blacksmith. It was she who eventually gave the house to the Westminster Historical Society. In 1976 this board and batten house was reduced back to a basic two-room

structure and moved to a new location in Heritage Park. Here it was given a new foundation, a new roof, and furnished to depict an early drugstore.

Warne House, Pumphouse, Barn
The Warne family was a family of farmers for many years. Their large red barn was built in 1915 and was a landmark on Bolsa Avenue for many years. Around 1989 the buildings, along with some of the farm equipment, were moved to Blakey Park. The barn and equipment requires additional restoration.

Current Museum Building on Hoover and Baylor
This cement block building was originally a telephone switching station that was moved to its present location (on Webber School property) with money raised by the P.T.A. It currently houses the photographs, relics, artifacts and documents acquired by the Westminster Historical Society. The Westminster Historical Society is in the process of moving the museum items to another location so that the site can be utilized by the school.

Other Historic Resources
Other historic resources include Blakey Park, notable artifacts (a beet wagon, windmill, and an immense plow), and various publications recording Westminster's history. Blakey Park has become a repository for a number of the historic structures that could be moved. It was deeded to the Westminster Historic Society and the City of Westminster by Miss Leaora Blakey. The Historic Society owns the buildings and the City owns the land.

The sugar beet wagon located at the Museum on Hoover and Baylor was donated by the George Sager Family and was dedicated on October 16, 1982.

The world's largest plow was built in Westminster in 1938. It was used to break up hardpan at great depths and to bring up the rich top soil buried under the sand deposited by the flood. It can be seen on the southwest corner of Brookhurst and Bishop.

Historical publications include Early Pioneer Families and Events written by former Westminster Historian Edna Richards, and The City History of Westminster in 1970 and The Centennial History 1870-1970, both written by current Westminster Historian Joy L. Neugebauer.

Westminster Historical Society
The Westminster Historical Society was organized in 1973 and incorporated the following year. It is a member society of the Orange County Historical Society and the Conference of California Historical Societies. The Westminster Historical Society acquires and shares historical and cultural knowledge. They acquire and display photographs, relics, artifacts and documents. A historical museum is

maintained at 14102 Hoover Street and tours are provided of the McCoy-Hare House located in Heritage Park. A number of yearly events are sponsored by the Society, including a Pumpkin Festival and a Pumpkin Growing Contest.

Recent History

For most of its history, Westminster existed as a farming community and provided a way of life tied physically and economically to agriculture, the land, and the seasonal clock. Once this began to change, the transformation was rapid. Within a few decades, an entirely different cultural identity emerged as Westminster became an urban/suburban community. One of the most significant cultural events in Westminster's recent history is the relocation and settlement of a sizable Vietnamese and Southeast Asian population.

Little Saigon

After the fall of Saigon in 1975, many anticommunist refugees, including over 1,000 "boat people," came to the Westminster area. They settled in an area along Bolsa Avenue, between Brookhurst and Magnolia, now known as Little Saigon. Since that time many Southeast Asian refugees (Cambodian, Laotian, Thai, Hmong, Chinese, as well as Vietnamese) have been drawn to the area, and Little Saigon has become their social and commercial center. The majority of Orange County's 800, or so, Vietnamese businesses can be found here, representing the largest cultural and commercial district of its kind outside of Vietnam. Mostly family owned businesses, there is an amazing diversity of shops representing both past cultural ties and contemporary ones. Little Saigon was designated a tourist zone and special redevelopment district by the Westminster City Council in September, 1989. According to the 1990 census, about 15,000 of Westminster's residents, or 19 percent of the total population, are Vietnamese.

Cultural Events, Organizations, and Facilities

Tet Festival

The Little Saigon district hosts an annual Tet Festival to welcome the Lunar New Year. Usually occurring in February, Tet is traditionally an important holiday for the Vietnamese. During this time homes are decorated with flowering branches, family reunions take place, and homage is paid to ancestors. Everyone's birthday is celebrated at this time. Tet wishes, new coins, and red good luck money banks are given. Often celebrated for three days, this holiday usually includes a spring festival where communal festivities take place.

The local Tet Festival is sponsored by the Orange County Vietnamese Chamber of Commerce and has been occurring in Little Saigon since 1987. The three purposes of the festival are stated as: "to remind the Vietnamese youth of their heritage, to share that heritage with the Western community and to help bring tourism business into Little Saigon." This two-day event takes place on a quarter-mile stretch of

festival grounds located along Bolsa Avenue between Magnolia and Dillow Streets (near the Asian Garden Shopping Center). A parade takes place with marching bands, a procession of dignitaries, and lion dancers. Games, carnival rides, food booths, and art displays are enjoyed by those attending. Entertainment includes traditional dances and songs, popular local bands, martial arts demonstrations, a folk musical, and a play. Considered the largest Tet observance in the United States, the festival may be attended by 100,000 people each day.

Westminster Library

The Westminster Branch of the Orange County Library participates in a branch specialization program and maintains extensive files on the Southeast Asian cultures, including a clip file of articles from area newspapers. Researchers seeking information on some aspect of Vietnamese or Indochinese cultures often come to use the resources at this library.

Cultural Arts Program

There are three major components to the Cultural Arts Program in the City of Westminster-the Cultural Arts Commission, the Cultural Arts Center, and the staff position of Cultural Arts Coordinator.

The Cultural Arts Commission

The Cultural Arts Commission performs an advisory function to the City Council. It consists of five members and one alternate who are citizens of Westminster. Their duties include the following:

1. Recommend policy.
2. Give due attention and study to the arts and cultural affairs and the development of facilities as they affect the people of Westminster.
3. Stimulate community interest in cultural arts (visual and performing).
4. Interpret the cultural needs of the community.
5. Encourage individuals, citizen groups and the business community to donate time, funds and in-kind services for the development and implementation of programs, special events, projects, and facilities.
6. Serve as a sounding board to which the City Council may test their plans and ideas.

The Cultural Arts Center

This facility is currently housed in a WPA (Work Program Administration) auditorium which was formerly the Westminster School on 17th Street. Constructed in 1945, it has 650 wooden seats and windows which make theater productions difficult. There is a 5-year renovation plan to upgrade the facilities which will be renamed the Abbey Center for the Arts, in keeping with the Westminster/English design theme established for civic buildings. The project has completed the design development phase at this time and is ready to begin construction drawings, pending

a City Council study session. Plans call for retaining the WPA character of the original structure, but greatly expanding the functional capacity to include a more versatile performing arts facility, reception areas including banquet facilities, and a television studio.

The Cultural Arts Coordinator

This position was created in 1990 as staff to the Cultural Arts Commission. The primary responsibilities are to manage the Cultural Arts Center, to arrange special events, and to coordinate with special arts groups. Management of the Cultural Arts Center facility involves the booking of, and coordination with local community groups and other productions which use the facility. The Cultural Arts Coordinator is also responsible for the Concert In the Park series of summer concerts.

Visual Resources

Westminster is a fully urbanized community with a land use pattern and density of development similar to many of the suburban communities in southern California that experienced rapid growth in the 1950s, 1960s, and 1970s. The built environment is a mix of one- and two-story homes, commercial strip centers, and various parks and open space lands. The major arterials of the City's grid pattern circulation system act as commercial corridors which convey the visual character of the community to most of those who pass through the City. The development along these corridors is geared toward providing services to clients who want quick and convenient automobile access. In order to attract these clients, commercial development presents a mix of competing architectural styles and signage that can be perceived as visually obtrusive. Although commercial strip development is the most visually predominant land use in the City, the largest land use type is residential, with low density single family neighborhoods being the most common. Industrial development, which is primarily light industrial, is limited for the most part to a small area in the western portion of the City just east of the San Diego Freeway.

The topography of the City is nearly flat to gently sloping, and its urban form provides little in the way of visual resources or unique visual features. The most visually distinct area of the City is the block bordered by Hazard Avenue to the north, Bolsa Avenue to the south, Hoover Street to the west, and Beach Boulevard to the east. This block contains the largest concentration of open space in the City and is developed with the generously landscaped Westminster Memorial Park and a large area devoted to agricultural use. Other visually prominent or distinct areas include the Westminster Mall, the civic center complex, and Little Saigon. Parkland and other open space areas are dispersed throughout the City in the form of neighborhood parks and utility right-of-ways. Some visual relief is also provided by the freeway greenbelts and the City's limited street trees.

Summary of Issues

The following issues are identified as being of considerable importance to the improvement of Westminster. A brief discussion of each follows:

Issue 1: Energy Conservation

Non-renewable resource consumption must be reduced. The City of Westminster should strive to reduce dependency on resources with finite supplies. Education, utilization of technology, and a commitment to recycle are included in this effort.

Issue 2: Water Conservation

Living in Southern California requires an understanding of the necessity to conserve water at all times. Recent drought years have further illustrated the need to conserve water.

Issue 3: Cultural Resources

Westminster includes a variety of cultures. If the City is to be successful at "improving and maintaining a socially cohesive economically viable, and physically attractive community," cultural understanding, acceptance, and integration must occur.

Relevant Policies of the General Plan

Public Safety Policies

VA2-5 Control surface runoff from new development using on-site measures including, but not limited to the following:

a. Structural controls
b. Restricting changes in topography, removal of vegetation, and limiting areas of impervious surfaces to reduce runoff and the need for flood and drainage control improvements.

VA3-1 Restrict pollutants (metals, sediment, organics, or pesticides) at their source which may be routed to drainage channels via storm runoff or other return flows such as irrigation.

VA3-2 If surface water is collected for discharge, or a surface discharge is contemplated in any new development or as a result of drainage improvements, a National Pollution Discharge Elimination System (NPDES) permit must be obtained from the Regional Water Quality Control Board.

VA3-3 Develop and apply standard grading conditions that address erosion and sedimentation control. For grading of sites greater than five acres, NPDES permit requirements shall be addressed.

VA3-4 Automatic water-conserving irrigation systems, using the best available technology and development techniques which minimize surface runoff, shall be encouraged in new development to reduce the amount of irrigation return flows and surface runoff. Programs to educate the public about proper irrigation techniques and methods for reducing urban runoff shall be promoted by the City.

VA3-6 Projects located in areas of shallow ground water shall include a ground water analysis as part of a project's required geotechnical report. The analysis shall include criteria to assure control of shallow ground water within a minimum depth of five feet below finished grade. Prior to issuance of certificates of use and occupancy, improvements (ie. subdrains) required to control shallow ground water levels shall be completed.

Conservation Policies

IIC3-4 Discourage the demolition or movement of historic structures without an evaluation of the condition of the structure, the costs of rehabilitation, and feasibility of preservation or conservation alternatives.

IIC3-5 Encourage the adaptive re-use of historic structures.

IIC3-6 Encourage community support of the Westminster Historical Society, the Cultural Arts Commission, and the Blakey Park Historical Area.

IIC3-7 To protect significant cultural resources in the City, the Planning Department should, as part of the environmental review process, forward a description of proposed projects to the Archaeological Information Center (AIC) at UCLA for an assessment to determine resource significance and the need for any mitigation (i.e. surveying, testing, data recovery, or monitoring). Charges for conducting the assessment should be paid by the project proponent as part of the development application fee process.

IIC3-8 In order to protect paleontologic resources in the City, projects that would involve extensive grading or grading of large areas to a depth of more than ten feet below grade, should be conditioned to immediately stop grading activities if paleontological or archaeological resources are encountered. At this point a qualified paleontologist approved by the City should be enlisted to investigate the resources and conduct a preliminary assessment to determine whether a paleontologic impact report will be required.

Land Use Policies

IIA1-4 Institute a City-wide unified streetscape program, such as signage, lighting, and landscaping.

IIA1-8 Establish a City-wide sign ordinance, that includes commercial site signage and billboards.

IIA1-11 The City shall formulate, maintain, and implement comprehensive standards intended to guide the design of new development and shall establish and maintain a design review process for proposed development projects.

IIA1-12 Maintain and enhance public properties, parks, and roadways.

Impacts and Mitigation Measures

This section addresses the potential impacts of the proposed General Plan on Conservation issues associated with water, biotic, land, energy, historical and cultural, and visual resources. Standards of significance and discussions of impacts and mitigation measures are provided separately for each of the topics listed above.

Water Resources

This discussion addresses the potential impacts of the proposed General Plan on hydrological resources, including surface runoff, groundwater resources, and water quality. Development occurring under the proposed plan would alter surface water generation, which would impact existing drainage facilities, and may potentially affect groundwater resources. Nonpoint sources of water pollution, such as runoff from urban areas, grading, construction, and agricultural activities should be recognized as potentially significant impacts of development.

Standards of Significance

In accordance with CEQA Guidelines and professional standards, impacts on water resources are considered significant if one or more of the following conditions would result from implementation of the proposed plan.

- Substantial degradation of water quality;
- Substantial degradation or depletion of groundwater resources;
- Substantial interference with groundwater recharge or direction and rate of groundwater flow;

- Significant change in rate and amount of surface runoff or change in amount of water in any water body; and/or

- Contamination or substantial reduction of a public water supply.

Impact

IVC.1. Implementation of the proposed General Plan would marginally increase the amount of surface water flow generated in the City. This is *a less-than-significant impact.*

As the generation of storm water runoff is dependent upon the percent of a total site that is covered with impervious surfaces, an increase in impervious surfaces will result in an increase in storm water runoff. The proposed plan will result in a slight decrease in acres of agricultural and vacant land, and a slight increase in commercial acreage. These changes in land use would result in an increase of impervious surfaces, and a corresponding increase in surface flow in the City. In addition, a decrease in low and medium density housing acreage, coupled with an increase in high density housing acreage is anticipated to result in a slight increase in surface runoff, as high density housing generally has a higher percent of impervious surfaces than low and medium density. Although the change in impervious surfaces is anticipated to be only about two percent, it is important that future developments incorporate measures that help reduce the amount of impervious surfaces in the City.

Mitigation Measure

IVC.1. *Implementation of Public Safety Policy VA2-5 would reduce this impact to a less-than-significant level.*

Impact

IVC.2. Development occurring under the proposed General Plan would potentially result in increased erosion from construction activities and increased site runoff. This is a *potentially significant impact.*

During future project construction, runoff from disturbed areas would likely contain silt and debris, resulting in short-term increases in the sediment load of drainage systems within the City. The significance of this impact would vary depending upon the level of construction activity, weather conditions, soil conditions, and the sedimentation levels of the affected drainage systems within the area. Ultimate discharge of increased sediment loads to Huntington Harbor and the Bolsa Chica wetlands must be considered a potentially significant impact.

Mitigation Measure

IVC.2. *Implementation of Public Safety Policy VA3-3 would reduce this impact to a less-than-significant level.*

Impact

IVC.3. Projects built in areas of shallow groundwater could require dewatering which could introduce contaminated waters into the stormdrain system. This is *a potentially significant impact.*

Construction in areas of shallow groundwater could require de-watering to avoid foundation instabilities and drainage problems. Discharging of the resulting water would require permitting by the Regional Water Quality Control Board and possible treatment if it were found to be contaminated.

Mitigation Measure

IVC.3. *Implementation of Public Safety Policy VA 3-6 would reduce this impact to a less-than-significant level.*

Impact

IVC.4. Development occurring under the proposed General Plan could degrade the quality of storm water and urban runoff. *This is a potentially significant impact.*

The quality of storm water runoff is currently a significant problem which will be contributed to by new development. Storm drains collect contaminants including trace metals, pesticides and coliform bearing material, and then discharge them into the ocean, deteriorating near shore water quality. New development, including residential and commercial, generally result in the generation of more contaminants which end up in the storm drain system. Contaminants include pesticides, animal feces, soil, and plant debris. Furthermore, new development also results in an increase in the amount of water generated that washes the contaminants into the storm drain system. Proper mitigation measures which include public education, can significantly reduce this impact.

Mitigation Measure

IVC.4. *Implementation of Public Safety Policies VA 3-1 and VA 3-4 would reduce this impact to a less-than-significant level.*

Biological Resources

This discussion addresses potential impacts on biological resources that may result due to the proposed Westminster General Plan. Impacts will be considered for vegetation communities, wildlife, and sensitive species that occur or potentially occur within the City of Westminster.

Methodology

The potential for significant impacts resulting from policy and land use changes proposed under the General Plan were assessed by evaluating the importance of habitat in relation to species observed or expected to inhabit the City. The

examination was based on a field survey, review of aerial photographs, and a review of existing literature, including a search of the Natural Diversity Data Base and the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California. The results of the search conducted from these data bases is shown in Figure IVC-7.

Standards of Significance

Impacts on biological resources are considered significant if implementation of the general plan would result in one or more of the following conditions:

- Substantial effect, reduction in numbers, restricted range, or loss of habitat for a population of a state or federally listed threatened or endangered species;
- Substantial interference with the movement of any resident or migratory fish or wildlife species;
- Substantially diminished or reduced habitat for fish, wildlife, or plants;
- Substantially diminished habitat that has significant human use for scientific or educational purposes;
- Disturbance of wetlands, marshes, riparian woodlands, and other wildlife habitats;
- Drop in fish or wildlife populations below self-sustaining levels;
- Loss of a native wildlife habitat or a plant community that is considered to be regionally unique or rapidly declining. For example, erosion or Hyperion activities resulting in disturbance or degradation to the dune scrub ecosystem will be considered significant; and/or
- Threaten elimination of a native plant or animal community.

Evaluation of the significance of project-specific impacts in relation to this criteria is provided in the following discussions.

Impact

IVC.5. Buildout of the proposed General Plan would result in changes in the built environment and the potential conversion of areas of open space to built uses. This is a *less-than-significant-impact.*

Due to the fully urbanized nature of the City, the lack of any areas of natural habitat, and the absence of any identified sensitive plant and animal species, urban infill and intensification of land use densities under the proposed General Plan would not result in significant impacts to biological resources.

Mitigation Measure
IVC.5. *None Requried.*

Land Resources

This discussion is focused on the potential for the loss of minerals and soil as a result of new development in the City.

Standards of Significance

Impacts are considered significant if one or more of the following conditions would result from implementation of the proposed General Plan:

- Increase in wind or water erosion of soils, either on or off site; and/or
- Cause a significant depletion of mineral resources.

Impact
IVC.6. Construction activities would expose soil to erosion; dust would be generated during demolition, clearing, hauling, earthmoving, and grading. This is a *potentially significant impact.*

Exposed earth surfaces would be subject to wind and rain action. If slopes and exposed surfaces are not protected by vegetation, uncemented soils could experience rapid erosion during heavy precipitation. This could lead to loss of soil as a natural resource and possible sedimentation of the storm drain system. There are no significant mineral resources within the City of Westminster that would be impacted by build-out of the proposed General Plan.

Mitigation Measure
IVC.6. *Implementation of proposed Public Safety Policy VA 3-3 would reduce this to a less-than-significant impact.*

Cultural Resources

The following discussion evaluates the potential for environmental impacts on paleontological resources, archaeological resources and historic resources that could occur with build-out under the proposed General Plan.

Standards of Significance

In accordance with Appendix K of the CEQA Guidelines, projects will have a significant impact on cultural resources if they disrupt or adversely affect:

- a prehistoric or historic archaeologic site;
- a property of historic or cultural significance to a community or ethnic or social group;
- a paleontological site;
- cultural resources as a result or direct impacts (e.g., ground-disturbance and construction activities) or indirect impacts (e.g., vandalism, increase erosion, or vibration during heavy grading);
- a landmark of local cultural/historical importance; and/or
- existing religious or sacred uses within the potential impact area.

Evaluation of the significance of impacts in relation to this criteria is provided in the following discussion.

Impact

IVC.7. Future development occurring under the proposed General Plan has the potential to adversely affect historic sites and structures in the General Plan Area. This is a *significant impact.*

The National Register of Historic Places suggest that areas in excess of forty-five years of age should be evaluated for inclusion in the National Register of Historic Places. Because there are a number of structures in the City which may be of historic significance, future development and renovation could damage or destroy historic resources as a result of construction activity.

Mitigation Measure

IVC.7. *Implementation of Conservation Policies IIC3-4 and IIC3-5 pertaining to historic structures would reduce this impact to a less-than-significant level.*

Impact

IVC.8. Development occurring under the proposed General Plan has the potential to disturb archaeological resources. This is a *significant impact.*

Archaeologic studies and other information documented by the Archaeological Information Center at UCLA suggests that there are areas in the City that are likely to contain unrecorded prehistoric and historic cultural resources. As a result, there

is the potential that significant archaeological artifacts could be damaged or destroyed due to grading and soil disturbing activities for future projects.

Mitigation Measure

IVC.8. *Implementation of Conservation Policies IIC3-7 and IIC3-8 would provide procedures for protection of archaeological resources through the environmental review process and would reduce this impact to a less-than-significant level.*

Impact

IVC.9. Development occurring under the proposed General Plan could result in disturbance or destruction of paleontologic resources. This is a *significant impact.*

Future grading activities could uncover and damage significant paleontologic resources during grading and construction for new projects. In conducting the Paleontological Locality Search for Westminster, the Natural History Association of Orange County indicated that the City has a moderate to high potential for encountering paleontological resources. Where grading occurs within the top ten feet of existing grade the probability of encountering resources is considered moderate, where grading goes below this general level or occurs along historic stream channels, the probability would be high. Under CEQA an action adversely affecting paleontological resources is considered significant, and as a result mitigation would be required.

Mitigation Measure

IVC.9. *Implementation of Conservation Policy IIC3-8, specifying the need for mitigation programs for projects involving grading in areas determined to contain, or have a potential for containing High and Undetermined Sensitivity areas, would reduce this impact to a less-than-significant level.*

Visual Resources

The following discussion evaluates the potential for environmental impacts on visual resources that could occur with buildout under the proposed General Plan.

Standards of Significance

For the purposes of this project and consistent with CEQA standards, visual impacts would be considered significant if the visual quality of the area is substantially degraded or if the goals and policies of the proposed General Plan conflict with visual quality.

Impact

IVC.10. If not properly reviewed and regulated, new development occurring under the proposed General Plan could degrade visual quality in certain areas of the City. This is a *potentially significant impact.*

Although there is the potential for degradation of visual quality in the City with new development, the quality of visual resources in the City will be primarily dictated by the aesthetics of new development and future efforts of the City toward beautification and urban design. As there are a number of policies contained in the proposed General Plan that set new standards for visual quality in the City, potential impacts on visual resources would be reduced to a less-than-significant level.

Mitigation Measure

IVC.10. *Implementation of Land Use Policies IIA 1-4, IIA 1-8, IIA 1-11, and IIA 1-12 would reduce this impact to a less-than significant level.*

Chapter IV: Community Development

D. Open Space

Introduction

Since the first settlers in the late 1800's, the City of Westminster has evolved into its predominately suburban form. Not until mid century, or later, did the vast open agricultural fields that once covered the Westminster area begin to transform into the dispersed residential, commercial, and industrial areas of the present City. Recognizing that open spaces are now a limited, valuable, and necessary resource in the City, as well as the Orange County region, every city and county must plan for the management and conservation of their open space resources. The purpose of this report is to identify and discuss the existing open space resources in the City of Westminster and to present the open space issues which may be pertinent for the General Plan update.

The State Government Code, (Section 65302(e)) requires every city or county to include an open space section in the General Plan. The Code further defines "open space land" as any parcel or area of land or water which is essentially unimproved and devoted to an open-space use and which is designated on a local, regional or state open-space plan for any of the following:

- preservation of natural resources
- managed production of resources
- outdoor recreation
- public health and safety.

This report includes an inventory and brief discussion of each of Westminster's existing open space resources.

Existing Conditions

Open Space Inventory

The City of Westminster contains open space resources in three of the four categories identified in the Government Code. The first is agricultural land, which is considered open space for the managed production of resources. Second is open space for outdoor recreational purposes, in the form of park land. This aspect of open space is discussed in the Community Services section of the General Plan. Third, are areas associated with utility easements, right-of-ways, and drainage channels providing open space for the protection of the public health and safety. The City of Westminster also contains two other land uses which provide undesignated open space in the City: the Westminster Memorial Park Cemetery and vacant lands.

As Figure IVD-1 indicates, easements and drainage courses provide the greatest amount of open space in the City, followed by agricultural lands. These categories contribute 222.3 and 106.4 acres, respectively. The smallest portion of open space in the City is provided by vacant land, accounting for only 56.2 acres. The City's total open space acreage, which includes agricultural lands, parks, easements and drainage courses, vacant lands, and the Westminster Memorial Park, is 543.8 acres.

Figure IVD-1 Open Space Resources

Open Space Resource	Acres
Agricultural Lands	106.4
Parks/Tot Lots	81.9
Easements & Drainage Courses	222.3
Other Open Space	
Vacant	56.2
Westminster Memorial Park	77.0
Total Open Space	543.8

Lands Dedicated To Open Space

As indicated in the Government Code definition, land which is designated on a local, regional, or state open space plans "for the preservation of natural resources, the managed production of resources, outdoor recreation, or for the protection of the public health and safety", is to be addressed in the local open space plan. Although the inventory above indicates that there are lands in the City which provide open space uses and resources to the community, there is no Open Space designation in the existing General Plan, nor is there an Open Space designation in the Zoning Ordinance. Additionally, there are no lands within the City which are identified

on the Orange County Open Space plan or on state plans for the protection of open space resources.

Agricultural Lands - The City of Westminster was once a vast agricultural community with thousands of acres of productive crop land. However, due to the advance of urban development and the associated conversion of agricultural lands to commercial, industrial, and residential uses, there are only 106.4 acres of productive agricultural land that remain in operation today. Such land is located in nine areas throughout the City. The largest remaining agricultural parcel is located on a portion of the Westminster Memorial Park cemetery site and is not designated for agricultural use. This land is currently leased for the cultivation of strawberries for commercial purposes. If, and when, the land is needed for Memorial Park cemetery purposes, the agricultural use will be eliminated.

Parks - The Westminster park and recreation system provides the City with open space resources for the purpose of outdoor recreation. The City's park resources provide the community with valuable active and passive open space and recreational areas which provide temporary relief from the built-out form of the City. The City currently has 23 park sites, including the All American Rose Garden, which is located at the Civic Center. All of the City's park sites constitute improved park land, except for two of the mini parks which have no recreational facilities. The park system contributes a total of 81.9 acres to the City's open space inventory.

Because the majority of park sites are considered improved park land and provide recreational services to the community, a detailed analysis and discussion of the City's park resources is located in the Infrastructure and Community Services Chapter.

Easements and Drainage Courses - Westminster's easements and drainage courses provide open space areas for the purpose of protecting the health and safety of the community. The easements and drainage courses provide the largest amount of open space in the City and include the Southern California Edison right-of-way (70.9 acres), the Southern Pacific Transportation Company and United States Navy railroad rights-of-way (40.4 acres), and the local and regional drainage channels (111.0 acres). The total open space acreage for easements and drainage courses is 222.3 acres.

The possibility of placing landscaping within the easements along the railroad corridors was proposed in the 1974 Open Space Conservation Element of the General Plan in an effort to provide greenbelts along such areas. The existing condition of the railroad easements, however, remains vacant and barren. Therefore, the option for linear landscaping and enhancement of the railroad easements still exists.

The railroads are expected to remain in operation throughout the life of the General Plan. However, in the unlikely event that the railroads are abandoned, the City may want to consider purchasing the railroad properties for future development of a greenbelt or linear park system with recreation facilities such as bicycling and walking trails, play areas, and picnic facilities.

The Southern California Edison Company (SCE) owns and operates utility transmission lines and rights-of-way that pass through several parts of the City. In some areas, the right-of-way is up to 200 feet wide. Existing land uses located within the right-of-way areas include commercial nurseries, two parks, public and private streets or access roads, and in some cases, residential uses. Areas developed for residential use, however, are not considered as open space.

Additional open space uses that could potentially be developed within the SCE easement areas include picnic facilities and pedestrian/bicycle trails. In 1973, the City proposed a lease with the SCE Company for utilization of the easement areas beneath the transmission lines for park and open space purposes. However, the outcome of the proposal is unknown at this time. Therefore, the City may want to pursue further coordination with the SCE for potential development of the SCE easement areas for park and open space use.

The network of local and regional drainage courses that exist within the City of Westminster provide the City with valuable corridors of visual open space, while at the same time serve their primary purpose of providing safe and efficient drainage of storm water.

The major/regional drainage courses that pass through the City include the Bolsa Chica Channel, the Anaheim-Barber City Channel, the Westminster Channel, and the East Garden Grove-Wintersburg Channel. There are also a few local drainage channels located in the northwestern portion of the City, which facilitate transportation of runoff water into the regional system. Coordination with county agencies for development and utilization of the rights-of-way along such channels for trail purposes and landscaping could provide the City with enhanced scenic corridors as well as contribute additional facilities to the parks and recreation system.

Other Open Space - The City of Westminster has two additional resources which are not defined as open space per the Government Code definition, but provide open spaces within the City. The Westminster Memorial Park Cemetery is a large, passive open space which currently accounts for 77.0 acres of land in the open space inventory (not counting the agricultural portions of the site). Vacant land contributes an additional 56.2 acres.

Westminster Memorial Park - The Westminster Memorial Park Cemetery is the largest, singular piece of land in the City. It is heavily landscaped and provides passive open space by virtue of its use. The open space character is also a protected resource for the City because it is designated for cemetery use on the City's General Plan. Therefore, as the cemetery use expands and the agriculture uses are converted, the open space character of the site will continue.

Vacant Lands - Existing vacant areas also contribute some aspects of open space to the City. There are approximately 52 areas in the city which are vacant and contribute 56.2 acres of land to the inventory. Vacant lands account for the smallest portion of open space in the City and are not expected to be utilized for open space purposes as defined by the Government Code. The majority of vacant sites are small, underdeveloped lots which are more likely to be developed. They are included in the open space inventory, however, because they are currently unimproved, open space areas which are not covered by structures.

Distribution of Open Space

Park locations are distributed among the residential neighborhoods, while the easements and drainage courses criss-cross the City in large, linear corridors. Agricultural uses are randomly located with one large piece in the center of the City. Vacant areas are dispersed throughout the City, with little connection to any of the other open space resources. A few of the vacant sites do, however, appear to be located next to, or adjacent to drainage facilities. Such parcels may have the potential to be developed as mini access parks if the drainage corridors are opened to the public and developed into linear greenbelts or park land corridors. Otherwise, Westminster's open space resources exist in random locations throughout the entire City (Figure IVD-2).

Summary of Issues

Issue 1: Provision and Use of Open Space

The provision of open space is important and extremely important, especially given the built-out nature of Westminster. Open space areas generally break the built urban environment by providing visual and usable relief. The use of open space can be in the form of agriculture, trails, passive green spaces, development setbacks, etc.

Relevant Policies of the General Plan

Open Space Policies

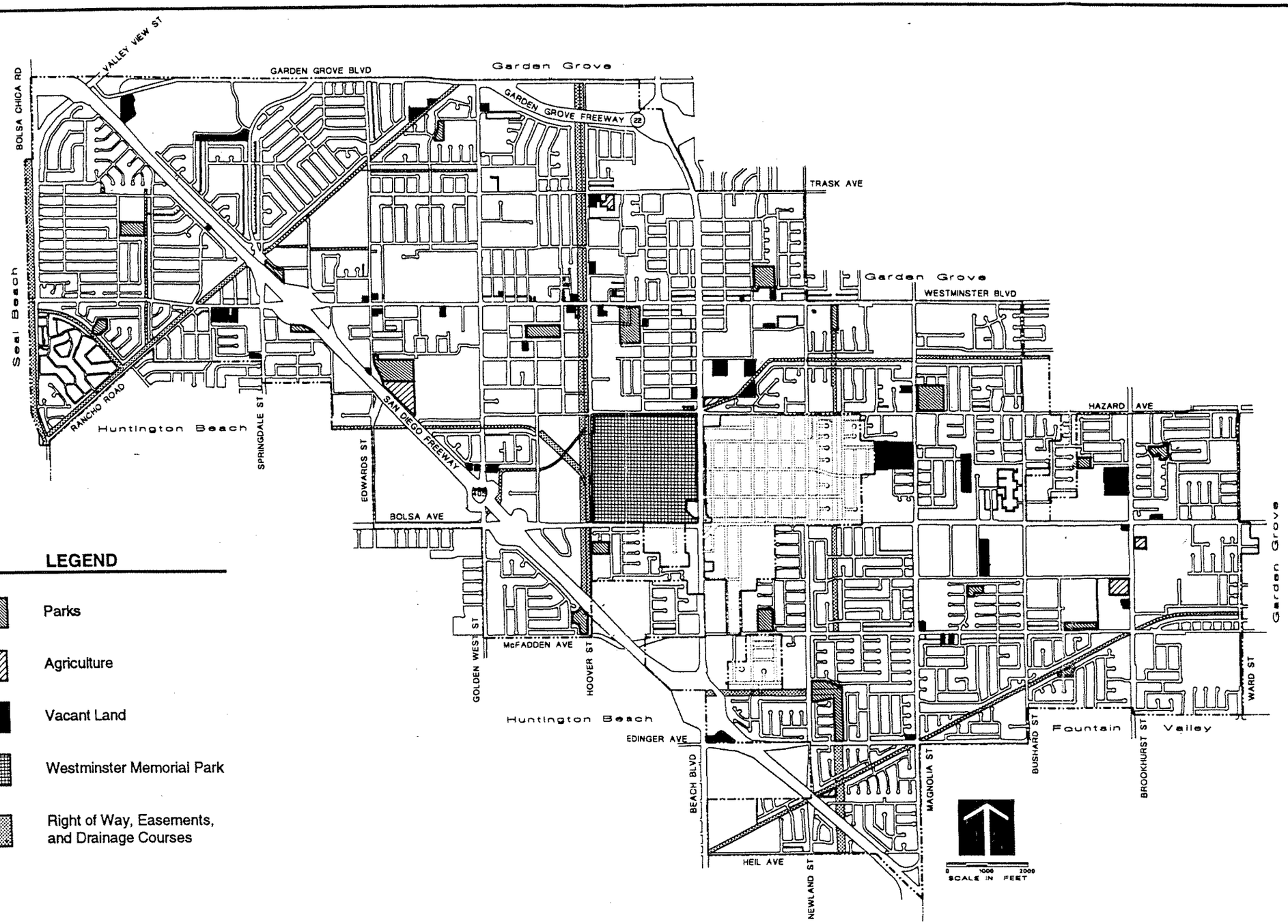
IID1-1 Require the development of open space areas within all new construction projects (i.e., common areas, court yards, green setbacks).

IID1-2 Coordinate with County agencies for the use of drainage channels for trail purposes, enhanced landscaping, and a usable scenic corridor.

IID1-3 Expand agricultural and green space uses within the Southern California Edison Right-of-Way.

Impacts and Mitigation Measures

Note: Open Space Impact Analysis is not required as part of this General Plan environmental review due to the analysis provided in the Infrastructure and Community Services Chapter.



LEGEND

- Parks
- Agriculture
- Vacant Land
- Westminster Memorial Park
- Right of Way, Easements, and Drainage Courses

Source: 1992 City of Westminster Land Use Inventory

Figure IVD-2

Open Space

V. Economic Resources

Chapter V: Economic Resources

A. Economic Development

Introduction

The purpose of the Economic Resources Chapter of this report is to identify and evaluate economic and land use data for purposes of assisting in the formulation of an effective community general plan. This background report will provide a basis for preparing recommendations of land use mix and the allocation of land so as to result in the most efficient use of this key resource in terms of public policy objectives regarding fiscal well being of the City as well as availability of adequate housing, shopping facilities, open space amenities, job opportunities, and other social and fiscal goals. The information is the basis for the goals, policies, and programs found in Chapter IIIA. of Volume I.

Specifically, this section evaluates three economic sectors of the community that have a direct bearing on the form and distribution of land uses characterizing the City of Westminster, namely:

Office Sector
Industrial Sector
Retail Sector

This section also considers broader economic parameters in which planning and development of land use policy related to each economic sector must compete and function. In effect, this section provides an economic-based point of reference where in the existing competitive environment, implication of prospective land use activity and economic limit of the surrounding market environment is identified for each economic sector of activity.

Existing Conditions

Economic Overview

Orange County's economy has been characterized by rapid gains in employment relative to gains in population growth and occupied housing during the past twenty years. Until the mid 1970s, Orange County had fewer local jobs per occupied housing unit than the average for Southern California. During the decade of the 1970s, Orange County's economy changed from a suburban residential area to a self-generating economy. Selected long-term patterns reflecting economic change for Orange County and the Southern California area are shown in Figure VA-1. Orange County's share of growth in population, employment, and housing occupancy in each of the past three ten-year intervals is summarized below:

Orange County's Share of Southern California Growth

Decade	Population	Employment	Occupied Housing
1960	28.1	21.2	24.7
1970	25.2	25.5	23.8
1980	13.0	21.4	14.4

As indicated by the economic patterns described, Orange County has produced demand for housing (described by gains in employment) in excess of actual increases in occupied housing. Because of the high price of housing in Orange County, the Inland Empire has experienced significant gains in population and occupied housing relative to its share of growth in employment. Growth in the commuter populous of Southern California accounts for an above-average rate of local Orange County jobs created per occupied unit as summarized below:

Local Jobs Per Occupied Unit

Area	1960	1970	1980	1990
Los Angeles	1.09	1.18	1.32	1.42
Orange County	0.81	0.96	1.22	1.46
Inland Empire	0.77	0.81	0.78	0.85
Ventura County	0.87	0.87	0.88	1.09
San Diego County	0.85	0.92	0.97	1.12
Entire Area	1.01	1.08	1.18	1.28
U.S.	N/A	N/A	N/A	1.20

LONG-TERM PATTERN OF ECONOMIC CHANGE

	1960's Decade		1970's Decade		1980's Decade	
	Number	Percent	Number	Percent	Number	Percent
POPULATION CHANGE:						
Los Angeles County	993,300	39.0	445,430	22.0	1,385,661	37.8
Orange County	716,460	28.1	512,320	25.2	477,847	13.0
Inland Empire	333,360	13.1	415,030	20.5	1,030,611	28.1
Ventura County	177,290	7.0	152,740	7.5	139,842	3.8
San Diego County	324,840	12.8	503,990	24.8	636,170	17.3
Total	2,545,250	100.0	2,029,510	100.0	3,670,131	100.0
Average Annual Change	254,525		202,951		367,013	
EMPLOYMENT CHANGE:						
Los Angeles County	670,500	55.7	750,500	46.1	630,800	36.6
Orange County	254,800	21.2	415,800	25.5	368,700	21.4
Inland Empire	104,800	8.7	140,200	8.6	299,000	17.3
Ventura County	45,600	3.8	60,000	3.7	83,800	4.9
San Diego County	128,200	10.6	261,900	16.1	342,300	19.8
Total	1,203,900	100.0	1,628,400	100.0	1,724,600	
Average Annual Change	120,390		162,840		172,460	100.0
CHANGE IN OCCUPIED HOUSING UNITS:						
Los Angeles County	420,280	44.7	298,490	28.4	259,083	26.5
Orange County	232,230	24.7	250,150	23.8	140,799	14.4
Inland Empire	117,240	12.5	189,060	18.0	315,224	32.3
Ventura County	51,720	5.5	66,310	6.6	44,517	4.6
San Diego County	118,310	12.6	246,580	23.5	217,309	22.2
Total	939,780	100.0	1,050,590	100.0	976,932	100.0
Average Annual Change	93,978		105,060		97,684	

Source: U.S. Census; State of California; U.S. Department of Commerce.

TABLES\THSCALIF 070192

Figure VA-1

Long-Term Pattern of Economic Change

In 1980, Orange County's economy supported about 22,000 more households than lived in the County. By 1990, jobs in Orange County constituted support for 114,470 more occupied dwelling units than were identified in the 1990 Census.

If housing occupancy in 1990 in Southern California had been distributed homogeneously with employment, the geographic distribution of occupied housing would have differed from the actual pattern of housing occupancy as follows:

	Theoretical Balanced Share	Actual 1990 Occupied Units	Difference Under	Over
L. A. Co.	3,313,537	2,989,552	323,985	
Orange Co.	941,535	827,066	114,469	
Inland Empire	572,609	866,804		294,195
Ventura Co.	185,010	217,298		33,288
San Diego Co.	775,432	887,403		111,971
Total	5,788,123	5,788,123	438,454	438,454

The lag in growth of occupied units relative to gains in employment in Orange County has also affected the size of households occupying units in the County. Between 1980 and 1990. The average household size increased from 2.78 persons to 2.87 persons. The pattern of change affecting average household size in Orange County is described below:

Increase in Households	Number	Percent of Change
One Person	27,065	19.22
Two Persons	44,007	31.26
Three and Four Persons	40,133	28.50
Five or More Persons	29,594	21.02
Total	140,799	100.00%

While representing 13.0 percent of all households in Orange County in 1980, households consisting of five or more persons constituted 21.02 percent of the increase from 1980 to 1990. One-person households represented 21.0 percent of all households in the County in 1980 and 19.22 percent of the increase from 1980 to 1990.

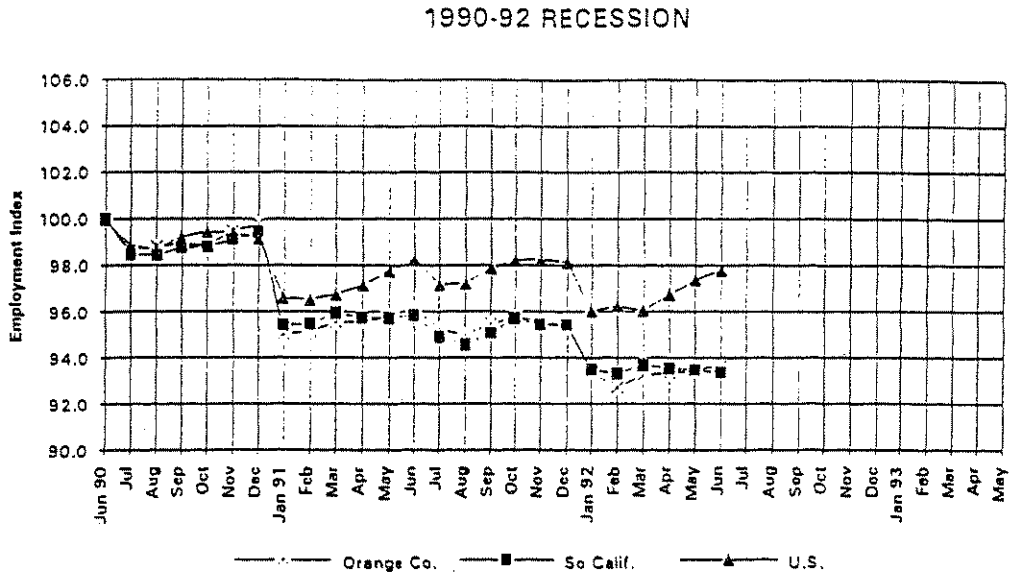
In part, change in household size is a manifestation of change in the ethnic composition of Orange County's population. Hispanics and Asians/Pacific Islanders represented 58.3 percent and 34.1 percent, respectively, of population growth in Orange County during the 1980's decade as shown below:

Ethnic Group	Number	Percent of Change
White	107,193	22.43
Black	13,705	2.87
Asian/Pac. Islanders	162,854	34.08
Japanese	8,818	1.85
Chinese	27,193	5.69
Filipino	19,422	4.06
Korean	24,580	5.14
Asian Indian	10,240	2.14
Vietnamese	52,489	10.98
American Indian	-702	-0.15
Hispanic	278,489	58.28
Other	194,797	40.76
Total	477,847	100.00%

Particularly relevant to economic growth occurring in Westminster is population increase in the Asian community as it relates to expenditure potential captured along the Bolsa Corridor area. While Orange county represented only 13.0 percent of population growth in Southern California, it captured 18.3 percent of the region's growth of the Asian population. Of this gain during the 1980s, nearly one-third is represented directly by the Vietnamese community.

Employment levels in Orange County between 1980 and 1990 grew by an average around 36,900 jobs a year. Due to the decline in employment in Orange County coincident with the national recession, employment over a twelve-year period ending April 1992 averaged about 24,800 jobs a year. In absolute terms, nonagricultural wage and salary employment decreased between June 1991 and June 1992 by 30,100 jobs. The greatest decrease in employment in Orange County was in durable goods manufacturing, followed by retail trade. Orange County's economy is especially susceptible to dislocations in the manufacturing sector. Contrary to conventional wisdom, manufacturing has historically been a large proportion of jobs in Orange County. In 1991, 20.4 percent of all jobs in Orange County were in manufacturing - the highest ratio of manufacturing employment in any of the Southern California Metropolitan Areas.

Impact of the most current recession and the 1981/82 recession for Orange County, Southern California, and the U.S. are expressed in graphic form based on an employment index comparison as noted in Figure VA-2. In the most current recession, in June 1992, employment in Orange County was 93.7 percent of the level of June 1990 - the onset of the recession. At a comparable time period from the onset of the 1981/82 recession, the index for Orange County was over 100.0 percent.



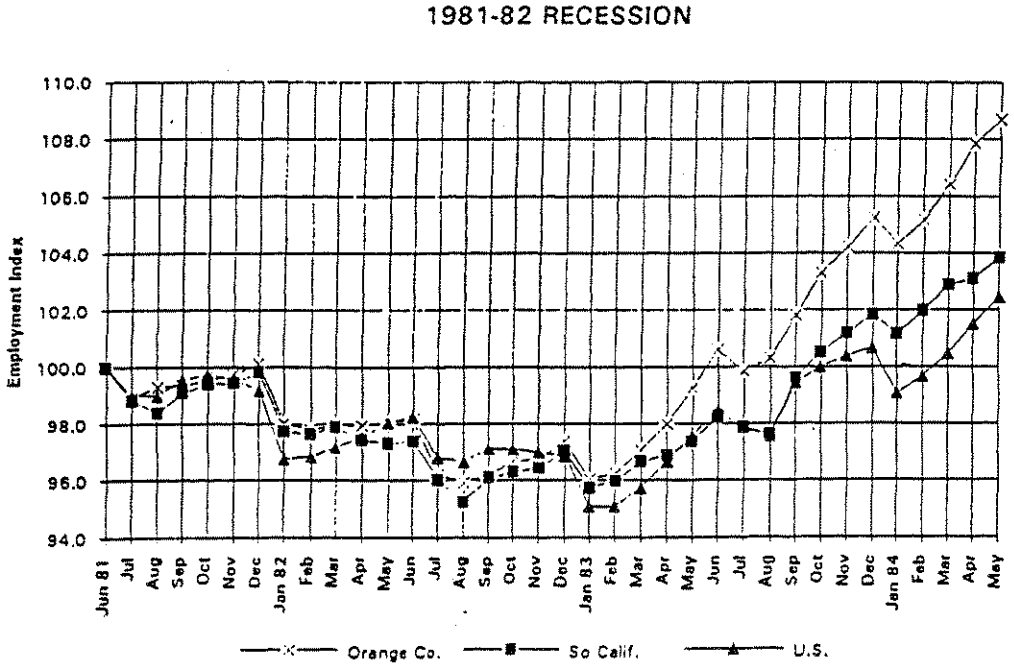


Figure VA-2

Southern California Employment Index Graphs

In Southern California as a whole, the index based on June 1990 was 93.4 in June 1992 as compared with an index of 98.3 at the same relative time in the 1981/82 recession. This recession has been more severe in Southern California than it has been nationally. The trends for the U.S. currently are similar to trends nationwide in the 1981-82 recession. These comparisons lend some support to the hypothesis that national recovery will begin to cause improvement in Southern California. As noted, most economies in Southern California are still sluggish. The overall totals for Southern California were being affected by a weak economy in Los Angeles County in June 1992.

In part, the structure of Orange County's economy has contributed to its vulnerability to the recession. Orange County's employment base includes an above-average proportion of jobs in manufacturing and in construction, both of which are vulnerable to recession. Government is a relatively small proportion of the job base in Orange County which in the long run is a positive factor, but in the short run exposes Orange County's economy to a greater degree of volatility.

While there is some evidence of economic recovery, building permit activity is at a low level. Fewer new units were authorized for construction in Orange County in 1991 than in any previous year since 1982 - the depth of the 1981/82 recession.

Office Sector

Economic Trends

Sectors of Orange County's economy that constitute the bulk of demand for office space represented 12.2 percent of all nonagricultural wage and salary employment in the County in 1972. By 1992, they constituted 23.6 percent of employment. Since 1990, employment in these categories of economic activity has declined slightly as a concomitant of the recession.

The trends of employment change in economic sectors related to demand for office space reflects the hypothesis about the changing structure of the U.S. economy advanced in Naisbitts Megatrends. This restructuring appears to have established a new equilibrium which will result in demand for office space growing at about the same pace as the general economy in contrast with historical relationships of the past 17 years which resulted in office-related employment growing much faster than general employment in Orange County from 1972 until about 1989.

The development industry's response to accelerated demand for office space derivative of the restructuring of the U.S. economy was to generate a massive amount of new office space resulting in pervasive high vacancies. Figure VA-3 compares the historical trend of demand for office space in Orange County with estimates of the level of new development since 1972 showing increasing vacancy rates after 1986.

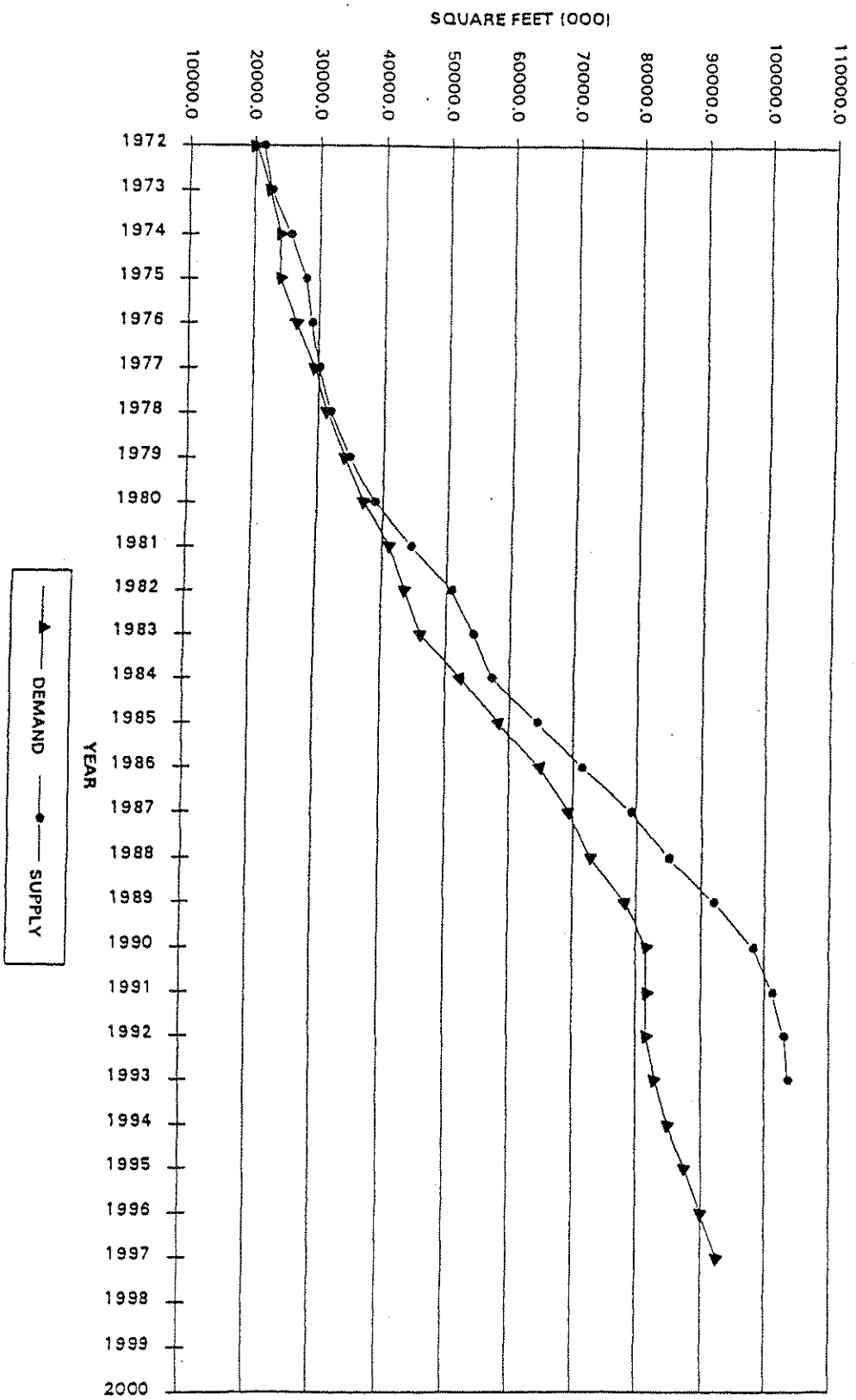


Figure VA-3

Office Floor Space Demand and Supply, Orange County, California

The historical patterns of office development in Orange County described for distinct geographic locations in terms of office building permit issuances indicates that the City of Westminster represented about 1.2 percent of new office space developed Countywide between 1981 and 1991. Similarly, total office development represented in the surrounding area of Garden Grove-Fountain Valley-Huntington Beach was equal to 5.5 percent on average. By contrast, the bulk of new office space developed during this same period occurred in the Costa Mesa-Newport Beach-Irvine area (45.3 percent) and the Anaheim-Orange area (16.9 percent).

Historically, Westminster has not been considered a prime office development location. Westminster, however, possesses a number of tactical attributes which normally would support a greater level of prime office development within City limits. These include:

a. Central geographic location to surrounding employment force and circulation network serving Orange County and Southern California businesses.

b. Excellent freeway access from two major freeways (I-405 and SR22) serving the area and bisecting the City along its western and northern boundaries.

c. Close proximity to a variety of housing, particularly executive housing in the surrounding communities of Huntington Harbor, Seal Beach, Belmont Shore, etc. Proximity to executive housing is an important consideration to private individuals responsible for the decision to establish, relocate, or expand their business operation.

Existing Resources and Potential

Office space surveyed as part of this economic analysis generally includes all financial, legal, medical and other professional business establishments in an office style building and above-ground portions of retail centers not designed with store-front visibility or signage. The office space survey was directed to development within City limits and major projects within a surrounding market environment as shown in Figures VA-4 and VA-5.

Major office concentrations within the City are located along Westminster Boulevard and Bolsa Avenue. The concentration of space along these corridors is removed from major freeway routes serving the region. The proximity of these office centers suggest that the project tenants serve a localized trade area (e.g., Asian community served by majority of office tenants along Bolsa Corridor) or are non-service oriented (i.e., business support not dependent upon proximity to regional corridors, financial and administrative centers, etc.).

Summary of office survey results within the City is noted below:

Description of Space Surveyed	Office Space Surveyed Total	Vacant	No. of Projects
General Office	839,531	192,216	35
Medical Office	180,819	13,698	13
Total Office Space	1,020,350	205,914	48

Description of Space Surveyed	Percentage Distribution Total Space	Vacant Space	No. of Projects	Vacancy Rate
General Office	82.3	93.4	72.9	22.9%
Medical Office	17.7	6.6	27.1	7.6
Total Office Space	100.0	100.0	100.0	20.2%

Several of the City's office complexes are involved in resale programs including 60,000 square feet of vacant space in the Westminster Professional Building. Discounting this individual project from the inventory of surveyed space reduces the vacancy rate for office space to about 17.0 percent City-wide. This vacancy rate compares with vacancy within the surrounding market environment of 17.7 percent and the Grubb and Ellis County-wide vacancy figure of 21.7 percent as of June 30, 1992.

Few office projects (three total) in the City are provided freeway visibility and access. By contrast, several projects within the surrounding market area surveyed (29 projects totaling 2,234,092 square feet) are provided freeway visibility and access, primarily along the 405 Freeway.

The base of medical office space in Westminster is about 180,000 square feet, excluding medical practitioners occupying ground-level retail space, which totals another 179,000 square feet City-wide. Medical office space in the City has a comparatively low vacancy rate of 7.6 percent. The majority of medical office space is centered around the Humana Hospital - Westminster facility - which has a relatively secluded location. Low vacancy within the medical office sector may be due to the lack of genuine medically-designed office facilities which has caused some major medical operations to seek occupancy in general office buildings and also the secluded environment around the hospital which may account for the amount of retail space occupied by medical practitioners.

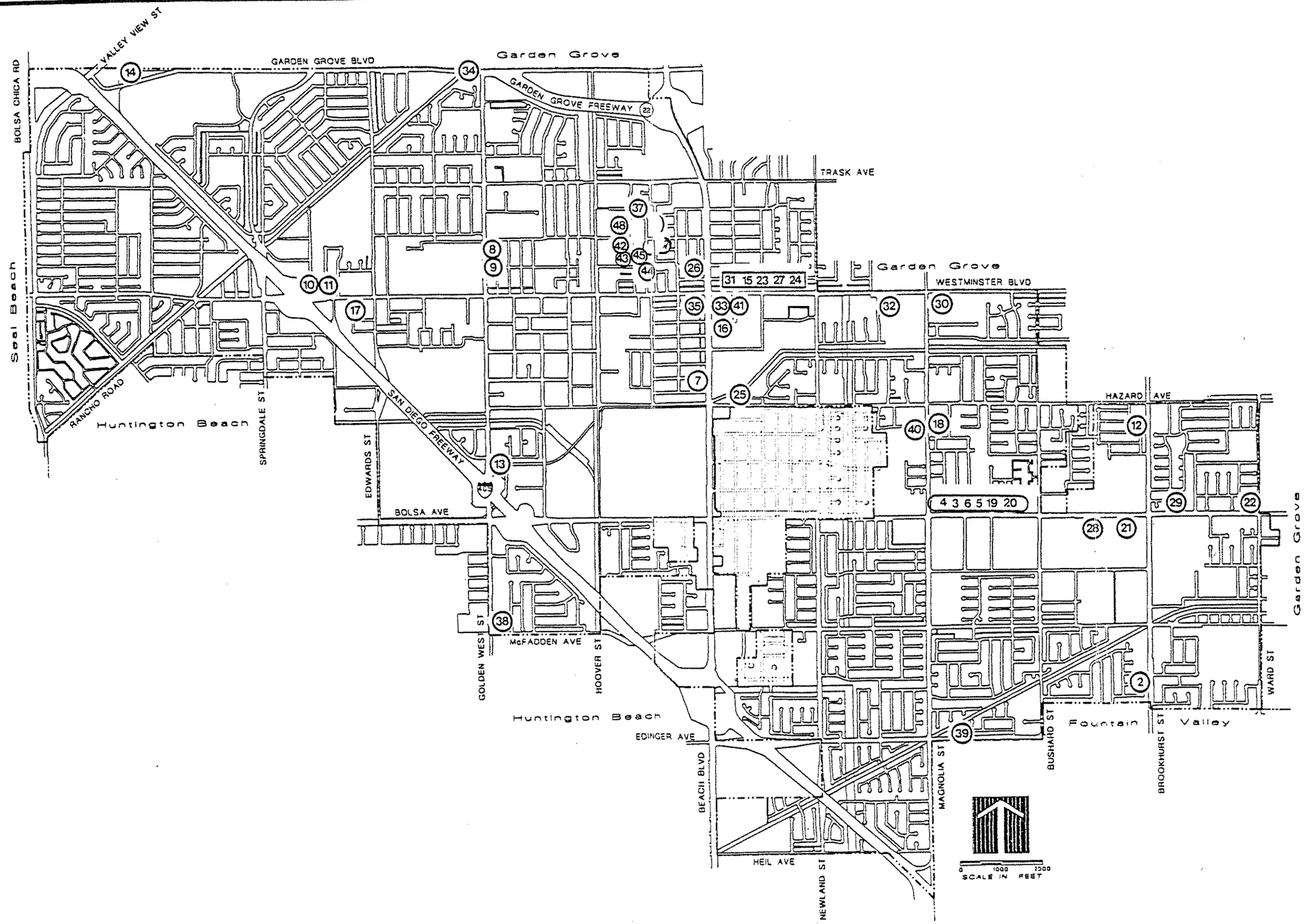


Figure VA-4

Existing Office Projects

Existing Office Projects

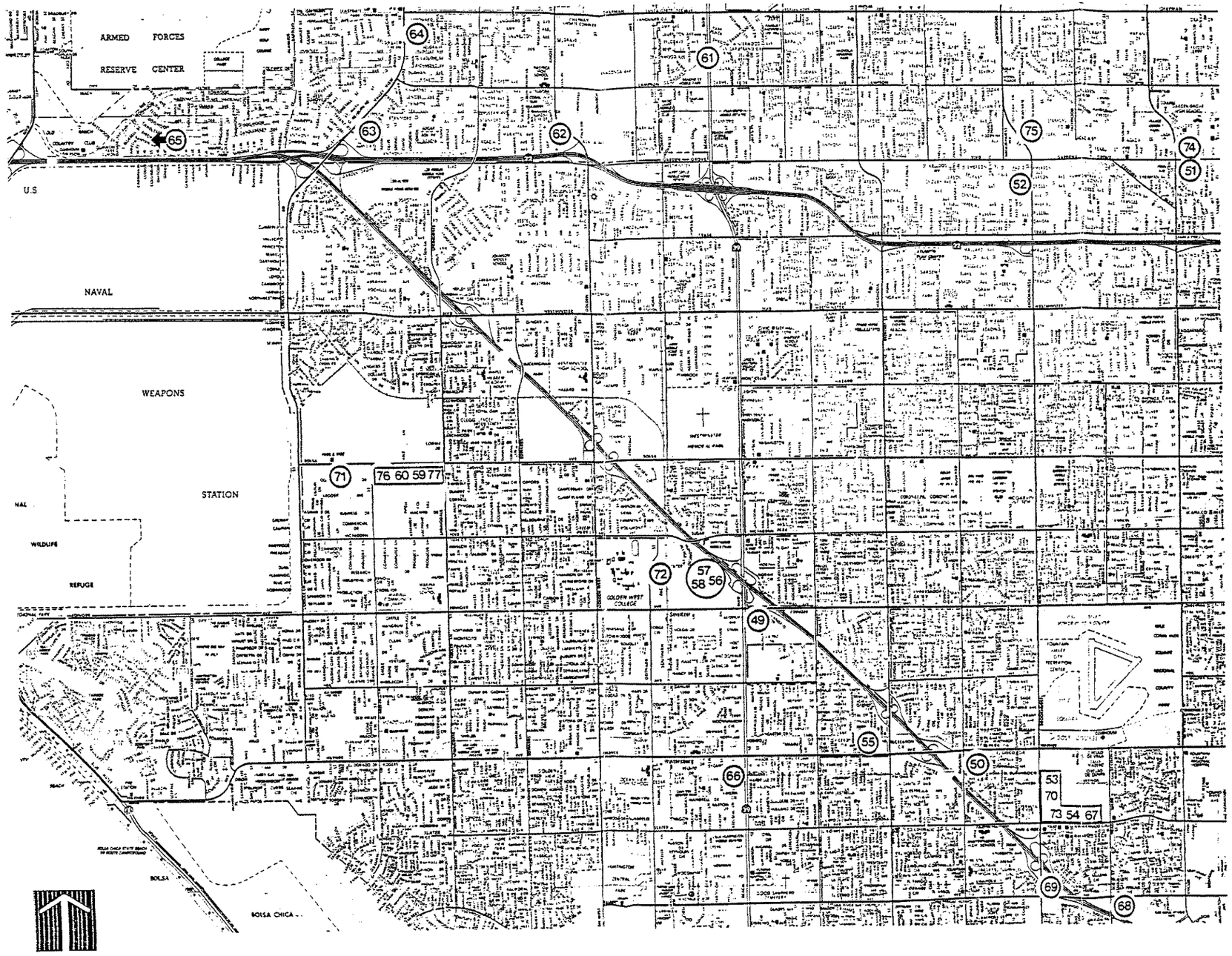


Figure
VA-5

Existing Office Projects Surrounding City of Westminster

Existing Office Projects Surrounding City of Westminster

Quoted lease rates in the greater Westminster area surveyed average $1.25 to $1.50 per square foot per month full service. Quoted rates for projects in the City of Westminster are slightly less. A large proportion of the office projects in the survey area located outside the City do offer freeway visibility and access - primarily to the 405 Freeway.

Average growth in demand for office space coincident with economic recovery over the next five years is expected to be about 2.08 percent per year. By 1997 total demand is expected to have increased by 13.15 percent over the 1992 level, implying that if no new office space is developed in the County over the next five years, the occupancy rate in 1997 will be on the order of 93.2 percent or a vacancy rate of 6.8 percent. Significant demand growth is not expected to be evident, however, until about 1995. Projected occupancy rate in the study area by 1995, assuming no new construction of office space occurs over the next five years, is 88.0 percent or a vacancy rate of 12.0 percent. Some new office buildings, however, are likely to be developed over this interval.

The City of Westminster represents a fairly small office market without the critical mass to attract major tenants, despite its geographic centrality, freeway access, and related factors. On the basis of existing conditions and historical trends, long-term absorption implies a market for 30,000 to 60,000 square feet a year absorbing 1.5 to 3.0 acres of land per year.

Industrial Sector

Economic Trends

The three economic sectors that account for the bulk of occupancy of industrial floor space - manufacturing, contract construction, and wholesaling - are particularly sensitive to recession, as a result, the historical pattern of employment growth in these sectors in Orange County is more volatile than general economic trends. In Orange County, industrial employment has become a decreasing share of total jobs in the County, not only as a result of periodic recessions, but also in terms of long-term secular trends. Decreases in employment in the above mentioned sectors has usually been followed by significant increases during recovery periods after the 1974-75 recession and the 1981-82 recession. In both previous recessions, decrease in employment was evident in only one year. Employment in the industrial sector in Orange County has been declining since 1989 reflecting not only the impact of the recession but also secular changes in the composition of Orange County's employment base with decreasing emphasis on manufacturing employment - especially high tech manufacturing jobs.

Trends in growth in demand relative to growth in supply of industrial floor space in Orange County indicate there is likely to be little net incremental demand until

after 1996 as shown in Figure VA-6. The Consultants' statistical simulations underestimate vacancy rate in industrial space in the County.

The historical pattern of industrial development in Orange County described for distinct geographic locations in terms of industrial building permit issuance indicates that Westminster represented about 1.1 percent of new industrial space developed Countywide between 1981 and 1991. Over the last three years, Westminster's representation of Countywide industrial development has dropped to a 0.3 percent average annual share. For the surrounding area of Garden Grove-Fountain Valley-Huntington Beach, historical representation of industrial development has been about 10.3 percent. By comparison, historical patterns of industrial development have been concentrated in the areas of Irvine (15.1 percent), Anaheim (12.5 percent), Brea-Fullerton (16.3 percent), and Santa Ana-Tustin (10.0 percent).

Existing Resources and Potential

Industrial space surveyed as part of this economic analysis generally includes all manufacturing, fabricating, assembly, distribution, warehousing, and related business activities located within industrial business-park, multi-tenant complex, single-user facility, freestanding and in-fill developments. The industrial survey was directed to all such space within the City limit as shown in Figure VA-7. Summary of industrial survey results within the City is noted below:

Description of	Industrial Space Surveyed	
Space Surveyed	Total	Vacant
Industrial Park Space	940,967	128,645
Freestanding Industrial	1,093,757	38,607
Total Industrial Space	2,034,724	167,252

	Percentage Distribution		
Description of	Total	Vacant	Vacancy
Space Surveyed	Space	Space	Rate
Industrial Park Space	46.3	76.9	13.7%
Freestanding Industrial	53.7	23.1	3.5
Total Industrial Space	100.0	100.0	8.2%

Industrial development within the City of Westminster is primarily clustered in two specific regions with small pockets scattered about. The most prominent industrial region is bordered by Golden West Street on the west, 405 Freeway on the south, Hoover Street on the east, and Suzi Lane on the north. The majority of this land area - specifically the area bordered by Chestnut, Bolsa, Hoover, and Santee Avenue extension is occupied by Edison including several major warehouse buildings, the majority provided rail service.

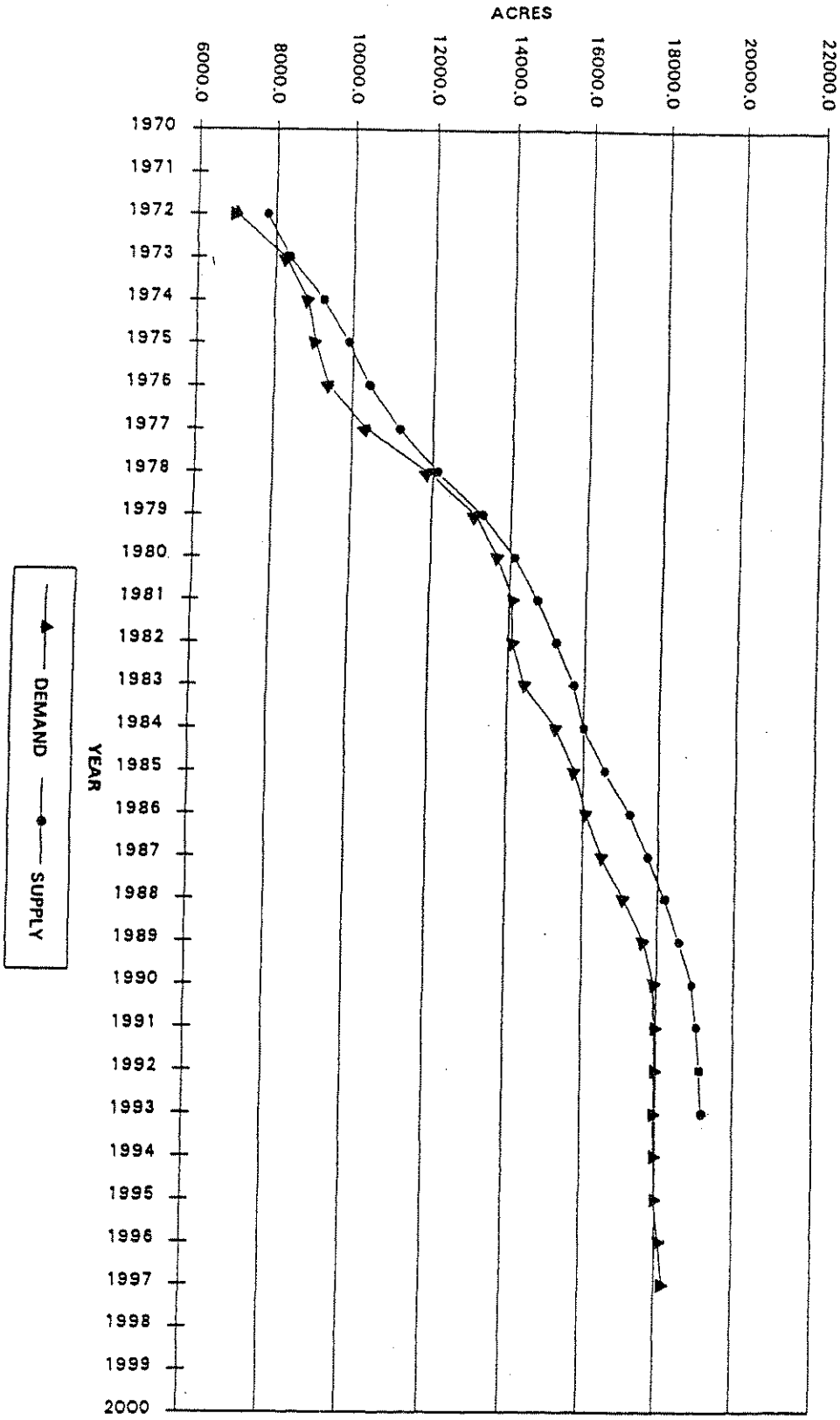


Figure VA-6

Industrial Acreage Demand and Supply, Orange County, California

Overall, industrial space surveyed is judged below-average. Very little existing development is of a master planned project nature. Only one project is provided name identification. Only three projects have a unified architectural design. None of the projects surveyed provide on-site leasing agents or property managers. The majority of existing space can be characterized as in-fill and strip-type development similar to industrial projects along Westate Street, Moran Street, and Willow Street. Exceptions to this condition may be found among the eight loosely defined industrial parks identified by this survey. Despite a below-average condition characterizing physical attributes of industrial space within the City, the overall vacancy rate of 8.2 percent is low compared to the Grubb and Ellis County-wide vacancy figure of 17.3 percent as of June 30, 1992. Given the City's central location, it is expected that distribution-oriented businesses would characterize a majority of occupied space. Instead, the majority of industrial operations, particularly major industrial firms, are manufacturing-oriented characterized by longer than average hours of operation.

Industrial project amenities that appear to command rent premiums, reflecting increased competitiveness of the project, include fenced rear yard areas for individual tenants and exterior lighting. Project amenities that have not demonstrated an ability to command rent premiums include truck-well loading bays, rail service, high parking ratios, architectural building facades, and extensive landscaping treatments. Given the nature of the industrial real estate sector in Westminster and the below-average vacancy rate, there does not appear to be an insistent need for major upgrading that would result in a significant economic benefit to property owners or the City's fiscal revenue stream. Westminster has a small but stable industrial real estate sector with a low vacancy rate. Growth potential appears to be fairly minimal unless desirability of additional industrial land use within the City justifies some form of subsidy or other promotional efforts by the public sector.

Projections of growth in demand for developed industrial acreage in Orange County over the five years from 1992 to 1997 imply an average annual absorption of 52.1 developed acres per year or less than 1,000,000 square feet of floor space per year. Much of the net increase in demand is projected to be for distribution facilities which historically have not been a large component of the market for industrial space in Westminster implying that absorption of new industrial space in Westminster over the next five years is likely to be at a fairly low level consistent with the long-term historical rate - roughly 12,000 square feet or 0.6 acres per year on average.

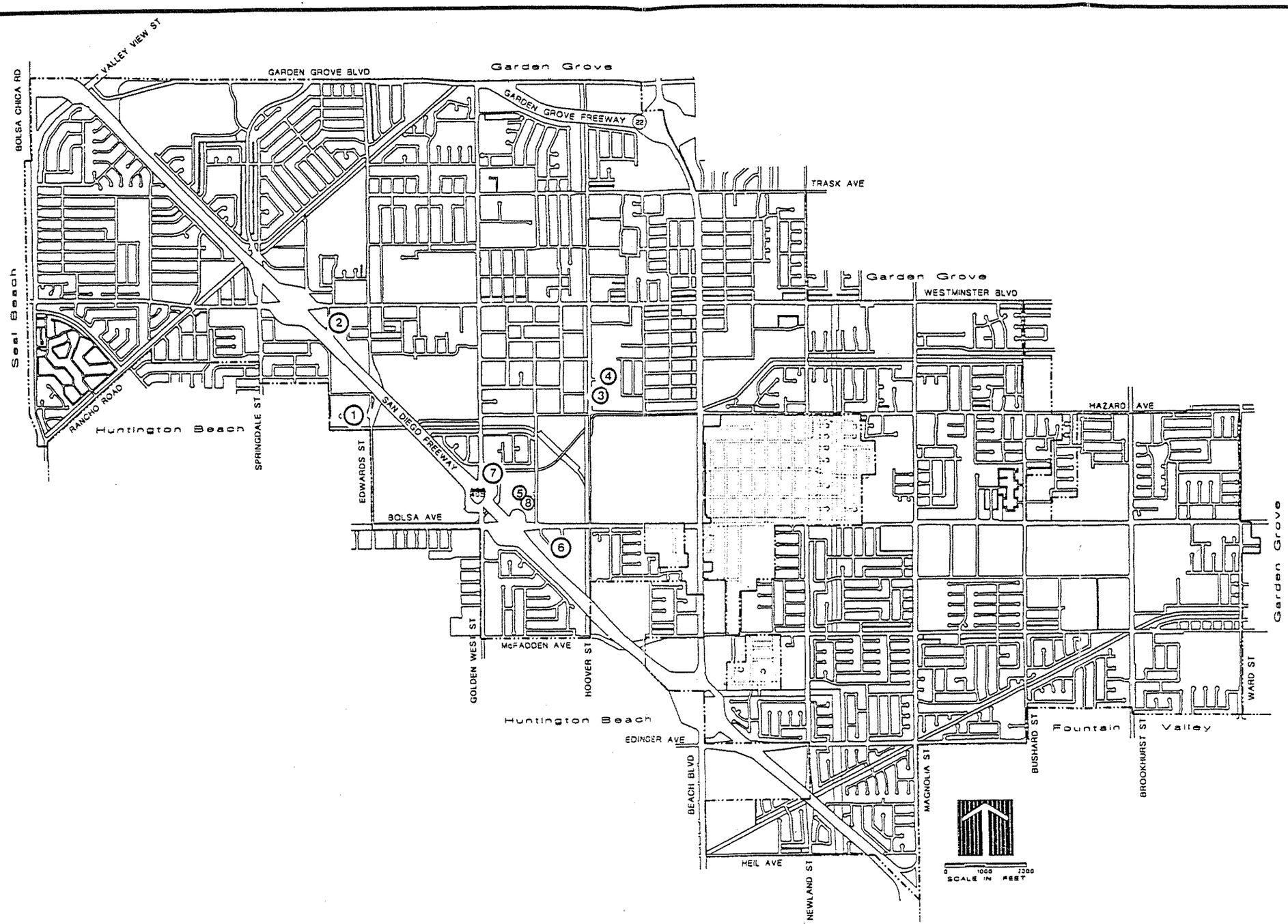


Figure VA-7

Existing Industrial Projects

Existing Industrial Projects

Retail Sector

Traditional Relationships

Efficiency of retail land use is in most instances a direct function of the strength of the appropriate consumer support base. The geographic boundaries of the appropriate consumer base are defined to some extent by specific types of retailing use. Another factor is the density of consumer population within the area being analyzed. Obviously in low density areas, such as rural settings or at the edge of metropolitan regions, consumers travel further to shop than would otherwise be the case. Typical trade area boundaries for various scales of retail development are as follows:

a. Strip commercial centers without anchors draw the bulk of their support from less than a mile;

b. Neighborhood shopping centers with supermarket and/or drug store anchors typically draw more than 80.0 percent of their support from less than two miles;

c. Traditional community shopping centers (±30 to 40 acres) typically draw the bulk of the support from a three- to five-mile trade area;

d. Regional shopping centers and the emerging power centers described below enjoy the most effective market penetration within about five to seven miles of the center, although in most cases the boundaries of the trade areas for these types of centers are defined in terms of the locations of similar centers at which the target consumer support base could shop. In Orange County, the effective trade area boundary would be restricted due to the relative abundance of power center type anchor stores;

e. Factory outlet centers (an emerging concept of retailing) are somewhat unique in terms of trade area currently. Only about five factory outlet centers are currently in operation in Southern California. As a consequence, they draw support from a very broad geographic area - as much as 75 to 100 miles; and

f. Auto plazas define their trade areas to some degree by the strength of major new car dealerships and also the density of population around the location.

The limiting factor for retail development is the anchor effect - the distance from which they can draw consumers which is a function of the quality of the anchor merchants - and consumer expenditure potential represented by the trade area population adjusted for competitive levels. Within these constraints, historically, an inventory of 45 square feet of gross leasable area of retail floor space per capita

population has proven to be consistent with successful retail development in operation. If regionally-oriented retailers are excluded from the total, support potential for convenience-type retail floor space is effectively in the 30-square-foot per capita consumer population range.

Changing Trends

Retailing is undergoing the technical revolution which is distorting the relationships described above. A 100,000-square-foot Price Club, for example, with annual sales of $1,200 per square foot captures enough consumer expenditure to support about 800,000 square feet of conventional retail floor space. Circuit City, Silo, Good Guys, etc. with sales volumes in the $500 per square foot range effectively displace conventional consumer electronics floor space at a ratio of about three square feet to one. Wal-Mart, Sam's, Costco, Pace, and other merchants of this type exert a similar competitive influence, suggesting that as an increasing share of consumer expenditure flows to these strong and efficient merchants, the ratio of supportable gross leasable retail floor space per capita consumer will decline.

Auto dealerships located in new-car plazas have historically generated sales volume two to three time the average sales volume per dealership for all dealerships in the Counties in which they are located. As more new car dealerships are sited in auto plazas, one of two things will occur - the number auto dealerships will decline and, therefore, cause a declining ratio between gross leasable area of retail floor space and consumer population or the average dollar volume per dealership in auto plazas will decline. In either case, since auto plaza dealerships tend to occupy smaller sites than non-auto plaza dealerships, the ratio of square feet of gross leasable area per capita population will decline.

In the home improvement sector, strong merchandisers such as Home Depot achieve dollar volumes of more than double the average for conventional merchants of this type suggesting that a 100,000-square-foot Home Depot will displace 200,000 square feet of conventional hardware store improvement floor space. In this industry, competitive factors have resulted in a narrowing of the range of competitors through the loss of National Lumber and Handyman.

In the consumer electronics field, the strong, new merchants have displaced Pacific Stereo, Federated, and Leo's within the recent past.

Given these trends and the likelihood that they will continue as part of the nationwide trend towards increasing productivity, the analysis in this chapter probably overstates the appropriate level of retail development supportable by each of the hypothetical trade area populations for which the calculations are made.

Sound fiscal strategy at the city level, however, supports the contention that regionally-oriented merchants - regional shopping centers, power-center-type

merchants, discount warehouses, auto dealerships, furniture centers, etc. - that serve a population base extending well beyond the city limits could be encouraged to locate within the city to the greatest degree possible. Because cities recognize the value of attracting regionally-oriented retail sales tax generating merchants, it has become a common practice for cities to rebate part of the sales tax collected in order to induce these merchants to selected locations within specific cities. This has created something of a bidding war between cities eager to attract these types of fiscally efficient land uses.

Existing Resources and Potential

Retail space surveyed as part of this economic analysis generally includes all retail establishments and business establishments within a retail environment (e.g., shopping center, store-front space, ground-level space with street signage and exposure, etc.). The retail survey was directed to all retail space within the City limit, Midway City, and portions of Garden Grove along the Bolsa Corridor. The retail survey was also directed to selected retail anchor space within 1.0-mile and 3.0-mile radii surrounding the City. Summary of retail space surveyed within the existing City limit and additional areas noted is summarized below:

Description of Space Surveyed	Share of Space	Retail Space Surveyed	Vacancy Rate
Retail Space in Shopping Centers	72.0	4,239,030	9.6%
Retail Space in Free-standing/Independent/ Non-Center Locations	28.0	1,648,253	4.9
Total Retail Space	100.0%	5,887,283	8.3%

Nearly three-fourths of retail space surveyed is in shopping centers or in significant retail concentrations with individual identities. Over the past 20 years, retail centers have evolved as one of the most competitive environments to attract repeat shoppers and maximize capture of retail expenditures. A key to the competitive strength of center versus non-center locations is convenience of parking afforded to customers and variety of merchandise and shops within easy walking distance of each other.

A total of 56 individual retail centers (generally 10,000 square feet or larger) have been identified as shown in Figure VA-8. Of the centers surveyed, 21 or about three-eighths have an anchor tenant(s) serving as an attractive draw to the center and other satellite shops. Anchor tenants are key to successful shopping centers because strong anchors are characterized by effective merchandisers with ability to capture a large share of potential shoppers and foster repeat customers. Anchor tenants generally occupy a large space. Typically, they are food stores, drug stores, general

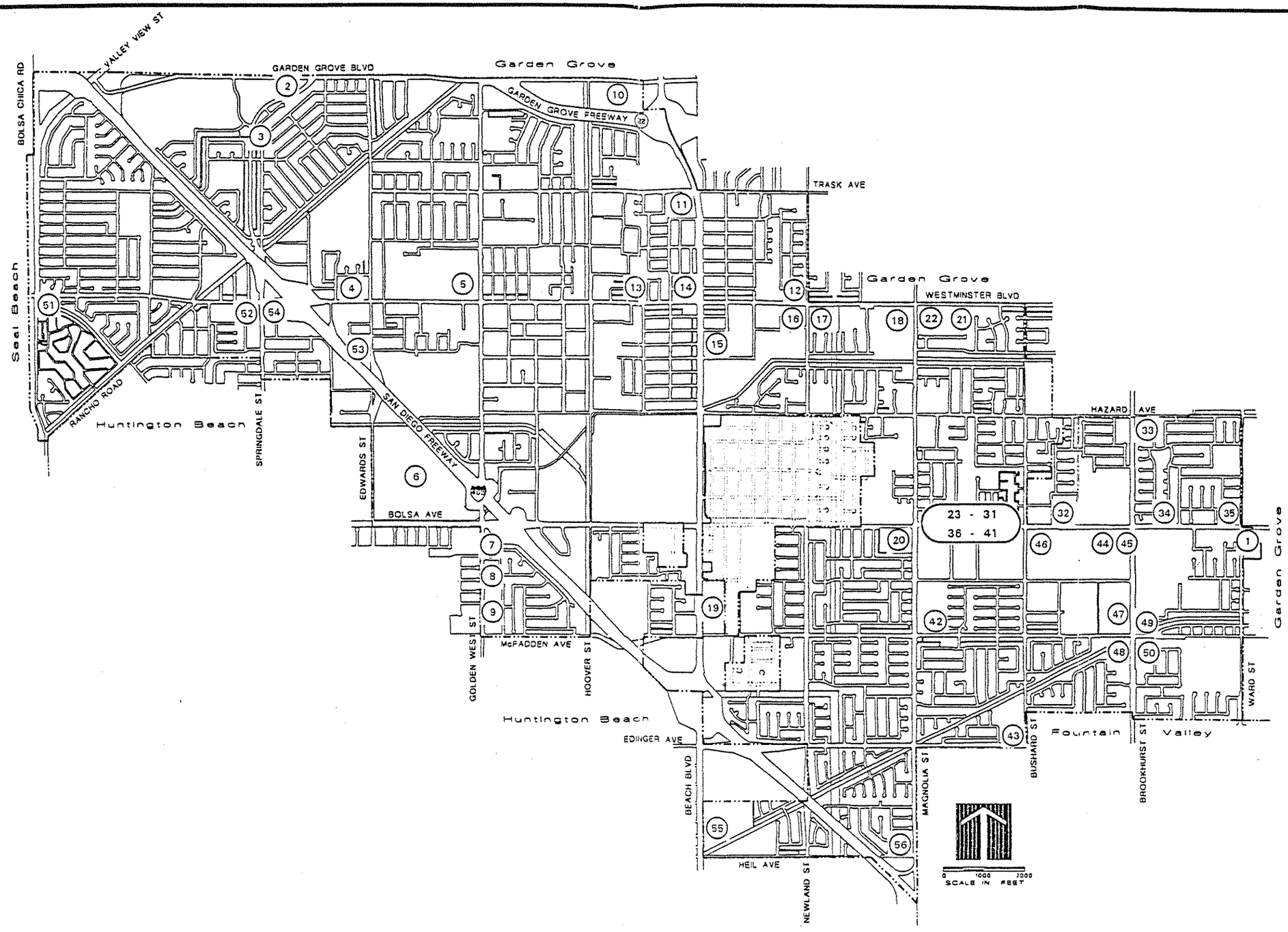
merchandise and department stores, home improvement stores, and to a lesser degree home electronic and appliance stores, theaters, clothing outlets, etc. A strong anchor translates into increased shopper visits to the center and increased potential for first-time and repeat customers in adjoining shops. A summary of centers surveyed and anchor store representation is shown below:

Size Range of Center (000) (Sq. Ft.)	Number of Centers	Centers with Anchors	Vacancy Rate
Below 50	33	2	9.8%
50 - 99	17	13	16.2
100 - 199	3	3	9.3
200 & over	3	3	5.8
Total	56	21	8.3%

Size Range of Center (000) (Sq. Ft.)	Percentage Distribution by Size of Center			
	Number of Centers	Centers with Anchors	Floor Space Centers	Vacant Space in Centers
Below 50	58.9	9.5	16.6	17.0
50 - 99	30.3	61.9	26.8	44.9
100 - 199	5.4	14.3	10.7	10.4
200 & over	5.4	14.3	27.7	27.7
Total	100.0	100.0	100.0	100.0

By virtue of size limitation, centers below 50,000 square feet seldom include a strong anchor tenant. In contrast to earlier forms of anchor-based tenant mix strategies, highly competitive centers usually include two or more anchor tenants to sustain competitive longevity within the trade area being served. A multi-anchor tenant concept is difficult to achieve in developments less than 100,000 square feet which might explain, in part, the high vacancy rate within this size range category of center.

Segments of Bolsa Avenue generally described as the Little Saigon District contain 21 retail centers totaling 762,453 square feet. This retail district represents 37.5 percent of the retail centers surveyed and nearly 13.0 percent of total retail floor space identified within the City. Vacancy rate in this specific subset of all shopping centers surveyed was 14.3 percent at the time of the survey. This area is experiencing a much higher vacancy rate than the average for the City's entire inventory of retail floor space.



Existing Retail Center Locations

Figure VA-8

Existing Retail Center Locations

One reason for this may be the preponderance of small centers in the Little Saigon District that are not large enough to accommodate conventional major anchor stores. By comparison, retail sales tax revenue data for the food store sector of the City implies stores of this type in the Little Saigon District capture an unusually large proportion of total food store sales potential than total floor space size would suggest.

Discounting existing vacant space (39,218 square feet), in the newest center at 9500 Bolsa Avenue reduces the vacancy rate in this retail district to 10.2 percent overall. This hypothetical vacancy rate, however, remains over two times the optimal rate for retail facilities. The Little Saigon Retail District may be experiencing accelerated development beyond near-term demand support represented by the target trade area being served.

On a per capita basis, there is approximately 66 square feet of occupied retail space Citywide per City resident versus a typical threshold limit of 45 square feet per capita for all types of occupied store-front space. The current inventory of retail space suggests the City is serving retail consumer needs of Westminster residents and of residents from the surrounding area. In 1990, retail sales tax revenue generated by businesses in Westminster was slightly lower (95.0 percent) than the Countywide rate of $703.59 per establishment including volume implications associated with automobile sales outlets. By contrast, retail establishments in Westminster generated sales tax revenue equal to $9.11 per City resident, the equivalent of a per capita sales level 26.0 percent higher than the Countywide average.

The inventory of retail floor space from an overall perspective appears to be sufficient to meet existing and future needs of City residents in the absence of significant future population increases. On the basis of retail floor space inventoried and sales tax revenues generated, the City is a net attractor of retail sales potential on the order of $150 million a year. The City's retail sector can be characterized, however, by a moderate oversupply of merchandising outlets serving consumer potential of City residents and resident consumers beyond the City limit. While the theoretical absorption models suggest that there could be some future development potential for certain store types, the moderate oversupply of retail space and the strong representation in every significant category of retail potential make any measurable increase in retail development unlikely.

Relevant Policies of the General Plan

Economic Policies

IIIA1-1 Provide an adequate supply of retailing, personal and business services, and entertainment activities to satisfy the demands of residents and businesses in the City and surrounding area.

IIIA1-2 Encourage employment centers that provide competitive advantages to businesses seeking to locate or expand within the region and that also provide the City with local jobs.

IIIA1-3 Achieve a balanced mix of land use activities and competitive level of development that optimize economic growth among all business sectors.

IIIA1-4 Secure developments that serve the economic needs of the community and effectively sustain or increase the local government's ability to provide all public services and maintenance demands.

IIIA2-1 Encourage development projects and business activities which satisfy employment and consumer demands from beyond the existing city limits.

IIIA2-2 Review existing ordinances and formulate design standards that facilitate site improvements and building spaces that are cost-effective and suitable for the intended land use activity.

IIIA2-3 Encourage site-specific development of sufficient size and scope to create an effective concentration of land use that will remain competitive with future surrounding area developments.

IIIA2-4 Provide effective buffering and site design that ensures compatibility with adjoining residential land forms.

IIIA2-5 Encourage development that provides business activities with freeway visibility or access, location along a major route, or at a major cross-street.

IIIA3-1 Place priority emphasis on retail projects that provide for merchandising anchor tenants with an ability to attract consumers from beyond the City limits or curtail any outflow of retail expenditures by local residents to adjoining communities.

IIIA3-2 Encourage retail revitalization efforts that aim to improve the functional layout and physical orientation of existing neighborhood and community-scale centers through anchor space additions and size modifications, in-line tenant and freestanding pad improvements, site circulation and parking, and architectural treatments.

IIIA3-3 Discourage future proliferation of small convenience-oriented strip center and freestanding retail projects.

IIIA3-4 Encourage physical enhancement and consolidation of smaller existing retail developments in order to create more identifiable concentrations of retail and service merchandising locations along high-volume circulation routes.

IIIA3-5 Extend special consideration to the functional design and site configuration of future retail projects within the Little Saigon CPA in recognition of the unique retailing character and consumer target group served.

IIIA4-1 Office-based commercial and industrial land use shall be encouraged at site locations with freeway visibility or convenient freeway access.

IIIA4-2 Discourage small, isolated pockets of industrial land use.

IIIA4-3 Emphasize industrial development that incorporates a business park subdivision design and permits individual developable lots.

IIIA4-4 Require industrial projects with work bays and loading areas to be inward facing or incorporate sufficient site design and circulation to minimize impacts to public right-of-way or adjoining properties.

IIIA4-5 Apply ordinance and design standards that permit functional and cost-effective industrial improvements, such as buffering of uses and building rehabilitation.

IIIA4-6 Encourage office-based commercial developments that can accommodate large tenant floor space requirements typical of regional-based employment activities as well as sufficient related on-site parking.

IIIA4-7 Encourage business park developments that combine office and industrial activities within an identifiable land use setting of sufficient scale to provide effective buffering of manufacturing, distribution, and warehouse activities.

IIIA5-1 Review housing policy, as required by State law, to ensure corresponding densities and product types can accommodate localized housing needs.

IIIA5-2 Encourage housing that is within economic reach of all income levels and family living styles inclusive of age-restrictive housing, single family detached, single family attached, townhomes, condominium flats, and apartments.

IIIA5-3 Encourage the consolidation of lots that facilitate housing projects of sufficient scale to create a recognizable identity and functional design that is not disrupted by existing street patterns or external influences of the surrounding environment.

IIIA6-1 Review the fiscal viability of future development projects in terms of net effect resulting from construction and probable land use activities. Special emphasis shall be given to projects utilizing public subsidy to assist or stimulate private sector investments.

IIIA6-2 Scrutinize the probability of market support for retail, lodging, and entertainment-based projects to ensure anticipated fiscal benefits can be realized and the competitive position of the City is not jeopardized by undermining market performance of effective merchandisers.

IIIA6-3 Review the City's fiscal revenue and cost structure on a periodic basis, so that staff-level assessment of smaller scale projects can be provided in a quick, cost-effective, and accurate manner.

IIIA6-4 Large-scale projects involving any and all forms of land use development, redevelopment, or revitalization shall be reviewed on a project-specific basis to determine fiscal viability and market support.

IIIA6-5 Review and evaluate operating efficiency and necessity of City-sponsored programs and services on a recurring basis to ensure residents and businesses are provided priority services in a cost-effective manner.

Impacts and Mitigation Measures

The Economic Resources Chapter of the Westminster General Plan provides policy guidance intended to promote the economic development of the City. Specifically, six issues related to economic development are addressed: the economic vitality of the community, business development opportunities, retail sector growth and competitiveness, employment opportunities, residential opportunities and lifestyle, and fiscal solvency and growth. The economic development policies and programs

set forth in the General Plan are all beneficial to the City and present no adverse impacts beyond those described in other sections of this report pertaining to land use, growth, and the provision of public services and facilities. Economic development implies growth and, therefore, can produce indirect impacts on the physical environment and on the provision of services. Growth resulting from the success of economic development policies and programs would be limited by the development-related policies of the General Plan, particularly policies contained in the Community Development chapter related to land use. Therefore, no additional adverse impacts are anticipated as a result of the economic development policies of the General Plan. Only one potential beneficial impact of the General Plan related to economic health can be quantified and projected at this time. This is the impact of the General Plan on the City's fiscal resources.

Standards of Significance

The policies of the General Plan would be considered to have a significant impact on economic development if they would result in any of the following:

- Substantially hinder the establishment or expansion of legitimate businesses in the community (assuming the businesses conform to the Land Use policies of the General Plan);
- Create adverse fiscal conditions in which the City's fiscal resources (revenues) are not adequate to meet public service and maintenance obligations (costs);
- Substantially reduce the potential for employment opportunities in the City; and/or
- Fail to provide adequate opportunities for the establishment of retail uses and personal/business service uses to satisfy local needs.

Impact

VA.1. The General Plan should provide a positive net fiscal effect for the City of Westminster. This is a *beneficial impact.*

According to a Technical Report Memorandum on Fiscal Resources (May 1993) prepared by Alfred Gobar Associates, the Westminster General Plan should result in an annual fiscal benefit equal to approximately $4.3 million or around $617 per acre of designated land use, including streets. This is derived by assigning a net fiscal cost or benefit per acre for each land use type and multiplying these factors by the corresponding acreages of each land type designated in the General Plan. The net fiscal cost/benefit for each land use is determined by estimating costs for providing City services to each type of land use and comparing these costs with the revenues received from each land use type. Generally, commercial uses generate

the greatest fiscal benefit because their services costs are low in comparison to the revenues they generate for the City (primarily through sales tax). Low-density residential uses produce a net fiscal cost to the City because their service costs exceed the revenues they generate. Although buildout of the General Plan would result in a net increase in residential land in the City, most of this increase will be in the form of high-density units, which do not produce a net fiscal cost. Also, commercial acreage in the City will increase, resulting in a net increase in revenues generated by these uses. The total result is a net fiscal benefit for the City.

Mitigation Measure

VA.1. *None required.*

VI. Infrastructure and Community Services

A. Transportation/Circulation

Introduction

The purpose of this section is to document existing circulation conditions and issues in the City of Westminster and provide an analysis of the impacts associated with implementation of the proposed General Plan. The issues identified in this section serve as the basis for the City's circulation goals, policies, and plans which are presented in Chapter IVA. of the General Plan Policy Document (Volume I).

Existing Conditions

Existing Circulation System

The City of Westminster is served by the existing network of roadways shown on Figure VIA-1. The existing street network is essentially a grid system of north/south and east/west roadways. The primary north/south roadways are Bolsa Chica Road, Springdale Street, Edwards Street, Golden West Street, Hoover Street, Beach Boulevard (SR-39), Newland Street, Magnolia Street, Bushard Street, Brookhurst Street, and Ward Street. The primary east/west streets are Garden Grove Boulevard, Trask Avenue, Westminster Boulevard, Hazard Street, Bolsa Avenue, McFadden Avenue, Edinger Avenue, Heil Avenue, and Rancho Road.

Relation to the Regional Roadway System

Most of the Westminster oriented regional traffic utilizes the San Diego Freeway (I-405) or the Garden Grove Freeway (SR-22). Access to the I-405 Freeway is provided via Bolsa Chica Road, Westminster Avenue, Bolsa Avenue, Golden West Street, Beach Boulevard and Magnolia Street. Access to the SR-22 Freeway is provided via Bolsa Chica Road, Golden West Street/Knott Avenue, Beach Boulevard, Magnolia Street and Brookhurst Street. Arterial roadways which serve significant amounts of regional traffic are Beach Boulevard (SR-39), Brookhurst Street, and Westminster Avenue. The regional roadway network surrounding Westminster is shown on Figure VIA-2.

The characteristics of key arterial roadways in the City of Westminster are shown on Figure VIA-3, including the current number of travel lanes.

Analysis of Daily Operating Conditions on Existing Street Network

Daily operating conditions were analyzed on each of the arterials designated on the City's Master Plan of Roadways. This was done by comparing the average daily traffic volume for each arterial to the estimated daily capacity. Existing daily traffic volumes were obtained from the City of Westminster 1990 Traffic Flow Map, County of Orange 1991 Traffic Flow Map, and the Caltrans 1990 Traffic Volume Book.

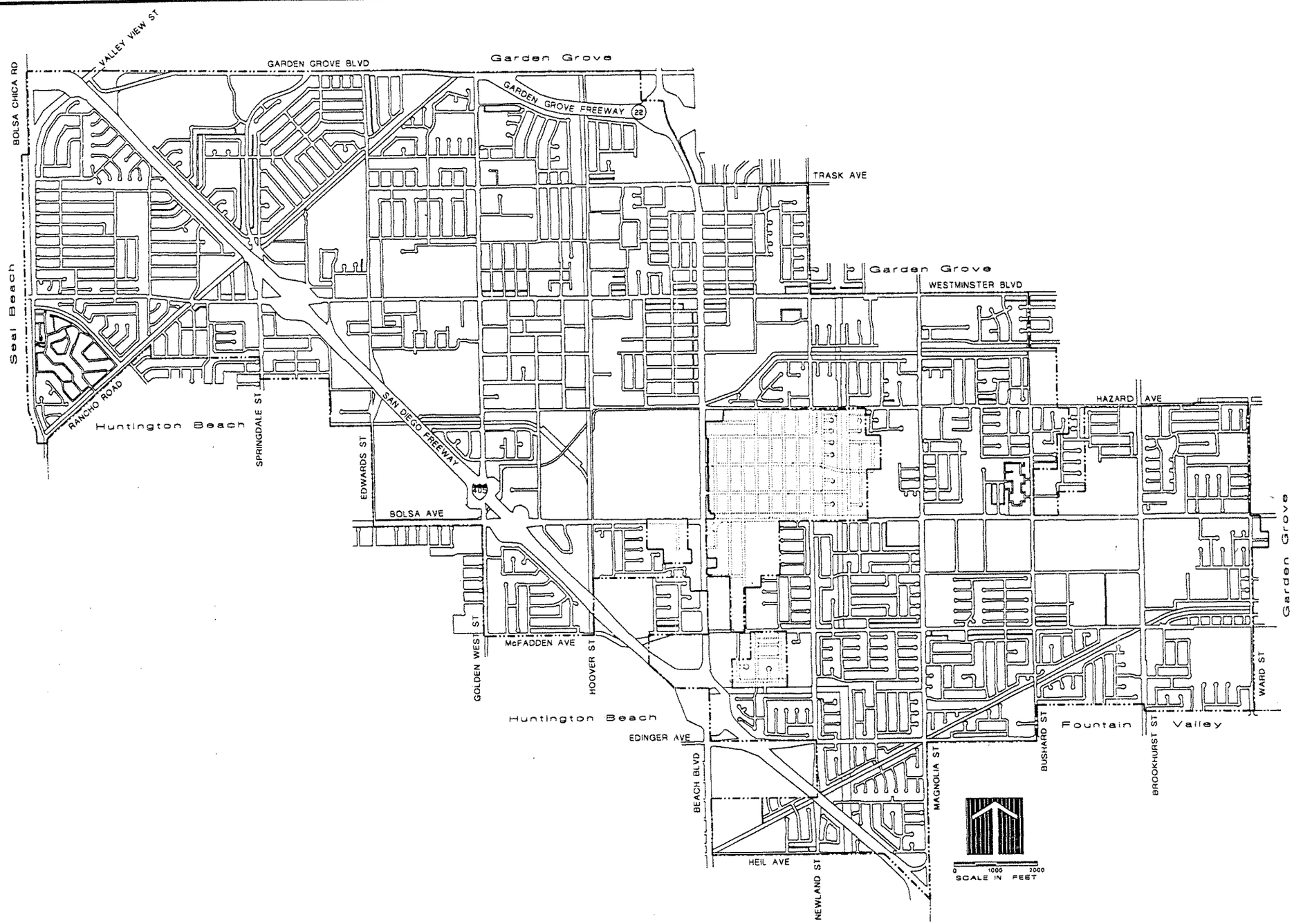
Since the City of Westminster does not have formally adopted roadway capacity standards, the daily roadway capacity for each roadway was estimated by using the County of Orange capacity standards, as shown below:

COUNTY OF ORANGE ESTIMATED ROADWAY CAPACITY

Roadway Description	Arterial ADT Capacities and Levels of Service				
	A	B	C	D	E
8 Lanes, Divided Arterial	45,000	52,500	60,000	67,500	75,000
6 Lanes, Divided Arterial	33,900	39,400	45,000	50,600	56,300
4 Lanes, Divided Arterial	22,500	26,300	30,000	33,800	37,500
4 Lanes, Undivided Art.	15,000	17,500	20,000	22,500	25,000
2 Lanes, Undivided Art.	7,500	8,800	10,000	11,300	12,500
10 Lane Freeway	116,700	136,100	155,600	175,000	194,400
8 Lane Freeway	96,700	112,800	128,900	145,000	161,100
6 Lane Freeway	76,700	89,400	102,200	115,000	127,800

The analysis of daily operating conditions was conducted by comparing the existing daily traffic volume to the theoretical LOS "E" daily capacity for each roadway. The results of this analysis are summarized in Figure VIA-4. Figure VIA-5 illustrates the daily roadway operating conditions in Westminster. Review of the figures reveals that, while most roadway segments in the City of Westminster operate at acceptable Levels of Service on a daily basis, the following arterial roadway segments currently operate at Level of Service "E" or "F":

- McFadden Avenue- Gothard Street to Beach Boulevard (LOS F)
- Bolsa Chica Road- I-405 Freeway to Duncannon Avenue (LOS F)
- Goldenwest Street- Hazard Avenue to Bolsa Avenue (LOS E)
- Beach Boulevard- Garden Grove Boulevard to Heil Avenue (LOS F)
- Newland Street- Hazard Avenue to Bolsa Avenue, and Edinger Avenue to Heil Avenue (LOS F)



Existing Roadway Network

Figure VIA-1

Existing Roadway Network

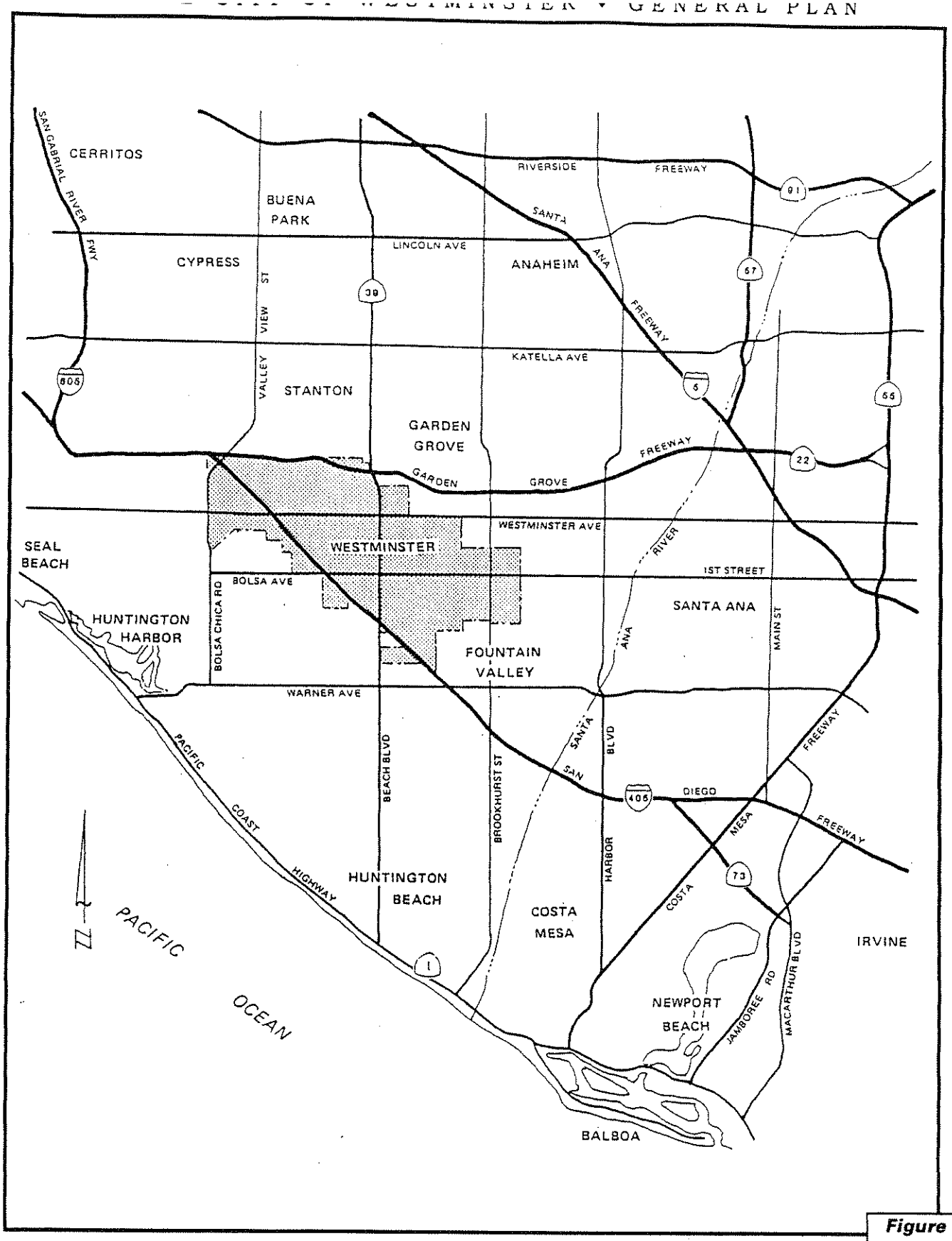


Figure VIA-2

Regional Roadway Network

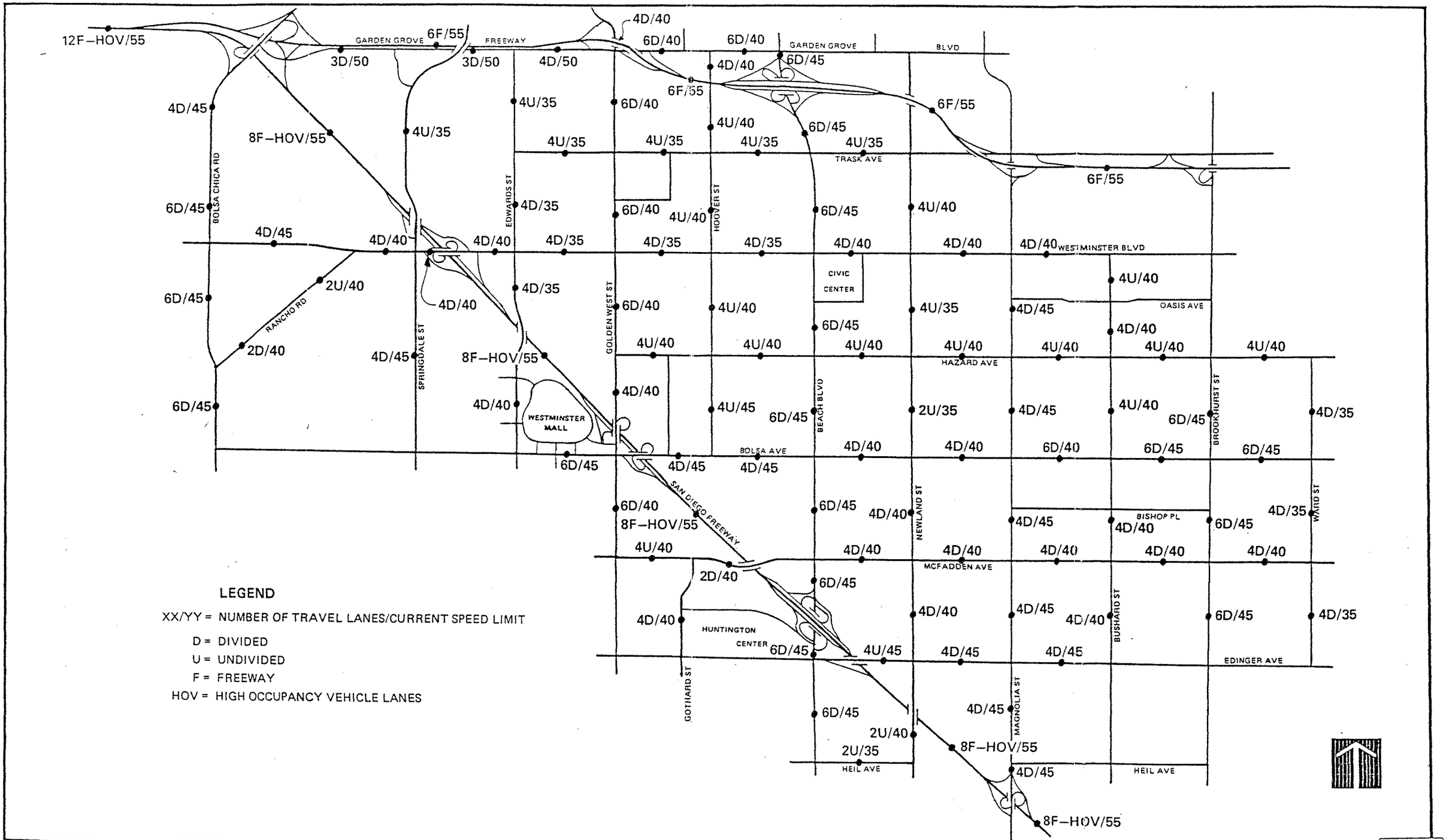
In addition, the Garden Grove (SR-22) Freeway and the San Diego (I-405) Freeway both operate at LOS "E" or "F" along their entire length in the vicinity of Westminster. It should be noted that the daily capacity analysis of operation for the freeways was conducted based upon the County of Orange estimated daily freeway capacities.

Analysis of Peak Hourly Operating Conditions on Existing Street Network

In addition to the analysis of daily roadway operation, peak hourly traffic conditions at several critical intersections throughout the City were also evaluated. The intersections identified as critical were reviewed and approved by the City's Traffic Engineer. In addition, all intersections in the City that are on the Congestion Management Program (CMP) Highway System were also included to ensure compliance with CMP requirements. The counts used in the peak hour analysis were obtained from various traffic impact studies and environmental impact reports performed for projects located in or near the City or from the CMP count program.

The peak hour analysis at each intersection was conducted using the Intersection Capacity Utilization (ICU) methodology for signalized intersections, assuming a lane capacity of 1,700 vehicles per hour and a five percent factor for lost time. These ICU assumptions are consistent with the methodology identified by the Orange County Congestion Management Program. The results of the intersection analysis are summarized in Figure VIA-6. Figure VIA-7 illustrates the existing intersection conditions in Westminster. Review of the figures reveals that, according to the peak hour intersection analysis, several intersections within the City currently operate at unacceptable Levels of Service (LOS). The following intersections currently operate at LOS "E" or "F" in one or both peak hours:

- Bolsa Chica Road at Westminster Boulevard - LOS F for PM Peak Hour.
- Bolsa Chica Road at Garden Grove Boulevard - LOS E for PM Peak Hour.
- Springdale Street at Westminster Boulevard - LOS F for both AM and PM Peak Hours.
- Goldenwest Street at Bolsa Avenue - LOS F for PM Peak Hour.
- Beach Boulevard at Bolsa Avenue - LOS F for both AM and PM Peak Hour.
- Beach Boulevard at McFadden Avenue - LOS E for PM Peak Hour.
- Brookhurst Street at Bolsa Avenue - LOS E for PM Peak Hour.



Existing Roadway Characteristics
in the City of Westminster

Figure
VIA-3

Existing Roadway Characteristics

Figure VIA-4
SUMMARY OF EXISTING ROADWAY DAILY OPERATING CONDITIONS

Roadway Segment	Existing Travel Lanes	Existing Estimated Roadway Capacity LOS "E"	Existing Average Daily Traffic	Level of Service
Garden Grove Boulevard:				
Bolsa Chica Road to Melanie Lane	3D(1WB/2EB)	28,100	15,000	A
Melanie Lane to Edwards Street	3D(1WB/2EB)	28,100	15,000	A
Edwards Street to Goldenwest Street	4D	37,500	14,000	A
Goldenwest Street to Hoover Street	6D	56,300	19,000	A
Hoover Street to Beach Boulevard	6D	56,300	19,000	A
Trask Avenue:				
Edwards Street to Goldenwest Street	4U	25,000	7,000	A
Goldenwest Street to Hoover Street	4U	25,000	5,000	A
Hoover Street to Beach Boulevard	4U	25,000	5,000	A
Beach Boulevard to Newland Street	4U	25,000	10,000	A
Westminster Boulevard:				
Bolsa Chica Road to Rancho Road	4D	37,500	21,000	A
Rancho Road to Springdale Street	4D	37,500	25,000	B
Springdale Street to I-405	4D	37,500	25,000	B
I-405 to Edwards Street	4D	37,500	27,000	C
Edwards Street to Goldenwest Street	4D	37,500	30,000	C
Goldenwest Street to Hoover Street	4D	37,500	30,000	C
Hoover Street to Beach Boulevard	4D	37,500	27,000	C
Beach Boulevard to Newland Street	4D	37,500	25,000	B
Newland Street to Magnolia Street	4D	37,500	27,000	C
Magnolia Street to Bushard Street	4D	37,500	29,000	C
Hazard Avenue:				
Goldenwest Street to Hoover Street	4U	25,000	7,000	A
Hoover Street to Beach Boulevard	4U	25,000	7,000	A
Beach Boulevard to Newland Street	4U	25,000	7,000	A
Newland Street to Magnolia Street	4U	25,000	7,000	A
Magnolia Street to Bushard Street	4U	25,000	7,000	A
Bushard Street to Brookhurst Street	4U	25,000	7,000	A
Brookhurst Street to Ward Street	4U	25,000	12,000	A

Figure VIA-4
SUMMARY OF EXISTING ROADWAY DAILY OPERATING CONDITIONS

Bolsa Avenue:				
Edwards Street to Goldenwest Street	6D	56,300	25,000	A
Goldenwest Street to Hoover Street	4D	37,500	23,000	B
Hoover Street to Beach Boulevard	4D	37,500	21,000	A
Beach Boulevard to Newland Street	4D	37,500	22,000	A
Newland Street to Magnolia Street	4D	37,500	20,000	A
Magnolia Street to Bushard Street	6D	56,300	25,000	A
Bushard Street to Brookhurst Street	6D	56,300	31,000	A
Brookhurst Street to Ward Street	6D	56,300	30,000	A
McFadden Avenue:				
Goldenwest Street to Gothard Street	4U	25,000	15,000	A
Gothard Street to Beach Boulevard	2D	12,500	15,000	F
Beach Boulevard to Newland Street	4D	37,500	16,000	A
Newland Street to Magnolia Street	4D	37,500	15,000	A
Magnolia Street to Bushard Street	4D	37,500	15,000	A
Bushard Street to Brookhurst Street	4D	37,500	15,000	A
Brookhurst Street to Ward Street	4D	37,500	15,000	A
Edinger Avenue:				
Beach Boulevard to Newland Street	4U	25,000	21,000	D
Newland Street to Magnolia Street	4D	37,500	21,000	A
Magnolia Street to Bushard Street	4D	37,500	20,000	A
Heil Avenue:				
Beach Boulevard to Newland Street	2U	12,500	10,000	C
Rancho Road:				
Bolsa Chica Rd. to Westminster Bl.	2U	12,500	6,000	A
Bolsa Chica Road:				
I-405 to Duncannon Avenue	4D	37,500	40,000	F
Duncannon Ave. to Westminster Bl..	6D	56,300	39,000	C
Westminster Bl. to Rancho Road	6D	56,300	38,000	B
Springdale Street:				
Garden Grove Bl. to Westminster Bl.	4U	25,000	14,000	A
South of Westminster Boulevard	4D	37,500	20,000	A

Figure VIA-4
SUMMARY OF EXISTING ROADWAY DAILY OPERATING CONDITIONS

Edwards Street:				
Garden Grove Blvd. to Trask Avenue	4U	25,000	10,000	A
Trask Avenue to Westminster Blvd.	4D	37,500	14,000	A
Westminster Boulevard to 405 Fwy	4D	37,500	18,000	A
405 Fwy to Bolsa Avenue	4D	37,500	18,000	A
Goldenwest Street:				
Garden Grove Blvd. to Trask Avenue	6D	56,300	40,000	C
Trask Avenue to Westminster Blvd.	6D	56,300	40,000	C
Westminster Blvd. to Hazard Avenue	6D	56,300	35,000	B
Hazard Avenue to Bolsa Avenue	4D	37,500	35,000	E
Bolsa Avenue to McFadden Avenue	6D	56,300	46,000	D
Hoover Street:				
Garden Grove Blvd. to 22 Freeway	4D	37,500	20,000	A
22 Freeway to Trask Avenue	4U	25,000	11,000	A
Trask Avenue to Westminster Blvd.	4U	25,000	12,000	A
Westminster Blvd. to Hazard Ave.	4U	25,000	11,000	A
Hazard Avenue to Bolsa Avenue	4U	25,000	10,000	A
Beach Boulevard:				
Garden Grove Blvd. to SR-22	6D	56,300	59,000	F
SR-22 to Trask Avenue	6D	56,300	58,000	F
Trask Avenue to Westminster Blvd.	6D	56,300	58,000	F
Westminster Blvd. to Hazard Ave.	6D	56,300	60,000	F
Hazard Avenue to Bolsa Avenue	6D	56,300	60,000	F
Bolsa Avenue to McFadden Avenue	6D	56,300	65,000	F
McFadden Avenue to I-405	6D	56,300	65,000	F
I-405 to Edinger Avenue	6D	56,300	81,000	F
Edinger Avenue to Heil Avenue	6D	56,300	62,000	F
Newland Street:				
Trask Avenue to Westminster Blvd.	4U	25,000	10,000	A
Westminster Blvd. to Hazard Ave.	4U	25,000	12,000	A
Hazard Avenue to Bolsa Avenue	2U	12,500	13,000	F
Bolsa Avenue to McFadden Avenue	4D	37,500	15,000	A
McFadden Avenue to Edinger Ave.	4D	37,500	15,000	A
Edinger Avenue to Heil Avenue	2U	12,500	17,000	F

Figure VIA-4
SUMMARY OF EXISTING ROADWAY DAILY OPERATING CONDITIONS

Magnolia Street:				
Westminster Blvd. to Hazard Ave.	4D	37,500	32,000	D
Hazard Avenue to Bolsa Avenue	4D	37,500	31,000	D
Bolsa Avenue to McFadden Avenue	4D	37,500	31,000	D
McFadden Avenue to Edinger Ave.	4D	37,500	30,000	C
Edinger Avenue to Heil Avenue	4D	37,500	30,000	C
Heil Avenue to I-405	4D	37,500	28,000	C
Bushard Street:				
Westminster Blvd. to Oasis Avenue	4U	25,000	10,000	A
Oasis Avenue to Hazard Avenue	4D	37,500	10,000	A
Hazard Avenue to Bolsa Avenue	4U	25,000	12,000	A
Bolsa Avenue to McFadden Avenue	4D	37,500	14,000	A
McFadden Avenue to Edinger Ave.	4D	37,500	12,000	A
Brookhurst Street:				
Hazard Avenue to Bolsa Avenue	6D	56,300	38,000	B
Bolsa Avenue to McFadden Avenue	6D	56,300	37,000	B
McFadden Avenue to Edinger Ave.	6D	56,300	36,000	B
Ward Street:				
Hazard Avenue to Bolsa Avenue	2U	12,500	7,000	A
Bolsa Avenue to McFadden Avenue	2U	12,500	7,000	A
McFadden Avenue to Edinger Ave.	2U	12,500	7,000	A
Garden Grove Freeway (SR-22):				
I-405/Bolsa Chica Road to Knott Avenue/ Goldenwest Street		127,800	122K	E
Knott Ave./Goldenwest Street to Beach Blvd.		127,800	140K	F
Beach Blvd. to Magnolia Street		127,800	161K	F
Magnolia Street to Brookhurst Street		127,800	173K	F

Figure VIA-4
SUMMARY OF EXISTING ROADWAY DAILY OPERATING CONDITIONS

San Diego Freeway (I-405):			
	250,000	328K	F
Seal Beach Blvd. to Bolsa Chica Road/ Valley View Street	194,400	249K	F
Bolsa Chica Road/Valley View Street to Westminster	194,400	250K	F
Westminster Avenue to Bolsa Avenue/ Goldenwest Street	194,400	252K	F
Bolsa Avenue/Goldenwest Street to Beach Blvd.	194,400	260K	F
Beach Blvd. to Magnolia Street			

Street Classification and Function

The magnitude of traffic volumes on a particular street represents but one element of hierarchy in an overall circulation system. The system provides a balanced linkage between high volume traffic corridors (i.e., major arterials) and low volume streets. The City's present circulation system consists of local streets, secondary arterials, primary arterials, major arterials, smart streets, and freeways. There are a myriad of other categories or names for the components of a circulation system. However, it should be recognized that the street classification is not as important as the function to be fulfilled.

The functions of the circulation system's street categories are summarized as follows:

- Local Streets principally provide vehicular, pedestrian, and bicycle access to property abutting the public right-of-way with movement of traffic acting as a secondary function.

- Secondary Arterials are intended to serve as the intermediate route to handle traffic between local streets and arterials. In addition, secondary streets provide access to abutting property.

- Major and Primary Arterials function to connect traffic from secondaries to the major freeway system. they move large volumes of automobiles, trucks and buses, and link the principal elements within the City to other adjacent regions.

- Smart Streets function similar to Major and Primary Arterials, by connecting traffic from the secondary arterials to the major freeway system. They move large volumes of automobiles, trucks and busses, and link the principal elements within the city to other adjacent regions. However, smart streets are intended to carry more through traffic then Majors or Primaries and would operate as a supplement to the freeway system.

- Freeways are controlled access, high speed roadways with grade separated interchanges intended to expedite movement between distant areas in a metropolitan community or region.

The basis principles of network circulation, using these various functional street types is important because it establishes the rationale by which the existing and recommended Westminster circulation system was evaluated and by which new proposals should be evaluated in the future. The various street types are each designed to serve a specific function in order to assure that the circulation needs of the City are met.

In addition to serving specific functions within the Circulation System, the various roadway classifications should be designed to carry different traffic volumes. The capacity of a specific roadway section is affected by a number of factors, including street width, number of travel lanes, number of crossing arterials and collectors, the number and type of signals, amount of parking, and the number driveways. Although the capacity on a given roadway segment will vary, daily capacities for each of the City's roadway classifications were determined to be representative of roadway operating conditions in the City of Westminster. Therefore, these capacity estimates are for general planning purposes and intended for use in traffic analysis throughout the City.

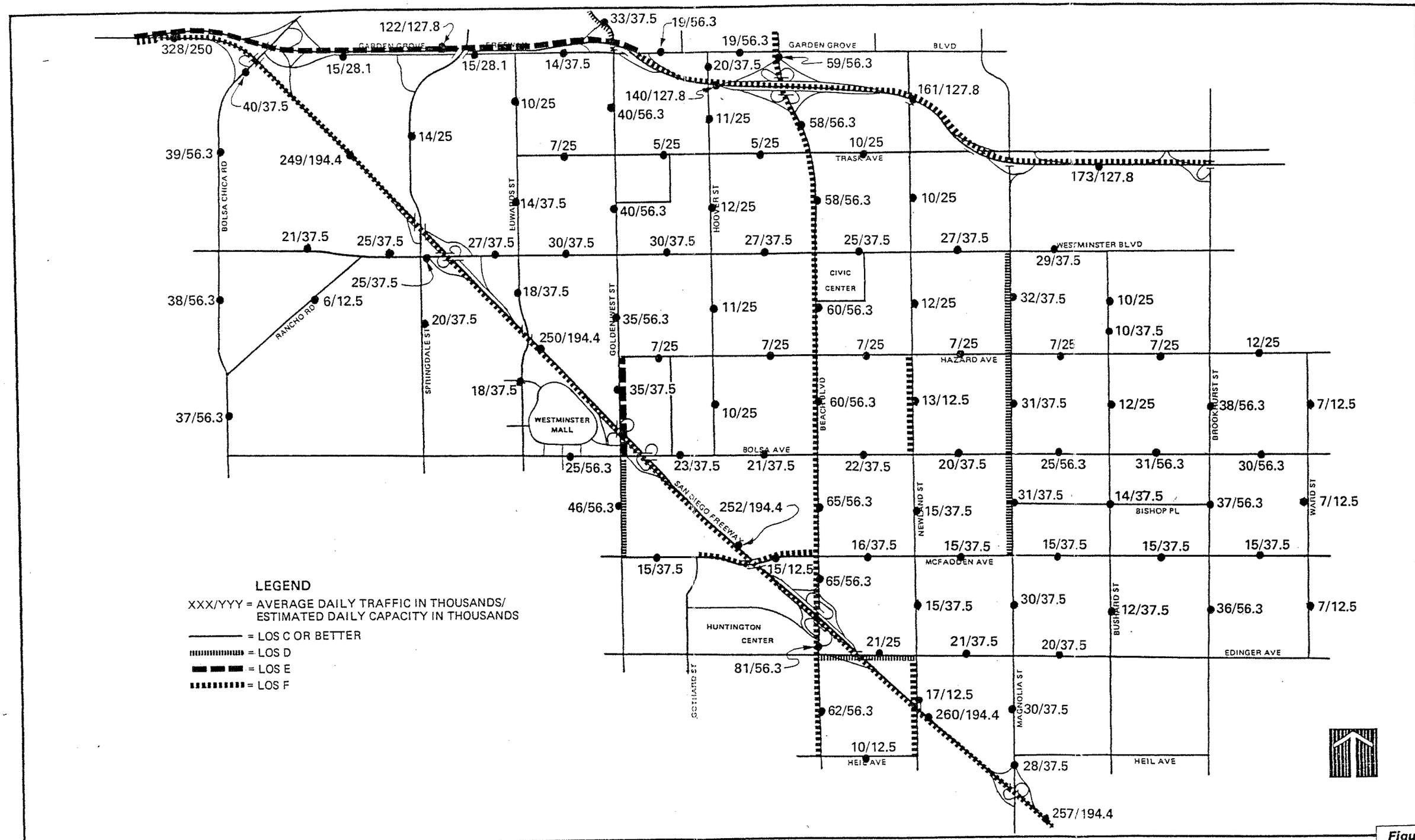


Figure VIA-5

Summary of Daily Roadway Analysis Existing Conditions in the City of Westminster

Summary of Daily Roadway Analysis Existing Conditions

Figure VIA-6
SUMMARY OF EXISTING INTERSECTION PEAK HOUR OPERATING CONDITIONS

Intersection	AM Peak Hour Level of Service (LOS)	PM Peak Hour Level of Service (LOS)
Bolsa Chica Road at:		
Westminster Blvd.	C	F
Garden Grove Blvd.	D	E
Springdale Street at:		
Westminster Blvd.	F	F
Goldenwest Street at:		
Bolsa Ave.	A	F
Garden Grove Blvd.	B	D
Beach Boulevard at:		
Bolsa Ave.	F	F
McFadden Ave.	C	E
Magnolia Street at:		
Bolsa Ave.	A	B
Westminster Blvd.	A	D
Brookhurst Street at:		
Bolsa Ave.	C	E
Garden Grove Boulevard at:		
I-405 NB off ramp SR-22 on/off ramps	A	B

CITY OF WESTMINSTER
ESTIMATED DAILY ROADWAY CAPACITY

Master Plan Roadway Classification	Number of Roadway Lanes (a)	Estimated Maximum Daily Roadway Capacity at Operating Levels of Service				
		A	B	C	D	E
High Flow Arterial	8 LD 8 LD (b)	45K 49.5K	52.5K 57.7K	60K 66K	67.5K 74.2K	75K 82.5K
Major Arterial	6 LD 6 LD(b)	33.9K 37.2K	39.4K 43.3K	45K 49.5K	50.6K 55.6K	56.3K 61.9K
Primary Arterial	4 LD 4 LD (b)	22.5K 24.7K	26.3K 28.9K	30K 33K	33.8K 37.1K	37.5K 41.2K
Secondary Arterial	4 LU 4 LU (b)	15K 16.5K	17.5K 19.2K	20K 22K	22.5K 24.7K	25K 27.5K
Two Lane Roadway	2 LU	7.5K	8.8K	10K	11.3K	12.5K

(a) 8 LD = Eight (8) lanes divided
6 LD = Six (6) lanes divided
4 LD = Four (4) lanes divided
4 LU = Four (4) lane undivided
2 LU = Two (2) lanes undivided
(b) Coordination of all signals on a roadway segments is assumed to provide an approximate 10% increase in daily roadway capacity.
K Thousands

Current City Truck Routes

The residents and businesses of Westminster rely heavily on trucks for the efficient movement of goods in an economical and safe manner. For this reason, the truck route system within and through the City is an important aspect of the Circulation Section.

Selection of a truck routing system necessitates the determination of the impact of truck traffic on abutting land uses. There are land use categories that benefit from heavy truck traffic. Among these are industrial and commercial uses that require

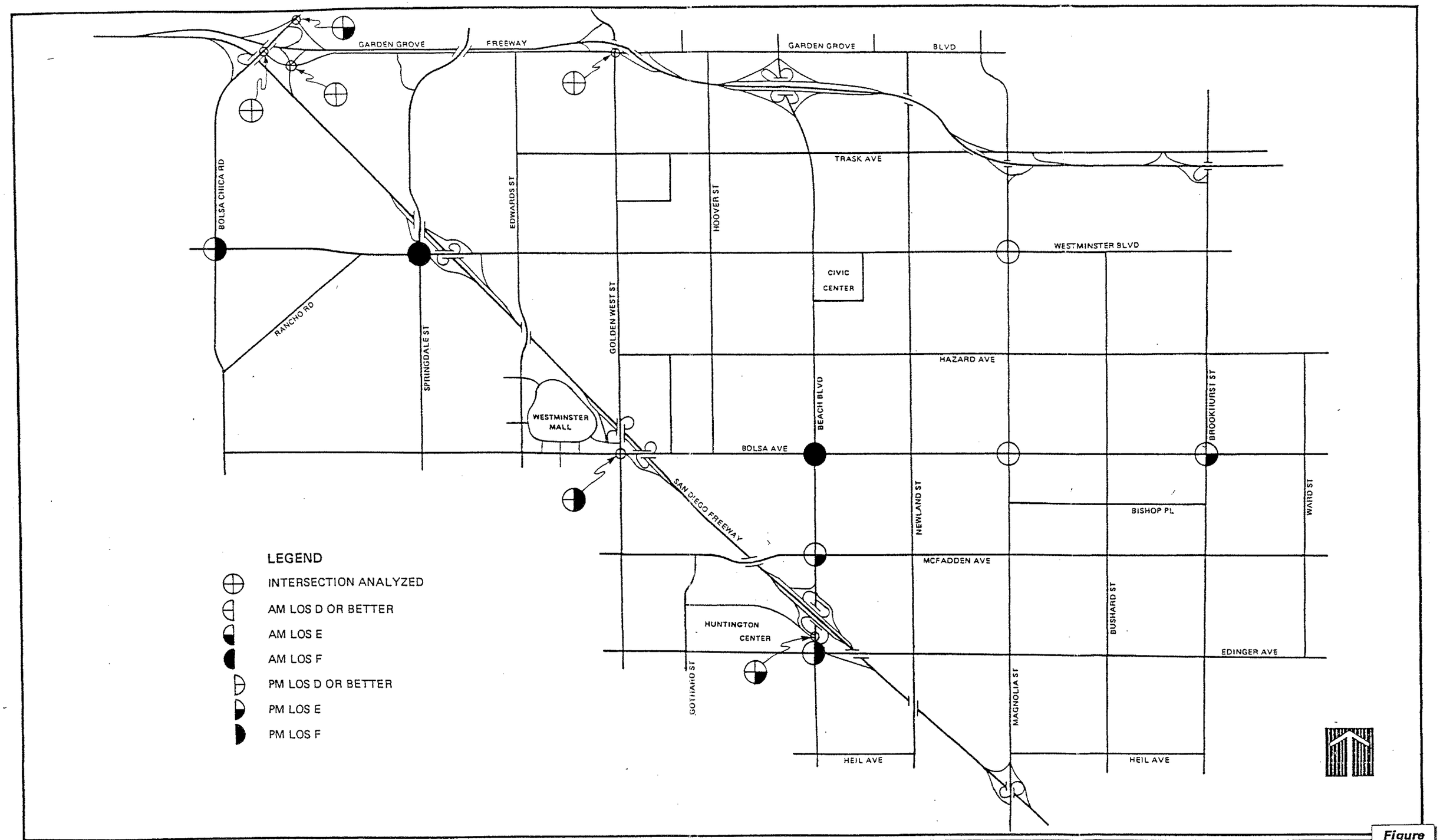


Figure
VIA-7

Summary of Existing Intersection Operation
in the City of Westminster

streets and alleys proximate to their development. Industry has to be served by trucks for deliveries of raw materials, the transfer of inventory and the out-flow of finished goods. Commercial land uses also require access to trucks primarily for the transfer of inventory.

Conversely, there is a need to protect those land uses that are adversely affected by heavy truck traffic. In Westminster, these include the single-family, two-family and multiple-family residential uses throughout the City. Heavy truck traffic within residential neighborhoods produce annoying and often excessive levels of noise, fumes, vibrations and unsightliness. Areas in which schools, hospitals, churches, convalescent homes, and mortuaries are located must also be considered.

Establishment of a truck route system must basically follow the arterial street system. These routes must be located along those arterials designed to accommodate large vehicle traffic, and must, at the same time, seek to avoid fully developed residential areas where there are close and reasonable alternatives. They should also concentrate in areas of need such as the primary commercial and industrial areas throughout the City.

The gross maximum weight restriction (6,000 pounds) in Westminster is consistent with the weight limit imposed by most cities for non-truck route streets. The streets selected for the truck route system must be designed to support loads in excess of this limitation.

Provisions must also be made for vehicles transporting hazardous materials into and through the City along the truck route system. Current municipal code sections in Westminster adequately account for such provisions.

The Westminster Municipal Code officially authorizes the City Council, by resolution, to designate truck routes on streets where vehicles in excess of three tons may travel. Existing truck routes are provided with appropriate sign posting to guide truck traffic through the City. These routes are shown in Figure VIA-8.

Bicycle Routes

The bicycle is becoming an increasingly popular mode of transportation for commuter travel as well as for recreation. This is due to the growing cost of motor vehicle operation, the significantly shorter portal-to-portal times when bikes are used on short trips, the increasing awareness and desire of travelers to utilize clean-air travel methods, and the acceptance of the bicycle for personal health, exercise, and increased mobility. There is a need to meet the growing demand for safe places to ride bicycles, both for recreation and commuter activities.

For many years, roadway facilities have been built exclusively to meet the needs of the motorized vehicle, resulting in street geometrics, lane widths, and intersections

that have not been designed for bicyclist concerns. Bicycle safety is jeopardized due to the potential for bike/auto confrontation on the street, and the lack of space designated for bicycle movement. Conflicts between bicycles and pedestrians at intersections and on sidewalks results in the need to separate these three modes, if possible, to provide a safer and more efficient operational environment for each.

Definitions

To clarify any discussion on bicycles, a distinction must be made between the type of bicycle facilities in use. The following definitions (recognized Statewide) are identified in the current Circulation Element, and are presented for informational purposes.

Bicycle Route - A bicycle way designated within a public right-of-way. The purpose of the bike route is primarily that of transportation, allowing the bicyclist to travel from one point in the City to another. A "shared bicycle route" is a street identified as a bicycle facility by BIKE ROUTE signing only. No special markings on the pavement are provided. This is referred to as a Class III Bike Facility.

Bicycle Lane - A bicycle facility where a portion of the paved area is marked especially as a lane for use of bicycles. It is identified by BIKE LANE signing, pavement marking and lane line markings. Usually, special ordinances are necessary to legally define the area's exclusive use of bicycle traffic and to exclude mopeds and infringement by motor vehicles. This type of bicycle lane is referred to as a Class II Bicycle Facility.

Bicycle Path - This facility is a special path for exclusive use of bicycles which is separated from the motor vehicle traffic by space or a physical barrier. It is referred to as a Class I.

Existing Bicycle Route System

The existing system of bicycle facilities in Westminster currently is limited to the following facilities:

Class I (Bicycle Paths):
Rancho Road - from Bolsa Chica Road to Westminster Boulevard
Hoover Street - from Bolsa Avenue to Wyoming Street

Class II (Bicycle Lane):
Bushard Street - from Westminster Boulevard to Edinger Avenue
Edinger Avenue - from Newland Street to Bushard Street
McFadden Avenue - from Golden West Street to Vermont Street, and
1Dalewood Lane to west of Ward Street
Bishop Place - east from Bushard Street

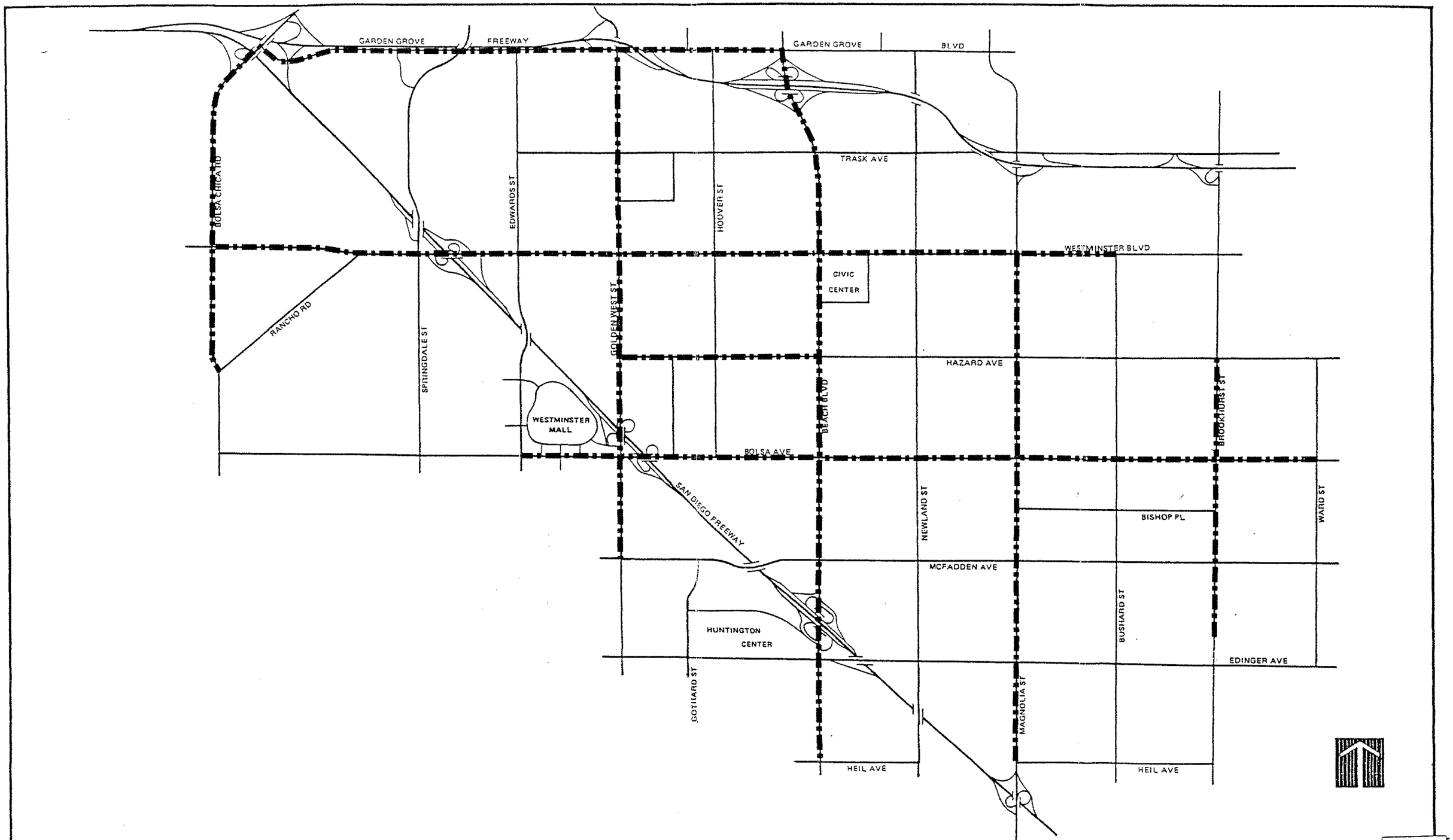


Figure
VIA-8

Existing Truck Routes
in the City of Westminster

Existing Truck Routes

Newland Street - from Bolsa Avenue to Hazard Avenue
Edwards Street - from Bolsa Avenue to Homer Street
Hoover Street - from Wyoming Street to Garden Grove Boulevard

Class III (Bicycle Routes):
Trask Avenue - from Edwards Street to Beach Boulevard

The existing bikeway system is shown on Figure VIA-9.

Public Transportation

The automobile has traditionally been the primary method of transportation in the Southern California Region. However, the changing lifestyles, economic pressures and greater social and environmental concerns have increased the need for alternatives to automobile travel. Public transportation is one of the alternative modes of travel that can reduce the region's and the City's dependence on the present auto-oriented transportation system.

In order for a transit system to attract users away from the automobile, it must be as convenient and affordable as possible. Compared to the convenience, flexibility and privacy of travel by car, transit travel is perceived to be less appealing, especially for recreational purposes. Thus, for transit service to provide a viable alternative to the automobile in the City of Westminster, the City must take an active role in planning and supporting the provision of various transit opportunities.

Existing Public Transit

The existing transit services available to residents, workers and visitors of the City of Westminster fall into several broad categories. Each of these services are operated and funded by the Orange County Transportation Authority (OCTA), or the affiliated Orange County Transit District (OCTD) and the Consolidated Transportation Service Agency (CTSA). The types of transit service are fixed route bus service, Dial-A-Ride Service, OCTA Rideshare and Commuter Rail Service. Each of the transit services currently available in the City of Westminster are described in the following paragraphs.

Fixed Route Bus Service

The current fixed route bus service provided in the City of Westminster is operated by the OCTD. OCTD has bus routes serving most of Orange County and parts of Los Angeles County. Regular fare for each of the routes is $1.00. Transfers between routes are available for an additional $0.05 and are good for two transfers within two hours of purchase.

OCTD currently provides ten routes through the City of Westminster, two of which are operated only during the peak periods. All ten routes are wheelchair accessible. The path of each route through the City of Westminster is shown on Figure VIA-10.

OCTD Dial-A-Ride Service

In addition to fixed route bus service, the OCTD currently provides a variety of demand responsive transit services, commonly referred to as Dial-A-Ride. The existing OCTD Dial-A-Ride services include Demand Service, Group Service and Dial-A-Commute. Each of these services are available to potential users by calling OCTD and scheduling the desired service. The fares for all three Dial-A-Ride Services are based on a Zone System, with fares increasing with the number of zones traveled.

CTSA Dial-A-Ride Service

The Orange County Consolidated Transportation Service Agency (CTSA) also offers Dial-A-Ride Services which are separate from those offered by the OCTD. The CTSA Dial-A-Ride services are available to the disabled or frail elderly that find it difficult to use the transit services offered by the OCTD. Riders must fill out eligibility forms and be certified eligible prior to using the CTSA services. The CTSA Dial-A-Ride Service will carry a rider door to door anywhere in Orange County. The service operates from 7AM to 10PM Monday through Friday, 9AM to 5PM on Saturday and 9AM to 2PM on Sunday.

OCTA Rideshare

The OCTA provides a variety of services to encourage and assist travelers to rideshare. Although ridesharing is not necessarily a transit service, it is discussed here and encouraged as an alternative to the single occupant vehicle. The OCTA offers travelers carpool matching services, van pool coordination and listing of available Park-and-Ride and other ridesharing locations throughout Orange County. The existing rideshare locations in the vicinity of the City of Westminster are shown on Figure VIA-11. In addition the OCTA also provides assistance to building owners and employers to encourage employees to rideshare including:

- Implementation of High Occupancy Vehicle (HOV) or Carpool Lanes on various freeways as part of the Orange County System of HOV Lanes;
- Vanpool coordination and assistance in set up and operation;
- Assistance in providing on-site services that improve the chances of success of a private ridesharing program;
- Parking management suggestions to encourage ridesharing; and
- Continuing guidance and support in a variety of other areas.

Commuter Rail

Historically, Amtrak has operated passenger rail services from San Diego to Los Angeles through Orange County. However, the trains did not arrive in downtown Los Angeles early enough to serve Orange County commuters.

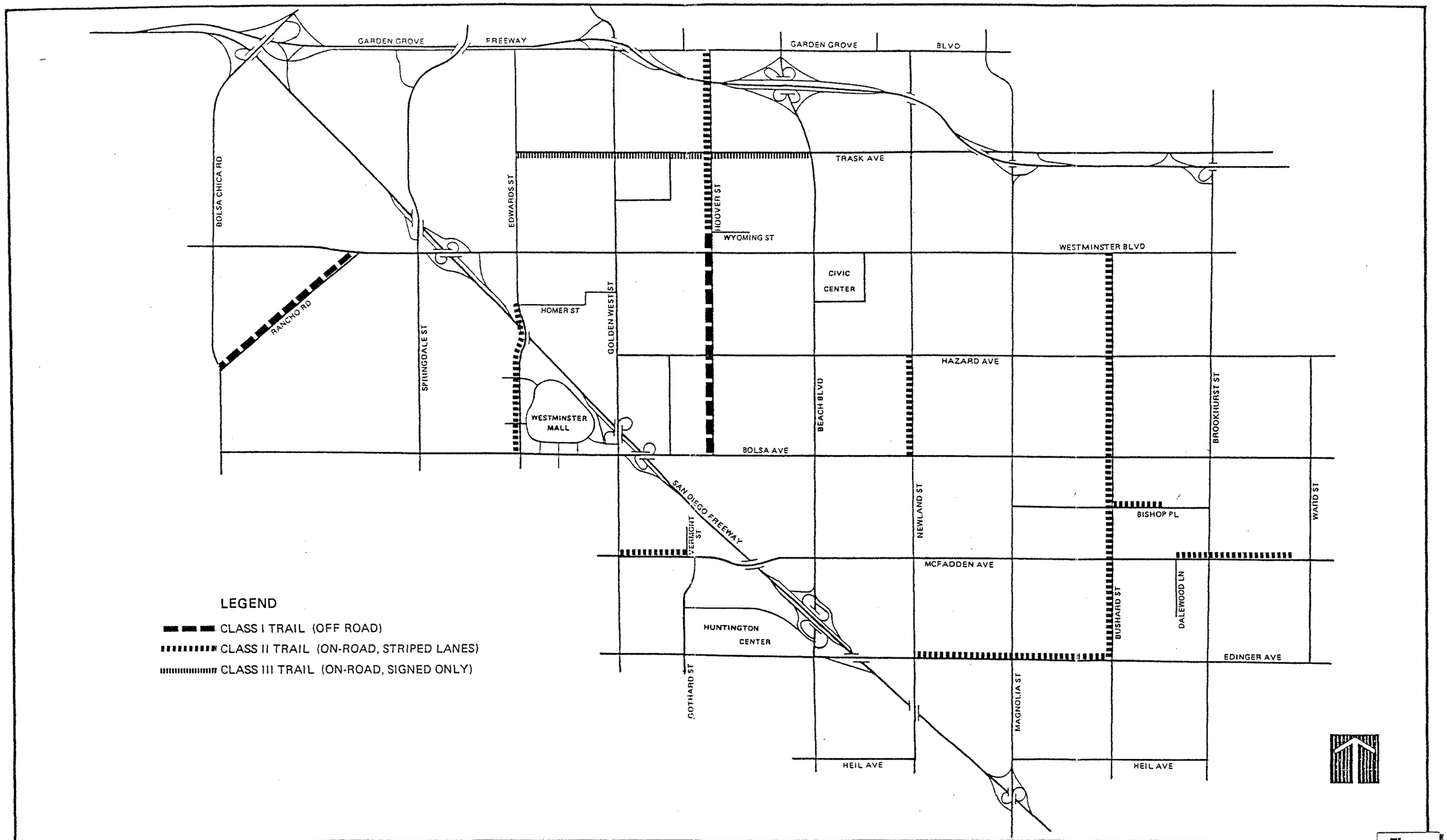
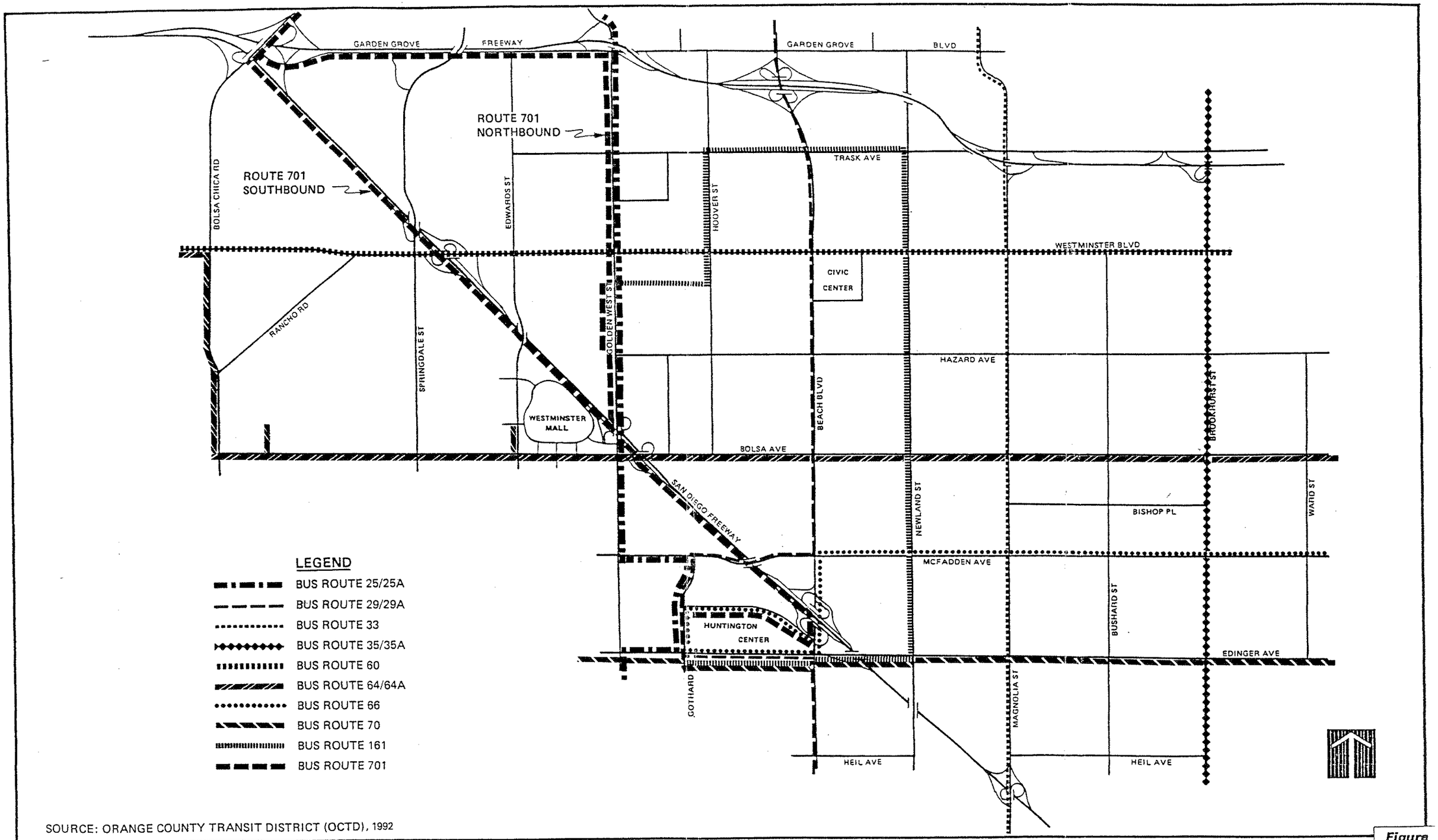


Figure
VIA-9

Existing Bikeways
in the City of Westminster

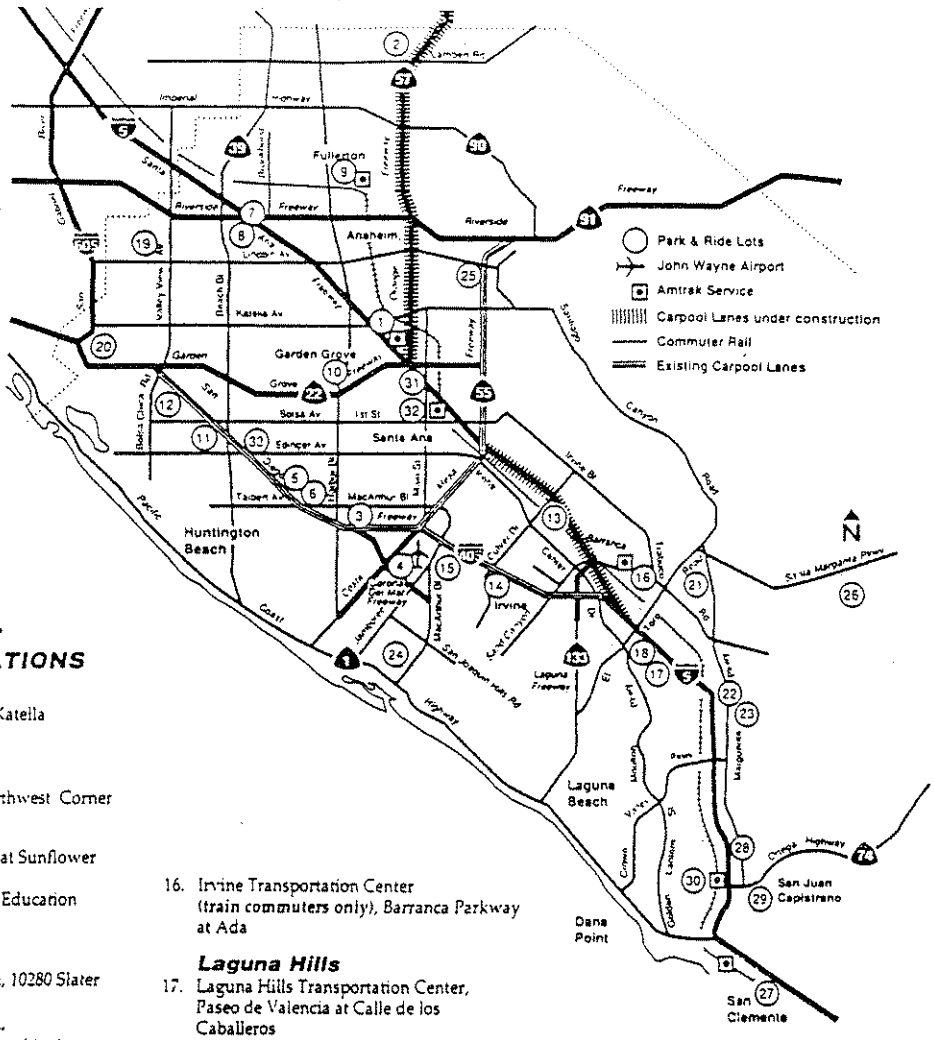
Existing Bikeways



SOURCE: ORANGE COUNTY TRANSIT DISTRICT (OCTD), 1992

Figure VIA-10

Existing Fixed Route Bus Service
in the City of Westminster



LOOK FOR THESE RIDESHARE LOCATIONS

Anaheim
1. Amtrak Train Station, 2150 E. Katella Avenue near Route 57

Brea
2. Route 57 at Lambert Road, Northwest Corner

Costa Mesa
3. Crystal Court, 3333 Bear Street at Sunflower Avenue, Southwest Corner
4. Orange County Department of Education 200 Kalmus Drive

Fountain Valley
5. King of Glory Lutheran Church, 10280 Slater Avenue (No weekend parking)
6. Fountain Valley Baptist Church, 10460 Slater Ave.(No weekend parking)

Fullerton
7. Orangethorpe Avenue at Magnolia Avenue (Route 91 at I-5)
8. Route 91 at Magnolia Avenue
9. Fullerton Transportation Center, Sante Fe Avenue at Pomona Avenue

Garden Grove
10. Church of the Nazarene, 13411 Euclid Avenue at Route 22 (No weekend parking)

Huntington Beach
11. Golden West Transportation Center (unpaved lot, Gothard Street at Center Avenue)
12. McDonnell Douglas Corporation, Bolsa Chica Road at Skylab West

Irvine
13. Heritage Park, Walnut Avenue at Yale Avenue
14. Shepherd of Peace Lutheran Church, Culver Dr. at Sandburg Way (No weekend parking)
15. Carlson Avenue (on-street parking, south of Michelson to midblock)
16. Irvine Transportation Center (train commuters only), Barranca Parkway at Ada

Laguna Hills
17. Laguna Hills Transportation Center, Paseo de Valencia at Calle de los Caballeros
18. Laguna Hills Mall, Avenida de la Carlota at Calle de los Caballeros (near El Toro Road)

La Palma
19. Cerritos Valley Baptist Church, 8201 Moody Avenue (No weekend parking)

Los Alamitos
20. Federal Southwest Regional Lab, 4665 Lampson Avenue

Mission Viejo
21. Mission Hills Baptist Church, 24161 Alicia Parkway. Permit needed, call Caltrans at 714/724-2240
22. Presbyterian Church of the Master, 26051 Marguerite Parkway (No weekend parking)
23. Mission Viejo Church of Christ, 26558 Marguerite Parkway

Newport Beach
24. Newport Transportation Center, Avocado Avenue at San Joaquin Hills Road

Orange
25. Route 55 at Lincoln Avenue

Rancho Santa Margarita
26. 29651 Aventura at El Pasilio

San Clemente
27. Ramada Inn, 35 Calle de Industrias (near I-5/Avenido Pico interchange)

San Juan Capistrano
28. I-5 at Junipero Serra Road
29. Ortega Business Center, 31738 Rancho Viejo Road at Ortega Highway
30. Amtrak Train Station (train commuters only) 26701 Verdugo St. near Camino Capistrano

Santa Ana
31. Santa Ana Transit Terminal, Broadway at 5th Street
32. Regional Transportation Center (train commuters only), 1000 E. Santa Ana Blvd.

Westminster
33. Westminster United Methodist Church of the Good Shepherd, 8152 McFadden Avenue (No weekend parking)

SOURCE: Orange County Transportation Authority (OCTA), 1992

Figure VIA-11

Park-and-Ride and other Ridesharing Locations in Orange County

The OCTA has recently begun operating commuter rail service on the Amtrak rail lines from San Juan Capistrano to downtown Los Angeles. The new service includes three trains running northbound to Los Angeles in the morning, arriving downtown early enough to allow commuters to get to work, and three trains running southbound in the evening, also conveniently scheduled for commuters. The trains provide service at stations located in San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, and downtown Los Angeles. Connecting service is available in Orange County via OCTD buses, OCTD Dial-A-Ride and private taxi service. Connecting services in downtown Los Angeles include RTD buses, Dash shuttle service, Commuter Train 'N Wheels shuttle service and private taxi service.

The commuter rail service does not directly serve the City of Westminster, but Westminster travelers can access the rail service at the stations in Santa Ana or Anaheim via the connecting services mentioned above, or by driving and parking at the stations.

Amtrak Rail Service

In addition to Commuter Rail service, Amtrak continues to run passenger rail service through Orange County along the same route. The Amtrak service through Orange County runs from San Diego to Santa Barbara including stops at all of the Commuter Rail Stations mentioned above. Nine trains currently run northbound and southbound daily, of which one in each direction runs between San Juan Capistrano and Los Angeles, six run from San Diego to Los Angeles and two run all the way from San Diego to Santa Barbara. In addition, bus feeder service is available from Los Angeles to Santa Barbara for several of the trains which do not serve the areas north of Los Angeles.

The Amtrak Rail Service also does not directly serve the City of Westminster. However, Westminster travelers can access Amtrak service at the Santa Ana or Anaheim stations.

Pedestrian Circulation

The pedestrian is an integral part of the circulation system and requires appropriate attention in the Circulation Element. The sidewalk is an area of refuge that represents a convenient and safe route for pedestrian movement.

The City of Westminster does not currently have a formally adopted Pedestrian Circulation Plan or Policy. The high percentage of elderly residential population in Westminster, coupled with mid-day and weekend walkers for shopping and recreation trips necessitate the consideration of a pedestrian circulation system that would support and encourage walking as a mode of transportation.

Freight Railroad Facilities

There are two existing railroad lines that pass through the City of Westminster. The Southern Pacific Transportation Company's Stanton line is located adjacent to the west side of Hoover Street and runs between West Anaheim and Huntington Beach. The primary use of this line is for freight forwarding.

The United States Navy owns and operates a railroad spur that runs from the Stanton Line to the Seal Beach Naval Weapons Station northwest of the Westminster City limits. The Navy utilizes the rail spur for freight, general cargo and munitions transport.

There are no plans to expand the use of the railroads, and both are expected to remain in operation for at least the life of the General Plan.

Summary of Issues

Issue 1: Traffic Congestion

The City of Westminster is located in one of the most congested and auto dependent regions in the nation. Traffic is heavy throughout the City and is particularly congested in several locations. Any additional development identified in the Land Use Plan will generate additional traffic and is likely to exacerbate traffic conditions.

Issue 2: Traffic Generated in Neighboring Jurisdictions

Traffic generated by land uses in the neighboring jurisdictions of Garden Grove, Fountain Valley, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach, and the County of Orange generate a significant amount of traffic on roadway facilities within the City of Westminster. This is particularly true on major and primary arterials such as Beach Boulevard, Bolsa Chica Road, Magnolia Avenue, Golden West Street, Brookhurst Street, Bolsa Avenue, Edinger Avenue, and Westminster Boulevard. The projected growth in surrounding jurisdictions is expected to increase the traffic significantly using each of these roadways in the City.

Issue 3: Parking

The parking demand exceeds the available supply during various time periods in several areas of the City. The availability and convenience of parking is an important consideration in the decision to locate a business within the City. In addition, the lack of adequate parking can adversely affect the quality of life for residents, workers, and visitors of the City of Westminster.

Issue 4: Transit

Existing transit service currently serves a small portion of travelers in the City. Potentially, if the service could be made more convenient, more auto users would utilize transit.

Issue 5: Bicycle Facilities

The bicycle is increasing in popularity as a mode of transportation for commuter travel as well as for recreation. This is due to the growing cost of motor vehicle operation, the significantly shorter door to door travel time when bikes are used on short trips, the increasing awareness and desire of travelers to utilize clean-air travel methods, and the acceptance of the bicycle for personal health, exercise, and increased mobility. There is a need to meet the growing demand for safe places to ride bicycles, both for recreation and commuter activities.

Issue 6: Pedestrians

The pedestrian is an integral part of the Circulation System and requires appropriate attention in the Circulation Plan. The sidewalk should be an area of refuge that represents a convenient and safe route for pedestrian travel.

Issue 7: Truck Routes

The residents and businesses of Westminster rely heavily on trucks for the efficient movement of goods in an economical and safe manner. For this reason, the truck route system within and through the City is an important aspect of the Circulation Plan. Selection of a truck routing system necessitates the determination of the impact of truck traffic on abutting land uses. There are land use categories that benefit from convenient truck access. Among these are industrial and commercial uses that require streets and alleys proximate to their development. Conversely, there is a need to protect those land uses that are adversely affected by heavy truck traffic. In westminster, these include residential areas, schools, churches, and convalescent homes.

Issue 8: Interjurisdictional Consistency

Circulation issues, as well as planning and funding of improvements, often extend across jurisdictional boundaries. Consequently, the circulation system within the City of Westminster is heavily impacted by the planning and development activities of jurisdictions throughout Orange County and the entire southern California region. Several state and regional programs have been implemented to ensure that local development decisions consider the effects of development upon neighboring jurisdictions and the regional infrastructure. These programs place requirements upon the City and upon individual property owners, in conjunction with air quality, travel reduction, and coordination of circulation planning.

Issue 9: Freeway Crossings and Access

The City of Westminster circulation is heavily dependent upon the San Diego (I-405) and Garden Grove (SR-22) Freeways. The freeway crossings and access

locations throughout the City currently experience significant levels of congestion. The projected development identified in the Land Use Plan is expected to exacerbate this problem.

Relevant Policies of the General Plan

Transportaion/Circulation Policies

IVA1-1 Provide adequate roadway capacity on all City roadways.

IVA1-2 Construct new roadway links as designated in the Master Plan of Roadways and as warranted by changes in the land use, such that efficient operation of the circulation system is maintained.

IVA1-3 Upgrade roadways to full Master Plan of Roadway standards as designated in the General Plan and warranted by changes in land use and roadway operating conditions.

IVA1-4 Provide adequate capacity, to the extent possible, at intersections throughout the City.

IVA1-5 Establish and maintain a Citywide traffic count program to ensure the availability of data needed to identify circulation problems and to evaluate potential improvements.

IVA1-6 Require a full evaluation of potential traffic impacts associated with proposed new developments projected to generate a significant number of trips prior to project approval. Further, require the implementation of appropriate mitigation measures, as necessary, prior to, or in conjunction with, project development.

IVA1-7 Obtain and preserve adequate right-of-way to accommodate future circulation system improvements.

IVA1-8 Require the widening of substandard streets and alleys to meet City standards wherever feasible.

IVA1-9 Develop and maintain a circulation system which shall include a functional hierarchy and classification system of arterial highways that will correlate capacity and service function to specific road design and land use requirements.

IVA1-10 Provide a circulation system consistent with current and future engineering standards to ensure the safety of the residents, workers, and visitors of Westminster.

IVA1-11 Use Transportation System Management (TSM) measures throughout the City to ensure that the City's circulation system is as efficient and cost effective as possible. TSM measures shall include, but are not limited to: improving design standards, upgrading and coordination of traffic control devices, controlling on-street parking, and use of sophisticated electronic control methods to supervise the flow of traffic.

IVA1-12 Use Transportation Demand Management (TDM) measures throughout the City, where appropriate, to discourage the single-occupant vehicle, particularly during the peak hours. In addition, ensure that any developments that are approved based on TDM plans, incorporate monitoring and enforcement of TDM targets as part of those plans. Potential TDM Policies include, but are not limited to: ridesharing, carpooling and vanpooling, flexible work schedules, and telecommuting.

IVA1-13 Encourage the provision of preferential parking for high occupancy vehicles wherever possible.

IVA1-14 Require detailed traffic management plans prior to special events within the Little Saigon Community Plan Area (CPA).

IVA1-15 Research, and if feasible, identify local assessment districts for the purpose of improving local streets and providing pedestrian amenities.

IVA1-16 Implement the Intersection Improvement Program.

IVA2-1 Coordinate land use and circulation planning with neighboring jurisdictions.

IVA2-2 Monitor development proposals in neighboring jurisdictions and ensure that all impacts to Westminster roadways are mitigated to the extent feasible.

IVA2-3 Ensure that the City's circulation system is consistent with those of neighboring jurisdictions.

IVA2-4 Construct new roadway links as designated in the Master Plan of Roadways, and link with existing roadways in neighboring jurisdictions to allow efficient access into and out of the City.

IVA2-5 Monitor and assess circulation plans of Caltrans, the County of Orange, and adjacent local agencies to ensure compatibility across jurisdictional boundaries.

IVA3-1 Consider impacts of land use decisions on the City's parking situation.

IVA3-2 Require the provision of sufficient on-site parking in all new development.

IVA3-3 Ensure that the City's parking codes and zoning ordinances are kept current with the parking situation throughout the City.

IVA3-4 Encourage shared parking arrangements among land uses that generate parking demand on different days or different time periods, to allow optimum use of available parking facilities.

IVA3-5 Require the provision of additional parking to address underserved existing parking demand wherever feasible.

IVA3-6 Ensure that an adequate supply of handicapped parking spaces are provided at all new developments in the City.

IVA4-1 Work closely with the Orange County Transportation Authority (OCTA), AMTRAK, the Southern California Association of Governments (SCAG), and private businesses to expand and improve the public transit service within and adjacent to the City.

IVA4-2 Ensure that transit planning is considered and integrated into all related elements of City planning.

IVA4-3 Encourage the convenience of pedestrian linkages to and from the transit service to attract internodal transit/walking trips.

IVA4-4 Pursue potential funds for bus transit shelters, signing, advertising, and bus turnouts, to encourage bus ridership.

IVA4-5 Explore the feasibility of using excess government right-of-way, purchased property, or land use arrangements for multiple use of existing facilities, in order to establish or construct park-and-ride services of benefit to Westminster residents and employees.

IVA4-6 Encourage the implementation of park-and-ride facilities conveniently located near the San Diego and Garden Grove Freeways.

IVA4-7 Investigate all Federal, State, and OCTA programs which may be beneficial to the City.

IVA4-8 Encourage the possibility of developing rail transit service in or near the City of Westminster.

IVA4-9 Coordinate and assist Little Saigon business associations in the provision of remote parking areas and shuttle services to the CPA wherever feasible.

IVA5-1 Implement the recommended Bicycle Master Plan as the availability arises, i.e., through development, private grants, signing of shared routes, etc.

IVA5-2 Encourage new non-residential development to provide facilities for bicyclists to park and store their bicycles and to provide shower and clothes change facilities at or close to the bicyclist's work destination consistent with the City's Transportation Demand Management Ordinance No. 2156.

IVA5-3 Develop off-street bicycle paths in corridors where appropriate throughout the City.

IVA5-4 Encourage the use of bicycles for trips to and from elementary and high schools in the area.

IVA5-5 Continue coordination of bicycle route planning and implementation with adjacent jurisdictions and regional agencies.

IVA5-6 Encourage design of new streets with the potential for bicycle routes that separate the automobile, bicycle, and pedestrian to the maximum extent feasible.

IVA5-7 Require the provision of adequate bicycle access for new development projects through the site plan review process.

IVA5-8 Work with the County and other agencies to consider the merits of implementing bicycle paths along drainage channels and utility rights-of-way.

IVA5-9 Work with local schools to study, and if feasible, implement a "Safe Route to School" Program.

IVA6-1 Encourage the development of pedestrian linkages to and from the transit stops within the City to encourage and attract intermodal transit/walking trips.

IVA6-2 Wherever feasible, develop a system of pedestrian walkways, alleviating the conflict among pedestrians, autos, and bicyclists throughout the City, particularly in crowded shopping areas like Little Saigon. This may include aerial walkways over heavily traveled auto corridors.

IVA6-3 Require new developments in the City to participate in the development of a system of pedestrian walkways, or at a minimum, installation of sidewalks.

IVA6-4 Ensure the installation of sidewalks on all future arterial widening or new construction projects, to establish a continuous and convenient link for pedestrians.

IVA6-5 Require the continued provision of sidewalk, where applicable, in residential and commercial areas and require the provision of any missing sections throughout the City as property develops or redevelops.

IVA6-6 Require shopping areas to design facilities for ease of pedestrian access.

IVA6-7 Closely monitor design practices to ensure a clear pedestrian walking area by minimizing obstructions, especially in the vicinity of intersections.

IVA6-8 Work with the County and other agencies to consider the merits of implementing pedestrian paths along drainage channels and utility rights-of-way.

IVA6-9 Evaluate the feasibility of implementing assessment districts to provide missing sidewalk sections in existing residential neighborhoods.

IVA7-1 Ensure that the City's designated truck routes provide efficient access to and from the San Diego and Garden Grove Freeways.

IVA7-2 Ensure that the development review process incorporates consideration of off-street commercial loading requirements for all new projects.

IVA7-3 Require traffic index calculations for new construction on streets or corridors that are designated as truck routes, as stated by the State Department of Transportation, in order to provide a roadway structural section that will accommodate the projected truck volume.

IVA7-4 Eliminate parking on either side of two-way alleys. Parking on one side of a one-way alley shall be allowed in areas where the City determines such parking is feasible.

IVA8-1 Cooperate, to the fullest extent possible, with State, County, and regional planning agencies responsible for planning, maintaining, and implementing circulation improvements to ensure coordinated and efficient development of the entire region.

IVA8-2 Ensure that the City remains in compliance with the County, regional, and State Congestion Management Programs (CMP) through the appropriate City programs on the CMP routes of Beach Boulevard, Bolsa Chica Road, Bolsa Avenue, and the San Diego (I-405) and Garden Grove (SR-22) Freeways.

IVA8-3 Ensure that the city remains in compliance with the County, regional and State Congestion Management Programs (CMP) through the appropriate consideration and planning for the following CMP intersections:

a. I-405 Ramps at Bolsa Chica Road (Garden Grove Boulevard at Bolsa Chica Road)

b. Beach Boulevard at Bolsa Avenue

IVA8-4 Encourage cooperation with other governmental agencies to provide adequate vehicular traffic movements on streets and through intersections by the means of synchronized signals.

IVA8-5 Ensure that the City remains in compliance with the Orange County Growth Management Program and the guidelines adopted through Measure M.

IVA8-6 Ensure that circulation system planning and development decisions consider the air quality goals and policies and any air quality impacts, to allow the City to comply with the regulations and requirements of the Southern California Air Quality Management District (SCAQMD).

IVA8-7 Coordinate with Huntington Beach and Caltrans in implementing the connection of Hoover and Gothard Streets. If feasible, pursue such a connection.

IVA9-1 Coordinate with Caltrans, and all other appropriate jurisdictions, to evaluate and implement all feasible freeway crossing and access improvements.

IVA9-2 Consider the impacts of development on freeway crossings and access locations during the development review process.

IVA9-3 Monitor development in adjacent jurisdictions and encourage the consideration of impacts to freeway crossings and access locations during the development review process.

Impacts and Mitigation Measures

Methodology

Impacts to traffic and circulation resulting from implementation of the proposed Land Use Plan were assessed by examining the changes in level of service (LOS) from existing conditions to future conditions that would result with buildout of the Westminster General Plan, as well as those of the other jurisdictions in the region. The impacts identified are based on increases in traffic due to buildout of the Plan as they would affect the existing roadway system. Mitigation measures to off-set identified impacts are primarily provided by the proposed General Plan Master Plan of Roadways, Signal Coordination Program, and Intersection Improvement Program, and by the circulation goals and policies of the General Plan, found in Volume I, Chapter IVA.

Standards of Significance

The policies of the General Plan would be considered to have a significant impact on transportaion/circulation if they would result in any of the following:

- Creation of a substantial increase in traffic related to the traffic volume and capacity of the street system; and/or
- Degradation of a roadway segment to LOS of E or F. For Orange County CMP streets such as Beach Boulevard, degradation of LOS beyond the baseline conditions established by the Orange County CMP is considered a significant impact.

Impact

VIA.1. Growth projected under the proposed General Plan would increase traffic within the City over existing conditions. This is considered to be a *significant impact.*

Summary of Existing Roadway System Deficiencies

Examination of Figure VIA-4, Summary of Existing Roadway Operating Conditions, indicates that, excluding Beach Boulevard, the following four roadway segments in the City are currently operating at an LOS of E or F:

- McFadden Avenue - Gothard Street to Beach Boulevard (LOS F)
- Bolsa Chica Road - I-405 Freeway to Duncannon Avenue (LOS F)
- Newland Street - Hazard Avenue to Bolsa Avenue (LOS F)
- Newland Street - Edinger Avenue to Heil Avenue (LOS F)

Roadway segments along Beach Boulevard, which is under the jurisdiction of Caltrans, are all operating at LOS F.

In addition to roadway segment conditions, the following seven intersections are currently operating at an LOS of E or F during the AM and/or PM peak hour:

- Bolsa Chica Road at Westminster Boulevard - (LOS F - PM Peak)
- Bolsa Chica Road at Garden Grove Boulevard - (LOS E - PM Peak)
- Springdale Street at Westminster Boulevard - (LOS F - AM and PM Peak)
- Goldenwest Street at Bolsa Avenue - (LOS F - PM Peak)
- Brookhurst Street at Bolsa Avenue - (LOS E - PM Peak)
- Beach Boulevard at Bolsa Avenue - (LOS F - AM and PM Peak)
- Beach Boulevard at McFadden Avenue - (LOS E - PM Peak)

Buildout Impacts on the Existing Roadway System

The analysis of future roadway conditions in the City is based on the Traffic Analysis Model developed for use during development of the proposed General Plan. Future roadway conditions were projected incorporating all of the traffic generated by the potential growth in land use activity as identified in the proposed Land Use Plan. In addition, the future traffic analysis incorporates the projected growth in traffic generated in the surrounding jurisdictions. The project generated daily traffic volumes for buildout of the proposed Land Use Plan, as it would affect existing roadway capacity, are presented in Figure VIA-12.

Analysis of future operating conditions on the existing roadway system resulting from implementation of the proposed General Plan indicates that, of the roadway segments shown in Figure VIA-4 in the existing conditions section, 13 additional roadway segments would be operating at an LOS of E or F due to buildout of the proposed General Plan. These roadway segments include:

- Trask Avenue - Beach Boulevard to Newland Street (LOS F)
- Westminster Boulevard - Springdale Street to I-405 (LOS F)
- Westminster Boulevard - Beach Boulevard to Newland Street (LOS F)
- Bolsa Avenue - Hoover Street to Beach Boulevard (LOS F)
- Bolsa Avenue - Beach Boulevard to Newland Street (LOS E)
- McFadden Avenue - Goldenwest Street to Gothard Street (LOS F)
- Heil Avenue - Beach Boulevard to Newland Street (LOS F)
- Bolsa Chica Road - I-405 Crossing (Bridge) (LOS F)
- Goldenwest Street - Garden Grove Boulevard to Trask Avenue (LOS E)
- Goldenwest Street - I-405 to Bolsa Avenue (LOS E)

- Hoover Street - Hazard Avenue to Bolsa Avenue (E)
- Newland Street - Trask Avenue to Westminster Boulevard (LOS F)
- Magnolia Street - Heil Avenue to I-405 (LOS F)

Consistent with existing conditions, all Beach Boulevard roadway segments would continue to operate at LOS F with buildout of the proposed Plan.

Current levels of service for interchange related segments were not available at the time of this study, however, build-out of the proposed plan would incrementally add to existing and future constraints on roadway segments used for interchange access to the I-405. The following roadway segments used for interchange access would be deficient (LOS E or F) with build-out using existing roadway capacity and considering regional growth:

- Edinger Avenue - Beach Boulevard to I-405 (LOS F)
- Springdale Street - Melanie Lane to I-405 (LOS F)
- Springdale Street - I-405 Crossing (Bridge) (LOS F)
- Springdale Street - I-405 to Westminster Boulevard (LOS F)

It should be noted that a significant amount of traffic growth projected at these locations will not be generated within Westminster. Further, eventual planning and financing of improvements to these interchanges will fall under the jurisdiction of Caltrans and will require a cooperative effort between Orange County, Caltrans, Westminster, and the appropriate neighboring jurisdictions.

The analysis of the proposed General Plan's impacts on intersection peak hour operating conditions, as shown in Figure VIA-13, assumes that existing intersection deficiencies, which are currently proposed for improvement, will be upgraded separate from the Intersection Improvement Program requirements. After addressing current intersection deficiencies, buildout of the proposed Plan would cause the following intersections to operate at LOS E or F during the AM and/or PM peak hour:

- Bolsa Chica Road at Westminster Boulevard (LOS E - PM Peak)
- Springdale Street at Westminster Boulevard (LOS F AM and PM Peak)
- Goldenwest Street at Bolsa Avenue (LOS F - PM Peak)
- Goldenwest Street at Garden Grove Boulevard (LOS F - PM Peak)
- Beach Boulevard at Bolsa Avenue (LOS F AM and PM Peak)
- Magnolia Street at Westminster (LOS F - PM Peak)
- Brookhurst at Bolsa Avenue (LOS F - PM Peak)

Mitigation Measure

VIA.1. *Implementation of the proposed General Plan Master Plan of Roadways, the Signal Coordination Program, the Intersection Improvement Program,*

and Transportation/Circulation Policy IVA 1-6 would reduce the impacts to a less-than-significant level.

The recommended Master Plan of Roadways is presented in Figure IVA-1 of Volume I, showing the preliminary future roadway classifications. The recommended Signal Coordination Program is presented in Figure IVA-3 of Volume I. These plans incorporate a variety of roadway, intersection, and signal coordination improvements. Some of these projects are already planned by the City or other agencies, and several have identified or committed funding.

Figure VIA-14 presents the existing and future travel lanes and the recommended roadway improvements for each of the City's roadways. Figure VIA-15 presents each of the suggested intersection improvements that may address projected future peak hour operating deficiencies.

Figure VIA-16 summarizes the projected future daily traffic conditions after implementation of the proposed General Plan Master Plan of Roadways/Signal Coordination Program/Intersection Improvement Program improvements.

As shown in Figure VIA-16, the following roadway segments would be operating at LOS F after implementation of all the improvements recommended in the General Plan:

- Westminster Boulevard - Springdale Street to I-405 (LOS F)
- Westminster Boulevard - Beach Boulevard to Newland Street (LOS E)
- Heil Avenue - Beach Boulevard to Newland Street (LOS E)

An LOS of F for Westminster Boulevard - Springdale to I-405 is not considered significant because this roadway segment is interchange related with a large amount of future traffic contributed by adjacent jurisdictions and the region at large. Further, General Plan Policy IVA8-1, states that the City is committed to participate in future cooperative efforts for improvements. The other Westminster Boulevard and Heil Avenue roadway segments are discussed in more detail below. All of the roadway segments not listed above that show an LOS of E or F with buildout under the proposed General Plan are considered mitigated to a less-than-significant level due to implementation of the Master Plan of Roadways and the Signal Coordination Program.

Of the nine roadway segments along Beach Boulevard that were operating at LOS F, only the four segments listed below would be operating at an LOS greater than D after the proposed mitigation. As Beach Boulevard is an Orange County CMP Street, and an LOS of E is an improvement over baseline conditions, impacts on Beach Boulevard with implementation of the General Plan are not considered significant.

Roadway Segment	Existing Travel Lanes	Existing Estimated Roadway Capacity LOS 'E'	Projected Preferred Plan Average Daily Traffic	Level of Service
Garden Grove Boulevard:				
Bolsa Chica Road to Melanie Lane	3D(1WB/2EB)	28,100	23,000	D
Melanie Lane to Edwards Street	3D(1WB/2EB)	28,100	22,000	C
Edwards Street to Goldenwest Street	4D	37,500	18,000	A
Goldenwest Street to Hoover Street	6D	56,300	28,000	A
Hoover Street to Beach Boulevard	6D	56,300	33,000	A
Trask Avenue:				
Edwards Street to Goldenwest Street	4U	25,000	12,000	A
Goldenwest Street to Hoover Street	4U	25,000	20,000	C
Hoover Street to Beach Boulevard	4U	25,000	21,000	D
Beach Boulevard to Newland Street	4U	25,000	28,000	F
Westminster Boulevard:				
Bolsa Chica Road to Rancho Road	4D	37,500	23,000	B
Rancho Road to Springdale Street	4D	37,500	30,000	C
Springdale Street to I-405	4D	37,500	57,000	F
I-405 to Edwards Street	4D	37,500	33,000	D
Edwards Street to Goldenwest Street	4D	37,500	33,000	D
Goldenwest Street to Hoover Street	4D	37,500	33,000	D
Hoover Street to Beach Boulevard	4D	37,500	30,000	C
Beach Boulevard to Newland Street	4D	37,500	39,000	F
Newland Street to Magnolia Street	4D	37,500	32,000	D
Magnolia Street to Bushard Street	4D	37,500	32,000	D
Hazard Avenue:				
Goldenwest Street to Hoover Street	4U	25,000	8,000	A
Hoover Street to Beach Boulevard	4U	25,000	11,000	A
Beach Boulevard to Newland Street	4U	25,000	17,000	B
Newland Street to Magnolia Street	4U	25,000	17,000	B
Magnolia Street to Bushard Street	4U	25,000	14,000	A
Bushard Street to Brookhurst Street	4U	25,000	19,000	C
Brookhurst Street to Ward Street	4U	25,000	22,000	D

Figure VIA-12

Summary of Proposed General Plan Future Roadway Daily Operating Conditions Utilizing Existing Roadway Capacity

(1 of 4)

Roadway Segment	Existing Travel Lanes	Existing Estimated Roadway Capacity LOS "E"	Projected Preferred Plan Average Daily Traffic	Level of Service
Bolsa Avenue:				
Edwards Street to Goldenwest Street (a)	6D	61,930	35,000	A
Goldenwest Street to I-405 (a)	6D	61,930	38,000	B
I-405 Crossing (Bridge)(a)	4D	41,250	32,000	C
I-405 to Hoover Street(a)	4D	41,250	28,000	B
Hoover Street to Beach Boulevard(a)	4D	41,250	51,000	F
Beach Boulevard to Newland Street(a)	4D	41,250	40,000	E
Newland Street to Magnolia Street(a)	4D	41,250	36,000	D
Magnolia Street to Bushard Street(a)	6D	61,930	41,000	B
Bushard Street to Brookhurst Street(a)	6D	61,930	40,000	B
Brookhurst Street to Ward Street	6D	61,930	36,000	A
McFadden Avenue:				
Goldenwest Street to Gothard Street	4U	25,000	28,000	F
Gothard Street to Beach Boulevard	2D	12,500	16,000	F
Beach Boulevard to Newland Street	4D	37,500	22,000	A
Newland Street to Magnolia Street	4D	37,500	16,000	A
Magnolia Street to Bushard Street	4D	37,500	16,000	A
Bushard Street to Brookhurst Street	4D	37,500	17,000	A
Brookhurst Street to Ward Street	4D	37,500	21,000	A
Edinger Avenue:				
Beach Boulevard to I-405	4D	37,500	39,000	F
I-405 Crossing (Bridge)	4U	25,000	22,000	D
I-405 to Newland Street	4D	37,500	22,000	A
Newland Street to Magnolia Street	4D	37,500	23,000	B
Magnolia Street to Bushard Street	4D	37,500	22,000	A
Hell Avenue:				
Beach Boulevard to Newland Street	--	12,500	23,000	F
Rancho Road:				
Bolsa Chica Road to Westminster Blvd.	2U	12,500	10,000	C
Bolsa Chica Road:				
I-405 Crossing (Bridge)	4D	37,500	49,000	F
I-405 to Duncannon Avenue	4D	37,500	40,000	F
Duncannon Avenue to Westminster Blvd.	6D	56,300	43,000	C
Westminster Boulevard to Rancho Road		56,300	42,000	C

Figure VIA-12

Summary of Proposed General Plan Future Roadway Daily Operating Conditions Utilizing Existing Roadway Capacity

(2 of 4)

Roadway Segment	Existing Travel Lanes	Existing Estimated Roadway Capacity LOS "E"	Projected Preferred Plan Average Daily Traffic	Level of Service
Springdale Street:				
Garden Grove Blvd. to Melanie Lane	4D	37,500	27,000	C
Melanie Lane to I-405	4U	25,000	30,000	F
I-405 Crossing (Bridge)	4U	25,000	31,000	F
I-405 to Westminster Blvd.	4D	37,500	53,000	F
South of Westminster Boulevard	4D	37,500	29,000	C
Edwards Street:				
Garden Grove Blvd. to Trask Avenue	4U	25,000	11,000	A
Trask Avenue to Westminster Boulevard	4D	37,500	16,000	A
Westminster Boulevard to 405 Fwy	4D	37,500	22,000	A
405 Fwy Crossing (Bridge)	4U	25,000	22,000	D
405 Fwy to Bolsa Avenue	4D	37,500	28,000	C
Goldenwest Street:				
Garden Grove Blvd. to Trask Avenue	6D	56,300	53,000	E
Trask Avenue to Westminster Boulevard(b)	6D	61,930	46,000	C
Westminster Boulevard to Hazard	6D	61,930	44,000	C
Avenue(b)	5D(3NB/2SB)	51,590	46,000	D
Hazard Avenue to I-405(b)	6D	61,930	53,000	D
I-405 to Bolsa Avenue(b)	6D	56,300	51,000	E
Bolsa Avenue to McFadden Avenue				
Hoover Street:				
Garden Grove Blvd. to 22 Freeway	4D	37,500	22,000	A
22 Freeway to Trask Avenue	4U	25,000	14,000	A
Trask Avenue to Westminster Boulevard	4U	25,000	17,000	B
Westminster Boulevard to Hazard Avenue	4U	25,000	18,000	C
Hazard Avenue to Bolsa Avenue	4U	25,000	23,000	E
Beach Boulevard:				
Garden Grove Blvd. to SR-22	6D	56,300	72,000	F
SR-22 to Trask Avenue	6D	56,300	73,000	F
Trask Avenue to Westminster Boulevard	6D	56,300	75,000	F
Westminster Boulevard to Hazard Ave.	6D	56,300	82,000	F
Hazard Avenue to Bolsa Avenue	6D	56,300	74,000	F
Bolsa Avenue to McFadden Avenue	6D	56,300	74,000	F
McFadden Avenue to I-405	6D	56,300	75,000	F
I-405 to Edinger Avenue	6D	56,300	81,000	F
Edinger Avenue to Heil Avenue	6D	56,300	68,000	F

Figure VIA-12

Summary of Proposed General Plan Future Roadway Daily Operating Conditions Utilizing Existing Roadway Capacity

(3 of 4)

Roadway Segment	Existing Travel Lanes	Existing Estimated Roadway Capacity LOS "E"	Projected Preferred Plan Average Daily Traffic	Level of Service
Newland Street:				
Trask Avenue to Westminster Boulevard	4U	25,000	31,000	F
Westminster Boulevard to Hazard Avenue	4D	37,500	24,000	B
Hazard Avenue to Bolsa Avenue	2U	12,500	24,000	F
Bolsa Avenue to McFadden Avenue	4D	37,500	19,000	A
McFadden Avenue to Edinger Avenue	4D	37,500	27,000	C
Edinger Avenue to Heil Avenue	2U	12,500	17,000	F
Magnolia Street:				
Westminster Blvd. to Hazard Avenue (c)	5D(3NB/2SB)	51,590	43,000	D
Hazard Avenue to Bolsa Avenue(c)	4D	41,250	34,000	D
Bolsa Avenue to McFadden Avenue(c)	4D	41,250	35,000	D
McFadden Avenue to Edinger Avenue(c)	4D	41,250	35,000	D
Edinger Avenue to Heil Avenue	4D	37,500	33,000	D
Heil Avenue to I-405	4D	37,500	35,000	E
Bushard Street:				
Westminster Boulevard to Oasis Avenue	4U	25,000	19,000	C
Oasis Avenue to Hazard Avenue	4D	37,500	20,000	A
Hazard Avenue to Bolsa Avenue	4U	25,000	22,000	D
Bolsa Avenue to McFadden Avenue	4D	37,500	17,000	A
McFadden Avenue to Edinger Avenue	4D	37,500	13,000	A
Brookhurst Street:				
Hazard Avenue to Bolsa Avenued(d)	6D	61,930	43,000	B
Bolsa Avenue to McFadden Avenue(d)	6D	61,930	40,000	B
McFadden Avenue to Edinger Avenue(d)	6D	61,930	36,000	A
Ward Street:				
Hazard Avenue to Bolsa Avenue	2U	12,500	8,000	B
Bolsa Avenue to McFadden Avenue	2U	12,500	10,000	C
McFadden Avenue to Edinger Avenue	2U	12,500	10,000	C

(a) Bolsa Avenue Signal Coordination Program already in place (Edwards to Brookhurst)
(b) Goldenwest Signal Coordination Program already in place (Trask to South of Bolsa)
(c) Magnolia Signal Coordination Program already in place (Westminster to Edinger)
(d) Brookhurst Signal Coordination program already in place (Hazard to Edinger)

Figure VIA-12

Summary of Proposed General Plan Future Roadway Daily Operating Conditions Utilizing Existing Roadway Capacity
(4 of 4)

Intersection	AM Peak Hour Level of Service (LOS)	PM Peak Hour Level of Service (LOS)
Bolsa Chica Road at:		
Westminster Blvd.	D	E
Garden Grove Blvd.	D	D
Springdale Street at:		
Westminster Blvd.	F	F
Goldenwest Street at:		
Bolsa Ave.	B	F
Garden Grove Blvd.	D	F
Beach Boulevard at:		
Bolsa Ave.	F	F
McFadden Ave.	C	D
Magnolia Street at:		
Bolsa Ave.	B	D
Westminster Blvd.	D	F
Brookhurst Street at:		
Bolsa Ave.	D	F
Garden Grove Boulevard at:		
I-405 NB off ramp SR-22 on/off ramps	C	D

Figure **VIA-13**

Summary of Future Intersection Peak Hour Operating Conditions With Implementation Of Improvements To Address Exisiting Deficiencies

Roadway Segment	Existing Travel Lanes(a)	Rec. Buildout Travel Lanes(a)	Recommended Roadway Improvements	Improvements needed to Address Existing Deficiencies(b)	Improvements needed to Address Preferred Land Use Plan
Garden Grove Boulevard:					
Bolsa Chica Road to Melanie Lane	3D	4D	U 3D to 4D & SC	---	U 3D to 4D & SC
Melanie Lane to Edwards Street	3D	4D	U 3D to 4D & SC	---	U 3D to 4D & SC
Edwards Street to Goldenwest Street	4D	4D	SC	---	SC
Goldenwest Street to Hoover Street	6D	6D	SC	---	SC
Hoover Street to Beach Boulevard	6D	6D	---	---	---
Trask Avenue:					
Edwards Street to Goldenwest	4U	4U	---	---	---
Goldenwest Street to Hoover Street Hoover	4U	4U	---	---	---
Street to Beach Boulevard	4U	4D	R 4U to 4D(d)	---	R 4U to 4D(d)
Beach Boulevard to Newland Street	4U	4D	U 4U to 4D(f)	---	U 4U to 4D(f)
Westminster Boulevard:					
Bolsa Chica Road to Rancho Road	4D	4D	SC	---	SC
Rancho Road to Springdale Street	4D	4D	SC	---	SC
Springdale Street to I-405	4D	4D	SC	---	SC
I-405 to Edwards Street	4D	4D	SC	---	SC
Edwards Street to Goldenwest Street	4D	4D	SC	---	SC
Goldenwest Street to Hoover Street	4D	4D	SC	---	SC
Hoover Street to Beach Boulevard	4D	4D	SC	---	SC
Beach Boulevard to Newland Street	4D	4D	SC	---	SC
Newland Street to Magnolia Street	4D	4D	SC	---	SC
Magnolia Street to Bushard Street	4D	4D	---	---	---
Hazard Avenue:					
Goldenwest Street to Hoover Street	4U	4U	---	---	---
Hoover Street to Beach Boulevard	4U	4U	---	---	---
Beach Boulevard to Newland Street	4U	4U	---	---	---
Newland Street to Magnolia Street	4U	4U	---	---	---
Magnolia Street to Bushard Street	4U	4U	---	---	---
Bushard Street to Brookhurst Street	4U	4U	---	---	---
Brookhurst Street to Ward Street	4U	4U	---	---	---
Bolsa Avenue:					
Edwards Street to Goldenwest Street	6D	6D	---	---	---
Goldenwest Street to I-405	6D	6D	---	---	---
I-405 Crossing (Bridge)	4D	6D	U 4D to 6D	---	U 4D to 6D
I-405 to Hoover Street	4D	6D	U 4D to 6D	---	U 4D to 6D
Hoover Street to Beach Boulevard	4D	6D	U 4D to 6D	---	U 4D to 6D
Beach Boulevard to Newland Street	4D	6D	U 4D to 6D	---	U 4D to 6D
Newland Street to Magnolia Street	4D	6D	U 4D to 6D	---	U 4D to 6D
Magnolia Street to Bushard Street	6D	6D	---	---	---
Bushard Street to Brookhurst Street	6D	6D	---	---	---
Brookhurst Street to Ward Street	6D	6D	SC	---	SC
McFadden Avenue:					
Goldenwest Street to Gothard Street(c)	4U	4D	U 4U to 4D	---	U 4U to 4D
Gothard Street to Beach Boulevard	2D	4D	U 2D to 4D	U 2D to 4U	U 4U to 4D
Beach Boulevard to Newland Street	4D	4D	---	---	---
Newland Street to Magnolia Street	4D	4D	---	---	---
Magnolia Street to Bushard Street	4D	4D	---	---	---
Bushard Street to Brookhurst Street	4D	4D	---	---	---
Brookhurst Street to Ward Street	4D	4D	---	---	---

Figure VIA-14

Summary of Roadway Improvements Proposed In The General Plan

(1 of 3)

Roadway Segment	Existing Travel Lanes(a)	Rec. Buildout Travel Lanes(a)	Recommended Roadway Improvements	Improvements needed to Address Existing Deficiencies(b)	Improvements needed to Address Preferred Land Use Plan
Edinger Avenue:					
Beach Boulevard to I-405	4D	4D	—	—	—
I-405 Crossing (Bridge)	4U	4D	U 4U to 4D	—	U 4U to 4D
I-405 to Newland Street	4D	4D	—	—	—
Newland Street to Magnolia Street	4D	4D	—	—	—
Magnolia Street to Bushard Street	4D	4D	—		—
Heil Avenue:					
Beach Boulevard to Newland Street	2U	4U	U 2U to 4U(d)	—	U 2U to 4U(d)
Newland Street to Magnolia Street	—	4U	C 4U	—	C 4U
Rancho Road:					
Bolsa Chica Road to Westminster Blvd.	2U	2U	—	—	—
Bolsa Chica Road:					
I-405 Crossing (Bridge)	4D	6D	U 4D to 6D & SC	U 4D to 6D	SC
I-405 to Duncannon Avenue	4D	6D	U 4D to 6D & SC	U 4D to 6D	SC
Duncannon Ave. to Westminster Blvd.	6D	6D	SC	—	SC
Westminster Boulevard to Rancho Road	6D	6D	SC	—	SC
Springdale Street:					
Garden Grove Blvd. to Melanie Lane	4D	4D	—	—	—
Melanie Lane to I-405	4U	4D	U 4U to 4D(e)	—	U 4U to 4D(e)
I-405 Crossing (Bridge)	4U	4D	U 4U to 4D(e)	—	U 4U to 4D(e)
I-405 to Westminster Blvd.	4D	4D	—	—	—
South of Westminster Boulevard	4D	4D	—	—	—
Edwards Street:					
Garden Grove Blvd. to Trask Avenue	4U	4U	—	—	—
Trask Avenue to Westminster Blvd.	4D	4D	—	—	—
Westminster Boulevard to I-405 Fwy	4D	4D	—	—	—
I-405 Fwy Crossing (Bridge)	4U	4U	—	—	—
I-405 Fwy to Bolsa Avenue	4D	4D	—	—	—
Goldenwest Street:					
Garden Grove Blvd. to Trask Avenue	6D	6D	SC	—	SC
Trask Avenue to Westminster Blvd	6D	6D	—	—	—
Westminster Blvd. to Hazard Avenue	6D	6D	—	—	—
Hazard Avenue to I-405	5D(3NB/ 2SB)	6D	U 5D to 6D	—	U 5D to 6D
I-405 Crossing (Bridge)	4D	6D	U 4D to 6D	—	U 4D to 6D
I-405 to Bolsa Avenue	6D	6D	—	—	—
Bolsa Avenue to McFadden Avenue	6D	6D	SC	—	SC
Hoover Street:					
Garden Grove Blvd. to 22 Freeway	4D	4D	SC	—	SC
22 Freeway to Trask Avenue	4U	4U	SC	—	SC
Trask Avenue to Westminster Blvd.	4U	4U	SC	—	SC
Westminster Blvd. to Hazard Avenue	4U	4U	SC	—	SC
Hazard Avenue to Bolsa Avenue	4U	4U	SC	—	SC
Bolsa Avenue to McFadden Avenue	—	4D	C 4D	—	C 4D

Figure VIA-14

Summary of Roadway Improvements Proposed In The General Plan
(2 of 3)

Roadway Segment	Existing Travel Lanes(a)	Rec. Buildout Travel Lanes(a)	Recommended Roadway Improvements	Improvements needed to Address Existing Deficiencies(b)	Improvements needed to Address Preferred Land Use Plan
Beach Boulevard:					
Garden Grove Blvd. to SR-22	6D	8D	U 6D to 8D & SC	U 6D to 8D & SC	---
SR-22 to Trask Avenue	6D	8D	U 6D to 8D & SC	U 6D to 8D & SC	---
Trask Avenue to Westminster Blvd.	6D	8D	U 6D to 8D & SC	U 6D to 8D & SC	---
Westminster Boulevard to Hazard Ave.	6D	8D	U 6D to 8D & SC	U 6D to 8D & SC	---
Hazard Avenue to Bolsa Avenue	6D	8D	U 6D to 8D & SC	U 6D to 8D & SC	---
Bolsa Avenue to McFadden Avenue	6D	8D	U 6D to 8D & SC	U 6D to 8D & SC	---
McFadden Avenue to I-405	6D	8D	U 6D to 8D & SC	U 6D to 8D & SC	---
I-405 to Edinger Avenue	6D	8D	U 6D to 8D & SC	U 6D to 8D & SC	---
Edinger Avenue to Heil Avenue	6D	8D	U 6D to 8D & SC	U 6D to 8D & SC	---
Newland Street:					
Trask Avenue to Westminster Blvd.	4U	4D	U 4U to 4D	---	U 4U to 4D
Westminster Blvd. to Hazard Avenue	4D	4D	---	---	---
Hazard Avenue to Bolsa Avenue	2U	4D	U 2U to 4D	U 2U to 4U	U 4U to 4D
Bolsa Avenue to McFadden Avenue	4D	4D	---	---	---
McFadden Avenue to Edinger Avenue	4D	4D	---	---	---
Edinger Avenue to Heil Avenue	2U	4U	U 2U to 4U	U 2U to 4U	---
Magnolia Street:					
Westminster Blvd. to Hazard Avenue	5D(3NB/	5D(3NB/2SB)	---	---	---
Hazard Avenue to Bolsa Avenue	2SB)	4D	---	---	---
Bolsa Avenue to McFadden Avenue	4D	4D	---	---	---
McFadden Avenue to Edinger Avenue	4D	4D	---	---	---
Edinger Avenue to Heil Avenue	4D	4D	SC	---	SC
Heil Avenue to I-405	4D	4D	SC	---	SC
	4D				
Bushard Street:					
Westminster Blvd. to Oasis Avenue	4U	4U	SC	---	SC
Oasis Avenue to Hazard Avenue	4D	4D	SC	---	SC
Hazard Avenue to Bolsa Avenue	4U	4U	SC	---	SC
Bolsa Avenue to McFadden Avenue	4D	4D	SC	---	SC
McFadden Avenue to Edinger Avenue	4D	4D	SC	---	SC
Brookhurst Street:					
Hazard Avenue to Bolsa Avenue	6D	6D	---	---	---
Bolsa Avenue to McFadden Avenue	6D	6D	---	---	---
McFadden Avenue to Edinger Avenue	6D	6D	---	---	---
Ward Street:					
Hazard Avenue to Bolsa Avenue	2U	2U	---	---	---
Bolsa Avenue to McFadden Avenue	2U	2U	---	---	---
McFadden Avenue to Edinger Avenue	2U	2U	---	---	---

(a) 6D = 6 lane divided roadway
4D = 4 lane divided roadway
4U = 4 lane undivided roadway
2U = 2 lane undivided roadway

(b) U = Upgrade
C = Construct
SC = Signal Coordination
See note (a)

(c) Actual widening from 4U to 4D is only needed from Vassar Street to Gothard Street. Segment from Goldenwest Street to Vassar Street is already 4D.

(d) No widening is needed, only restriping.

(e) No widening is needed, can eliminate parking and restripe.

(f) South side only needs to be restriped. North side is in Garden Grove and not included in Fee Program.

Figure VIA-14

Summary of Roadway Improvements Proposed In The General Plan

(3 of 3)

Intersection	Existing Lane Geometrics	Recommended Buildout Lane Geometrics	Recommended Intersection Improvements	Improvements Needed to Address Existing Deficiences	Improvements Needed to Address Preferred Land Use Plan
Bolsa Chica Rd/Westminster Blvd.	NB-2L,3T	NB-2L,3T	C EL	C EL	---
	SB-2L,3T,1R	SB-2L,3T,1R	M ER to EFR	M ER to EFR	---
	EB-1L,2T,1R	EB-2L,ET,1FR	C ET	---	C ET
	WB-1L,2T,1R	WB-2L,2T,1R	C WL	C WL	---
Bolsa Chica Rd/Valley View St/ Garden Grove Blvd.	NB-2T,1R	NB-3T,1R	C NT	C NT	---
	SB-2L,2T	SB-2L,3T	C ST	C ST	---
	WB-1L,1LR,1R	NB-1L,1LR,1R			
Springdale St/Westminster Blvd.	NB-1L,1T,1TR,1R	NB-2L,1T,1TR,1R	C NL	C NL	---
	SB-1L,2T,1R	SB-2L,2T,1R	C SL	C SL	---
	EB-1L,2T,1R	EB-2L,2T,1R	C EL	C EL	---
	WB-1L,2T,1R	WB-2L,2T,1R	C WL	C WL	---
Goldenwest St/Bolsa Ave.	NB-2L,3T	NB-2L,3T	C ET	C ET	---
	SB-1L,3T	SB-1L,3T			
	EB-2L,2T,1R	EB-2L,3T,1R			
	WB-2L,3T,1R	WB-2L,3T,1R			
Goldenwest St/Garden Grove Blvd.	NB-1L,2T,1R	NB-1L,3T,1R	C NT	---	C NT
	SB-1L,2T	SB-2L,2T	C SL	---	C SL
	EB-1L,2T,1R	EB-2L,3T,1R	C ET	---	C ET
	WB-1L,1LT,1T,1R	WB-1L,1LT,1T,1R	C EL	---	C EL
Beach Blvd/Bolsa Ave.	NB-1L,3T	NB-2L,4T	C NT	C NT	---
	SB-1L,3T	SB-2L,4T	C NL	C NL	---
	EB-1L,2T	EB-2L,3T,1R	C ST	C ST	---
	WB-1L,2T,1R	WB-2L,3T,1R	C SL	C SL	---
			C ER	C ER	---
			C EL	---	C EL
			C WL	---	C WL
			C ET	---	C ET
			C WT	---	C WT
Magnolia St/Bolsa Ave.	NB-1L,3T	NB-1L,3T	---	---	---
	SB-1L,1LT,2T	SB-1L,1LT,2T			
	EB-2L,3T	EB-2L,3T			
	WB-2L,3T,1R	WB-1L,3T,1R			
Magnolia St/Westminster Blvd.	NB-1L,3T	NB-2L,3T	C ST	---	C ST
	SB-1L,2T	SB-2L,3T	C NL	---	C NL
	EB-1L,3T	EB-2L,3T	C SL	---	C SL
	WB-1L,3T	WB-2L,3T	C EL	---	C EL
			C WL	---	C WL
Brookhurst St/Bolsa Ave.	NB-1L,3T,1R	NB-2L,4T	C ER	C ER	---
	SB-1L,3T,1R	SB-2L,4T	C NL	---	C NL
	EB-2L,3T	EB-2L,3T,1R	C SL	---	C SL
	WB-2L,3T,1R	WB-2L,3T,1R	M NR to NT	---	M NR to NT
			M SR to ST	---	M SR to ST
Beach Blvd/McFadden Ave.	NB-1L,3T,1R	NB-2L,4T	C NL	C NL	---
	SB-1L,3T,1R	SB-2L,4T	C SL	C SL	---
	EB-1L,2T	EB-2L,2T	C EL	C EL	---
	WB-1L,2T	WB-2L,2T	C WL	C WL	---
			M NR to NT	M NR to NT	---
			M SR to ST	M SR to ST	---
I-405 NB off Ramp/SR-22 EB on and off Ramps/Garden Grove Blvd.	NB-1LT,1T	NB-1LT,1T	---	---	---
	SB-1L,1R	SB-1L,1R			
	EB-2L,1T	EB-2L,1T			
	WB-2T,1R	WB-2T,1R			

Figure VIA-15

Summary of Intersection Improvements At Selected Key Locations As Proposed In The General Plan

Roadway Segment	Travel Lanes	Signal Coord.	Master Plan of Roadways Estimated Roadway Capacity LOS"E"	Projected Preferred Plan Average Daily Traffic	Level of Service
Garden Grove Boulevard:					
Bolsa Chica Road to Melanie Lane (k)(l)	4D	Y	41,250	23,000	A
Melanie Lane to Edwards Street (k)(l)	4D	Y	41,250	22,000	A
Edwards Street to Goldenwest Street (k)	4D	Y	41,250	18,000	A
Goldenwest Street to Hoover Street (k)	6D	Y	61,900	28,000	A
Hoover Street to Beach Boulevard	6D	-	56,300	33,000	A
Trask Avenue:					
Edwards Street to Goldenwest Street	4U	-	25,000	12,000	A
Goldenwest Street to Hoover Street	4U	-	25,000	20,000	C
Hoover Street to Beach Boulevard (1)	4D	-	37,500	21,000	A
Beach Boulevard to Newland Street (1)	4D	-	37,500	28,000	C
Westminster Boulevard:					
Bolsa Chica Road to Rancho Road	4D	Y	41,250	23,000	A
Rancho Road to Springdale Street	4D	Y	41,250	30,000	C
Springdale Street to I-405	4D	Y	41,250	57,000	F
I-405 to Edwards Street	4D	Y	41,250	33,000	C
Edwards Street to Goldenwest Street	4D	Y	41,250	33,000	C
Goldenwest Street to Hoover Street	4D	Y	41,250	33,000	C
Hoover Street to Beach Boulevard	4D	Y	41,250	30,000	C
Beach Boulevard to Newland Street	4D	Y	41,250	39,000	E
Newland Street to Magnolia Street	4D	Y	41,250	32,000	C
Magnolia Street to Bushard Street	4D	Y	41,250	32,000	C
Hazard Avenue:					
Goldenwest Street to Hoover Street	4U	-	25,000	8,000	A
Hoover Street to Beach Boulevard	4U	-	25,000	11,000	A
Beach Boulevard to Newland Street	4U	-	25,000	17,000	B
Newland Street to Magnolia Street	4U	-	25,000	17,000	B
Magnolia Street to Bushard Street	4U	-	25,000	14,000	A
Bushard Street to Brookhurst Street	4U	-	25,000	19,000	C
Brookhurst Street to Ward Street	4U	-	25,000	22,000	D
Bolsa Avenue:					
Edwards Street to Goldenwest Street	6D	Y	61,930	35,000	A
Goldenwest Street to I-405	6D	Y	61,930	38,000	B
I-405 Crossing (Bridge)	6D	Y	61,930	32,000	A
I-405 to Hoover Street (a)	6D	Y	61,930	28,000	A
Hoover Street to Beach Boulevard (b)	6D	Y	61,930	51,000	D
Beach Boulevard to Newland Street (c)	6D	Y	61,930	40,000	A
Newland Street to Magnolia Street (c)	6D	Y	61,930	36,000	A
Magnolia Street to Bushard Street	6D	Y	61,930	41,000	B
Bushard Street to Brookhurst Street	6D	Y	61,930	40,000	B
Brookhurst Street to Ward Street(8)	6D	Y	61,930	36,000	A

Figure VIA-16

Summary of Proposed General Plan Roadway Future Daily Operating Conditions With All Proposed Improvements Completed

(1 of 4)

Roadway Segment	Travel Lanes	Signal Coord.	Master Plan of Roadways Estimated Roadway Capacity LOS"E"	Projected Preferred Plan Average Daily Traffic	Level of Service
McFadden Avenue:					
Goldenwest Street to Gothard Street (d)	4D	-	37,500	28,000	C
Gothard Street to Beach Boulevard (d)	4D	-	37,500	16,000	A
Beach Boulevard to Newland Street	4D	-	37,500	22,000	A
Newland Street to Magnolia Street	4D	-	37,500	16,000	A
Magnolia Street to Bushard Street	4D	-	37,500	16,000	A
Bushard Street to Brookhurst Street	4D	-	37,500	17,000	A
Brookhurst Street to Ward Street	4D	-	37,500	21,000	A
Edinger Avenue:					
Beach Boulevard to I-405	4D	-	37,500	39,000	F
I-405 Crossing (Bridge) (e)	4D	-	37,500	22,000	A
I-405 to Newland Street	4D	-	37,500	22,000	A
Newland Street to Magnolia Street	4D	-	37,500	23,000	B
Magnolia Street to Bushard Street	4D		37,500	22,000	A
Heil Avenue:					
Beach Boulevard to Newland Street (f)	4U	-	25,000	23,000	E
Newland Street to Magnolia Street (g)	4U	-	25,000	19,000	C
Rancho Road:					
Bolsa Chica Road to Westminster Blvd.	2U	-	12,500	10,000	C
Bolsa Chica Road:					
I-405 Crossing (Bridge)	6D	Y	61,930	49,000	C
I-405 to Duncannon Avenue	6D	Y	61,930	40,000	B
Duncannon Avenue to Westminster Blvd.	6D	Y	61,930	43,000	B
Westminster Boulevard to Rancho Road	6D	Y	61,930	42,000	B
Springdale Street:					
Garden Grove Blvd. to Melanie Lane	4D	-	37,500	27,000	C
Melanie Lane to I-405 (2)	4D	-	37,500	30,000	C
I-405 Crossing (Bridge)(2)	4D	-	37,500	31,000	D
I-405 to Westminster Blvd.	4D		37,500	53,000	F
South of Westminster Boulevard	4D		37,500	29,000	C
Edwards Street:					
Garden Grove Blvd. to Trask Avenue	4U	-	25,000	11,000	A
Trask Avenue to Westminster Boulevard	4D	-	37,500	16,000	A
Westminster Boulevard to I-405 Fwy	4D	-	37,500	22,000	A
I-405 Fwy Crossing (Bridge)	4U	-	25,000	22,000	D
I-405 Fwy to Bolsa Avenue	4D	-	37,500	28,000	C

Figure VIA-16

Summary of Proposed General Plan Roadway Future Daily Operating Conditions With All Proposed Improvements Completed

(2 of 4)

Roadway Segment	Travel Lanes	Signal Coord.	Master Plan of Roadways Estimated Roadway Capacity LOS"E"	Projected Preferred Plan Average Daily Traffic	Level of Service
Goldenwest Street:					
Garden Grove Blvd. to Trask Avenue (3)	6D	Y	61,930	53,000	D
Trask Avenue to Westminster Blvd	6D	Y	61,930	46,000	C
Westminster Blvd. to Hazard Avenue	6D	Y	61,930	44,000	C
Hazard Avenue to I-405 (4)	6D	Y	61,930	46,000	C
I-405 Crossing (Bridge)(9)	6D	Y	61,930	53,000	D
I-405 to Bolsa Avenue	6D	Y	61,930	53,000	D
Bolsa Avenue to McFadden Avenue (6)	6D	Y	61,930	51,000	D
Hoover Street:					
Garden Grove Blvd. to 22 Freeway	4D	Y	41,250	22,000	A
22 Freeway to Trask Avenue	4U	Y	27,500	14,000	A
Trask Avenue to Westminster Blvd.	4U	Y	27,500	17,000	B
Westminster Blvd. to Hazard Avenue	4U	Y	27,500	18,000	B
Hazard Avenue to Bolsa Avenue	4U	Y	27,500	23,000	D
Bolsa Avenue to McFadden Avenue	4D	-	37,500	28,000	C
Beach Boulevard:					
Garden Grove Blvd. to SR-22	8D	Y	82,500	72,000	D
SR-22 to Trask Avenue	8D	Y	82,500	73,000	D
Trask Avenue to Westminster Boulevard	8D	Y	82,500	75,000	E
Westminster Boulevard to Hazard Ave.	8D	Y	82,500	82,000	E
Hazard Avenue to Bolsa Avenue	8D	Y	82,500	74,000	D
Bolsa Avenue to McFadden Avenue	8D	Y	82,500	74,000	D
McFadden Avenue to I-405	8D	Y	82,500	75,000	E
I-405 to Edinger Avenue	8D	Y	82,500	81,000	E
Edinger Avenue to Heil Avenue	8D	Y	82,500	68,000	D
Newland Street:					
Trask Avenue to Westminster Boulevard (5)	4D	-	37,500	28,000	C
Westminster Blvd. to Hazard Avenue	4D	-	37,500	24,000	B
Hazard Avenue to Bolsa Avenue (h)(5)	4D	-	37,500	24,000	B
Bolsa Avenue to McFadden Avenue	4D	-	37,500	19,000	A
McFadden Avenue to Edinger Avenue	4D	-	37,500	27,000	C
Edinger Avenue to Heil Avenue (i)	4U	-	25,000	17,000	B
Magnolia Street:					
Westminster Blvd. to Hazard Avenue	5D	Y	51,590	43,000	D
Hazard Avenue to Bolsa Avenue	4D	Y	41,250	34,000	D
Bolsa Avenue to McFadden Avenue	4D	Y	41,250	35,000	D
McFadden Avenue to Edinger Avenue	4D	Y	41,250	35,000	D
Edinger Avenue to Heil Avenue (7)	4D	Y	41,250	33,000	C
Heil Avenue to I-405 (7)	4D	Y	41,250	35,000	D

Figure VIA-16

Summary of Proposed General Plan Roadway Future Daily Operating Conditions With All Proposed Improvements Completed

(3 of 4)

Roadway Segment	Travel Lanes	Signal Coord.	Master Plan of Roadways Estimated Roadway Capacity LOS"E"	Projected Preferred Plan Average Daily Traffic	Level of Service
Bushard Street:					
Westminster Blvd. to Oasis Avenue (j)	4U	Y	27,500	19,000	B
Oasis Avenue to Hazard Avenue (j)	4D	Y	41,250	20,000	A
Hazard Avenue to Bolsa Avenue (j)	4U	Y	27,500	22,000	C
Bolsa Avenue to McFadden Avenue (j)	4D	Y	41,250	17,000	A
McFadden Avenue to Edinger Avenue (j)	4D	Y	41,250	13,000	A
Brookhurst Street:					
Hazard Avenue to Bolsa Avenue	6D	Y	61,930	43,000	B
Bolsa Avenue to McFadden Avenue	6D	Y	61,930	40,000	B
McFadden Avenue to Edinger Avenue	6D	Y	61,930	36,000	A
Ward Street:					
Hazard Avenue to Bolsa Avenue	2U	-	12,500	8,000	B
Bolsa Avenue to McFadden Avenue	2U	-	12,500	10,000	C
McFadden Avenue to Edinger Avenue	2U	-	12,500	10,000	C

(a) Bolsa Avenue (I-405 to Hoover) upgrade to six lane divided per MPAH (from 4D).
(b) Bolsa Avenue (Hoover to Beach) upgrade to six lane divided per MPAH (from 5D).
(c) Bolsa Avenue (Beach to Magnolia) upgrade to six lane divided per MPAH (from 4D).
(d) McFadden Avenue (Goldenwest to Beach) widen Bridge and upgrade to four lane divided (from 2 lane) MPAH suggests secondary 4 lane undivided but should be consistent with surrounding links.
(e) Edinger Avenue at I-405, widen Bridge and upgrade to four lane divided per MPAH (from 4U).
(f) Heil Avenue (Beach to Newland) upgrade to four lane undivided per MPAH (from 2 lane)
(g) Heil Avenue (Newland to Magnolia) construct new freeway crossing 4 lane undivided per MPAH.
(h) Newland Street (Hazard to Bolsa) upgrade to four lane undivided per MPAH (from 2 lane).
(i) Newland Street (Edinger to Heil) upgrade to four lane undivided per MPAH (from 2 lane).
(j) Bushard Street (Westminster to Edinger) Signal Coordination Program.
(k) Garden Grove Boulevard (Bolsa Chica to Hoover) Signal Coordination Program.
(l) Garden Grove Boulevard (Bolsa Chica to Edwards) upgrade to four lane divided (from 3D).

1. Upgrade Trask to 4D (from 4U) Hoover to Newland
2. Upgrade Springdale to 4D (from 4U) Melanie Lane to I-405 including Bridge
3. Goldenwest Extend Signal Coordination from Trask to Garden Grove Boulevard
4. Goldenwest upgrade to 6D (from 5D) Hazard to I-405
5. Newland upgrade to 4D (from 4U) Trask to Westminster and Hazard to Bolsa
6. Goldenwest extend signal coordination from Bolsa to McFadden
7. Magnolia extend signal coordination from Edinger to I-405
8. Bolsa extend signal coordination from Brookhurst to Ward
9. Goldenwest at I-405, widen bridge and upgrade to six lane divided (from 4D)

Figure VIA-16

Summary of Proposed General Plan Roadway Future Daily Operating Conditions With All Proposed Improvements Completed
(4 of 4)

- Beach Boulevard - Trask Avenue to Westminster Boulevard (LOS E)
- Beach Boulevard - Westminster Boulevard to Hazard Avenue (LOS E)
- Beach Boulevard - McFadden Avenue to I-405 (LOS E)
- Beach Boulevard - I-405 to Edinger Avenue (LOS E)

Figure VIA-17 provides a summary of future intersection peak hour operating conditions after implementation of the General Plan Master Plan of Roadways, Signal Coordination Program and the Intersection Improvement Program for future General Plan impacts. The following intersections are projected to operate at LOS E or F after implementation of the improvements recommended in the General Plan.

- Springdale Street at Westminster Boulevard - LOS F for both AM and PM Peak Hours
- Goldenwest Street at Bolsa Avenue - LOS F for PM Peak Hour
- Beach Boulevard at Bolsa Avenue - LOS F for both AM and PM Peak Hours

The Springdale and Goldenwest Street intersections listed above are freeway interchange related intersections and are not considered significant due to regional contributions to traffic conditions and the general plan policy addressing City participation in cooperative efforts for future improvements.

The following discussion addresses the non-interchange related deficiencies that would remain after buildout of the proposed General Plan with completion of all proposed roadway and intersection improvements.

Westminster Boulevard - Beach Boulevard to Newland Street
The daily operating conditions are projected to LOS E on the eastern half of the roadway segment (from Monroe Street to Newland Street) and LOS D on the western half (Monroe Street to Beach Boulevard). Classification upgrade and related roadway widening would probably not be warranted on this small segment (1/4 mile) due to transitioning of the lanes and other potential operational problems. Instead, this roadway should be monitored, and as operating conditions warrant, appropriate operational improvements should be implemented.

Although this roadway segment is projected to have an LOS of E with buildout of the General Plan, impacts on this roadway segment are not considered significant for the following reasons. General Plan level roadway improvements (such as street widening) are not practical for this small of a roadway segment. Additionally, General Plan Policy IVA1-6 mitigates potential effects by ensuring that future projects fully evaluate potential project impacts and provide mitigation measures as necessary prior to, or in conjunction with, project development.

Intersection	AM Peak Hour Level of Service (LOS)	PM Peak Hour Level of Service (LOS)
Bolsa Chica Road at:		
Westminster Blvd.	D	D
Garden Grove Blvd.	D	D
Springdale Street at:		
Westminster Blvd.	F	F
Goldenwest Street at:		
Bolsa Ave.	B	F
Garden Grove Blvd.	B	D
Beach Boulevard at:		
Bolsa Ave.	F	F
McFadden Ave.	C	D
Magnolia Street at:		
Bolsa Ave.	B	D
Westminster Blvd.	A	D
Brookhurst Street at:		
Bolsa Ave.	B	D
Garden Grove Boulevard at:		
I-405 NB off ramp SR-22 on/off ramps	C	D

Note: Assumes implementation of all improvements proposed in the General Plan to address existing and projected deficiencies.

Figure
VIA-17

Summary of Future Intersection Peak Hour Operating Conditions

Heil Avenue - Beach Boulevard to Newland Street
The daily operating conditions on this roadway segment are projected to be LOS E if the potential Heil/I-405 freeway is constructed. No roadway widening is recommended beyond a Secondary Arterial (four lanes undivided). Since the City has received preliminary notice that the County of Orange will remove this freeway crossing from all appropriate Circulation Elements, the crossing will likely not be completed within the life of the General Plan. Therefore, no future improvements may be necessary for this roadway segment at this time.

This potential impact is mitigated by General Plan Policy IVA8-8, which states that the City shall work with the County of Orange and Huntington Beach in evaluating the removal of the Heil Avenue I-405 freeway crossing from the Master Plan of Roadways for each jurisdiction.

Impact

VIA.2. Growth projected under the proposed General Plan would increase demands on the various components of the City's transportation system, including but not limited to parking facilities, public transit service, bicycle routes, pedestrian walkways, and truck routes. This is considered to be a *significant impact.*

Implementation of the proposed General Plan would result in greater demand for parking facilities, including public on-street spaces, private off-street spaces, parking garages, and park-and-ride facilities. The population growth-accommodating nature of the Preferred Plan would also place additional demands on other transportation modes that do not involve motor vehicles, such as bicycle paths and pedestrian linkages.

Mitigation Measure

VIA.2. *Implementation of the proposed General Plan Master Plan of Roadways, Truck Route Master Plan, Bicycle Master Plan, and the policies relevant to Transportation/Circulation issues would reduce project impacts to a less than significant level.*

The proposed General Plan Master Plans for Bicycle and Truck Routes were developed to accommodate the growth anticipated under the proposed General Plan while avoiding unsafe conditions and impacts on City neighborhoods. These Master Plans are shown in Figures IVA-4 and IVA-5 of Volume I.

B. Facilities and Utilities

Introduction

The purpose of the Facilities and Utilities Section of this report is to document the condition and capacity of existing infrastructure in the City of Westminster. "Infrastructure" refers to the physical facilities necessary to support existing, new, and future land uses within the City. Infrastructure includes water and sewer lines, as well as streets, gas, electric, telephone, and cable television systems.

The level of infrastructure should relate directly to Westminster's mix of existing and projected land uses. Because Westminster is dynamic in nature, its infrastructure system must be adequate to serve not only the existing needs, but also to serve the future demands of the community. This inventory and analysis will help determine where there are constraints in existing infrastructure and where improvements may be needed to serve future demands. This analysis is the basis for the goals and policies found in Volume I, Chapter IVB.

Following is an analysis of the City of Westminster's existing infrastructure facilities and utilities which include:

- water
- sewer
- streets
- drainage
- gas
- electric
- telephone
- cable television
- public buildings

The section concludes with a summary of issues concerning infrastructure and utilities and a discussion of impacts that could potentially occur with implementation of the General Plan.

Existing Conditions

Water

The domestic water supply for the City of Westminster is currently provided by imported water sources. Imported water which is delivered via pipeline, is purchased from the Metropolitan Water District of Southern California (MWDSC) and distributed by the Municipal Water District of Orange County (MWDOC). MWDSC also provides water to the Orange County Water District (OCWD) to augment recharge of the central groundwater basin. Historically, the City of Westminster has utilized approximately 70 percent imported groundwater and 30 percent imported pipeline water.

Imported Pipeline Water

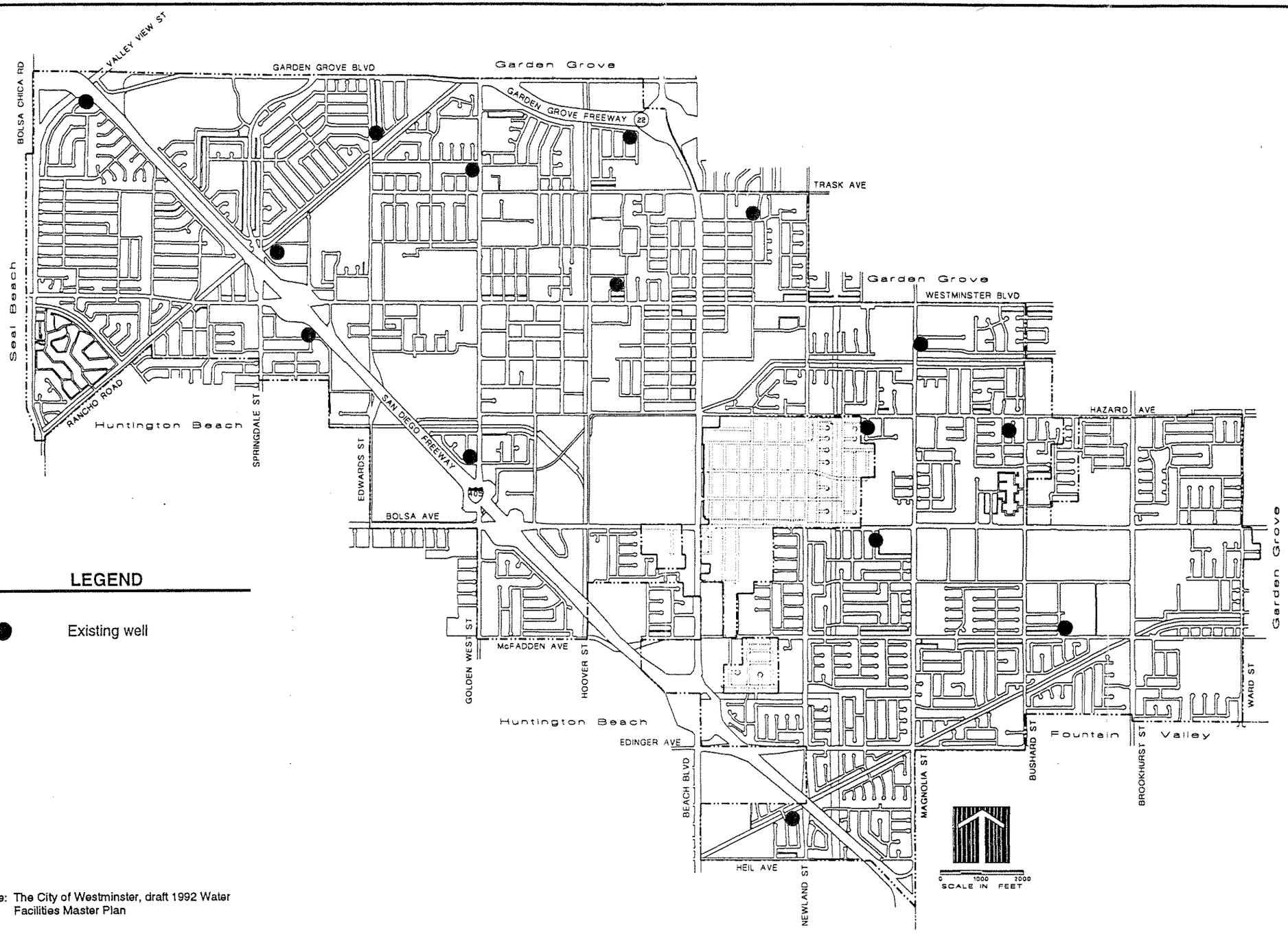
The West Orange County Water Board (WOCWB), which is a joint powers authority organized to finance shared water delivery systems, has financed two, shared, imported water delivery pipelines to serve the cities of Huntington Beach, Fountain Valley, Garden Grove, Seal Beach, and Westminster. Feeder No. 1 and Feeder No. 2 provide water transport from Metropolitan's delivery points to the distribution systems of each participating city. The City of Westminster has capacity in both feeders. The City is currently only utilizing its capacity in Feeder No. 2, but anticipates future utilization of it's additional capacity in Feeder No. 1.

Imported Groundwater

The groundwater basin is managed through a replenishment program. The OCWD establishes the amount of water that each member agency is allowed to pump from the basin. The member agency pays a replenishment fee to the OCWD for each acre foot of water that is pumped from the basin. If the agency exceeds the annual target basin production percentage, then the member agency pays a Basin Equity Assessment fee (BEA) to the OCWD which is equal to the difference in cost of imported water and groundwater.

The City has 15 water production wells which pump imported groundwater and provide approximately 70 percent of the City's water supply. The imported groundwater is supplied through a groundwater basin replenishment program. The total capacity of wells is 14,585 gallons per minute. Figure VIB-1 identifies the current well locations in the City of Westminster.

There are two imported water delivery connections which currently service the City of Westminster: the OC-53 Connection to the Metropolitan Water District of Southern California's feeder for west Orange County, located north of the City limits, and the OC-35 Connection to the West Orange County Water Board Feeder No. 2, which is located on the west side of the City. The City operates an 18-inch transmission main from the OC-53 Connection, south to Reservoir No. 1.



LEGEND

● Existing well

Source: The City of Westminster, draft 1992 Water Facilities Master Plan

Figure VIB-1

Existing Well Locations

Figure VIB-2 indicates the water delivery system and the locations of the main water delivery lines which run through the City of Westminster. The total capacity of the imported water system is 7,226 gallons per minute.

The City has two above ground water storage reservoirs which are designated as R-1 and R-2 on Figure VIB-2. R-1 is located on 23rd Street, south of Trask Avenue, and R-2 is located near the 405 Freeway, near Hefley Street. Each reservoir has a pumping station and a storage capacity of 5 million gallons. The effective storage capacity of each, however, has been slightly reduced by retrofitting efforts to prevent leakage problems.

The City's local distribution system includes 6-inch and 8-inch mains within the tract streets, and 8-, 10-, or 12-inch mains within the major thoroughfares. Undersized water mains, ranging from 4-inches to 6-inches in diameter, are located in the northwest portion of the City, (Indian Village). The Fire Department has indicated that the old, and undersized water mains in the Indian Village area of the City present a fire flow problem to the area.

The City's Water Facilities Master Plan identifies existing system deficiencies as well as any anticipated future deficiency (Figure VIB-3). Based on current water demand of 13,785 acre feet per year, the Plan recommends the following improvements:

1. Redrill Well 107 and Well 22 to increase well production;
2. Build a third reservoir to offset current 2.5-million gallon storage shortfall;
3. Improve water lines City-wide, as shown in table VB-3; and
4. Incorporate a Telemetry System to improve management of the production and distribution facilities.

The Water Facilities Master plan estimates the Year 2010 demand to be 17,802 acre feet per year (29 percent increase). The recommended facilities to meet this demand are shown in table VIB-3.

Water rates and regulations are outlined in Resolution No. 2964 of the City of Westminster. Bi-monthly charges are determined by the meter size and number of cubic feet of water used. When the water consumed exceeds the cubic feet permitted, the bi-monthly charge is determined by applying the current rate of $.73 per 100 cubic feet of total water consumed.

Sewer

Sewer facilities in the City of Westminster are provided by two sanitary districts: Midway City Sanitary District (MCSD) and Garden Grove Sanitary District (GGSD). Figure VB-5 identifies district service areas, facilities, and lift stations. The MCSD and the GGSD have sewage feeder lines in the City, ranging in diameter

between 8 inches to 12 inches. The sanitary districts' feeder lines connect to the County's trunk sewer lines. All sewage that is collected from the various feeder lines is delivered, via the County's trunk lines, to the Orange County Sanitation District's (OCSD) 1 and 2 facilities for treatment. Current sewage generation in the City is estimated to be 10.7 million gallons per day (mgd). All Sewer feeder and trunk lines are located in the centers of the streets.

OCSD Plant No. 1 is located in Fountain Valley and has a treatment capacity of 60 mgd. Improvements under way at Plant No. 1 will provide an additional 60 mgd of capacity.

OCSD Plant No. 2, located in Huntington Beach, has a design capacity of 186 mgd and is currently operating near full capacity. Although additional capacity is not available at Plant No. 2, flows are often diverted upstream to Plant No. 1 in Fountain Valley which has greater available capacity. The 1989 CSDOC facility master plan projects wastewater system needs to the year 2020 based on growth projections supplied by local governments. Under the plan, Plant No. 2 is proposed for expansion to provide an ultimate treatment capacity of 240 mgd.

The Midway City Sanitary District provides 90% of the sewer lines in the City of Westminster. As indicated in Figure VIB-4. Older sewer lines (up to 45 years old) are mainly located in the area bounded by Trask Avenue to the north, Beach Boulevard to the east, Hazard Avenue to the south, and Golden West Street to the west. Additional locations of older sewer lines include the area west of Graham Street near Rancho Road and the area west of Beach Boulevard between Trask Avenue and Westminster Avenue. The life expectancy of the sewer pipes in Westminster varies but could reasonably be up to 100 years. The 45-year old lines, therefore, present no particular problems other than the need for new development to avoid disruption of the soils around the pipes which could cause cracking. If the lines are not disturbed, they could last up to 100 years.

The Midway City Sanitary District has three lift stations which have been upgraded over the last three years. Station #7 is located on the northeastern side of the intersection of Bolsa Chica Road and Westminster Avenue. Pump Station #2 is located on Herold Place near Hammon Place. Pump Station #1 is located on Willow Lane near Glacier Avenue. There are three abandoned lift stations within the perimeter of the City limits. The MCSD facilities are currently operating at one-third capacity and have room for growth. There are no functional problems at this time, and there are no plans for expansion.

The Garden Grove Sanitary District also serves the sewage collection needs for a portion of the City of Westminster and pockets of unincorporated Orange County areas. In October of 1988, the Garden Grove Sanitary District completed a Sewage Collection System Master Plan to determine the District's ability to serve the

Recommended Facilities - Existing System

	No.	Name	Description	Size
Cat. A[1]	A-1	Dorothy Lane Trans Main	From Lee Dr to Melanie Ln	8-inch
	A-2	Hoover Parallel	From Bolsa Ave to Fenwick Ln	12-inch
Category B[2]	B-1	Apache Rd Main Parallel	From Bannock to Seneca	8-inch
	B-2	Bannock Rd Main Parallel	From Apache to Edwards	8-inch
	B-3	Shawnee Rd Main Parallel	From Iroquois to Edwards	8-inch
	B-4	Comanche/Modoc Main Parallel	Looped from Sioux	8-inch
	B-5	Chippewa Dr Main Parallel	From Sioux to Navajo	8-inch
	B-6	Choctaw Dr Main Parallel	From Iroquois to Navajo	8-inch
	B-7	Chickasaw Dr Main Parallel	From Iroquois to Navajo	8-inch
	B-8	Kiowa Rd/Cheyenne Dr Main Parallel	From Cherokee to Navajo	8-inch
	B-9	Cherokee Dr Main Parallel	From Kiowa to Navajo	8-inch
	B-10	Klamath Dr Main Parallel	From Iroquois to Navajo	8-inch
	B-11	Cayuga Dr Main Parallel	From Mohawk to Navajo	8-inch
	B-12	Mohawk Dr Main Parallel	From Cayuga to Navajo	8-inch
Category C[3]	C-1	Picadilly Circle Main Replacement	From King's Cross to Exit Loop	12-inch
	C-2	Iroquois Trans Main	From Springdale to Sioux	8-inch
	C-3	Well 107 Discharge Main	From Well 107 to Purdy St	12-inch
	C-4	Purdy St Trans Main	From Bird to Hazard	12-inch
	C-5	Redrill Well 107	Redrill Well No. 107	1500 gpm
	C-6	Redrill Well 22	Redrill Well No. 22	2,000 gpm
	C-7	Hoover Trans Main	From Bolsa to McFadden	12-inch
	C-8	Beach Blvd Trans Main	From S of McFadden to Pavillions	12-inch
	C-9	Hoover Ave Parallel	From Trask to Garden Grove	12-inch
	C-10	Garden Grove Blvd Parallel	From Hoover east to City Bdy	12-inch
	C-11	Proposed Telemetry (SCADA) System	NA	12-inch

Recommended Facilities - Year 2010 System

Category D[4]	D-1	Westminster Ave Trans Main	From Willow to Edwards	16-inch
	D-2	Edwards St. Trans Main	From Westminster to Trask	16-inch
	D-3	Trask Ave. Trans Main	From Edwards to Hoover	16-inch
	D-4	Trask Ave. Trans Main	From Hoover to Beach	16-inch
	D-5	Trask & Jackson Trans Main	From Beach to 23rd St.	16-inch
	D-6	23rd St. & Jefferson Trans Main	From Jackson to R-1	16-inch
	D-7	Hoover Ave Trans Main	From Westminster to Trask	16-inch
	D-8	21st Street Trans Main	From Hoover to Arizona	16-inch
	D-9	Westminster Ave Trans Main	From Monroe to Magnolia	16-inch
	D-10	From Monroe to Magnolia	From Westminster to Bolsa	16-inch
	D-11	Magnolia St Transmission Main	From Bolsa to McFadden	16-inch
	D-12	McFadden Ave. Trans Main	From Magnolia to Dalewood	16-inch
	D-13	Reservoir No. 3 Inlet/Outlet Line	From Reservoir No. 3 to McFadden	20-inch
	D-14	Reservoir No. 3	Reservoir No. 3	5 MG
	D-15	Reservoir No. 3 Pump Station	Reservoir No. 3 Pump Station	8,000 gpm
	D-16	Reservoir No. 3 Well	Proposed Low Head Well	2,000 gpm
	D-17	Bolsa Ave Trans Main	From Magnolia to Newland	20-inch
	D-18	WOCWB Feeder No. 1 turnout	Equip existing turnout at Newland/Bolsa	7.21 cfs
	D-19	Bolsa Trans Loop Completion	E/W Connection across Beach Blvd.	12-inch
	D-20	New or redrill well	New or redrill well	2,000 gpm
	D-21	New or redrill well	New or redrill well	2,000 gpm
	D-22	New or redrill well	New or redrill well	2,000 gpm
	D-23	Proposed Telemetry (SCADA) System	NA	2,000 gpm

[1] 1970 Master Plan improvements not completed and recommended for existing system
[2] Existing system recommended improvements for Indian Village area.
[3] Other recommended improvements for the system.
[4] Recommended improvements for ultimate system.

Figure VIB-3

Recommended Water Facilities

ultimate development within its boundaries. At that time, it was determined that the Fowler Circle Lift Station may overflow. When the capacity of the system is exceeded, overflow at the district's lift station at Fowler Circle will divert excess sewage flows to the feeder line in Bolsa Avenue.

At the present time, the Garden Grove Sanitary District does not have any plans to expand or reconstruct its existing sewer infrastructure which is located within the City of Westminster. It is the District's policy that if a focus study shows a capacity deficiency that will not permit added sewage effluent discharge into segments of its sewer, any new construction that adds more sewage would need to mitigate the problem prior to connecting to the system.

Streets

The street system that serves the City of Westminster is generally a grid pattern. The system's primary north/south roadways include Bolsa Chica Road, Springdale Street, Edwards Street, Golden West Street, Hoover Street, Beach Boulevard, Newland Street, Magnolia Street, Bushard Street, Brookhurst Street, and Ward Street. The primary east/west streets include Garden Grove Boulevard, Trask Avenue, Westminster Boulevard, Hazard Street, Bolsa Avenue, McFadden Avenue, Edinger Avenue, Heil Avenue, and Rancho Road. All streets in the City are classified as a Freeway, Major/Primary Highway, Secondary Highway, or Local/Collector Street. Descriptions of the street classifications are included in the Transportation/Circulation Section of this Volume.

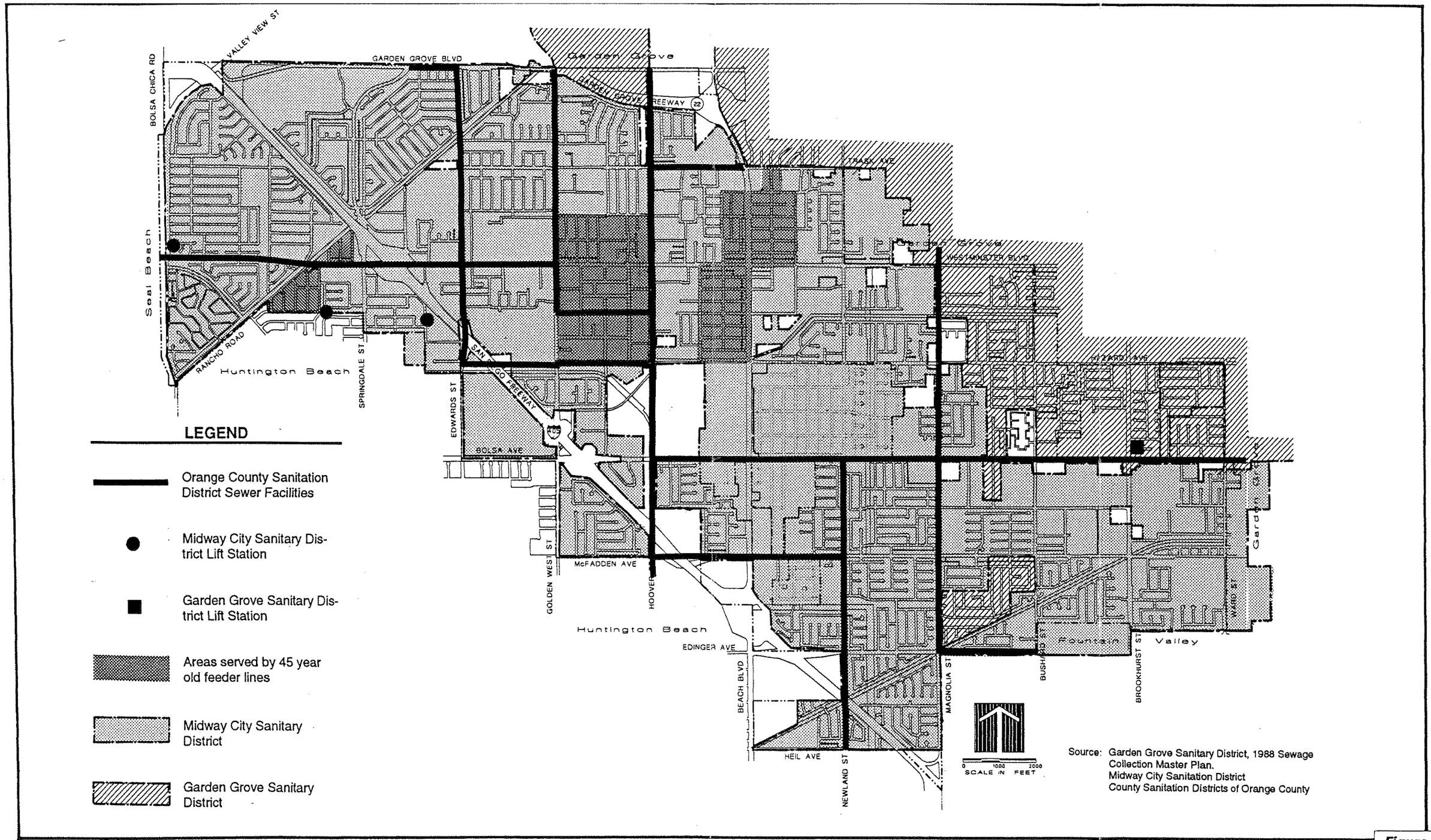
The streets account for the largest amount of public land in the City and play an important role in the infrastructure system. Utilities, such as gas, electric, cable, water, and sewer lines, are generally located within the street right-of-ways. Additionally, street right-of-ways accommodate storm drain facilities, and provide for non-vehicular transportation, such as bike paths and pedestrian sidewalks. Many of the local streets are in need of repaving and striping.

Drainage

Stormwater drainage in Westminster is provided by a network of regional drainage channels and local drainage facilities. Local drainage facilities are maintained by the City of Westminster and provide for the collection of surface storm water. Surface water is then deposited into regional drainage channels which are owned and maintained by the Orange County Flood Control District.

Regional Facilities

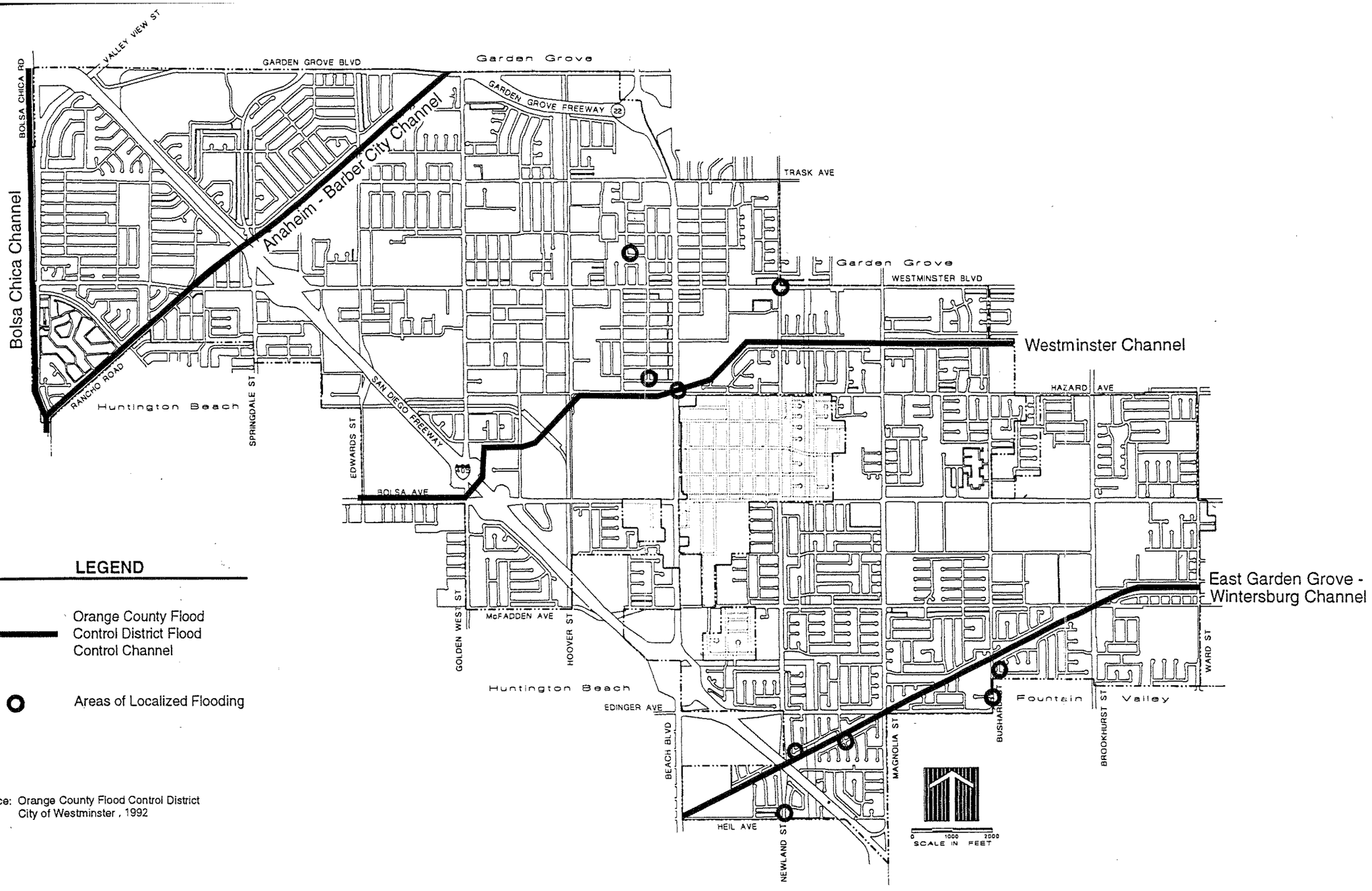
The Orange County Flood Control District (OCFCD) owns and maintains the major regional flood control facilities that pass through the City of Westminster. Because the City is located within the flood plains of the Los Angeles, San Gabriel and the Santa Ana Rivers, the OCFCD plans its drainage facilities in order to accommodate a 100-year flood. As Figure VIB-5 indicates, the major drainage channels that



Source: Garden Grove Sanitary District, 1988 Sewage Collection Master Plan.
Midway City Sanitation District
County Sanitation Districts of Orange County

Figure VIB-4

Sewer Facilities



LEGEND

Orange County Flood Control District Flood Control Channel

Areas of Localized Flooding

Source: Orange County Flood Control District
City of Westminster , 1992

Figure VIB-5

Major Drainage Facilities and Localized Flooding

Major Drainage Facilities and Localized Flooding

service the City include the Bolsa Chica Channel, the Westminster Channel, the East Garden Grove Wintersburg Channel, and the Anaheim-Barber City Channel. Since the completion of flood hazard studies performed by the Federal Emergency Management Agency (FEMA), Orange County has been improving the capacity of the Westminster Drainage Channel and the drainage beneath the 405-freeway.

Local Facilities

The City of Westminster City Streets Division maintains the storm drain facilities which discharge into the OCFCD flood control channels. The storm drain system is currently operating at approximately 80 percent of its existing capacity. The City presently designs projects to accommodate a 25-year storm and requires new construction to provide a secondary outlet to accommodate a 100-year storm. The Engineering Department has indicated that the City's facilities are at approximately 75 percent efficiency for accommodating a 25-year storm and 25 percent efficiency for a storm of a 100-year magnitude.

The City has identified nine street locations where localized flooding occurs during rainstorms. They are as follows: (See Figure VIB-5.)

1. Newland Street/Westminster Blvd. - The City of Garden Grove has never installed a storm drain on Newland Street from Westminster Boulevard to the CO-4 channel.

2. Pacific Street/10th Street - The CO-4 channel is a trapezoidal channel and at the point the storm drain joins the channel, the storm water cannot enter with the channel running full.

3. Hazard Avenue/West of Beach Boulevard - The CO-4 channel is trapezoidal and creates a restriction.

4. Richardson Way/19th Street - The City needs to extend the storm drain along Arizona Street to the Hoover Street storm drain.

5. Bushard Street/ Madison Street to Bolsa Avenue - The street is flat and there are no storm drains in the area.

6. Bolsa Avenue/Magnolia Street - Reason unknown.

7. Bushard Street/North of Edinger Avenue - Reason unknown.

8. Heil Street/Newland Street - The street is flat and there are no storm drains in the area.

9. Empire Street/Westwood Street; Quartz Street/Brooke Street; Orwell Street/Jenner Street - The CO-5 channel is dirt lined and the County requires flap gates. Because of this, the storm water cannot get into the channel during a storm.

A survey of storm drain facilities may identify additional areas that are in need of improvements. Lack of funding may delay providing additional capacity.

Gas

The Southern California Gas Company provides gas service throughout the City of Westminster. Local gas distribution, or service lines, are located within the public street right-of-ways, and individual gas services and meters are located on private property. Pipelines range from one-half inch up to twelve inches in diameter. As Figure VIB-6 indicates, there are two, district serving, gas headers that run perpendicular through the City. The first is a 16-inch, north-south header which is located in Goldenwest Street and the second is a 12-inch, east-west header located in Bolsa Avenue. It is estimated that gas services are operating between 50 to 70 percent of capacity.

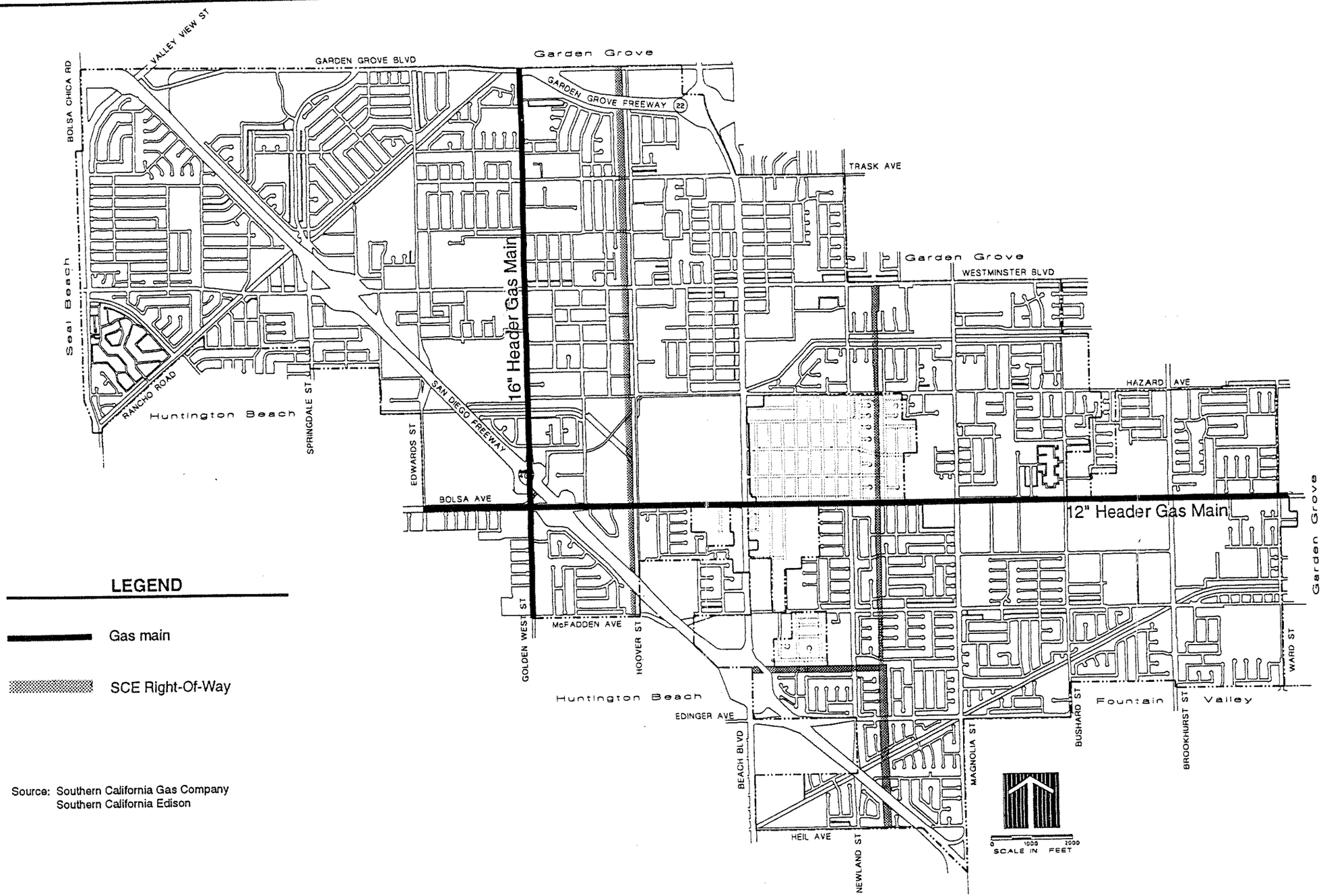
Pipelines range in age from new to approximately 50 years old. Replacements, repairs, and expansion of the system are conducted when needed. The Southern California Gas Company does not anticipate any deficiencies in the gas facilities or service system.

Electricity

The City of Westminster is located within the service territory of the Southern California Edison Company (SCE). The SCE office in Westminster is located at 7333 Bolsa Avenue. SCE owns easements that cover approximately 82 acres of right-of-way in the City.

Southern California Edison's facilities vary in age and are adjacent to the street system. Noticeable, above-ground electrical lines are located along the Anaheim Barber City Drainage Channel and along Hoover Street and Beach Boulevard.

SCE has indicated that the City's demand for electricity is currently being met. SCE further indicated that projected increases in demand for the area are expected to be met for the next several years.



LEGEND

Gas main

SCE Right-Of-Way

Source: Southern California Gas Company
Southern California Edison

Figure VIB-6

Gas Mains and Edison Right-Of-Way

Gas Mains and Edison Right-Of-Way

Southern California Edison Company maintains all of the street lights in the City, except for City lights in the Civic Center area and along the west end of Westminster Boulevard. The City is in the process of turning over their lights to the Edison Company. This process is expected to continue over the next couple of years. In order to keep up with the facilities and to maintain adequate levels of service, SCE has an ongoing maintenance and inspection program for all of the street lights in the City. According to Southern California Edison, cleaning of the lights is not included in their maintenance program.

Telephone

GTE of California provides telephone service to the City of Westminster. There are several telephone company facilities in the Westminster area which provide service to approximately 100,000 customers.

The Central Office, which is located at 6802 Westminster Boulevard, currently operates at approximately 90 percent capacity. Each facility performs its own daily maintenance, repairs, replacements, and renovations.

GTE of California has on-going plans for expansion as growth requires. Funding sources come from within the company, outside contractors, new construction, and other customer incomes. GTE foresees no future impact on the City of Westminster or its ability to serve the City.

Cable Television

Paragon Cable provides cable television service to the City of Westminster. At the present time, the City requires all new commercial and residential developments to include provisions for cable.

Paragon's main facility is located at 7441 Chapman Avenue in Garden Grove. Cable lines are located above and below ground in utility easements throughout the City's residential areas as well as a few commercial areas. Paragon cable currently passes over 25,000 homes and is connected to 40.9 percent of them, or 10,482 customers.

According to Paragon, the facility does not meet industry state-of-the-art technological capability. Bandwidth and channel capacity are below industry averages for Southern California. The system was built between 1979 and 1981, and the average depreciation period is 12 years for the cables.

The Public Cable Television Authority area includes the cities of Westminster, Huntington Beach, Fountain Valley, and Stanton. The early planning phases of a system re-build in the whole area are underway at this time. With rapidly changing new technological advances Paragon envisions a fiber optic system as a flexible platform upon which to remain state-of-the-art as the industry matures. The

improvements will allow as many as 450 channels, 10 times the number of channels that are currently being provided, for interactive video, data, and other residential and commercial applications. Funding for the improvements will be private, with financing generated upon the strength of Paragon's parent company, Houston Industries, Inc. Completion of the new system is targeted for December, 1996.

Public Buildings

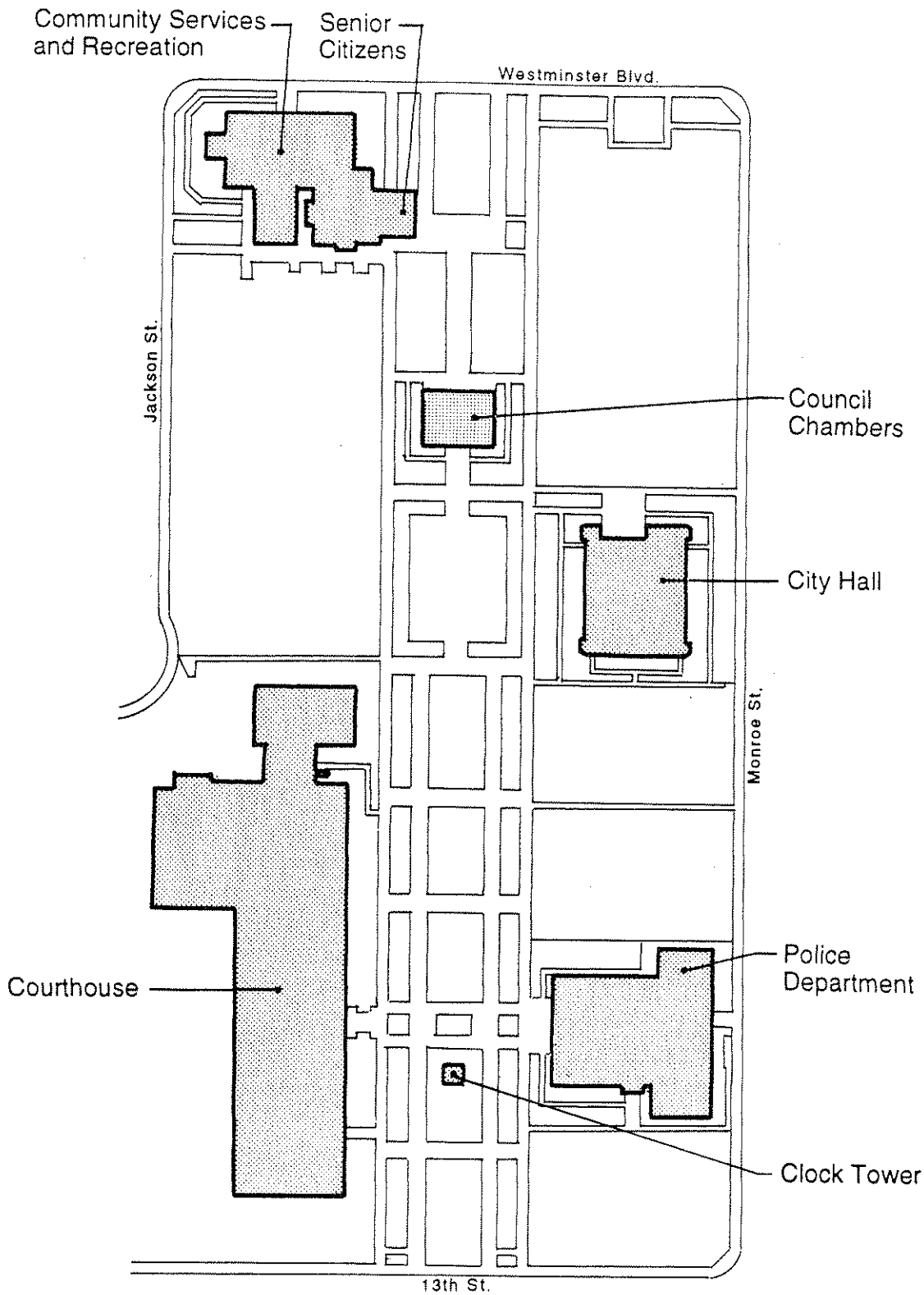
The City of Westminster has a number of public buildings which are for local government services, as well as for community services. Maintenance and repair of all City buildings is the responsibility of the Community Services and Recreation Department. The following figure provides a list of all public buildings and facilities in the City of Westminster.

Figure VIB-7 Public Buildings

Building	Location
City Hall	**8200 Westminster Boulevard**
Community Services & Recreation Building	**8200 Westminster Boulevard**
Corporation Yard	**14381 Olive Street**
Council Chambers	**8200 Westminster Boulevard**
Cultural Arts Center	**7571 Westminster Boulevard**
Fire Station Number 1	**7351 Westminster Boulevard**
Fire Station Number 2	**15061 Moran Street**
Fire Station Number 3	**6061 Hefley Street**
Orange County Library-Westminster Branch (County owned)	**8130 13th Street**
Police Department	**8200 Westminster Boulevard**
Post Office	**13761 Goldenwest Street**
West Orange County Municipal Court (County owned)	**8141 13th Street**

Source: City of Westminster

Many of the public buildings are located within the Civic Center Complex. See Figure VIB-8 for a map of the Civic Center.



Source: The City of Westminster, 1992

Figure VIB-8

Civic Center Complex

Services within the City Hall building include:

- Administration
- Business License
- Emergency Services
- Personnel
- Code Enforcement
- Public Works
- Transportation Coordinator
- Council member's Offices
- Building & Inspection
- City Clerk
- Finance
- Planning
- Print Shop
- Purchasing
- Water

The Community Services & Recreation building houses the Community Services and Recreation Department, the Senior Citizen's Center, and the Fire Prevention Department.

The Westminster Police building contains the following departments:

- Administration
- Operations
- Animal Control
- Detective Bureau
- Financial Crimes
- Bicycle Theft
- Administrative Services Bureau
- Records Communications Bureau
- Traffic Bureau
- Crimes Against Persons
- Property Crimes
- Narcotics

The Corporate Yard contains facilities for Park and Street Maintenance, as well as the Water Department and the City Garage.

The General Plan Advisory Committee has indicated that the City may need additional Public Building facilities to serve the Westminster community and the surrounding area.

The City has indicated that there is no facility that is able to accommodate a meeting group that is larger than 200 people and that such groups must go outside the City for such accommodations. Ideas for expansion of the Senior Center and a new recreation/meeting facility have been discussed over the years, however, due to a lack of funding no solid plans have been made or approved.

Summary of Issues

Issue 1: Water Supply and Delivery

Water is essential to a City's survival. Southern California is susceptible to drought and natural disasters. A well planned and maintained water supply and delivery system is critical.

Issue 2: Sewer Facilities

Sewer facilities need to be maintained to protect the health of the City. Westminster recognizes the need to keep the sewer system functioning and well maintained.

Issue 3: Public Buildings

A city's image often is associated with the condition of its public buildings. Westminster is committed to maintaining public buildings.

Relevant Policies of the General Plan

Facilities and Utilities Policies

IVB1-1 Implement the Water Facilities Master Plan

IVB1-2 Encourage water conservation practices.

IVB1-3 Continue land use development coordination practices with the Orange County Water District and the Municipal Water District of Orange County to ensure sufficient long-term water supply.

IVB1-4 Regular updates to the City Water Facilities Master Plan should include measures to ensure the implementation and use of the most recent available water conservation technology in public facilities and new developments.

IVB2-1 Establish a Citywide Sewer Facilities Master Plan, identifying facility improvement requirements and funding sources.

IVB2-2 Continue land use development coordination with sewer districts to assure adequate service needs.

IVB2-3 Establish a sewer facilities monitoring program to identify possible sewer deficiencies.

IVB2-4 Evaluate the feasibility and desirability of the City taking over sewer and trash collection from the Midway City Sanitation District within the City of Westminster.

Impacts and Mitigation Measures

Standards of Significance

A project would have a significant impact on infrastructure and utilities if it would:

- Result in a significant increase in the consumption of water, natural gas, and electricity requiring a substantial expansion of facilities;
- Result in adverse secondary effects for the expansion of any utility system;
- Increase the demand for water above existing or projected supplies, or, result in the inefficient use of water; and/or
- Result in generation of sewage above the existing or projected capacities of affected sewage conveyance and treatment systems.

Impact

VIB.1. Buildout of the proposed General Plan would increase water use in the City by approximately 3.75 million gallons per day (mgd). This is *a significant impact.*

The City of Westminster Water Facilities Master Plan - 1992 estimates existing average water use to be 12.31 mgd. The estimated increase in water use of 3.75 mgd (average demand) with buildout of the General Plan represents a 29 percent increase over existing levels of use. This increase, when combined with existing water use in the City, would result in the use of approximately 16 mgd, which is well under the Master Plan's future (2010) estimate for peak day demand. Although it is anticipated that there will be adequate available water to serve development proposed under the General Plan, supplies of imported water to Southern California could be constrained in the future. Due to potential future limitations on the delivery of imported water, all reasonable steps need to be taken to conserve water resources. In addition to adhering to all applicable State and municipal laws requiring water-efficient plumbing fixtures in new structures, other water conservation measures should be implemented by the City to increase the efficiency of water use.

Mitigation Measure

VIB.1. *Implementation of Conservation Policies IIC1-1 through IIC1-4 would reduce this impact to a less-than-significant* level.

Impact

VIB.2. Buildout of the General Plan would result in an increase in wastewater generation of approximately 2.63 million gallons per day (mgd). This is a *significant impact.*

New development and growth in the City may require upgrading of sewer conveyance and treatment systems. As projects are proposed that would exceed available capacity in Garden Grove and Midway City Sanitation District facilities, improvements will need to be provided for prior to approval of those projects. The County Sanitation District routinely expands the capacity of its system, and has indicated that payment of Sewer Connection Fees for new projects will ensure that their facilities are available to serve future projects.

Mitigation Measure

VIB.2. *Implementation of Conservation Policies IIC2-1 through IIC2-4 would reduce this impact to a less-than-significant level.*

Impact

VIB.3. Buildout of the General Plan would result in an increase in natural gas consumption of approximately 40.6 million cubic feet per month of natural gas. This is considered a *less-than-significant impact.*

Impacts on natural resources due to increased natural gas use would be reduced through continued implementation of energy conservation programs, consumer conservation efforts, and State building codes which call for energy efficient building design and materials. SCG's policy of buying and storing natural gas for peak period use has, in the past, ensured that their supply network was more than adequate to meet customer obligations and provide service to all new customers. Future service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual agreements are made.

Mitigation Measure

VIB.3. *None required.*

Impact

VIB.4. Buildout of the General Plan would increase the use of electricity by approximately 114.8 million kilowatt hours (Kwh) per year. This is considered a *less-than-significant impact.*

New development occurring under the proposed general plan would be subject to State Energy Conservation Standards for New Residential and Non-Residential Buildings (Title 24, Part 6, Article 2, California Administration Code). Under the Code, prescriptive standards establish mandatory maximum energy consumption

levels for new buildings which serve to reduce consumption within permissible levels established by public policy.

SCE has indicated that the increased demand for electricity with General Plan buildout would be within the parameter of their overall projected growth for the area. SCE expects to meet their electrical requirements for the next several years.

Mitigation Measure
VIB.4. *None required.*

C. Community Services

Introduction

The purpose of the Community Services Section of this report is to document the community services provided in, and for the City of Westminster. "Community Services" are not a part of the physical infrastructure of the City, but rather provide the support necessary for public health, safety, and welfare. Examples of community services are parks and recreation services, police protection, fire prevention and suppression, schools, waste management, and health care. The information presented here is the basis for the Goals, Policies, and Programs found in Volume I, Chapter IVC.

The quantity and quality of community services should relate directly to Westminster's existing and project population needs. This inventory and analysis will help determine where there are adequate and inadequate community services in the City.

The community services which are addressed in this section include the following.

- parks & recreation
- police
- fire
- schools
- solid waste
- postal
- health care
- library
- public transportation
- media
- Chamber of Commerce

This document also includes a discussion of the City of Westminster's Community Services Department services. The report concludes with a summary of the issues and impact analysis of the proposed Plan.

Existing Conditions

Parks and Recreation

Westminster's park and recreation programs are community services that influence the quality of life for City residents. Any discussion of parks and recreation services must recognize that they are part of a system that requires both facilities and programs. Each of these, in turn, requires funding, staffing for facility maintenance, and program administration for a variety of user groups. The following discussion describes Westminster's park and recreation system. Inventories of facilities and programs identify what is available in Westminster at this point in time. Applicable standards and regional recreation opportunities are also discussed.

History

Westminster's park and recreation system has evolved along with the City since its incorporation in 1957. The following chronology highlights the evolution of the City's park and recreation system.

- 1957 City Incorporation; population: 10,500
- 1960 Recreation and Parks Department established
- 1965 Recreation and Parks Commission was formed by Ordinance No. 1359
- 1966 Parks and Recreation Element
- 1972 City Population: 64,500 Community Programs Department established
- 1973 Parks and Recreation Element
- 1975 Community Services and Recreation Department formed by merger of Recreation and Parks Department and Community Programs Department; consists of three divisions: Citizens Services, Recreation, Park Planning and Development.
- 1977 Community Services and Recreation Commission formed (Ordinance No. 1825).
- 1980 Commission on Aging formed.
- 1990 Cultural Arts Commission formed. City Population: 78,118
- 1992 Current Update-Park and Recreation Section of General Plan

The Community Services and Recreation Department (CS&R)

The Community Services and Recreation Department (CS&R) currently serves a variety of the community's social, recreational, and cultural needs for senior citizens, youth and adult groups. The department also staffs three commissions: the Community Services & Recreation Commission, the Commission on Aging, and the Cultural Arts Commission. The broad spectrum of services and programs operating from this department are clustered into the following areas: recreation, cultural arts, park development, facility maintenance, senior services, and gang education. A

discussion of the Department's services other than those related to parks and recreation is located in the Department of Community Services section at the end of the Existing Conditions analysis.

The Community Services and Recreation Commission (CSRC)

The Community Services and Recreation Commission (CSRC) is composed of six members, including one "Student Member" from a local high school. Each member of the City Council appoints one Commissioner who is then approved by Council and serves two years. Student Members and two Alternate Members are also Council appointed, but for one year terms.

The Community Services and Recreation Commission has four major categories of responsibility: the Recreation and Parks program, the Cultural Arts program, the Beautification program, and the Human Services program. The following statements outline the Commission's goals in carrying out these responsibilities:

Recreation and Parks - To serve as a catalyst within the community to create a balanced and responsive Community Recreation Program of services and attractive park facilities to effectively serve the leisure needs of all of Westminster's residents.

Cultural Arts - Establish and maintain a variety of cultural activities to enable persons in the Westminster community to acquire the knowledge, skills and attitudes which focus on the attainment of individual goals.

Beautification - Encourage beautification of the City of Westminster and improve its environment by promoting individual awareness, community involvement and governmental objectivity.

Human Services - To encourage a comprehensive program of action to coordinate the activities of a multitude of governmental agencies, private agencies and charitable organizations which serve the citizens of all ethnic groups within the City of Westminster.

Inventory of Park Sites And Facilities

The City of Westminster has 23 parks, including the Civic Center Rose Garden, totalling 81.9 acres. Current City parkland dedication requirements are the provision of three acres per 1,000 person population or an in-lieu fee. Many of the City's parks, are located within the residential neighborhoods and have active recreational facilities such as ball fields, children's play areas, and activity buildings. Picnic tables and barbecue facilities are also located at the majority of park sites. A complete inventory of all of the City's park sites and facilities are found in Figure VIC-1, and park locations are identified on Figure VIC-2.

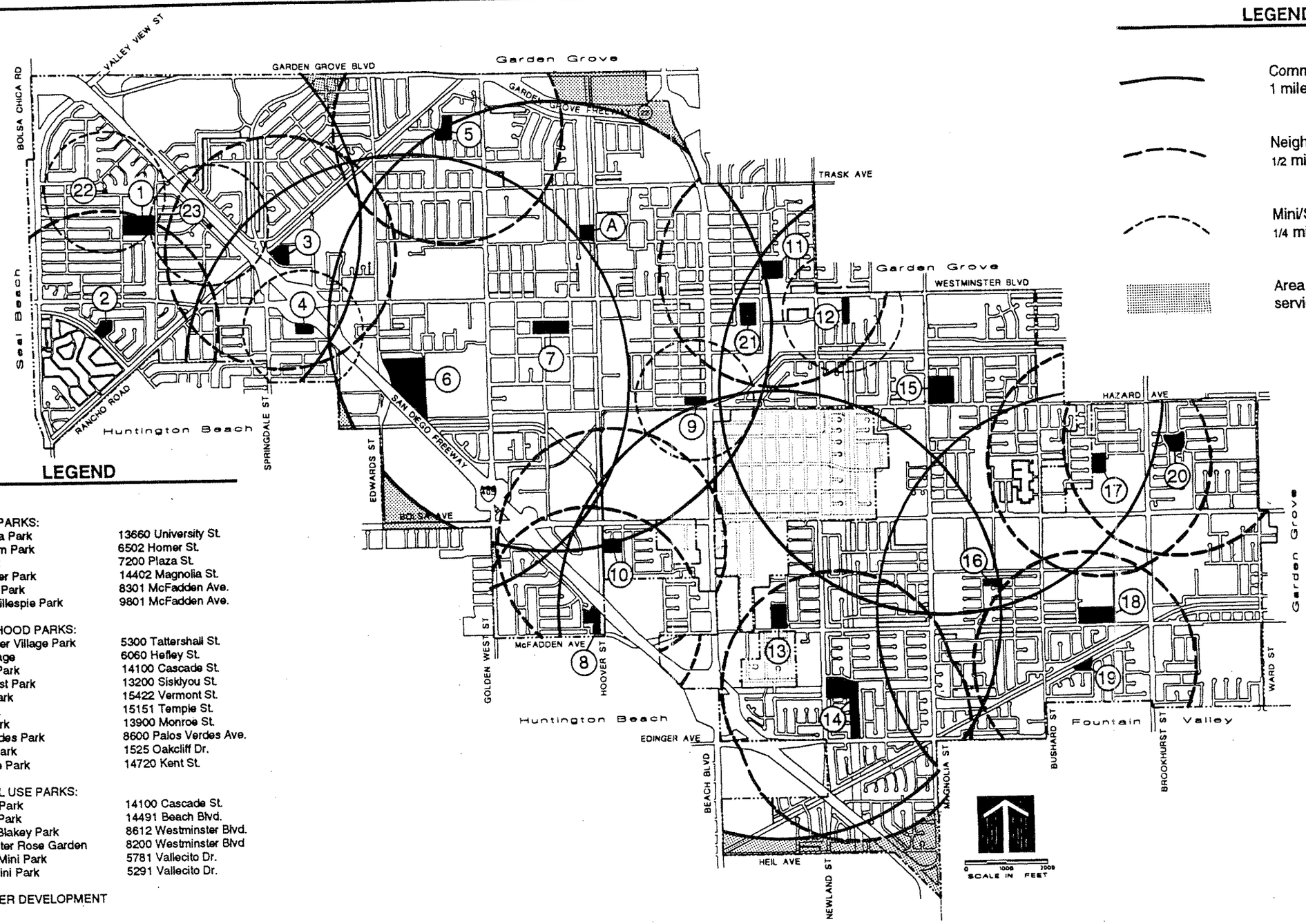
Park Sites and Facilities Inventory

Park	Acreage	Children's Play Area	Activity Building/Restrooms	Tennis Court	Soccer/Football	Multi-purpose Court	Shade/Shelter	Barbeque facilities	Picnic Tables	Bicycle Trails	Handball Courts	Softball Field-Grass	Softball Field-Regulation	Shuffleboard	Horseshoes	Historical Building	All American Rose Garden	Par Course	Lighted Softball Field
	Facility																		
Mini/Special Use																			
Heritage Park	0.4															•			
Cascade Park	2.0	•						•	•										
Leaora L. Blakey Park	1.9		•																
Vallecito Mini Park	0.2																		
Tulane Mini Park	0.2																		
Civic Center	0		•														•		
Total	4.7																		
Neighborhood																			
Indian Village Park	1.8	•	•					•	•										
Goldenwest Park	1.7	•					•	•	•			2		•					
Cloverdale Park	2.0	•						•	•										
Coronet Park	2.0	•							•										
Newcastle Park	2.1	•				•		•	•										
Westminster Village Park	2.7	•				•	•	•	•	•	•								
Bowling Green Park	3.2	•				•	•	•	•	•	2				2				
Land Park	3.4	•			•	•	•	•	•	•									
College Park	3.9	•				•		•	•						•				
Liberty Park	6.3	•	•		•	•	•	•	•	•	•								
Palos Verdes	12.3	•			•			•	•										
Total	41.4																		
Community																			
Gillespie Park	3.1	•	•	L2	•	•		•	•		8	5	•					•	•
Bolsa Cica Park	4.7	•	•	L3	•	•	•	•	•	•		3							
Buckingham Park	10.2	•	•		•				•				4						
Park West Park	5.2	•	•	L4 2	•			•	•			•	•						•
Sigler Park	5.9	•	•		•	2		•	•		•		•	2	2				•
Westminster Park	9.4	•	•		•	•	•		•		2		2						
Total	38.5																		
Total park Acreage	**84.6**																		

• Indicates that one item is present at the park site
# Indicates number of facilities present at the park
L Lighted courts
Note: Acreages are estimates. Computer base map prepared for the General Plan indentifies 81.9 total acres of parkland.
Source: City of Westminster, 1992

Figure VIC-1

Park Sites and Facilities Inventory



LEGEND

COMMUNITY PARKS:

1. Bolsa Chica Park	13660 University St.
6. Buckingham Park	6502 Homer St.
7. Sigler Park	7200 Plaza St.
15. Westminster Park	14402 Magnolia St.
13. Park West Park	8301 McFadden Ave.
18. Elden F. Gillespie Park	9801 McFadden Ave.

NEIGHBOORHOOD PARKS:

2. Westminster Village Park	5300 Tattershall St.
3. Indian Village	6060 Hefley St.
4. Cascade Park	14100 Cascade St.
5. Goldenwest Park	13200 Siskiyou St.
8. College Park	15422 Vermont St.
10. Land Park	15151 Temple St.
11. Liberty Park	13900 Monroe St.
14. Palos Verdes Park	8600 Palos Verdes Ave.
16. Coronet Park	1525 Oakcliff Dr.
17. Newcastle Park	14720 Kent St.

MINI/SPECIAL USE PARKS:

4. Cascade Park	14100 Cascade St.
9. Heritage Park	14491 Beach Blvd.
12. Leora L. Blakey Park	8612 Westminster Blvd.
21. Civic Center Rose Garden	8200 Westminster Blvd
22. Vallecito Mini Park	5781 Vallecito Dr.
23. Tulane Mini Park	5291 Vallecito Dr.

PARKS UNDER DEVELOPMENT
A. Area A

Source: The Lightfoot Planning Group and The National Recreation and Park Association (NRPA), 1992

Figure VIC-2

Park Locations and Service Areas

Park Locations and Service Areas

Parks Under Development - One acre of land, located under the Southern California Edison utility easement on the west side of Hoover Street between Trask Avenue and Westminster Boulevard, is being leased and developed into a future park site.

Additional Park and Recreation Resources - Additional park and recreation resources are located at the school sites. School playgrounds and equipment, grassy fields, and recreation facilities, such as gymnasiums and multi-purpose rooms, provide school age children with park and recreation facilities during the hours of school operation. A map of the school locations is located in the Schools section of this report, Figure VIC-5. Regional park facilities are located near Westminster. Included in Regional recreation opportunities are the Pacific Ocean and Mile Square Park.

Inventory of Programs

The following services and programs are administered by the City of Westminster Community Services and Recreation Department. Most of the programs listed below are recreational in focus, but many additional programs are available through the department which serve other social needs. For instance, a model senior program called Project SHUE utilizes senior citizens to interact with and support after school latch key children. Reservation of all City facilities other than Council Chambers, includes parks, ball diamonds, lighted fields, and buildings.

Recreation Programs
Youth & Adults Classes
Youth Sports Program-year round
Youth After School Sports
After-School Parks Program
Junior High Enhancement Program
Summer Parks & Playground Program
Summer Youth Program
Summer Youth & Adults Aquatics
Summer Youth Excursions
Adult Softball Leagues
Adult Excursions-year round

City Wide Special Events Programs
Halloween Happening at the Mall - Youth Program Park Inventory
Spring Festival - Family
Holiday Happening Craft Fair
Fourth of July Celebration
Flag Day Program - "Pause for the Pledge"
Youth In Government Day
Keep America Beautiful
Holiday Home Decorating Program

Patriotic Rally

Cultural Programs
Concerts in the Park Summer Series
Junior High Talent Show
National Reflections Program - student art program supervised and coordinated with schools
Westminster Cultural Arts Program - marketing; coordination; reserving and managing auditorium
Minority Youth Group Concerts
Hispanic Festival
Scottish Bands Summer Concert
Vietnamese Opera and Musical Shows

Social Programs
Gang Prevention Education Program K - 6
Summer Youth Employment Program
Coordination of Volunteer Service Projects - Eagle Scout Programs, Girl Scout Programs
Committee Service and Networking with Schools - cooperative grant proposals
Participation in Special Programs at School Sites - Safe Schools, Westminster High School
Annual Volunteer Recognition Program

Senior Programs
Senior Excursions
Dinner Dances - monthly
Exercise Classes - 3 weekly
Bingo
Craft Classes
Transportation to Site
Educational Seminars
Special Events
Super Saturday - Bingo, Cards, Lunch - monthly
Senior Citizen Photography Show

Cooperative/Joint Programs

Presently two (2) classes are offered on school sites on a Reciprocal Use Agreement. Cooperative programs are offered on school sites for summer and during the school year at three middle schools. Joint programs include a dollar for dollar match between City and Westminster Elementary School District for the Junior High Enhancement Program; Gang Prevention/Education Program is funded by City and presented at elementary school sites.

Other Organizations Providing Recreational Programs

A number of other organizations operate recreational programs, events, or activities. Youth sports include AYSO soccer, Little League, Little Miss, and WAYSA; Westminster All Youth Softball. Also, organizations such as Boy Scouts, Girl Scouts, Camp Fire Girls, and the Westminster Boys & Girls Club offer recreational opportunities. Goldenwest College Community Services, located in Huntington Beach, and Huntington Beach Adult Education also service the area. Coastline Community College offers their Emeritus Program to seniors. Local churches and schools may offer recreational events or activities. Private recreational opportunities include bowling, karate, and dance. From time to time, successful public/private partnerships with the business community create co-sponsored programs and events.

Orange County Regional Recreation Facilities

The Orange County regional recreation inventory includes nearly 14,000 acres of regional parks (urban, natural, wilderness), public beaches (beach parks, shoreline beaches), and harbors (aquatic harbor parks, multi-purpose harbors), historic sites, and wilderness areas. An additional 28,000 acres are proposed for acquisition. At this time the County has 20 regional parks, 13 County beaches, and three County harbors. Many of these sites lie in the southern and eastern portions of the county. The following resources are those closest to Westminster. Note that none are located within the City area, and two are merely proposed sites with other ownership and functions at this time.

Mile Square Park - Mile Square park is located adjacent to Westminster in the City of Fountain Valley. This park offers the following amenities: picnic areas, baseball and softball fields, playgrounds, and passive turf areas. A hobby area for model airplanes, rockets, and cars, two lakes for fishing, and a recreation center for tennis and racquetball are also provided. Two golf courses under private lease, one 18 hole and one 9 hole, are located within the park.

Bolsa Chica Linear Regional Park - At this time the County is finalizing development plans for this regional park with the City of Huntington Beach. It will be constructed in phases as land becomes available. Working drawings for the first phase will be prepared in the next fiscal year. This will become a passive use park with trails for equestrian, bicycle, and pedestrian users. The trails will ultimately connect Central Park in Huntington Beach to the coastal area at Pacific Coast Highway.

Military Facilities - Both Seal Beach Naval Weapons Station and Los Alamitos Air Station are designated as proposed county recreation facilities. There is no indication that the Defense Department will release these sites in the future, but designation remains for "long-term planning options."

Regional Riding and Hiking Trails - There are 250 miles of regional and 80 miles of federal riding and hiking trails that are accessible to the Westminster community.

Santa Ana River Trail - This regional trail extends along the Santa Ana River Channel from Pacific Coast Highway to Yorba Regional Park, Featherly Regional Park and onto the County boundary, at which point it connects to the river trail in Riverside County.

Huntington Beach Trail - This joint use, equestrian/cycling/hiking, trail extends along Ellis Avenue from Golden West Street to the proposed Bolsa Chica Linear Regional Park at Edwards Street.

Master Plan of Countywide Bikeways - The Transportation Planning Department of the Environmental Management Agency is responsible for planning Orange County bikeways. Bikeways are addressed in greater detail in the Circulation Section of this report.

Parkland Hierarchy

Parkland may be identified according to the level of service for which it is intended to provide. Typical parkland classifications include Mini- Parks, Neighborhood Parks, and Community Parks. The parkland inventory on Figure VIC-1 utilizes this hierarchy for Westminster parks.

Mini-Park - A mini-park is a small park, usually less than one acre and often much smaller. It is found within neighborhoods or in close proximity to high density housing. This park type is often intended to serve a particular localized characteristic or need, such as a special age group. Urban pocket parks could be included in this category. Mini-parks lend themselves best to passive uses and may feature such park amenities as attractive landscaping, seating, small play areas, multi-purpose courts, and quiet game areas.

Neighborhood Park - Neighborhood parks are generally from one to two acres, or larger. They are geographically located to be easily and safely accessible to a particular neighborhood by bicycle or walking. These parks tend to be general use parks, often park-school facilities, that serve active recreational needs. Neighborhood parks may feature game fields, game courts, playground areas, wading pools, picnic facilities, and passive lawn areas.

Community Park - Community parks may vary considerably in size, but the NRPA suggests 25 acres or more as desirable. These parks accommodate community-wide activities and may feature swimming pools, large game fields, night lighting, community buildings, and sizable areas for picnicking and passive uses. Community parks may also encompass natural features such as rivers or lakes or cultural

resources such as historic sites and structures. This park type requires service by transportation routes and adequate parking.

National Parkland Standards

The National Recreation and Park Association (NRPA) recommends a standards and classification system for local parks. The recommended system utilizes the parkland hierarchy to determine physical service areas and parkland acreages that are adequate for serving the anticipated use. The NRPA recommendation is as follows.

Classification	Service Area	Radius Distribution
Mini-Park	1/4 mile	.25 to .50 acres
Neighborhood Park	1/2 mile	1.0 to 2.0 acres
Community Park	1 to 2 miles	5.0 to 8.0 acres

Figure VIC-2 indicates the NRPA recommended service areas for the City of Westminster. The NRPA further suggests that a park system provide a total of 6.25 to 10.25 acres of parkland per 1,000 population. The City of Westminster 1973 General Plan recommends a minimum ratio of 2 acres/1000 population. The City's current requirements are 3 acres/1,000 population. The City, based upon this ratio, needs 234 acres to meet its goal.

The following information compares NRPA recommendations with Westminster's current park acreage according to park type.

Park Type	NRPA	Westminster
Community Park	5.0 to 8.0 ac	.42 ac
Neighborhood Park	1.0 to 2.0 ac	.51 ac
Mini/Special Use	.25 to .50 ac	.06 ac

Note: all figures are in acres per 1,000 population.

County Parkland Standards

The County of Orange has a standard parkland ratio for the facilities which are located within its jurisdiction. The Orange County standard ratio for parkland acreage per population is 2.5 acres per 1,000 population. The Orange County Location Criteria for Local Parks is similar to the national standards and is guided by the following service area criteria.

Park Type	Service Area Radius
Local, Mini-park	.25 Mile
Neighborhood	.50 Mile
Community	3.0 Miles
View Park	No Requirement

Parkland Dedication and Use Programs

Westminster Park and Recreation Dedication Ordinance - The Quimby Act (Section 66477, Subdivision Map Act) authorizes cities to require by ordinance the dedication of local park acreage, the payment of fees, or some combination of both for park and recreational purposes. The dedication of up to 3 acres per 1,000 persons residing in the subdivision is allowed. If the existing neighborhood and community park area exceeds that limit, a higher standard may be adopted, not to exceed 5 acres per 1,000 residents of the subdivision. In order to place this condition of approval on a map, a general plan or specific plan must be in place that contains the policies and standards for park and recreation facilities.

Park and Recreation Fee for New Dwelling Units (non subdivision developments)

1. $785 for each Single-Family dwelling unit
2. $525 for each Cluster-Medium dwelling unit
3. $300 for each Apartment-High Density dwelling unit
4. $150 for each Mobile Home park space

Additional detail regarding subdivision dedication requirements is found in the newly revised City of Westminster Subdivision Ordinance.

Park and Recreation Legislation

Americans With Disabilities Act of 1990 (ADA)-Public Law 101-36 - The Americans With Disabilities Act of 1990 (ADA) became effective and enforceable on January 26, 1992. Title III states that no individual shall be discriminated against on the basis of disability in full and equal enjoyment of the goods, services, facilities, privileges, advantages, and accommodations of any place of public accommodations by any person who owns, leases(or leases to), or operates a place of public accommodation. The following facilities are affected: schools, parks, day care centers, and other "places of recreation" (section 301).

Title II, section 202, specifies that:

1. All public playgrounds where construction is commenced after January 26, 1992 must adhere to ADA law--interpreted as access to structure.

2. Structural changes and architectural barriers removal projects must be identified and described in a transition plan not later than July 26, 1992.

3. All transition plan activities must be completed as expeditiously as possible, but not later than January 26, 1995.

California Senate Bill No.2733-Playground Safety - Under S.B.2733, the State Department of Health Services is responsible for developing playground safety standards by January 1,1992. At a minimum, these standards must incorporate the Consumer Products Safety Commission (CPSC) Handbook for Public Playground Safety. The law requires a mandatory retrofit on all existing public playgrounds to bring them up to the new safety standards by January 1, 2000. CPSC Guidelines address age separation of equipment, head entrapment, guardrails and protective barriers, stepped platforms, slides, swings, climbing equipment, and fall zones for specific equipment. The American Society for Testing Materials (ASTM) will be coming out with manufacturing guidelines for playground equipment in 1993.

Funding Sources

In addition to City funds, a variety of funding sources are used for recreation programs in the City of Westminster. These may include participant or user fees, Community Development Block Grants (CDBG), Westminster School District (WSD) funds, donations, Office of Criminal Justice Planning (OCJP) Grant, County Grants, Job Training Partner Act (JTPA) funds and grant, and Park Dedication Fees. Program revenues and private donations of time, materials, and funds may also be utilized. Future funding sources may include development of additional grant dollars and development of a foundation of non-profit support groups. Special assessment districts, trust funds, and specialized endowments are not being used at this time.

Police

The Westminster Police Department provides police services to the City and is located at 8200 Westminster Boulevard. The facility is 26,025 square feet in size and is currently operating over capacity. The structure was constructed in 1967. Deficiencies in the facility include:

- Inadequate size
- Inadequate plumbing and electrical service
- Inadequate parking

The Westminster Police Facility was designed in the 1963-1965 time period. It has not been expanded since completion and occupancy in September, 1968. Since that time, many changes have taken place that were not provided for in the design of the building. Some of these changes (and resulting problems of shortcomings) are the growing number of female officers (lack of restrooms, showers, and other facilities), hazardous waste legislation (need for approved handling/storage facilities), computerization (lack of dedicated space/electrical service), and greatly increased arrests and increased mandated requirements for prisoner facilities.

The Police Department has 137 full time employees, 101 officers (one officer per 790 persons) and 36 non-sworn, which provide the following services for the City of Westminster:

General Police Services These include a total of 85,600 calls for service in 1992, resulting in over 10,700 Crime Reports, 3,200 arrests, 2,250 Traffic Accident investigations, and almost 25,000 miscellaneous service reports.

Narcotics Enforcement The Department has a 3-member local enforcement team and has 3 officers assigned to the Regional Narcotics Suppression Team which is a county-wide tasks force. The efforts of these two teams have resulted in the removal from the streets of large amounts of illegal drugs, the convictions of numerous drug dealers and the seizure of millions of dollars of drug dealers profits.

Gang Suppression To combat the growing gang problem that Westminster shares with almost every city in Southern California, the Department has dedicated a large portion of the money seized from drug dealers to establishment and operation of the T.A.R.G.E.T. Team. This is a team consisting of a Senior Deputy District Attorney, Senior Deputy Probation Officer, and a Sergeant and two Police Investigators from the Westminster Police Department that identifies and targets the most active and or dangerous gang members for intense surveillance, investigation, and prosecution. It is widely considered to be the most effective systems ever developed for the delivery of Criminal Justice services in combating criminal gang activity.

D.A.R.E. The department delivers the D.A.R.E. Program to all public schools in the City of Westminster. The purpose of the program is to decrease the demand for illicit drugs complementing the enforcement effort in mitigating the drug abuse problem with its many attendant problems.

Animal Control The Animal Control Bureau responded to over 3,500 calls for service for animal related problems in the City. It is staffed by two Animal Control Officers. Most costs are covered by revenue from fees for service and dog licensing fees.

Problem Oriented Policing The department has been involved in Community/problem oriented Policing for the past three years. This involves, among other things, the identification of areas of high crime activity. The area becomes the target for intense police patrol. The officers also work to organize the neighborhood to identify the root problems and to work towards mitigating them. Any other government or community organizations are utilized as needed. This is all in an effort to permanently change the neighborhood and improve the quality of life and reduce the demand for police and other governmental services.

Police Sub-Stations The department has had a Little Saigon Sub-station since 1986. It was recently combined with the Westminster Police Service Center which was established in 1991 with funding provided by a federal Office of Refugee Resettlement grant. This grant provides for tow Vietnamese Police Service Officers to work directly with the Vietnamese community and citizens in surrounding neighborhoods in crime prevention. Additionally, the office provides work stations for local Refugee Centers, Social Security, and other government and community organizations who deal directly with the Vietnamese Community. The officers from the sub-station now provide bicycle patrol for the Little Saigon area.

City Hall at the Mall The department was an active participant in the establishment of the City's innovative City Hall at the Mall. Our ongoing participation consists f the assignment of two full-time Police Officers to the City Hall at the Mall. They are assigned exclusively to the Mall to provide police services over and above those already provided by the department. The costs of the officers are covered by the Mall management.

There are many more services provided to the community in addition to those listed above. Moreover, members of the department are active within the community. Currently, members of the police management team are members of the Boards of Directors of the Westminster Chamber of Commerce , the Westminster Boys/Girls Club, and the Westminster Lions Club. These activities facilitate ongoing, effective channels of communication between the community and its Police Department.

The discussion of Public Buildings, under the infrastructure Section of this report, further defines the various departments that are located at the Westminster Police Department.

Fire

Note: During the interim between the time this technical/EIR document was prepared and the City Council's approval of the General Plan, the City of Westminster abolished their Fire Department and now contract with the Orange County Fire Authority. The Orange County Fire Authority has sufficient resources to provide adequate long-term fire suppression services to the City. Because of this, additional analysis was not warranted, as no new impacts were created based upon the change in fire service providers. Volume I (Policy Document) of the General Plan was revised to identify the appropriate fire service provider.

The Westminster Fire Department includes 63 sworn personnel, 5 full-time administrative personnel, and 4 part-time administrative personnel. The Department provides fire protection and emergency medical service to the citizens of Westminster. Fire protection includes suppression and prevention. A study is

currently underway to place two Basic Life Support (BLS) Ambulance Companies in the City, consisting of 12 Emergency Medical Technicians-1 (EMT-1) personnel.

Fire suppression is provided from three stations by a 24-hour force of 19 maximum, 16 minimum on-duty fire fighters. See Figure VIC-3 for location of stations. The fire fighters man three engines, two trucks, two paramedic units (assigned to the truck at their station for manning purposes), and one Battalion Chief.

Fire Station One (including Fire Administration) is located at 7351 Westminster Boulevard and houses one three-man Truck Company, one Battalion Chief, and one four-man Paramedic Engine Company. A study is underway to evaluate the necessity of placing one two-man BLS Ambulance Company at Station 1. This station was built in 1982 with a fifty year life expectancy and was designed to accommodate a second engine company in the future.

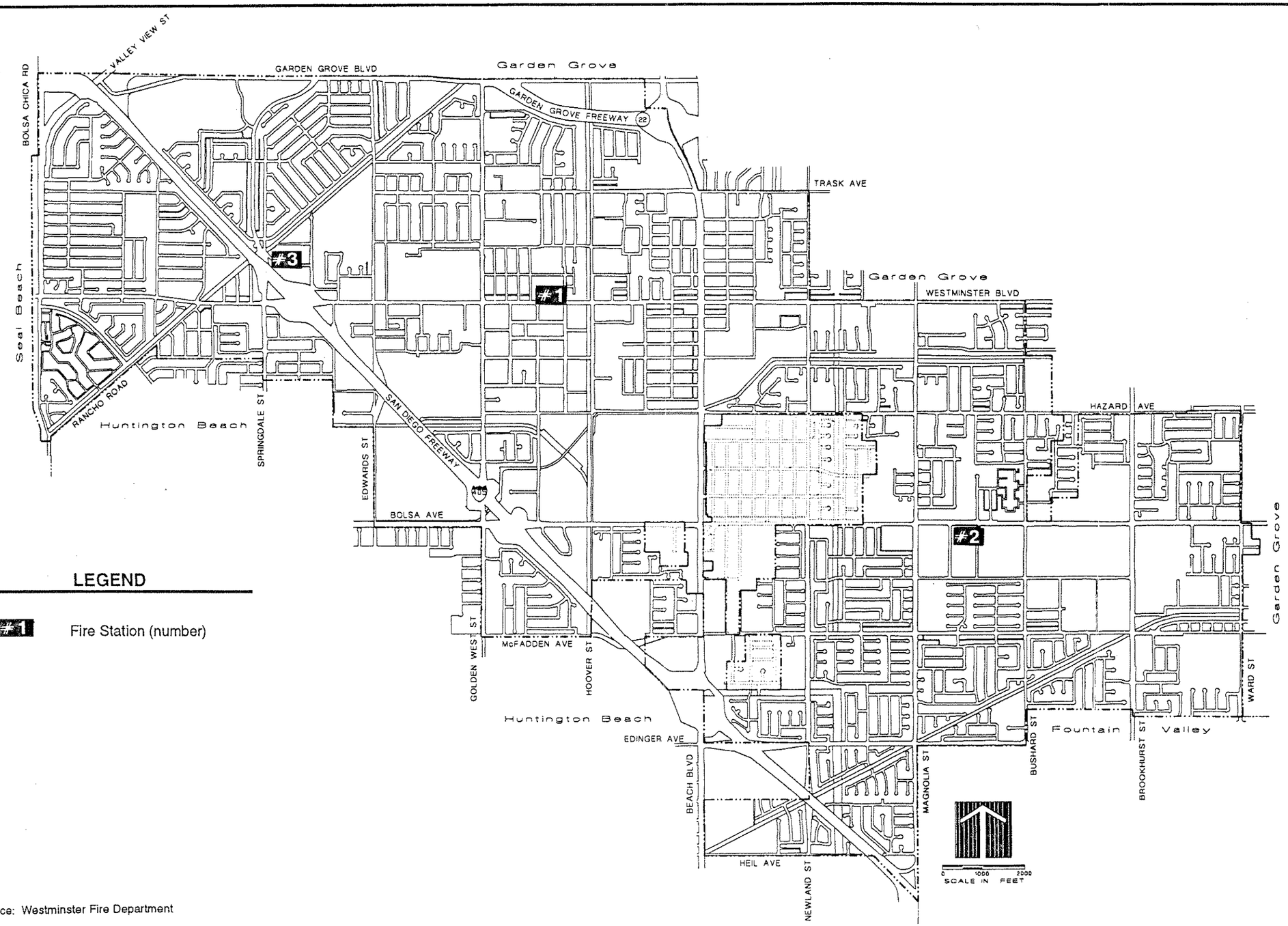
Fire Station Two is located at 15061 Moran Street and was built in the early 1960's. This facility houses one four-man Paramedic Engine Company and one three-man truck Company. A study is underway to evaluate the necessity of placing one two-man BLS Ambulance Company at Station 2.

According to the Fire Department, Station Two should be relocated. Its current location, one-half block off Bolsa Avenue in Little Saigon, makes emergency response difficult due to traffic volume and access to arterials. Although there are no current plans to expand the Fire Department, the Department suggests that Station Two be moved further east and that plans be made for a fourth station at the same time Station 2 moves east or when Midway City is annexed.

Station Three is located at 6061 Hefly Street and was opened in 1980. This station was also constructed with a fifty year life expectancy. It houses one four-man Paramedic Engine Company and was designed to accommodate two fire companies, either engine or truck.

Conversion of the current Engine Company to a Paramedic Engine Company facility has been committed under the Department's new budget and reorganization plan. The budget and reorganization plan further calls for the replacement of paramedic vans with paramedic engines and the transfer of one truck to the reserves.

When not participating as part of the truck company during structure fires, the paramedic units answer calls for emergency medical assistance. Emergency medical calls account for more than 70 percent of all calls for service in Westminster.



LEGEND

#1 Fire Station (number)

Source: Westminster Fire Department

Figure VIC-3

Fire Stations

The Fire Prevention Bureau, currently located at 8200 Westminster Boulevard, is staffed by three sworn fire fighters (one of whom is the Fire Marshall), a Vietnamese Bilingual Inspector, a Hazardous Materials Technician, and clerical staff. The Bureau provides annual inspections of public occupancies, institutions, and occupancies using hazardous materials. The Bureau also handles plan checking of fire protection systems in new construction, issues special use permits, and is responsible for arson investigation. Public education and management of underground tanks are also the responsibility of the Bureau. The Bureau is planned to be relocated at Headquarters upon completion of the expansion of the Administration portion of the building.

Continuing development in the Little Saigon area, construction of the Beach Boulevard "Smart Street", and commercial activities in the Northwest portion of the City will impact the Fire Department's ability to provide adequate prevention, suppression, and Emergency Medical Services. Also, aging and undersized water mains in older areas of the City, such as Indian Village, will need to be upgraded meet current standards. The Fire Department has expressed concern over the potential annexation of Midway City. If Midway City were to be annexed, provisions must be made for a fourth station, if such a station does not exist at the time. Orange County Station 25, in the Department's opinion, is an ideal location and provisions for acquiring this station are a priority.

The overall Fire Department level of service must provide adequate protection and a standard must be developed or identified in conjunction with a Fire Department Master Plan. It is imperative that any Fire Department Master Plan be developed in accordance with the General Plan goals, policies, and programs. This includes redevelopment, new development, and annexation.

Schools

School services for the City of Westminster are provided by four school districts: Westminster School District, Garden Grove Unified School District, Ocean View School District, and Huntington Beach Union High School District. The four districts have 23 school facilities which primarily serve Westminster students and are located within Westminster's City limits and Midway City. The number of elementary (K-5 or 6), middle (6 or 7-8), and high schools (9-12) that each district operates within the City of Westminster are identified in the figure below.

Figure VIC-4 Number of Schools By Grade Level

School District	Elementary School	Middle School	High School
Westminster	12	2	0
Garden grove Unified	4	1	1
Ocean View	2	0	0
Huntington Beach	0	0	1
Total Number of Schools	**18**	**3**	**2**

All four districts have school facilities which are located outside Westminster's City limits, but which may provide school services to students who live within the City. The locations of school facilities in Westminster are indicated on Figure VIC-5.

Westminster School District - The Westminster School District has thirteen school sites which are currently being utilized for grade levels ranging from K-5, K-6, and 6-8. See Figure VIC-6 for a description of school facilities. As the exhibit indicates, all of the existing school facilities were constructed in 1953 or later. The two facilities which have 1953 structures have undergone additional construction thereafter. The majority of facilities were constructed in the 1960's.

Presently, all of the schools are operating between 73 and 114 percent of capacity, and the District does not anticipate any deficiencies in the facilities that will affect the City of Westminster. Future plans include the use of Hayden Elementary as a public school (recently leased), the sale of Midway City Elementary, and additions to Webber Elementary which is operating at just above capacity. Additionally, the renovations at Webber Elementary are to include removal of the small historic museum to allow for new parking spaces on the corner of Hoover Street and Baylor Drive.

There are two school sites which are leased for uses other than schools. The John F. Land school site, which is located at 15151 Temple, is utilized as a child care facility. The capacity of the structure is 364 children and is operating at 100 percent of capacity. The John F. Land facility was constructed in 1969.

The Neomia Willmore Elementary school site is located at 7122 Maple Street . This facility is leased to the College of Court Reporting and has a capacity of 420 students. The Neomia Willmore School was constructed in 1965. The District has indicated that this elementary school facility may be re-opened in a year.

Garden Grove Unified School District - The Garden Grove School District has six school facilities which are located in the City of Westminster and seven school sites which are located outside the City of Westminster, but which serve students who are residents of the City. The seven facilities include Allen, Murdy, and Paine elementary schools, Irvine and Jordan intermediate, and Bolsa Grande high school. Allen, Murdy, Paine, Jordan, and Bolsa Grande are operating above 85% capacity, but only Allen, Paine, and Jordan exceed 100% capacity. All of the school facilities need repair, replacement, or renovation of facilities such as lighting, heating and ventilating systems. Additionally, a number of the sites are impacted due to enrollment growth and/or redevelopment throughout the attendance areas serviced by the Garden Grove Unified School District. Additional space is needed for classrooms, special education classes, computer labs, restrooms and cafeterias to accommodate the increased enrollment.

The District does not qualify for building aid through the State of California. Therefore, all expansion and/or remodeling of facilities is dependent upon fees from new construction and redevelopment agreements.

There is a 20-year Joint Use Agreement between the District and the City of Westminster for McFadden Park. The agreement was signed in 1981 and will expire in July 2001.

Ocean View School District - The Ocean View School District has two elementary school facilities which are located within the City of Westminster: Westmont Elementary and Star View Elementary. The Westmont facility is located at 8251 Heil Avenue and accommodates kindergarten through the fifth grade. The school was constructed in 1962 and is currently operating at 85.4 percent of capacity.

Star View Elementary is located at 8411 Worthy Drive and currently accommodates grades K-6. The school is operating at 90 percent of capacity and is planned to change to a K-5 in the fall of 1992. The District is currently constructing three portable classrooms which are expected to accommodate an increased enrollment from 540 current students to 630 in the fall. The Star View Elementary school was constructed in 1965 and is in good operating condition.

Huntington Beach Union High School District - The Westminster High School is owned and operated by the Huntington Beach Union High School District. The school is located at 14325 Goldenwest Street. It accommodates grades 9-12 and is operating at 92 percent of capacity. The District is expecting the school enrollment to increase beyond capacity in the near future. The facility was constructed in 1958 and its existing condition is considered by the District to be very poor. The buildings are in need of maintenance, and many of the structures are in need of renovation.

In addition to Westminster High School, a small portion of the Ocean View High School attendance area extends into the City of Westminster. Ocean View High School is currently operating at 93.5% of capacity.

Solid Waste

The two sanitary districts which provide sewer services to Westminster also provide trash pickup on a weekly basis. Figure VIC-7 indicates the pickup zones and the associated sanitation district for each zone.

The solid waste that is picked up by the Midway City Sanitary District is taken to one of three locations: the Santiago County Landfill; CRT - the transfer station in Stanton; or Rainbow Disposal - the transfer station in Huntington Beach. If the loads are sent to one of the transfer stations, recyclables are removed and then the load is sent to the Santiago Landfill. The City of Westminster is estimated to have generated 95,528 tons of solid waste in 1992 (1:2 tons per capita).

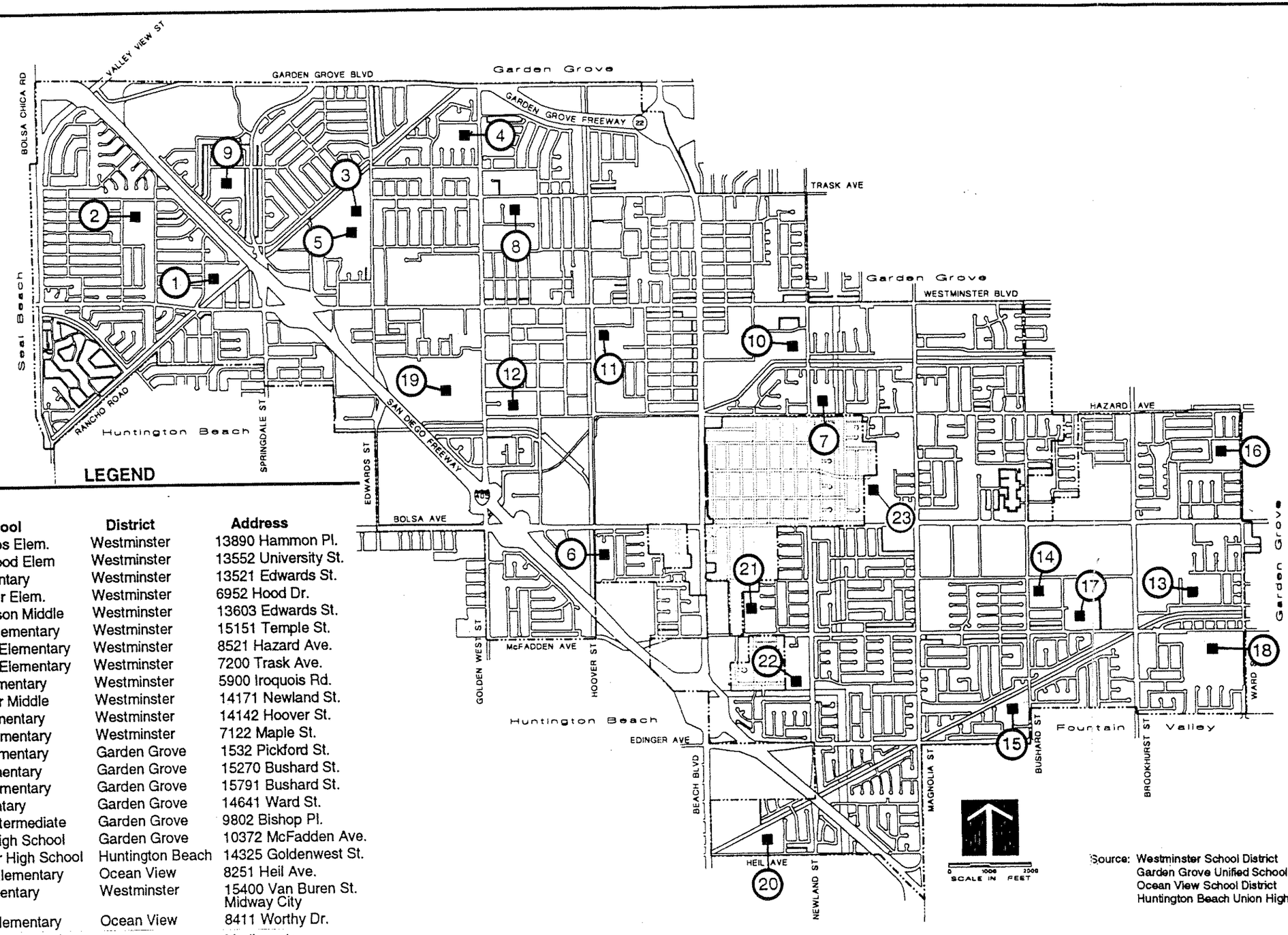
Trash that is handled by the Garden Grove Sanitary District is taken to the Taomina transfer station and then placed in the Brea Canyon Landfill.

The General Plan Advisory Committee (GPAC) has indicated that special collection programs may be an issue for the General Plan update. According to the Midway City Sanitary District, there are no curbside recycling or special trash pickup programs available to the customers in their service territory, which covers 90 percent of the City. Midway City Sanitary District has been working with the City and is in the process of developing such programs.

The Garden Grove Sanitary District provides a residential curbside recycling program to its customers, which includes 10 percent of the City. The Garden Grove District is also working on curbside recycling programs for industrial/commercial clients, as well as for multi-family developments.

Both sanitary districts provide temporary rental yard bins and will provide pre-arranged pick up of bulky items. Recycling bins are also available for public use at all Westminster Elementary Schools.

The GPAC further indicated that public education programs for solid waste management and the distribution of waste management information may be issues for the General Plan update. The Midway City Sanitary District does not have a public education or information program as of this date because the recycling programs have not been developed yet. Midway does, however, operate customer relations phone lines to ensure that collection is completed in a timely and efficient manner.



LEGEND

Map No.	School	District	Address
1	Virgina K.Boos Elem.	Westminster	13890 Hammon Pl.
2	Frank Eastwood Elem	Westminster	13552 University St.
3	Finley Elementary	Westminster	13521 Edwards St.
4	Fay Fryberger Elem.	Westminster	6952 Hood Dr.
5	Russel Johnson Middle	Westminster	13603 Edwards St.
6	John Land Elementary	Westminster	15151 Temple St.
7	Midway City Elementary	Westminster	8521 Hazard Ave.
8	Ray Schmitt Elementary	Westminster	7200 Trask Ave.
9	Sequoia Elementary	Westminster	5900 Iroquois Rd.
10	Willis Warner Middle	Westminster	14171 Newland St.
11	Webber Elementary	Westminster	14142 Hoover St.
12	Willmore Elementary	Westminster	7122 Maple St.
13	Anthony Elementary	Garden Grove	1532 Pickford St.
14	Carrillo Elementary	Garden Grove	15270 Bushard St.
15	Marshall Elementary	Garden Grove	15791 Bushard St.
16	Post Elementary	Garden Grove	14641 Ward St.
17	McGarvin Intermediate	Garden Grove	9802 Bishop Pl.
18	La Quinta High School	Garden Grove	10372 McFadden Ave.
19	Westminster High School	Huntington Beach	14325 Goldenwest St.
20	Westmont Elementary	Ocean View	8251 Heil Ave.
21	DeMill Elementary	Westminster	15400 Van Buren St. Midway City
22	Star View Elementary	Ocean View	8411 Worthy Dr.
23	Hayden Elementary	Westminster	Madison Ave.

Source: Westminster School District
Garden Grove Unified School District
Ocean View School District
Huntington Beach Union High School District

Figure VIC-5

Locations of School Facilities

Westminster School Facilities

School Name	Address	Grade Level	Capacity	1992 Enroll.	% of Capacity	Date of Const.
Westminster School District						
Virginia K. Boos Elementary	13890 Hammon Pl.	K-6	476	441	92%	'53,'57, 1963
Frank Eastwood Elementary	13552 University St.	K-6	448	459	102%	1964
Finley Elementary	13521 Edwards St.	K-6	532	472	89%	1957
Fay E. Fryberger Elementary	6952 Hood Drive	K-5	532	389	73%	1964
R. J. Johnson Middle	13603 Edwards St.	6-8	738	629	85%	1950
John F. Land	15151 Temple	Ch.Care Lease	364	364	100%	1969
Midway City Elementary[1]	8521 Hazard Ave	K-5	532	544	102%	'53,'57, 1963
Ray M. Schmitt Elementary	7200 Trask Ave.	K-5	560	570	102%	'57,'6
Sequoia Elementary	5900 Iroquois Rd.	K-6	588	416	71%	1962
Willis Warner Middle	14171 Newland St.	6-8	789	645	82%	1962
L.P.Webber Elementary	14142 Hoover St.	K-6	420	477	114%	1957
Neomia Willmore Elementary	7122 Maple St.	Leased	420	Leased	Leased	1965
Cecil B. DeMille Elementary	15400 Van Buren St. Midway City	K-6	420	429	101%	1959
Hayden Elementary	Madison Ave.	K-5	600	N/A	N/A	unknown
Garden Grove Unified School District						
Anthony Elementary	15320 Pickford St.	K-6	609	529	87%	1962
Carrillo Elementary	15270 Bushard	K-6	406	528	130%	1963
Marshall Elementary	15791 Bushard	K-6	377	620	164%	1963
Post Elementary	14641 Ward St.	K-6	609	526	86%	1962
McGarvin Intermediate	9802 Bishop Place	7-8	464	554	119%	1966
LaQuinta High School	10372 McFadden Ave.	9-12	1827	1359	74%	1963
Ocean View School District						
Westmont Elementary	8251 Heil Ave.	K-5	480	410	85%	1962
Star View Elementary	8411 Worthy Dr.	K-6	540	484	90%	1965
Huntington Beach Union High School District						
Westminster High School	14325 Goldenwest St.	9-12	2558	2391	92%	1958

[1] To be sold by district.

Source: Westminster School District,Garden Grove Unified School District, Ocean View School District, Huntington Beach Union High School District , 1992

Figure VIC-6

Westminster School Facilities

The Garden Grove District has a strong public information program which provided initial, informational mailers to all the residents included in the curbside recycling program. Additionally, an information packet was delivered to each client when the collection bins were first delivered. The District also publishes and distributes an annual newsletter which informs their clients of the District's progress and future direction. The Community Services and Recreation Department provides an annual calendar that provides the general public with current trash pickup and recycling information.

The GPAC's waste management issues included individual violations. The Midway City Sanitary District operates under two Ordinances, (Ordinance Numbers 44 and 45) which outline the regulations for collection, transfer, and removal of solid waste, as well as the procedures for receiving and filing complaints and violations.

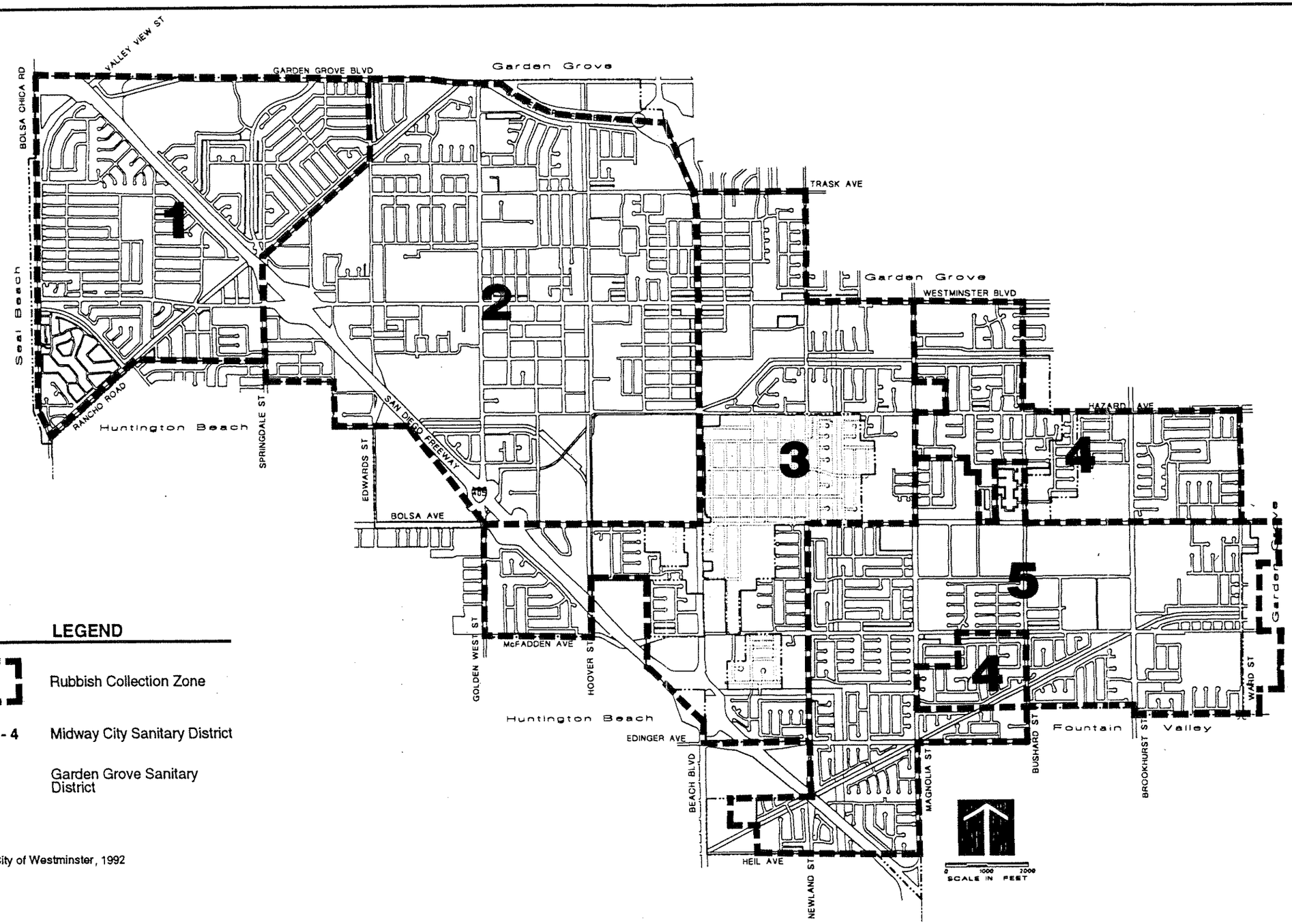
The Garden Grove District will send people into the field to check on reported violations. Rather than citing the individual violators, the District will try to resolve the issue through encouraging cooperative efforts between the involved parties. The Garden Grove Code Enforcement Department, will give out citations if deemed appropriate and necessary.

Assembly Bill 939 requires cities to prepare a Source Reduction and Recycling Element to meet state-wide goals of waste reduction. Westminster has such an Element.

Health Services

There are three types of health care services which meet the health care needs of the community. The first is routine health care, which tends to the daily needs of the community and is not within the scope of the General Plan. Emergency health care service which is typically provided by the Fire Department and is briefly discussed in the Fire section of this report is the second type of health care. Further analysis of emergency health care services is also located in the Community Health and Safety Existing Conditions Report. The third type of health care service is provided by emergency and intensive health care facilities, such as hospitals. In Westminster, such services are provided by the Humana Hospital- Westminster.

The Humana Hospital-Westminster was recently sold and is operating as a long-term care facility by a private provider. The facility is located at 200 Hospital Circle and was built in 1959. The City is pursuing the use of the emergency room facilities to provide service to Westminster. Currently, however, there are no emergency room facilities available for City use.



LEGEND

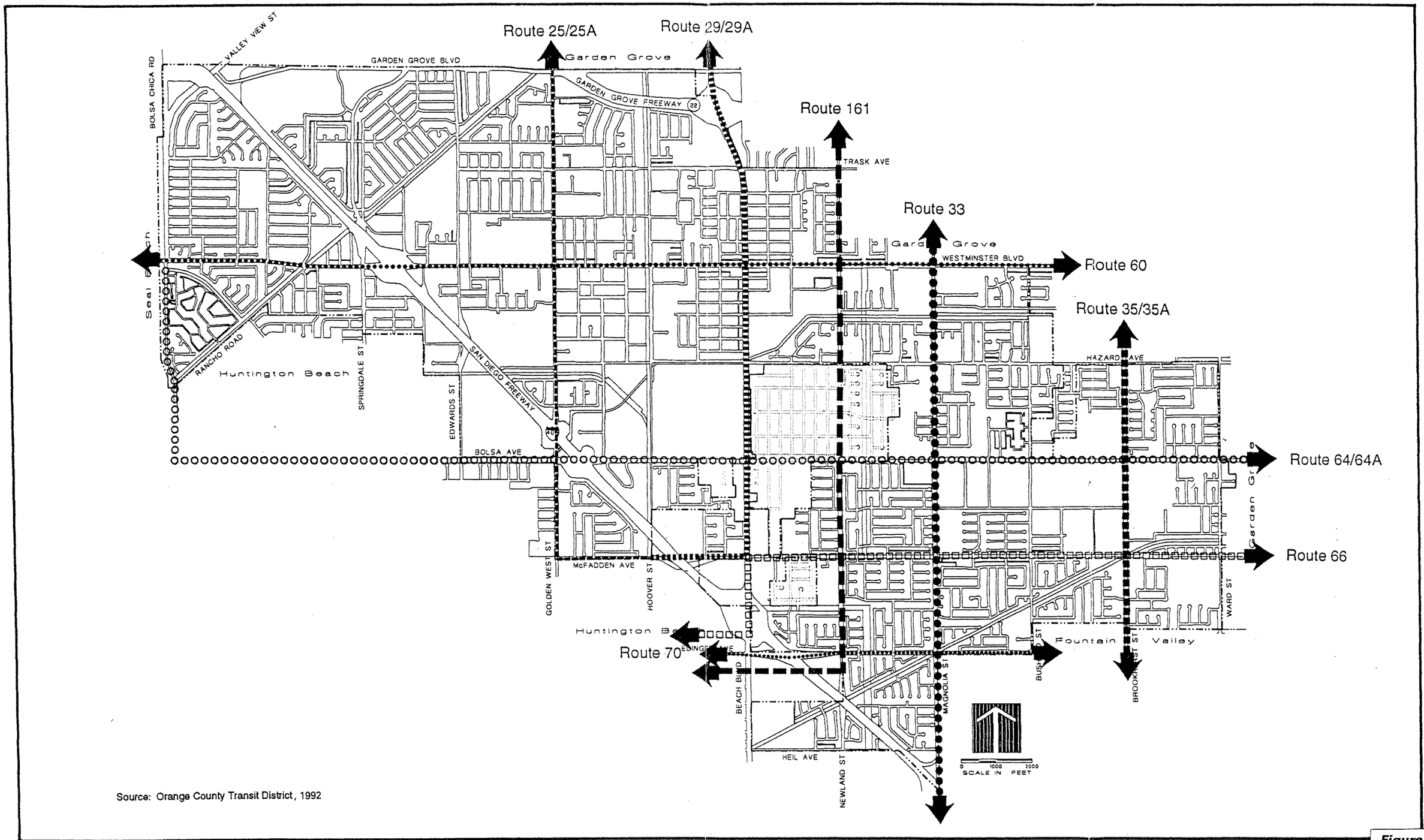
1	Rubbish Collection Zone
Areas 1 - 4	Midway City Sanitary District
Area 5	Garden Grove Sanitary District

Source: City of Westminster, 1992

Figure VIC-7

Solid Waste Collection

Solid Waste Collection



Source: Orange County Transit District, 1992

Figure VIC-8

Bus Routes

Postal Services

United States Postal Services are provided to the City of Westminster from four facilities. Each is described below.

Main Office - The main postal facility is located at 13761 Goldenwest Street between Trask Avenue and Westminster Boulevard. This structure is approximately 14,337 square feet in size and is leased from, and maintained by, the City. The facility is currently undergoing improvements by the City as it is adjacent to the new shopping center on the corner of Goldenwest Street and Westminster Boulevard. The facility houses a window section and Post Office boxes.

Carrier Annex - The carrier annex building is located at 15030 Goldenwest Circle on the south side of Bolsa Avenue, between Beach Boulevard and Goldenwest Street, beside the 405 freeway. It is a modern, industrial building with mirrored glass front. The Postal Service purchased this facility in October, 1985. All incoming and outgoing mail is processed at this facility.

Bolsa Station - The Bolsa Station is a small, leased, store front facility with approximately 1,200 square feet of space. It is located at 9317 Bolsa Avenue in the heart of Little Saigon and is between Magnolia Avenue and Bushard Street.

Westminster Mall - The mall facility is very small and only offers window service and two stamp vending machines.

Public Transportation

The Orange County Transportation Authority (OCTA) is made up of a number of different transportation agencies which were combined into a single authority. The OCTA oversees all of the transportation needs of Orange County and operates as the general manager of all types of transportation projects including highways, bi-ways, public transportation, funding, etc. The Orange County Transportation District (OCTD) is an affiliated agency of the OCTA. The OCTD is responsible for providing public, or mass transportation services throughout Orange County and into parts of Los Angeles County.

The OCTD provides local and commuter bus services within the City of Westminster. See Figure VIC-8 for the locations of bus routes traversing throughout the City of Westminster. All OCTD bus facilities in Westminster are operating at or below capacity. Bus routes, destinations and operating capacities that currently exist within the City are indicated below on Figure VIC-9. There are no projected deficiencies for local or commuter bus facilities that might affect the City of Westminster. Fares for OCTD local buses are indicated on Figure VIC-10.

Figure VIC-9

Bus Route Information		
Bus Route	**Destination**	**% of Operating Capacity**
25/25A	Fullerton-Huntington Beach	54%
29/29A	Brea-Huntington Beach	90%
33	Fullerton-Huntington Beach	41%
35/35A	Fullerton-Huntington Beach	47%
60	Tustin-Long Beach	99%
64/64A	Santa Ana-Seal Beach	66%
66	Tustin-Huntington Beach	101%
70	Santa Ana-Seal Beach	72%
161	Westminster-Huntington Beach	67%
701	Huntington Beach-Los Angeles	No Data

Source: Orange County Transit District

In addition to bus services, OCTD provides three different types of Dial-A-Ride services. Demand Service is a neighborhood, curb-to-curb, shared service for senior citizens and the disabled. Group Service is for groups of eight or more people, and the trips must be scheduled at least three working days in advance. Dial-A-Commute is a ride-share service for people who have a routine trip, such as to work or to school. At least one trip per week for four weeks must be scheduled. OCTD Dial-A-Ride fares are indicated on Figure VIC-11.

The OCTA provides county-wide ridesharing service in the form of carpool matching, vanpool coordination, and telecommuting information. The United methodist Church of the Good Shepherd, located at 8152 McFadden Avenue, is the OCTA Park-and-Ride lot in the City of Westminster.

Finally, the OCTA oversees a Commuter Rail service that travels between San Juan Capistrano and downtown Los Angeles, with stops at four Orange County stations. At the present time there are no plans to expand the facilities that serve the City of Westminster. There are plans, however, to develop a transportation center on the corner of Gothard and Center Avenue in the City of Huntington Beach. This center will be a major transfer node for individuals that use public transit or for those that choose to use the Park-N-Ride lot and carpool. This center is planned to be in full operation in January 1994.

Orange County Transit District Local Bus Fares		
	Peak Hours Monday - Friday 6-9am and 3-6pm	**All Other Times**
Regular Fare	$1.00	$1.00
Discounted Fares		
Senior Citizens	$0.45	$0.15
Disabled	$0.45	$0.15
Blind	No Fare	No Fare
Children	No Fare	No Fare
Transfers	$0.05	$0.05
Show 'N Go Passes		
Local Bus Passes	$37.50/month	
Discount Local Bus Pass	$33.50/month	
Reduced Fare Pass	$18.50/month	
Express Bus Pass	107.00/month	
Rams Pass	$36.00/month	
Fare Coupon Books		
Book of forty $0.15 coupons	$6.00	
Book of twenty $0.45 coupons	$9.00	
Book of twenty $0.90 coupons	$18.00	
Book of twenty $1.00 coupons	$20.00	
Book of ten $3.00 coupons	$30.00	

Source: Orange County Transit District, 1992

Figure **VIC-10**

Orange County Transit District
Local Bus Fares

Orange County Transit District
Commuter Dial-A-Ride Fares

Demand Service	
Senior Citizens	$0.90/zone
Disabled	$0.90/zone
Blind	No Fare
Attendant/Companion	$0.90/zone
Child (six years and under)	No Fare
Show 'N Go Pass and Fare Coupons	
Book of twenty $0.90 coupons	$18.00
Book of twenty $1.00 coupons	$20.00
Show 'N Go Pass, Discount Local	$33.50/month
Dial-A-Group	
Regular	$1.00/zone
Senior Citizens Disabled Blind Attendants	$0.90 Exact change is required. An OCTD Show 'N Go Pass or fare coupons are also accepted
Dial-A-Communte	
Regular Fare	$2.00/zone
Senior Citizens Disabled Blind Attendants	$1.80/zone
Show 'N Go Pass and Fare Coupons	
Book of twenty $0.90 coupons	$18.00
Book of twenty $1.00 coupons	$20.00
Show 'N Go Pass, face value of $1.00	$37.50

Source: Orange County Transit District, 1992

Figure
VIC-11

Orange County Transit District
Commuter Dial-A-Ride Fares

Library

The Westminster Branch of the Orange County Library is located at 8180 13th Street. The County's service standard is five people per square foot of library space. Utilizing this standard and the 1990 census population figure of 78,118 people, the library should be at least 15,624 square feet in size to adequately serve the City's population. The existing facility was opened in 1977 and its renovation was completed in January of 1992. The new facility is approximately 18,000 square feet in size and adequately provides informational services to patrons of all ages.

Media

The City of Westminster is serviced by a number of media sources, such as newspaper, radio, and television, which provide a variety of communication services to the community.

Newspaper

"The Westminster Business Digest" is a publication of the Greater Westminster Chamber of Commerce. This paper serves a need in the community by providing an important source of information and local news. It is a tabloid format, and consists of community and business news. The editorial content highlights community activities and new developments, promotes events for the City and the Chamber,Bus Routes, promotes new businesses to join the Chamber, and promotes economic development in the City.

The Chamber office is the primary location for contacts and the composition of the paper. Press releases and general information for the publication are accepted and assembled at this location. The Chamber staff provides the editorial copy and photography for the publication.

"The Orange County News" has operated in the Westminster area for approximately 80 years and serves the communities of Westminster, Garden Grove, and Stanton. The paper provides legal and display advertising for individuals, public agencies, and businesses. It is a bi-weekly paper that is published on Wednesdays and Fridays.

Additional newspaper publications which service the community include "The Westminster Journal" which provides publication of legal notices, "The Orange County Journal" which is a complimentary Garden Grove paper that provides legal publication of fictitious name statements, and the Orange County edition of "Mobile Home News" which provides community news for mobilehome owners. There is also a Vietnamese publication, as well as "The Orange County Register"

and the Orange County edition of the" Los Angeles Times" which are available to citizens of the community.

Radio

There is a local Vietnamese radio station which provides the Vietnamese portion of the Westminster community with local news and entertainment via the radio waves. The station is 1190 am and is called "Living In America". The station's call letters are KORG. All other radio stations are regional.

Television

Local cable television channels provide the City with local news stories and television programming. Such channels include Channel 3, which airs the City Council meetings, Channel 12, which is a leased access channel that permits citizens to buy television time for their own purposes, Channel 37, which is the Orange County News (OCN) channel, and Channel 38, which is a non-profit public access channel.

Chamber of Commerce

The City of Westminster has two Chamber of Commerces: the Greater Westminster Chamber of Commerce and the Vietnamese Chamber of Commerce of Orange County. The Greater Westminster Chamber (GWC) is located at 14491 Beach Boulevard and is a non-profit, member supported organization made up of businesses and other non-profit organizations. The Chamber distributes information concerning the City and its businesses, tourist attractions, and demographics. This Chamber publishes the "Westminster Business Digest" and a Membership Directory which contains a community profile and other information about the City of Westminster.

The GWC is primarily financed by annual membership dues. Special events are staged during the year to augment the Chamber's budget. Currently, the Chamber receives Redevelopment funds for the purpose of promoting economic development. The Chamber has staged an International Festival the past two years and intends to continue the event in hopes of providing additional funds for the Chamber. The Festival event is the Chamber's primary goal for increasing Chamber funds.

The Vietnamese Chamber of Commerce of Orange County (VCCOC) is located, as of May 5, 1992, at 9938 Bolsa Avenue, Suite 216 & 217. The Chamber's previous location was 10451 Bolsa Avenue. The new facility is larger than the previous one and thus provides more space for the Chamber staff and their volunteers. The VCCOC promotes business in the City and acts as a bridge between the Vietnamese business community and others.

The VCCOC's programs and services include monthly Business Mixers, which are meetings that give members and non-members a chance to meet and exchange ideas and do networking. The Chamber has organized guided tours for elected officials, educators, professionals and tourists to introduce and promote the Little Saigon Area. The Chamber also publishes an annual Business Directory which is similar to the Yellow Pages and is utilized by thousands of Vietnamese families.

The VCCOC is currently involved in a variety of special projects that in include a Tobacco Education Program which is funded by the State of California, Department of Health and Social Services. The Vietnamese New Year Festival, or Tet Festival, has been organized by the Chamber in the past (1989 and 1990). The Chamber also organizes seminars and workshops on topics related to business, finance, and management to provide technical assistance to existing business people as well as for those who plan to open businesses. Finally, the Chamber publishes a Business Newsletter which updates its members regarding business activities and events within the Vietnamese Chamber of Commerce.

Both Chambers have expressed the desire to work together to promote the growth and economic development of the local community.

Department of Community Services

In addition to park and recreation services, the Community Services and Recreation (CS&R) Department provides social services, such as Gang Prevention and special parent awareness programs, cultural activities, and assumes the responsibility for maintenance and repair of City buildings.

CS&R classes are offered at school sites per a Reciprocal Use Agreement. Cooperative programs are offered on school sites for summer and during the school year at middle schools. Additionally, a Gang Prevention/Education program is funded by the City and presented at elementary school sites. Joint efforts for the Junior High Enhancement Program include a dollar for dollar match between the City and the Westminster Elementary School District.

Funding sources for the Community Services and Recreation Department's activities include the general fund; CDBG funds; Robert Zborg dollars; Park Dedication Fees; JTPA Grant; private donations; self sustaining program revenues; County grant funds; JTPA dollars; and Westminster Elementary School District Matching Funds. Additional future sources of funding include consideration for development of a non-profit foundation to support recreation and community service programs.

The Department also performs a number of other functions such as production of a quarterly newsletter and various recreation program brochures, takes reservations for all City buildings and parks, applies for grant funds, and provides staffing on three community commissions.

The Department's current level of service is directly related to its staff level. Services would decrease only due to a reduction in staff. Increased services would be developed as funding sources increase or as additional resources become available.

Summary of Issues

Issue 1: Parks and Recreation

The importance of providing parks and recreational opportunities cannot be overstated. People need places to congregate and enjoy the Southern California climate. Recreation is required in order to maintain personal health and sports participation benefits.

Issue 2: Police and Fire Services

Safety is a key issue in Westminster. Residents want to be assured that, should an emergency situation arise, there will be highly professional, competent, and motivated personnel to minimize risk to human life and property. A significant factor in minimizing risk to residents and their property, is through educational and informational programs, safe building techniques, and adequate public safety facilities.

Issue 3: Schools

Education is possibly the most important issue of the General Plan. Four school districts operate in Westminster. A strong support and coordination system, between the districts, City staff, and interested organizations (volunteers), and parents is essential.

Issue 4: Solid Waste

The City completed their Source Reduction and Recycling Element in March 1992. Proper implementation is required for the City to comply with Assembly Bill 939.

Relevant Policies of the General Plan

There are two policies within the Land Use Section of the Westminster General Plan addressing public services. These policies are listed below:

Policies:

IIA5-1 All new development shall pay its proportionate share of costs of the public facilities necessitated by that development through payment of impact fees for items such as, but not limited to, roads, schools, parks and recreation, stormwater management, police service, fire protection and emergency services, City administrative space, library services, and payment of water and wastewater connection fees.

IIA5-2 Funding of projects to correct identified existing public facility deficiencies shall be a priority and shall be implemented as made possible by the availability of funds.

Impacts and Mitigation Measures

Standards of Significance

In accordance with the CEQA Guidelines and industry service level standards, the proposed plan would result in a significant impact on community services if it would:

- Require additional staff to maintain existing levels of service, or meet any established City standards for police and fire department staffing;
- Have a significant effect on or result in a substantial need for new, altered, or expanded police, fire, or recreation and park facilities to maintain existing levels of service or meet City standards;
- Result in the need for new, altered or expanded school facilities beyond those currently planned; and/or
- Increase demand for library services and facilities above the levels recommended by the Orange County library system.

Evaluation of potential impacts from the General Plan in relation to these criteria are provided in the following discussion.

Police Impact

VIC.1. Increases in population and employment under the proposed General Plan would result in the need for approximately 21 additional police officers and additional support staff and facilities. This is a *significant impact.*

Currently the Westminster Police Department (WPD) is staffed with 101 sworn officers which provides the City with an officer for every 790 citizens. Buildout

of the proposed General Plan would increase the population of the study area by approximately 21,389 persons. This increase in population would require approximately 21 additional police officers, as well as support staff and related facilities, in order to maintain existing levels of service.

Police Mitigation Measure

VIC.1. *Conformance with Land Use Policies IIA5-1 and IIA5-2 and implementation of related programs IIA.1 through IIA.3 would reduce this impact to a less-than-significant level.*

Fire Impact

VIC.2. Increases in population and employment under the proposed General Plan would increase the need for fire protection and emergency services, requiring additional emergency responses and the need for additional fire protection personnel, fire prevention personnel, and related support facilities. This is a *significant impact.*

The Westminster Fire Department (WFD) currently has a ratio of .72 career-uniform fire fighters per 1,000 population. To maintain this staffing level at General Plan buildout, an additional 25 career-uniform fire fighters would be needed along with support staff, and necessary equipment and facilities. In addition to creating the need for additional staff, buildout occurring under the proposed plan would compound existing service constraints that include circulation problems at Station Two due to high traffic volumes along Bolsa Avenue. There would also be a need for an additional fire fighting unit at Station Three to improve response times to the residential area west of Springdale Street and a need for a fourth station in the Midway City area at the same time Station 2 moves east.

In addition to meeting requirements for fire flow and the regulations set by the Uniform Fire Code, new projects will need to conform with the policies in the General Plan. Adoption of the proposed general plan policies referenced in the following mitigation measure would offset plan impacts on the Westminster Fire Department and help to ensure fire protection services for the City. Increased commercial and/or increased high density residential development will require an increase in fire flow for the Bolsa area. An increase in population will require an increase in Emergency Medical Services.

Fire Mitigation Measures

VIC.2. *Conformance with Land Use Element Policies IIA5-1 and IIA5-2 and implementation of related programs IIA.1 through IIA.3 would reduce this impact to a less-than-significant level.*

Library Impact

VIC.3. Buildout of the proposed General Plan and associated increases in population would increase the demand for library services. This is a *significant impact.*

The City's newly renovated library currently provides the City with an adequate level of library services. Based on County service standards of one square foot of library space per 5 residents, the library not only serves existing demand, but it also leaves a surplus of 2,376 square feet of library space. Buildout of the proposed general plan would increase the population of the City by approximately 21,389 persons. Considering existing surplus library space this increase in population would (based on County Standards) generate the need for an additional 1,901 square feet of library space to meet the one square foot per five residents standard.

Library Mitigation Measure

VIC.3. *Conformance with Land Use Policies IIA5-1 and IIA5-2 and implementation of related programs IIA.1 through IIA.3 will reduce this impact to a less-than-significant level.*

Park and Recreation Impact

VIC.4. Based on a parkland to population ratio of 3 acres/1,000 population, buildout of the proposed General Plan would create the demand for approximately 53 acres of parkland. This is a *significant impact.*

The City currently has 82 acres of parkland. Based on a 1990 census population estimate of 78,118 persons, this amount of parkland currently leaves the City 152 acres short of its 3 acres of parkland per 1,000 population goal. Buildout of the proposed plan would increase the City's deficit of parkland by 53 acres (this figure accounts for 11 additional acres of parkland proposed in the General Plan). Even assuming that new development provides its share of parkland or in-lieu fees consistent with the City's subdivision ordinance and a standard of 3 acres of parkland per 1,000 population, a deficit of 140 acres would remain at buildout. Potential avenues for offseting this deficit would be through direct City purchase of new park sites, shared use of school recreational facilities, and development of trail systems along existing right-of-ways.

Park and Recreation Mitigation Measure

VIC.4. *Conformance with Land Use Policies IIA5-1 and IIA5-2 and implementation of related programs IIA.1 through IIA.3 would reduce this impact to a less-than-significant level.*

School Impact

VIC.5. Buildout of the proposed General Plan would add approximately 2,987 students to the schools serving the City of Westminster. This is *a significant impact.*

As discussed in the existing conditions section, the majority of schools serving the District are at or near capacity. Schools are generally considered over capacity when the ratio of classrooms utilized to total classrooms available is 86-100 percent. The Westminster School District, with 18 schools, is operating at 94.7 percent capacity, and, of the schools providing service to Westminster in the Garden Grove Unified, Ocean View, and Huntington Beach Union High School Districts, 4 are operating within capacity.

In light of the above stated capacity constraints, it is clear that increases in school enrollment which would occur with build-out of the proposed plan, would significantly impact the school districts serving the City of Westminster. Build-out of the proposed General Plan would add approximately 7,317 new households to the City, and approximately 1.5 million square feet of commercial and industrial development. Based on student generation rates for residential and non-residential development provided in the Westminster School District's Development Fee Finding Report and Implementation Strategy, buildout of the proposed General Plan would add 2,987 new students to the schools serving the City. This total includes approximately 2,311 elementary school students, 616 middle school students, and 60 special education students.

School Mitigation Measure

VIC.5. *Implementation of Land Use Policy IIA 5-1 requiring development to pay fair share impact fees for public facilities would reduce this impact to a less-than-significant level.*

Payment of development impact fees under the provisions of AB 2926 and other fair share fees as required by the schools districts serving the City, should, consistent with Land Use Policy IIA5-1, ensure that adequate school facilities are in place to serve City residents as growth occurs under the proposed General Plan.

Solid Waste Impact

VIC.6. At buildout the proposed General Plan could increase solid waste generation in the City by an estimated 25,667 tons per year. This is *a less than significant impact.*

Based on 1992 estimates, the City currently generates approximately 95,528 million tons of solid waste per year. Using this estimate with a generation factor of 1.2 tons per capita per year, the population of the City at buildout of the proposed plan would increase solid waste generation by approximately 21,389

tons per year, an increase of 26.8 percent. This is a worst case estimate and does not consider increases in recycling that will occur under the California Integrated Waste Management Act (AB 939). The City is currently working on implementing various recycling programs and has adopted a Source Reduction and Recycling Element. Implementation of the policies and programs in the element is projected to divert 50 percent of the City's solid waste to recycling and other uses by the year 2000, consistent with the requirements of AB 939. Compliance with AB 939 and implementation of the City's Source Reduction and Recycling Element would reduce impacts on solid waste to less than significant levels, eliminating the need for any mitigation measures.

Solid Waste Mitigation Measure

VIC.6. *None Required.*

VII. Community Health and Safety

A. Public Safety

Geological and Flood Hazard

Introduction

The purpose of this section is to identify the safety hazards associated with the geologic characteristics and flood potential of Westminster. This information and the related issues presented in this section provide the basis for the policies contained in Volume I, Chapter V, in the General Plan Policy Document (Volume I). At the end of the section an analysis of environmental impacts and mitigation measures is provided that addresses implementation of the proposed General Plan.

Geology

Westminster is located within the Los Angeles Basin, in the coastal plain of the Peninsular Ranges Geomorphic Province. This province is bordered on the south and southwest by the Pacific Ocean and on the north and east to the southeast by the Puente Hills, Santa Ana Mountains, and San Joaquin Hills respectively. The coastal plain is characterized by low topographic relief and shallow slopes. It is underlain by Pleistocene terrace deposits, and Pleistocene and Holocene age alluvial and eolian deposits. The Westminster area is immediately underlain by poorly consolidated nonmarine alluvial deposits of Holocene age several hundred feet thick, and by stratified sedimentary rocks of marine origin.

The City is within the alluvial plains of the San Gabriel and Santa Ana Rivers. The City varies in elevation from 55 feet to approximately 20 feet above mean sea level with a gentle slope to the southwest.

Soils

Engineering characteristics of soils which are of importance are permeability, expansiveness, erosion potential, and stability. These soil conditions can affect the types of foundations used at construction sites and the type of irrigation system installed. High clay and low sand contents in soils tend to reduce permeability and

increase shrink-swell potential. Low permeability refers to a slow rate of percolation. Extremely low permeability can produce structural problems due to loss of strength from saturation beneath foundations. Positive drainage must be established to prevent supporting soils from becoming weakened by saturation.

Expansiveness, or the potential to swell and shrink with repeated cycles of wetting and drying, is a common feature of fine-grained clayey soils. Expansive soils are not suitable for building foundations as they tend to be compressible and do not provide adequate support. Highly expansive soils may not be suitable for use in engineered fill.

The U.S. Department of Agriculture (USDA) soils map of 1978 indicates that the main soil types in the City of Westminster are formed from alluvium with mixed sources and have slopes of less than two percent. Runoff rates and erosion hazard are low due to the flat topography. Permeability is typically low. The majority of the area is underlain by soils of four different series with minor occurrences of several other soil types. The pertinent physical properties of these soils are discussed and also summarized below.

Bolsa silt loam, Bolsa silt loam, drained and Bolsa silty clay loam, drained
These soils are found over 1.6 percent, 22.4 percent, and 3.9 percent, respectively of the total City area. Soils of the Bolsa series consist of somewhat poorly drained soils on alluvial fans, formed in mixed alluvium. Typically the surface layer is light brownish gray silt loam 12 inches thick. The soil is moderately alkaline throughout. This soil is moderately slowly permeable, with very slow runoff, and a none to slight erosion hazard.

Hueneme fine sandy loam and Hueneme fine sandy loam, drained
These loams underlie 3.5 percent and 50 percent of the city area. The Hueneme series consists of poorly drained soils on alluvial fans and flood plains formed from mixed alluvium. Typically, the surface layers are light brownish gray fine sandy loam 27 inches thick underlain by stratified layers to 60 inches. The soil is moderately alkaline throughout, with moderately rapid permeability.

Metz loamy sand and Metz loamy sand, moderately fine substratum
These soils are found over 12.1 and 2.6 percent of the city area. The Metz series consists of somewhat excessively drained soils with typically a pale brown and brown loamy sand surface layer 17 inches thick. This is underlain by loamy sand, sandy loam and very fine sandy loam to a depth of 63 inches or more. If the soil is bare, runoff is slow and the erosion hazard slight.

Mocho loam
This soil covers 3.2 percent of the city area. The Mocho series consists of well drained soils. Typically the surface layer is brown and grayish brown loam 31 inches thick. Sandy loam, silty clay loam and loam underlies this to a depth of 61 inches or more. If the soil is bare, runoff is slow and the erosion hazard slight.

Omni clay, drained, San Emigdio fine sandy loam and Thapto-Histic fluvaquents soils each occur in less than 1 percent of the City area. Omni clay is a poorly drained soil with a typical surface layer of gray clay 17 inches thick. The high shrink-swell potential of this soil presents problems in urban development. San Emigdio fine sandy loam is a well drained soil with a surface layer of light brownish gray fine sandy loam 7 inches thick underlain by sandy loam, and loamy coarse sand. Thapto-Histic Fluvaquents consists of poorly drained soils formed in mixed mineral alluvium and organic deposits. In a typical profile the surface layer is 9 inches thick consisting of a very dark gray clay loam and 12 inches of dark gray silty clay. Underlying layers include 35 inches of black peat. The soil is medium to strongly acidic in the peat layers and moderately alkaline in the mineral layers. For these soils, if the soil is bare, runoff is slow and the erosion hazard slight.

The City's 1978 Safety Element documented the existence of a strong concentration of compressible peat underlying housing tracts between Magnolia and Newland Street and the San Diego Freeway and Bolsa Avenue. These formations consist of mats of partly decayed organic matter which may or may not be covered with sediment. Hazards are created when building occurs on land underlain by peat deposits, as the peat deposits may collapse under load conditions. These structural hazards may be mitigated by initial consolidation or removal of the peat material prior to construction. Efforts have been made to fill the areas within Westminster with additional soil, but settling is expected.

Faulting and Seismic Hazard

The City of Westminster is located in a region of historic seismic activity. There are no known active fault systems located within the limits of the City; thus, no part of the City has been designated under the Alquist-Priolo Act as a Special Study Zone. However, a number of active or potentially active fault systems can be considered as affecting the Westminster area (Figure VIIA-1). Active and potentially active faults within 50 miles of the project area are described below.

Active Faults
Active faults are defined as those which have had surface displacement within Holocene time (about the last 11,000 years). Such displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, the alignment of depressions, sag ponds, fault troughs and saddles, and the existence of markedly linear steep mountain fronts.

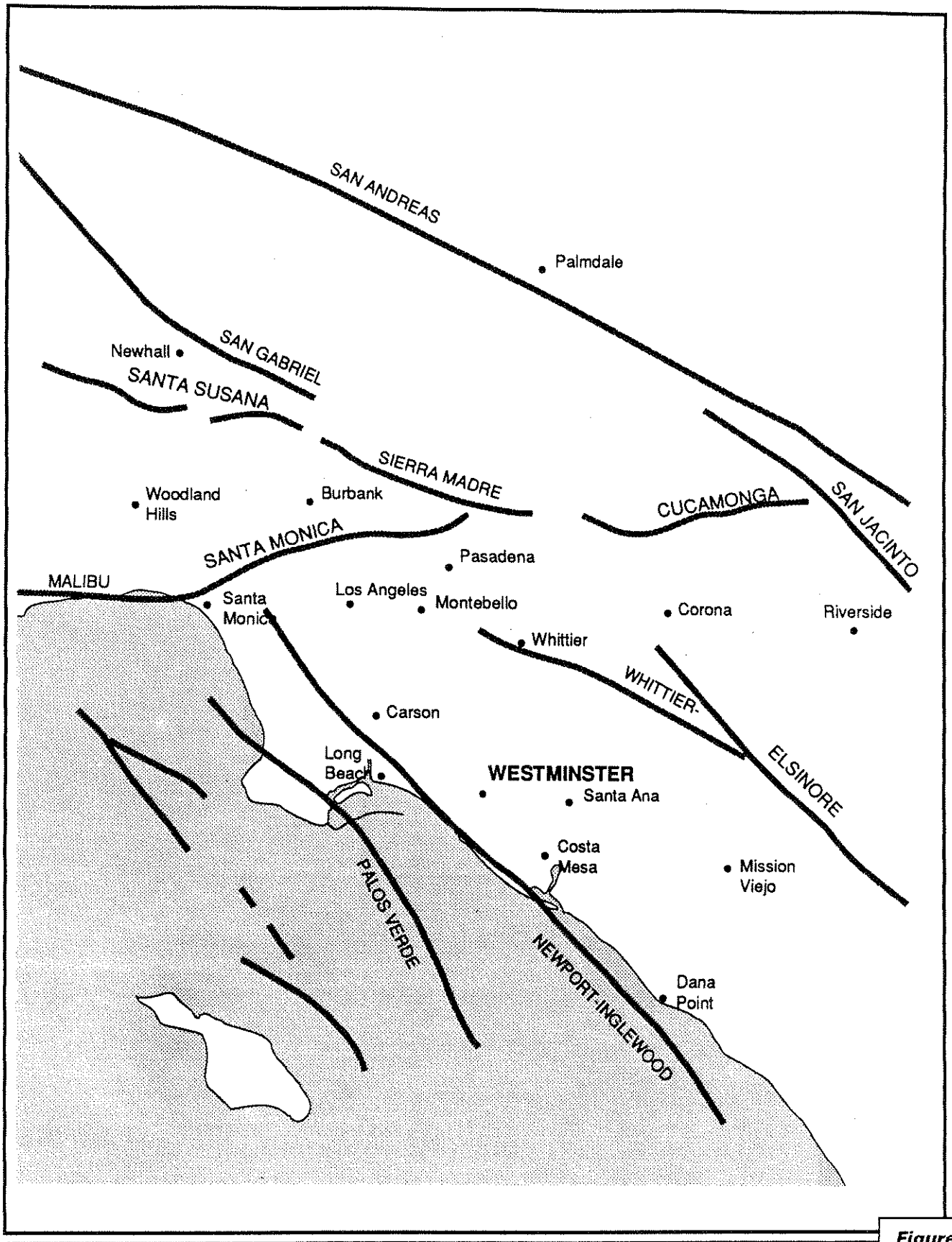


Figure VIIA-1

Location of Fault Zones

The most significantly known active faults in the vicinity of the City include the San Andreas, Newport-Inglewood, San Fernando, Sierra Madre, and Verdugo faults.

San Andreas Fault Zone: This fault zone, approximately 46 miles northeast of the study area, is the dominant active fault in California. It is the principal surface boundary between the Pacific and the North American plates and borders the San Gabriel Mountains on the northeast and the southern edge of the San Bernardino Mountains. The 1857 Tejon earthquake (Richter Magnitude 8.25+) was the most recent earthquake along this portion of this fault. The maximum expected earthquake from this fault zone is 8.25 (Richter magnitude).

Newport-Inglewood Fault Zone: Segments of this fault zone, approximately 4 miles southwest of the city, trend southeastward from near Santa Monica across the Los Angeles Basin to Newport Beach. Movement along the southern segments of this fault zone produced the 1933 Long Beach earthquake (Richter Magnitude 6.3). Numerous smaller earthquakes have been recorded along various segments of this fault zone. The maximum expected earthquake from this fault is 7.0 (Richter magnitude).

Cucamonga Fault Zone: This fault zone, located approximately 35 miles northeast of the City, consists of two or three subparallel strands in a zone of 1 mile wide. It trends east-west for about 25 miles ending abruptly at the San Jacinto fault system. Holocene offsets in alluvial deposits indicate activity. The maximum expected earthquake is 6.5 (Richter magnitude).

Whittier-Elsinore Fault Zone: The Whittier Fault trace consists of a number of sub-parallel strands in a zone 1.5 to 2.5 miles wide. The zone stretches from approximately 2 miles north of Whittier and continues southeasterly along the southern base of Puente Hills through Temescal Valley where it merges with the Elsinore fault trace through Lake Elsinore. The total length exceeds 100 miles. The Whittier section forms the northeastern boundary of central Block of the Los Angeles Basin. The trace is about 15 miles northeast of the City. The maximum expected earthquake from this fault zone is 7.5 (Richter magnitude).

San Jacinto Fault Zone: This fault trace, about 44 miles northeast of the project area, is at least 100 miles long. It trends northwesterly, parallel to the Whittier-Elsinore fault zone. The southern section has been active with numerous small quakes (Claremont, 1918 and 1923; Casa Loma, 1939; Glen Helen, 1899 and 1907). The California Division of Mines and Geology estimates that the maximum probable earthquake expected from this fault zone is 7.5 (Richter magnitude).

San Fernando Fault Zone: This east-west trending fault zone approximately 9 miles in length, traverses the northern margins of the San Fernando Valley 40 miles to the north-northwest. Localized ground rupture occurred along this fault during the San

Fernando (Sylmar) earthquake of 1971 (Richter Magnitude 6.6). It is possible that an event larger than this quake may have occurred along this fault in the past 300 years.

Potentially Active Faults

Potentially active faults are those which show evidence of Quaternary displacement (the last 1.6 million years) but without evidence of Holocene (the last 11,000 years) displacement. Characteristics of potentially active faults near the City are described below.

Sierra Madre Fault Zone: Approximately 33 miles north-northwest of the city, this fault zone follows the southern border of the San Gabriel Mountains for approximately 40 miles. This fault, the Santa Susana and San Fernando fault zones are closely linked segments of the same system. Evidence indicates that it is connected to the Whittier fault system on the east. Historical evidence suggests that earthquakes occurred along this fault in 1769 (estimated Richter magnitude 7.0+) and 1892 (estimated Richter magnitude 6.0 to 7.0).

Verdugo Fault Zone: This northwest-trending fault zone, approximately 32 miles north-northwest of the city, lies at the southwest boundary of the Verdugo Mountains. It is probably responsible for the 1,000 m of relief between the mountain crest and the base of the alluvial fill to the south. Scattered small earthquakes have occurred near the trace, but identified offset occurred during Holocene time.

Malibu Coast-Santa Monica-Hollywood Fault: The Santa Monica Fault Zone, contains the Malibu Coast/Santa Monica/Raymond/Sierra Madre/Cucamonga fault zone, approximately 31 miles northwest of the City. The Santa Monica segment of the Santa Monica fault is buried from Las Flores Canyon to South Pasadena; however it appears to roughly parallel the base of the Santa Monica Mountains forming the southern limit of the Transverse Ranges. The Newport-Inglewood fault terminates northwest of the City in the vicinity of Beverly Hills. The Santa Monica fault is considered to be "potentially" active; its western section (Potrero Canyon Fault) is known to displace late Pleistocene age deposits (approximately 120,000 years old) northwest of the City at Potrero Canyon in Santa Monica.

Palos Verdes Fault: South of the Inglewood section of the Newport-Inglewood fault and parallel to it are two Quaternary faults: the Palos Verdes and the Cabrillo faults, located approximately 12 miles southwest of the City. They consist of several echelon strands that have been traced from Redondo Beach to San Pedro. They disappear offshore and are considered to join the Newport-Inglewood fault.

Pelican Hills Fault: The Pelican Hills Fault is one of several minor northwest and north-northeast trending faults in a complex zone of faulting 1,000 to 2,000 feet wide in the San Joaquin and Laguna Hills area. Only the Pelican Hill fault has

proved to have had displacement in the Quaternary period. The rest extend for only very short distances and are unnamed. The Pelican Fault trace extends from the Upper Newport Bay, a distance of 7 miles. The projection of the Pelican Hills Fault northwestward seems to coincide with the southeastward projection of the Bolsa-Fairview fault trace of the Newport-Inglewood zone.

Seismic Shaking

Historic earthquakes which have caused significant strong ground motion in the region include the 1933 Long Beach earthquake of magnitude (M) 6.3 and several smaller (M 4.7 - 5.4) earthquakes on the Newport-Inglewood fault zone, the 1971 earthquake of M 6.6 on the San Fernando fault, the 1979 Malibu earthquake (M 5.0) centered in Santa Monica Bay, the 1952 M 7.3 earthquake in southern Kern County, the 1857 Fort Tejon earthquake (M 7.9) on the San Andreas fault, and the 1987 Whittier Narrows earthquake of M 5.9.

The most likely source of strong movement within the region would be a major earthquake (up to a magnitude of 8.25) on the San Andreas fault located 46 miles to the northeast. This fault is classified as active with a reoccurrence interval of 100 to 200 years. It is likely that a similar pattern of seismicity will persist into the foreseeable future.

Future large earthquakes along the San Andreas fault zone or other faults could cause sustained groundshaking within the City. The probability of an earthquake with a Richter magnitude of 7.5 or greater along the Mojave segment of the San Andreas fault zone is estimated to be 30 percent by the year 2018. The expected ground motion characteristics of future earthquakes in the region will depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. For the purpose of predicting relative seismic shaking, Orange County is divided into three zones of increasing shaking:

Zone A - areas underlain by unconsolidated bedrock,
Zone B - areas underlain by semiconsolidated sediments, and,
Zone C - areas underlain by unconsolidated sediments.

Westminster is underlain by poorly consolidated alluvial deposits and is located within Zone C, the region of greatest shaking.

Surface Rupturing

Surface rupturing along the trace of a fault affects all types of material; however, it does not always show clearly in loose soils. Damage due to surface rupturing is limited to the actual location of the fault-line break, unlike damage from ground-shaking which can occur at great distances from the fault. Even a moderate earthquake can be accompanied by enough surface rupturing to damage foundations

and buried utility lines that have not been adequately protected where they cross fault traces. The most probable occurrence of ground rupture in the Orange County region is along the surface traces of the Newport-Inglewood and Whittier fault zones and less likely along the potentially active faults.

Under the Alquist-Priolo Special Studies Zone Act of 1972, the State Geologist is required to delineate "Special Studies Zones" along known active faults in California. The purpose of the Act is to regulate development near active faults so as to mitigate the hazard of surface fault-rupture. No Special Studies zones have been delineated in the City.

A second type of ground rupture is known as lurch cracking. Lurch cracks result from failure due to surface wave motion of the ground. This type of rupture does not normally result in more than a few inches of permanent displacement and far less damage to structures. Lurch cracks can occur mainly in loose surficial materials and will break pavement, slab-floors, and pipelines. Areas of deep alluvial fill,as occurs in Westminster, are apparently more susceptible to this type of failure than bedrock.

Liquefaction

A response to severe groundshaking that can occur in loose soils is liquefaction. This transformation from solid state to liquid state ("quicksand"), as a response to seismically induced groundshaking, can cause structures supported on the soils to tilt or settle (sometimes very violently and rapidly) as the supporting capabilities of the soils diminish with the increases in the time of groundshaking. For example, during the 1971 San Fernando earthquake, liquefaction induced ground failures resulted in irreparable damage to the San Fernando Valley Juvenile Hall and the partly completed Jensen Water Filtration Plant in Sylmar.

Ground failures from liquefaction are limited to certain geologic and hydrologic conditions and certain types of materials. Conditions necessary for liquefaction to occur are the presence of loose cohesionless, sandy to silty sandy materials, a water table within 30 feet of the ground surface and cyclic loading of relatively long duration. By this criteria, water saturated clay-free sediments in the most recent Holocene unit generally are expected to have a high susceptibility to liquefaction. Areas of the City with high liquefaction potential are shown in Figure VIIA-2.

Flood Hazard

The City of Westminster is located within the alluvial plains of the San Gabriel and Santa Ana Rivers. The San Gabriel River is located approximately 1.7 miles to the west of the western boundary of the City and the Santa Ana River 2 miles to the east of the eastern boundary.

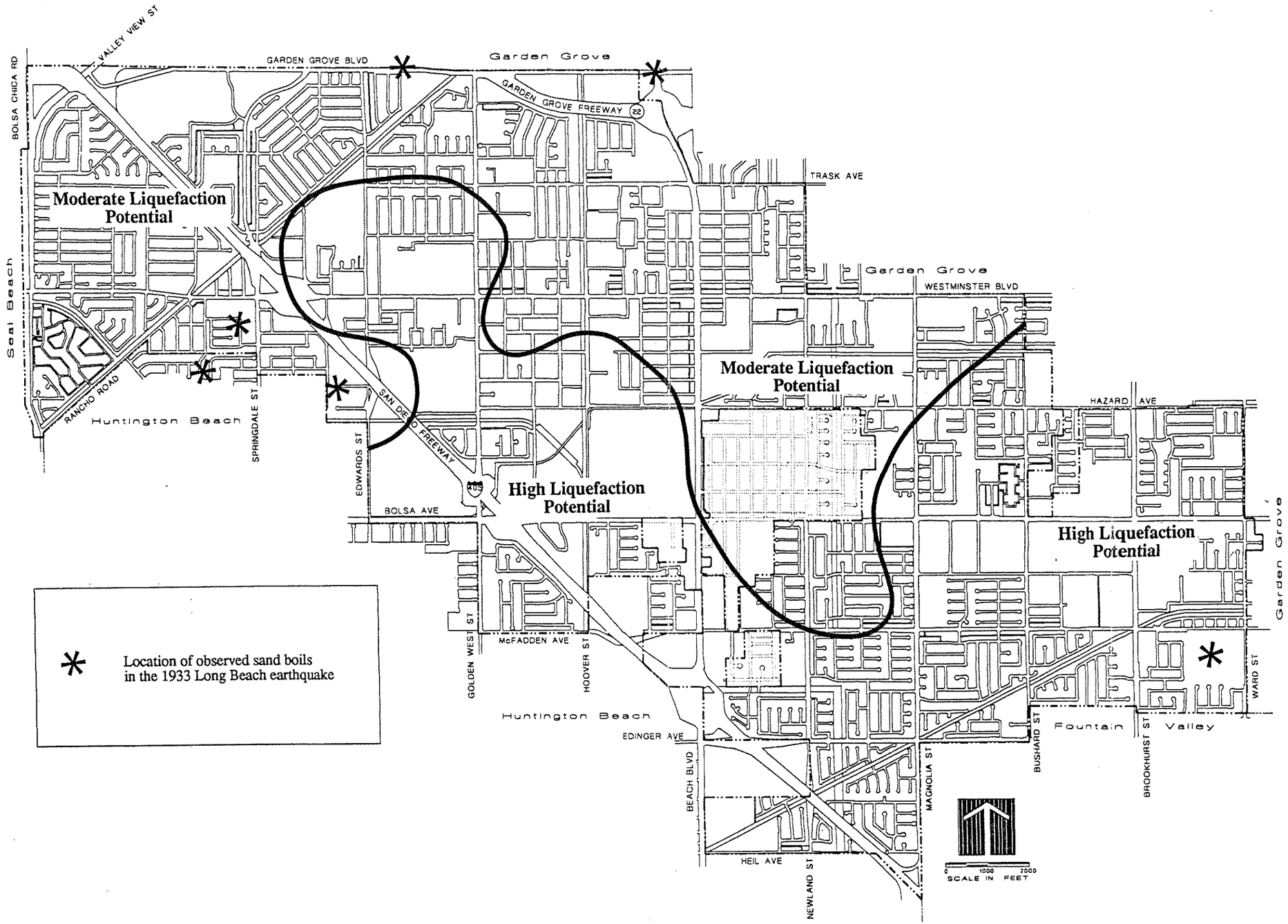


Figure VIIA-2

Areas of Liquefaction Potential

Areas of Liquefaction Potential

Drainage occurs across the City in a southwesterly direction. Surface runoff is channelized by a stormwater drainage network and ultimately discharges to one of three major storm drainage channels which traverse the City: Anaheim-Barber City Channel, Westminster Channel and the East Garden Grove Wintersburg Channel. The Bolsa Chica Channel also parallels the western boundary of the City. The Anaheim-Barber City Channel and Westminster Channel are tributary to this channel which discharges to Huntington Harbor. The East Garden Grove Wintersburg Channel discharges to the eastern end of the Bolsa Chica Wetlands.

The coastal plain has a long history of flood problems associated with the drainages of the Los Angeles, Santa Ana and San Gabriel Rivers. Flood hazard maps are produced by the Federal Emergency Management Agency (FEMA). According to the FEMA maps, less than five percent of the City is within the 100-year flood zone and much of this area is adjacent to existing channels (Figure VIIA-3). Recently completed channel work in the City includes improvements to the Westminster channel between Magnolia and Brookhurst, and improvements to the East Garden Grove/Wintersburg Channel. These improvements may reduce the amount of out-of-bank flooding which is occurring along this channel.

The goal of the Orange County Flood Control District is to provide 100-year return frequency protection for all habitable structures and other non-floodproof structures. The City of Westminster's existing ordinance, Flood Damage Prevention, (Chapter 8.55) requires that any new construction or substantial improvements have the lowest floor, including basement elevated to or above the base flood elevation.

A Master Drainage Plan was completed for the City in January, 1971. In the last 20 years these improvements as specified within the plan have been completed as needed by the City's Department of Public Works. Local flooding occurs in the City for storms of low frequency as a result of lack of local inlet or drain capacity or lack of sufficient drainage at the following locations:

- Newland Street/Westminster Boulevard
- Pacific Street/10th Street
- Hazard Avenue/West of Beach Boulevard
- Richardson Way/19th Street
- Bushard Street/Madison Street to Bolsa Avenueblank
- Bolsa Avenue/Magnolia Street
- Bushard Stret/North of Edinger Avenue
- Heil Street/Newland Street
- Empire Street/Westwood Street

Drainage improvements, such as increasing inlet capacity, channel improvements, or storm drain extensions are required in limited areas. A survey and inspection of

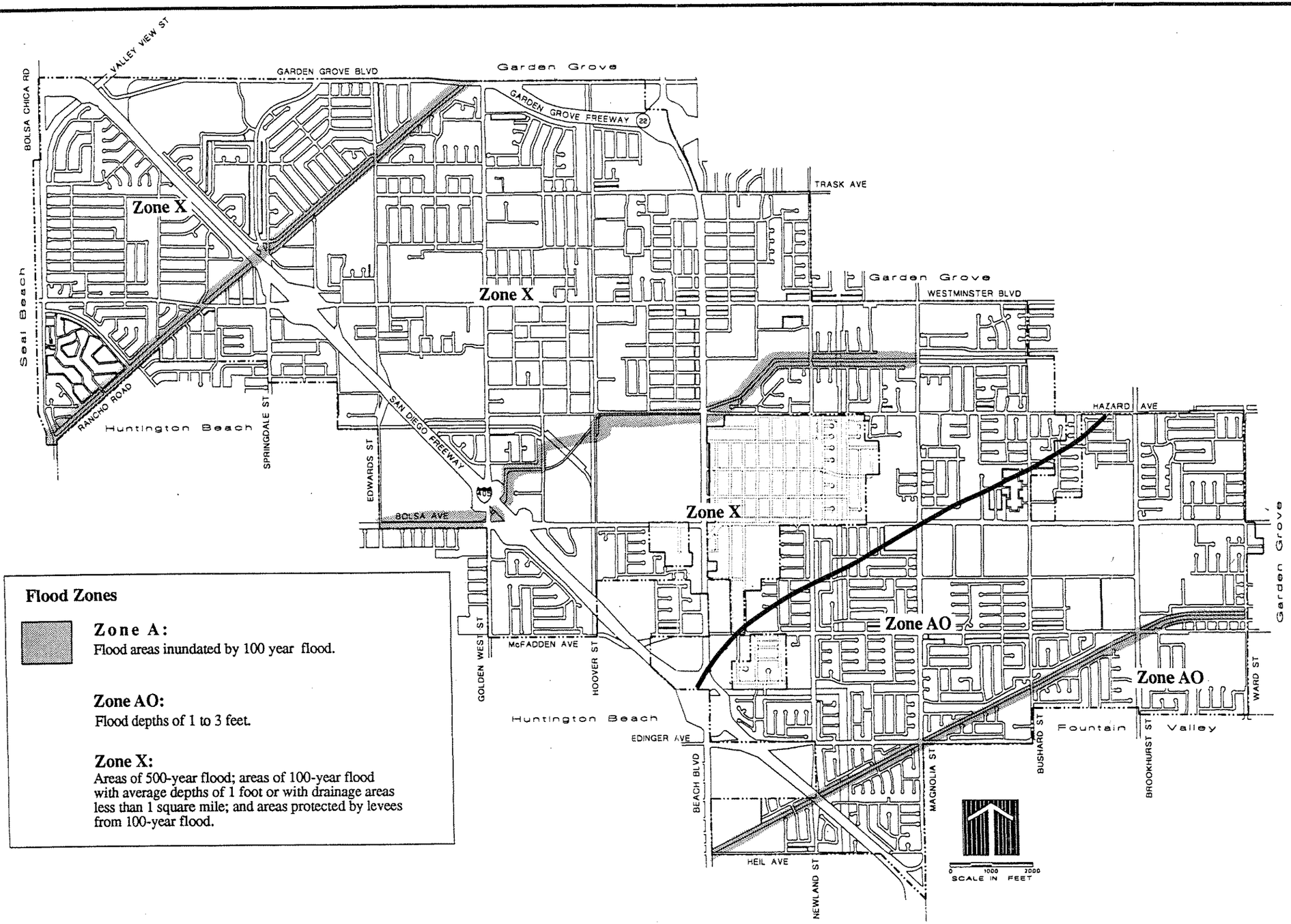
these facilities is currently being undertaken to identify potential problems in the storm drain system.

Stormwater runoff rates are dependant upon the percent of the total site that is covered by impervious surfaces. At present, approximately 80 percent of the City is comprised of impermeable surfaces, such as roofs, paved parking lots, and streets. If significant development in the way of further building occurs to increase the percentage of impermeable surfaces, the increase in surface runoff could impact the ability of the existing storm drainage network to serve the City.

The City of Westminster is also located entirely within the dam inundation zone of Prado Dam; according to the FEMA maps for Orange County, the entire City would be within the 500-year flood zone or flooded to depths of less-than 1 foot. Prado Dam and reservoir were completed by the U.S. Army Corps of Engineers in 1941 to provide flood protection to the Lower Santa Ana River basin. Historical data on rainfall and runoff, coupled with advances in predicting future flood potential, show that Prado Dam presently offers only 70-year flood protection. In addition, the dam is located in an active seismic area, close to regional fault lines. This increases the potential of dam failure, due to seismic events or dam overtopping due to seiching during seismic activity or landsliding.

The Santa Ana River Main Stem Federal Project is a comprehensive flood control program focusing on improvements along the Santa Ana River which include plans to improve the Prado Dam, construct a new dam, and other floodplain management and channel improvements. The most significant flood control project being undertaken is construction of the Seven Oaks Dam, located near Redlands, which is scheduled for completion in 1997. The 550 foot dam is expected to protect 2 million people and 500,000 homes in San Bernardino, Orange and Riverside counties from flooding.

Other flood control projects include raising the Prado Dam by 30 feet, scheduled for completion in two years if funding is obtained, and improvements to the channelized portion of the Santa Ana river from the ocean outlet to Anaheim. The portion of the channel which parallels Westminster is currently under construction and is scheduled for completion in December 1994. Improvements include expanding the channel and lining it with concrete. Construction along the upper portion of the channel (from Westminster to Anaheim) is scheduled for April, 1994. Responsible agencies for that project are the U.S. Army Corps of Engineers and the Orange County Flood Control District. The completion of these projects, especially construction of the Seven Oaks Dam, should significantly reduce flood danger in Westminster.



Flood Zones

Zone A:
Flood areas inundated by 100 year flood.

Zone AO:
Flood depths of 1 to 3 feet.

Zone X:
Areas of 500-year flood; areas of 100-year flood with average depths of 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

Figure
VIIA-3

Flood Hazard Areas

Flood Hazard Areas

Relevant Policies of the General Plan

Geologic and Flood Hazards

Policies:

VA1-1 Collect and maintain current information on geologic hazards and update City-wide mapping of geologic hazards on a continual basis.

VA1-2 Projects located in areas of known or suspected peat deposits or high liquefaction potential shall be required to prepare geologic reports addresing site conditions, potential risk, and mitigation, to the satisfaction of the City.

VA1-3 Require new projects to be designed and developed in accordance with reccomendations set forth in any required geotechnical or geologic reports by conditioning projects, evaluating construction plans, and conducting field inspections.

VA1-4 Require all grading and construction plans to clearly indicate required mitigation measures.

VA2-1 Cooperate with the Orange County Flood Control District in evaluating the effectiveness of existing flood control systems in the City and improve and expand these systems as necessary.

VA2-2 New development, including filling, grading and construction, proposed within designated floodplains, shall conform with the requirements of the City's Flood Damage Prevention Ordinance.

VA2-3 Collect and maintain current information on existing drainage constraints and flood hazards, including periodic reviews of FEMA maps, as new information becomes available.

VA2-5 Control surface runoff from new development using onsite measures including, but not limited to the following:

a. Structural controls
b. Restricting changes in topography, removal of vegetation, and limiting areas of impervious surfaces to reduce runoff and the need for flood and drainage control improvements.

Impacts and Mitigation Measures

This section addresses the project-specific impacts of the proposed General Plan on Community Health and Safety issues associated with geological and flooding hazards.

Standards of Significance

In accordance with the CEQA Guidelines, impacts are considered significant if one or more of the following conditions would result from implementation of the proposed project:

- Exposure of people or structures to geologic hazards, soil and/or seismic conditions so unfavorable that they could not be overcome by special design using reasonable construction and/or maintenance practices;
- Location of the site within an Alquist-Priolo Special Studies Zone, or a known active fault zone, or an area characterized by surface rupture that might be related to a fault;
- Construction on substrate that consists of material subject to liquefaction or other secondary seismic hazards in the event of groundshaking;
- Increase in wind or water erosion of soils, either on or off site;
- Landsliding or excessively steep slopes that could result in slope failure;
- Deformation of foundations by expansive soils (those characterized by shrink-swell potential);
- Significant change in rate and amount of surface runoff or change in amount of water in any water body; and/or
- Location of facilities within a flood-prone area or alterations to the course or flow of floodwater.

Evaluation of the significance of potential impacts resulting from implementation of the proposed General Plan in relation to this criteria is provided in the following discussion.

In general, it is the responsibility of a project applicant (sponsor, developer, or owner) to implement mitigation measures through the planning, design, construction and occupation phases of individual projects. Specific mitigation measures would be approved at the time of filing of Tentative Maps, and would be required as part of the grading/construction permits. It is the responsibility of a lead agency, the

City of Westminster, to monitor the mitigation measures through plan checking, periodic reporting procedures, and on-site inspections. Many "monitoring" programs already exist in the form of planning policies, required standards of construction, and permit approval procedures that are administered routinely by the City Engineer.

Detailed recommendations regarding specific techniques and designs to reduce, eliminate or avoid geotechnical hazards would be provided by the reports of geotechnical investigations for specific projects within the City. Field inspection and site observation are also part of the mitigation of geotechnical effects. Completed site development plans would be reviewed by the City to determine conformance with specific recommended geotechnical procedures. Final field inspection of the mitigation measures would be performed by a Certified Engineering Geologist (CEG) during earthwork and construction operations. The observation of cut, fill, backfill, foundation excavations, and the preparation of pavement subgrades would take place during these phases of site development to insure that the recommendations of required geotechnical reports are implemented.

Impact

VIIA.1. Soils or bedrock with expansive or non-cohesive properties could damage building foundations and slabs. This is a *significant impact.*

Approximately 25 percent of the City is underlain by the Bolsa silt loam, drained, and the Bolsa silty clay loam, drained, series. Bolsa silt loam, drained, soils occur primarily in the southeastern portion of the City, while the Bolsa silty clay loam, drained, series occurs primarily in the vicinity of the intersection of Rancho Road and Bolsa Chica Road, in the northwest corner of the City. Shrink swell potential of these soils tend to be high because of their high clay content. Soils with high shrink-swell potential present problems in urban development as they can cause damage to building foundations as they expand and contract.

The failure to recognize areas underlain by compressible and/or collapsible soils could result in the eventual settlement of overlying fills causing costly damage to structures and other improvements.

Mitigation Measure

VIIA.1. *Implementation of Public Safety Policies VA1-1, VA1-3, and VA1-4 would reduce this impact to a less-than-significant level.*

Impact

VIIA.2. Peat deposits could collapse under load conditions, potentially causing damage to building foundations. This is a *potentially significant impact.*

Peat deposits have been identified in portions of the southern section of the City. As peat deposits are particularly susceptible to collapse under load conditions, they must be identified prior to construction. Failure to recognize areas underlain by peat deposits may cause soil consolidation and/or foundation distress to occur. Future

development on the northern side of the intersection of Beach Avenue and Interstate 405 that is designated in the proposed plan for planned development, is of particular concern, as there are known peat deposits of moderate thickness at that location. The extent of the peat deposits at this location should be determined, and geologic reports addressing site conditions and potential risks should be prepared before new construction occurs.

Mitigation Measure

VIIA.2. *Implementation of Public Safety Policy VA 1-2 would reduce this impact to a less-than-significant level.*

Impact

VIIA.3. Construction of projects in zones of high seismic risk could result in structural damage from seismic activity, exposing additional people to hazards from earthquakes. This is a *significant impact.*

The proposed plan would incrementally contribute to the number of people who would be exposed to seismic shaking, lurch cracking, liquefaction, and associated hazards that commonly occur in a seismically-active area.

The proximity of several active faults indicates the likelihood that the area will be subjected to at least moderate ground motion from earthquakes occurring during the life of the proposed plan. As the City of Westminster is underlain by unconsolidated sediments, it is particularly prone to seismic shaking.

In Westminster, the greatest potential damage and loss of life would most likely result from structural failure and collapse due to liquefaction. A large portion of the City is located in a region of High Liquefaction potential. Areas of particular concern are the blocks bordered by Westminster Boulevard to the north, Hazard Avenue to the south, and Golden West Street and Beach Boulevard to the west and east, as these are areas of high liquefaction potential and a change in land use from mixed use to medium and high density residential is planned. Also of concern is the and the planned development along Bolsa Avenue in the vicinity of Bushard Street. Potential impacts from groundshaking from surrounding earthquakes could be reduced through engineering design. Pursuant to CEQA guidelines, soil engineering studies would be required to determine suitable foundation requirements and to insure compliance with the Uniform Building Code prior to construction.

Mitigation Measure

VIIA.3. *In addition to complying with the Uniform Building Code, implementation of the proposed Public Safety Policies VA 1-1, VA 1-2, and VA 1-3 would reduce the potential for impacts to a less-than-significant level.*

Impact

VIIA.4. Construction of residential housing in the City could expose more people to safety hazards and property damage associated with flooding. This is a *significant impact.*

Approximately five percent of the City is located in 100-year flood zones. These zones are located primarily along the Anaheim-Barber, Westminster, and East Garden Grove Wintersburg flood control channels. Although improvements have been made to some flood control channels, flooding along these channels is anticipated. Approximately one third of the City is located in flood zones with depths of one to three feet. This area includes the southern portion of the City bounded to the north by he intersections of Beach Boulevard and the 405 freeway, Magnolia Street and Bolsa Avenue, and Brookhurst Street and Hazard Avenue. The remaining parts of the City are located in a 500 year flood zone. Attention should be paid to these flood zones when construction is undertaken in order to avoid exposing more people to the risks associated with flooding. In addition to addressing development proposed within these flood zones, the City should monitor County flood control projects, particularly those associated with Prado Dam, as the entire City (and a large area of Orange County) lies within the Dam's inundation zone.

Mitigation Measure

VIIA.4. *Implementation of Public Safety Policies VA2-1, VA2-2, and VA2-3 would reduce this impact to a less-than-significant level.*

Impact

VIIA.5. Implementation of the proposed General Plan would result in changes to the amount of surface flow generated. This is a *less-than-significant impact.*

The proposed plan will result in a slight (approximately 2 percent) increase in the amount of surface flow generated in the City. Adequate drainage must be provided with new development to ensure that localized flooding does not occur. Future development must also take into account existing capacity problems. These problems must be addressed as new development proceeds.

Mitigation Measure

VIIA.5. *Implementation of Public Safety Policy VA2-5 would reduce this impact to a less-than-significant level.*

Hazardous Materials

Introduction

This section describes the potential adverse impacts to human health and safety which could result from exposure to hazardous materials with development occurring under the proposed General Plan. The following analysis will define hazardous materials and regulations, and will provide a general description of the hazardous wastes and materials in the City.

Title 40 of the U.S. Code of Federal Regulations (CFR) Section 261.3 defines a hazardous substance as any material (solid, liquid, gas, or any combination) which because of its quantity, concentration, or physical or chemical characteristics, may:

- Cause or significantly contribute to an increase in mortality or in serious irreversible illness; or
- Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of or otherwise managed.

The potential for a serious threat to public health and the environment from hazardous materials is judged to be most significant in situations where large quantities of material are involved. Specific legislation exists at all levels of government which clearly defines acceptable methods for use, storage, transport, and disposal of hazardous materials. The quantity of materials judged to be potentially dangerous varies depending on the type of material. Legislation concerning hazardous materials is extensive and administered through numerous state, federal and local regulations. At the federal level, the Environmental Protection Agency is the lead agency in defining and regulating use of hazardous materials. Principal legislation which directly effects the use and disposal of hazardous materials includes the Resource Conservation and Recovery Act, the Clean Air Act, and the Clean Water Act. In conjunction with the EPA, the Department of Transportation administers the Hazardous Materials Transportation Act which regulates the shipping of hazardous materials on the nation's highway system.

Federal enabling legislation allows individual states to regulate and manage the use of hazardous materials within their domain as long as state legislation is at least as stringent as federal standards. Within California, monitoring of air emissions are conducted under the direction of the Air Resources Board; regulation of waterborne hazardous material is the responsibility of the State Water Resources Board; the California Highway Patrol is charged with the cleanup and control of hazardous material incidents on state highways; and the Department of Health Services is responsible for administration of the Federal Resource Conservation and Recovery Act within the State.

Hazardous materials have the potential to adversely affect public health, safety, and the environment through leaks, explosions, and fires. Hazardous materials can also pose a risk to employees and businesses that use hazardous materials in there day-to-day operations. Hazardous waste generated by industry can pose a risk where final disposal is inadequate. In such a case toxins can be released into the environment through poorly sealed landfill areas, incineration, and other disposal techniques. The environment can also be damaged where substances enter the storm drain system and are ultimately conveyed to the ocean. Additionally, storage facilities such as underground tanks may leach toxins through the soil and contaminate essential groundwater resources.

Existing Conditions

Hazardous Materials Handlers

State law requires that each business that uses, handles or stores hazardous materials in excess of 55 gallons, 200 cubic feet, or 500 pounds per year, submit to the Administrative Agency information pertaining to their chemical inventor. The minimum quantities stated in this requirement are such that there are many businesses that have small amounts of hazardous materials on-site, but do not have to report their inventories. A list provided by the Westminster Fire Department, Fire Prevention Bureau in April of 1992 indicates that there are approximately 167 businesses in the City of Westminster that have reportable quantities of hazardous materials on-site. The majority of the businesses listed are service stations, auto repair shops, cleaners, and photo processing laboratories.

Hazardous Waste and Substances Sites

The California Environmental Protection Agency (Cal/EPA) maintains the Hazardous Waste and Substances Sites List (also known as the Cortese list) pursuant to Government Code Section 2. 65962.5. The list documents known hazardous wastes and substances that are designated by the State Water Resources Control Board, the Integrated Waste Management Board, and the Department of Toxic Substances Control. The 1992 list indicates a total of 167 sites in the City of Westminster that are known to have problems associated with hazardous waste and substances. Of these sites, 80 are related to underground storage tanks, with the vast majority of the sites being associated with gasoline service stations and auto repair shops.

There is an area in the City contaminated by toxic waste that was added to the federal Superfund list of the nation's most dangerous dump sites in October of 1991. The contamination is the result of dumping of oil refinery sludge that occurred in the 1930's. The site is particularly sensitive as it is located in a 73-home neighborhood at Sowel Avenue, east of the San Diego Freeway near Westminster Mall. The site has been recently tested and is under investigation by the Environmental Protection Agency (EPA) to decide an appropriate clean-up strategy.

In March of 1993 the EPA indicated that remediation of the site should be completed by the spring of 1994.

Non-Household Health Hazards

Hospital, Medical and Dental offices have the potential to generate infectious waste. The Humana Hospital-Westminster is an acute care, medical and surgical facility with a range of ancillary services. Due to the hospitals location in the City there is also a concentration of associated medical offices. The potential for non-household health hazards in the City is primarily related to infectious waste that is generated due to blood testing, in-patient surgery, and dental procedures.

Household Hazardous Waste

Household hazardous wastes (HHW) include pesticides and herbicides, oil, paint, and numerous cleaning solutions. Improper disposal of HHW can cause serious environmental and health problems, particularly when these wastes are disposed of in sanitary landfills where they can leach through the soil and contaminate groundwater. In order to ensure proper disposal and reduce risks associated with HHW, the State enacted Assembly Bill 2702 (Statutes 1990, Chapter 1406), in September 1990, (effective January 1, 1991). The bill requires that each county and city in the State prepare and adopt a Household Hazardous Waste Element (HHWE) that includes the following components:

- Statement of Goals and Objectives
- Description of Existing Conditions
- Evaluation of Alternatives
- Program Selection
- Program Implementation
- Monitoring and Evaluation Program
- Education and Public Information
- Funding Mechanisms

The City of Westminster adopted a HHWE in March of 1992. The main goal of the element is to provide a means for the safe disposal, recycling, and reuse of household hazardous waste in the City. The report estimates that household units in the City of Westminster generated approximately 98 tons of HHW in 1990, which represents approximately three percent of the HHW generated in Orange County.

While the City is responsible for carrying out the programs outlined in the HHWE, the Orange County Fire Department is responsible for the planning, coordination, and management of countywide collection and disposal of household hazardous waste.

Relevant Policies of the General Plan

There are 4 policies in the Westminster General Plan addressing hazardous materials issues. These policies are briefly described below:

Hazardous Materials

Policies:

VA4-9 Development proposals involving the use, storage, and disposal of hazardous materials shall submit project plans to the Westminster Fire Department for review and approval to ensure compliance with State law and to minimize the magnitude and probability of a hazardous event.

VA4-10 Locate land uses involved in the production, storage, transmission, handling, or disposal of hazardous materials a safe distance from land uses that may be adversely impacted by such uses.

VA4-11 As part of the business license approval process, businesses involved in the production, storage, or handling of hazardous waste shall submit detailed information to the Westiminster Fire Department regarding the amounts and types of hazardous materials used and hazardous waste generated. Emergency business plans shall also be submitted, upon request, that outline procedures for responding to and managing hazardous substances in the event of a hazardous materials incident.

VA4-13 Conduct a detailed review of any proposed building permits for projects located within the "Super Fund" site and discourage any grading until remediation of the site is complete.

Impacts and Mitigation Measures

Hazardous Materials

Methodology

The impact analysis evaluates potential impacts associated with the proposed Westminster General Plan. The evaluation was based on existing literature provided by the County of Orange Health Care Agency and the City of Westminster Fire Department, Fire Prevention Bureau.

Standards of Significance

Impacts on Public Health and Safety from hazardous materials are considered significant if one or more of the following conditions would result from implementation of the proposed Plan:

- Creation of a public health and safety hazard through release or emissions of hazardous materials or risk of upset; and/or
- Production or disposal of hazardous materials.

Evaluation of the significance of impacts in relation to this criteria is provided in the following discussion.

Impact

VIIA.6. Future development may expose residents to hazardous materials used in adjacent industrial and commercial operations. This is considered a *significant impact.*

Industrial activities can involve the use of numerous hazardous substances. An accident at an industrial facility or during transport resulting in the release of a toxic substance poses a risk of upset to inhabitants of the City. Proper evaluation of projects that will use hazardous materials or generate hazardous water in their operations should be reviewed to ensure land use compatibility and conformance with all applicable federal, state, regional and local regulations and procedures.

Mitigation Measure

VIIA.6. *Implementation of proposed General Plan Policies VA 4-9 through VA 4-13 would reduce this impact to a less-than-significant level.*

Emergency Preparedness

Introduction

This section addresses the City of Westminster's preparedness for extraordinary emergency situations. The following analysis applies to the City's operational capabilities for large-scale disasters which require special responses. Day-to-day emergencies and routine procedures along with details on fire and police department staffing and response times are discussed in the Infrastructure and Community Services Chapter.

Existing Conditions

General Preparedness

The City maintains an Emergency Operations Plan, which outlines the City's planned response to emergency situations involving natural disasters (e.g., slow-rise flood, fire, earthquake), technological incidents (e.g., hazardous materials incident, dam failure), and nuclear defense operations. The Fire Department believes that the Emergency Operations Plan is in need of revision. The Plan provides operational concepts relating to emergency situations, identifies components of the Local Emergency Management Organization, and describes the overall responsibilities of

the organization for protecting life and property and assuring the overall well-being of the population. The plan also identifies sources of outside support which can be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

The Emergency Operations Center is to be activated under any of the following conditions:

- On the order of the official designated by local ordinance, provided that the existence or threatened existence of a LOCAL EMERGENCY has been proclaimed in accordance with the appropriate emergency ordinance.
- When the Governor has proclaimed a STATE OF EMERGENCY in an area including this jurisdiction.
- Automatically on the proclamation of a STATE OF WAR EMERGENCY as defined by the California Emergency Services Act.
- By a Presidential declaration of a National Emergency.
- Automatically on receipt of an attack warning or the observation of a nuclear detonation.

The Westminster Emergency Management Organization consists of the personnel, facilities, communications, equipment, and procedures necessary to implement and sustain the conduct of emergency operations during any and all types of natural, technological, and war-caused incidents. The overall organization consists essentially of two levels of operation: the Field Level, which is managed under the Incident Command System organization and procedures, and the City or Emergency Operating Center (EOC) Level, which can be ordered to be activated by the City Manager and run by the Emergency Operations Manager.

The Westminster Fire Department is the primary Field Level emergency response agency in the City. In the event of a major incident, the Westminster Fire Department acts as the Emergency Services Coordinator and manages all on-scene operations.

The Westminster Fire Department provides fire protection and emergency medical service to the citizens of Westminster. Fire suppression is provided from three stations by a 24-hour force of twenty fire fighters. When not participating as part of the truck company during structure fires, a city paramedic unit answers calls for emergency medical assistance.

The Orange County Fire Services Operational Area Mutual Aid Plan outlines procedures, policies, resources, and personnel information to assist local, county,

state and federal fire agencies in preparing for major emergencies. There are three operational nets (North, Central, County Wide) within Orange County. The Orange County Fire Services Operational Area Mutual Aid Plan requires that each operational Net maintain two pre-designated structural task forces for response to mutual aid requests from the other two operational Nets. The County Fire Chiefs have further directed that two pre-designated medical task forces be included in the program. Central Net has organized an immediate and programmed response to comply with this plan.

The Westminster Fire Department is a member of Central Net which also includes: Costa Mesa, Fountain Valley, Huntington Beach, Newport Beach, and Santa Ana. The cities of Central Net have mutual and automatic aid agreements aimed at maximizing the area's preparedness for both small-scale and large-scale emergency situations. The Fire Chiefs of Central Net have also standardized their policies on communications, equipment, operations, responses, and training to ensure efficient joint response for emergency situations.

Emergency Medical Service

Westminster has no emergency room capabilities. Emergency medical services are provided by the Fire Department through their paramedic capabilities.

Police Service

In the event of a major emergency, the Westminster City Manager is the lead agent in the Incident Command System, which can contact the Westminster Police and Fire Departments for assistance. The Westminster Emergency Operations Plan states that the local Law Enforcement Coordinator, who is a member of the Emergency Management Staff, is responsible for coordinating law enforcement and traffic control operations within the jurisdiction in the event of a large-scale disaster.

Communications

When a Local Emergency is declared, and if warranted by the situation, the Emergency Operations Center (EOC) will be activated. The EOC, a facility for exercising direction and control in an emergency, is located in the basement of the Police Department (8200 Westminster Blvd.). The EOC houses the City's communication equipment and disaster management team (City Manager, Emergency Services Coordinator, Fire Chief, Police Chief, Public Works Executive Director, etc.) during a major emergency situation. Existing communication methods is provided by telephone. A volunteer radio emergency group, known as RACES, is part of the Emergency Operations Plan and assist the City in communications during emergencies. Additional communication techniques are necessary in order to ensure proper communication is available during emergency situations.

The Orange County Communications Center is the focal point of the Orange County Operational Area Emergency Broadcast System. Selected radio stations have been

provided with protected facilities. In the event of an emergency, these broadcasting facilities, upon receipt of a local level emergency action notification, will broadcast the message(s) received and/or record any emergency message.

On December 12, 1991, the Orange County Fire Chiefs Association adopted the 800 Megahertz Radio System. The system is set-up for Mutual Aid operations with City and County fire departments, for response for service requests, and public safety service providers. The system is a significant advancement in the County's communication capabilities as trunking is used to minimize the tie-up of radio frequencies.

Flood Incident Preparedness

The potential for a flood (slow-rise or dam failure) is a serious threat facing the City of Westminster. Since Westminster is primarily located in a coastal alluvial plain, drainage stemming from the mountains to the north and east must cross through Westminster to reach the coast. The major drainage for this runoff is the Santa Ana River which extends through Santa Ana Canyon and southeast of Westminster. Flood control for the Santa Ana River is accomplished primarily by Prado Dam which is located 21 miles northeast of Santa Ana.

The City of Westminster Emergency Operations Plan outlines the emergency response actions to be taken in the event of a flood, including the potential failure of Prado Dam. Emergency response actions include: inter-agency communication, evacuations, search and rescue operations, and public information announcements (Orange County Emergency Broadcast System).

Earthquake Preparedness

The Westminster area is traversed by several active faults (i.e., San Andreas, Newport-Inglewood, Whittier-Elsinore, El Modena, and San Jacinto). A major earthquake along any of these faults could cause substantial casualties and damage resulting in collapsed buildings, damaged roads and bridges, fires, flooding and other threats to life and property. Operations Policy 11 for Central Net provides for notification within Central Net that an earthquake has occurred and outlines what action each agency is taking. Each city within Central Net is responsible for their own earthquake response policies and procedures. The City of Westminster's Emergency Operations Plan details the City's planned response for a major earthquake.

Hazardous Materials Incident Preparedness

There are several industrial operations within the City which involve potentially hazardous materials. In addition there are underground pipelines which carry flammable and hazardous liquids.

The City of Westminster has particular vulnerability to hazardous materials accidents caused by transportation accidents. The City's major boulevards and Interstate 405

support substantial truck traffic. The City estimates that one out of every ten trucks travelling along these routes is carrying some form of hazardous material and that there are hazardous materials on one out of every three trains that pass through the city carrying LPG natural gas tank cars.

Orange County Hazardous Materials Area Plan

The Orange County Hazardous Materials Area Plan, adopted in November 1988, provides a command structure for hazardous materials incidents in Orange County. The Plan sets up an incident command system which designates a hazardous material task force leader, a hazardous material tactical manager, tactical team manager, hazardous material support manager, a decon/back-up team, and a hazardous material safety manager. The Plan also specifies protective wear required for different level incidents, an available haz-mat equipment list, training programs and skills standards for the response team, and a haz-mat fire fighter annual medical examination program. Finally, the Plan includes a detailed list of the operational procedures for the Orange County Hazardous Materials Response Team.

Joint Exercise of Powers Agreement (JPA)

The Second Amended Joint Exercise of Powers Agreement (JPA) of the Orange County-City Hazardous Material Emergency Response Authority is formed by the following public entities:

- City of Huntington Beach
- City of Newport Beach
- City of Santa Ana
- City of Anaheim
- County of Orange

These entities currently provide hazardous material emergency response services throughout Orange County. This is due in part to the Orange County Hazardous Waste Management Plan which calls for "prompt and efficient" responses to hazardous material emergencies for spills, illegal dumping, and other incidents involving hazardous materials and waste as well as the Hazardous Materials Response Plan.

As the local lead agency, it is the policy of the City of Westminster Fire Department that whenever an incident is encountered within the City involving unknown/possibly hazardous materials, the Fire Department Incident Commander shall request a JPA Hazardous Materials Team (haz-mat team) from Central Net. The Incident Commander shall notify Control One and advise that there is a Hazardous Materials Incident in progress and request an OES control number. The Incident Commander shall request notification of response from the responsible agencies. If a haz-mat team from the JPA is not available, the Incident Commander shall request a haz-mat team from the private sector. Prior to the arrival of the Response Team to a hazardous material emergency, the Incident Commander shall

take all action necessary or appropriate to minimize the impact of the emergency, such as area evacuation, site security, and traffic control.

The Westminster Fire Prevention Bureau, staffed with three sworn fire fighters, a Vietnamese Bilingual Inspector, and a Hazardous Materials Technician, provides annual inspections of occupancies using hazardous materials. The Bureau handles plan checking of fire protection systems in new construction, issues special use permits, and is responsible for public education and underground tanks.

Emergency Preparedness

The major emergency preparedness issues in the City of Westminster include the following types of incidents:

- Flood
- Fire
- Earthquake
- Haz-mat
- War (including nuclear detonation)

The Emergency Operations Plan is the City of Westminster's main emergency document which covers the City's planned response to all of the above areas. In addition to the Emergency Operations Plan, the City depends on many other updated plans, policies, and systems which have not been incorporated into this document. The Emergency Operations Plan is in need of a re-write, as much of the information within the document is outdated and certain procedures do not work as outlined (via emergency plan testing). As this is the fundamental document that outlines the City's operational capabilities for large-scale disasters, it is essential that the Emergency Operations Plan be updated to improve the City's preparedness for large-scale emergency situations.

Staffing levels and facilities (Fire Department, Police Department, Medical Emergency, Haz-mat teams, etc.) should be assessed and maintained at levels adequate for major emergency situations.

Relevant Policies of the General Plan

There are six policies and related programs in the Westminster General Plan that address emergency preparedness.

Emergency Prepardeness

Policies:

VA4-1 Set an immediate priority for a comprehensive update of the City Emergency Operations Plan incorporating all appropriate plans, procedures, and policies not currently addressed in the document.

VA4-2 Provide adequate funding and procedures to ensure that the Emergency Operations Plan is updated on a regular basis.

VA4-3 The Westminster Emergency Management Organization shall annually evaluate the adequacy of facilities, communications, equipment, and procedures necessary to implement and sustain emergency operations during any and all types of natural and man-made disasters.

VA4-4 Ensure that adequate emergency warning systems are in place and that emergency shelters and emergency evacuation routes are provided and clearly identified.

VA4-5 Enhance emergency preparedness and awareness of public safety hazards through an ongoing community education and self-help program.

VA4-6 Continue to participate as a member of Orange County Central Net to ensure efficient joint response and to maximize the area's preparedness for both small- and large-scale emergencies.

Impacts and Mitigation Measures

Emergency Preparedness

Methodology

The impact analysis evaluates potential impacts associated with the proposed Westminster General Plan. The evaluation was based on existing literature and information provided by the City of Westminster Fire Department, Fire Prevention Bureau.

Standards of Significance

Impacts on emergency preparedness are considered significant if appropriate plans, programs and trained personnel are not ready and available in the event of a large-scale disaster.

Impact

VIIA.7. Development as proposed under the Plan would increase the demand for emergency services. This is a *potentially significant impact.*

Increased development would increase the need for emergency response services in the event of a large-scale disaster.

Mitigation Measure

VIIA.7. *Implementation of proposed General Plan Policies VA 4-1 through VA 4-6 would reduce this impact to a less-than-significant level.*

B. Noise

Introduction

This section discusses the effects of noise, describes the current noise environment in the City of Westminster, and identifies issues concerning noise. The information provided in this section is the technical basis for the goals and policies for noise found in the General Plan Policy Document, Chapter VB (Volume I). In addtion to serving as the basis for policy development, the analysis of environmental impacts and mitigation measures provided at the end of the section meets CEQA requirements for addressing the noise related impacts of the Westminster General Plan.

Basic Noise Information

Definitions and Terminology

Sound
Sound is a mechanical form of radiant energy which is transmitted by pressure waves in the air. Sound is technically described in terms of amplitude (loudness) and frequency (pitch).

Amplitude
Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic rather than linear scale. As a consequence, the pressure difference in a 10 dB sound is ten times that of a 0 dB sound, a 20 dB sound is 100 times the pressure difference, a 30 dB sound is 1000 times greater, and so on. Another feature of the decibel scale is the way in which total amplitudes increase when multiple sources are added. A 65 dB point source of sound, such as a truck, when combined with another similar sound source results in a sound amplitude of 68 dB rather than 130 dB (doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted

by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 2 dB change in amplitude as the minimum audible difference for the average person.

Frequency
Frequency is the number of fluctuations of pressure waves per second. The unit of frequency is the Hertz (Hz), where one Hz equals one pressure wave cycle per second. The human ear is not equally sensitive to sound of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all. In general, the human ear is more sensitive to sound in the higher portion of the frequency range.

A-Weighting
Since the ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale, known as A-weighting, has been devised to relate noise to human sensitivity. A-weighting reduces the pressure amplitude of low frequency sound components so that the overall loudness is rated at an equitable level, measured in A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA.

Noise
Noise may be defined as unwanted and disturbing sound. Ambient noise refers to the level of noise that is all-encompassing within a given environment, being usually a composite of sounds from many and varied sources both near to and far from the observer. No specific source is identified in the ambient.

Impact Noise
Impact Noise is noise produced by the collision of one mass in motion with a second mass in motion which may be either in motion or at rest.

Intrusive Noise
Intrusive Noise is noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.

Impulsive Noise
Impulsive Noise is noise which is short in duration, usually less than one second and of high intensity, with an abrupt onset and rapid decay.

Effects of Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. The effect of noise can range from interference with

sleep, concentration and communication to physiological and psychological stress, and at the highest intensity levels even hearing loss. Figure VIIB-1 provides noise levels of various point sources and environments and shows the average human response to these levels. Each of the potential human reactions to noise is briefly discussed below.

Hearing Loss

Hearing Loss is not a concern in typical community noise problems. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry. Noise levels in neighborhoods, even in very noisy airport environments, is not loud enough to cause hearing loss.

Speech Interference

Speech Interference is one of the primary concerns in environmental noise problems. Normal conversational speech is in the range of 60-65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener, as well as the speaker voice level.

Sleep Interference

Sleep Interference is a major noise concern for traffic noise. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Sleep disturbance does not necessarily mean awakening from sleep, but can also refer to altering the pattern and stages of sleep.

Physiological Responses

Physiological Responses are those measurable effects of noise on people such as changes in pulse rate and blood pressure. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are signs of harm.

Annoyance

Annoyance is the most difficult of all noise responses to describe and analyze. Annoyance is a very individual characteristic and can vary widely from person to person. The sound that one person considers tolerable can be quite unbearable to another person of equal hearing capability.

FIGURE VIIB-1
SOUND LEVELS AND HUMAN RESPONSE

Source/Environment	dBA	Average Human Response
Civil Defense Siren 100 ft	140	Physically Painful
	135	
Military Jet Takeoff at 50 feet	130	
	125	
	120	Discomforting
Jet Takeoff at 200 feet	115	
Auto Horn at 3 feet	110	
Rock Music Concert	105	Hearing Damage
Power Mower at 3 feet	100	Very Loud
Garbage Truck	95	
	90	
Motorcycle at 25 feet	85	
	80	
Freight Train at 50 feet	75	
Freeway Traffic at 50 feet	70	Moderately Loud
	65	
	60	Intrusive
	55	
Normal Conversation at 5 feet	50	Quiet
	45	
Average Office	40	
	35	
	30	Very Quiet
Library	25	
Soft Whisper at 15 feet	20	
	15	
	10	Just Audible
	5	
Leaves Rustling	0	Threshold of Hearing

Sources: *Handbook of Noise Measurement*, by Arnold P.G. Peterson and Ervin E. Gross, Jr., 1963; William Bronson, "Ear Pollution," California Health (October 1971); Federal Highway Administration.

Sound Measurement

CALTRANS recommends that sound level meters (SLM) be of Type I or II, as defined by American National Standard Institute (ANSI) specification S1.4-1971 and that they are used with a tripod. All instrumentation used for noise measurements should be checked and standardized periodically using the manufacture's recommended calibrator. A windscreen should always be used when making field measurements to help protect as well as minimize wind noise. Measurements can be made in winds of up to 12 mph with a windscreen. Microphone operation may be affected when relative humidity is outside the 10 to 90% range.

Community Noise Assessment

Environmental noise is generally not steady and fluctuates in intensity over time. Several rating scales have been developed for time-averaged measurement of community noise levels. The three most commonly used descriptors are the energy equivalent noise level (L_{eq}), the day-night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL).

L_{eq} is a measure of the average energy content (intensity) of noise over any given period of time. The L_{eq} value for one hour is therefore the average noise based on the acoustic energy content of the sound rather than the average sound pressure level. It can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. L_{eq} is not measured directly but rather calculated from sound pressure levels measured in dBA. A-weighted decibels is the unit of measurement for both the L_{dn} and CNEL scales.

L_{dn} is the summation of hourly L_{eq} readings over a 24-hour period using a time weighted noise scale. This time weighted scale adds a 10 dBA "penalty" to nighttime noise levels (10 p.m. to 7 a.m.) to account for the greater sensitivity of people to noise during the night. The predominant rating scale now in use throughout California for land use compatibility assessment is the CNEL scale, which represents a time weighted 24-hour average noise level. Like the L_{dn} standard, CNEL adds a 10 dBA penalty for noise occurring between 10 p.m. and 7 a.m. In addition, CNEL adds 5 dBA penalty for the evening time period (7 p.m. to 10 p.m.).

The following summarizes noise descriptors commonly used in assessing noise impacts:

Ambient	When used in connection with sound level, refers to the prevailing background noise, exclusive of a particular intruding sound under consideration.
L_{eq}	Equivalent sound level; dBA values averaged on an energy basis over a stated time period.
$L_{eq}(_{24})$	The L_{eq} of a 24-hour period.
L50	The A-weighted sound level exceeded 50 percent of the sample time, the median sound level.
L_{dn}	Day-night average sound level: same as $L_{eq}(24)$ except that the nighttime (10:00 p.m. to 7:00 a.m.) levels are weighted by 10 dB, reflecting a person's increased sensitivity to noise at night (A 10 dB increase is judged twice as loud). L_{dn} (or

CNEL) is the parameter normally used by the EPA, the State, and local governments to define acceptable levels of noise.

CNEL — Community Noise Equivalent Level; same as L_{dn} except in addition to the 10 dB night-time weighting, the evening (7:00 p.m. to 10:00 p.m.) levels are weighted by 5 dB. For most situations, the L_{dn} and CNEL will be equal within a fraction of a dB, and may be considered synonymous.

Contour — When used in connection with noise, refers to a line of constant sound level; similar to contours of constant elevation on a geologic map.

Decibel — (dB) is a unit of sound pressure (P) denoting the logarithm (to the base 10) of the ratio between the total instantaneous pressure (Pi) at a particular point in the presence of a sound wave minus the static pressure (Pa) at that point to a reference pressure (Po). Mathematically, L (dB) = 20 $\log_{10}$ (P/Po) where P = Pi - Pa.

dBA — A measure of sound level; the "dB" denotes decibels, the "A" denotes a weighting that results in a noise measurement which approximates the frequency response of the human ear.

Land Use Sensitivity and Noise Standards

Land Use Sensitivity to Noise

There is a close relationship between land use and the level of noise which is considered tolerable. Some types of land uses are inherently more sensitive to ambient noise levels due to both the activities involved with these land uses and the amount of insulation from and exposure to various noise levels. For instance, residential neighborhoods should be quieter than airports and heavy industrial areas. Additionally, some uses, such as farmlands, are unaffected by noise, while others such as schools and hospitals are highly sensitive to noise. Planning for land use compatibility requires that noise-sensitive receptors be identified and that land uses be sited to support acceptable interior and exterior noise levels. Where siting cannot achieve acceptable noise levels, development my be deemed appropriate if mitigation techniques such as soundwalls and insulating building materials can be employed to reduce noise to acceptable levels.

Noise Sensitivity Land Use Classifications

Sensitive Land Uses are those where any noise could be greatly disruptive without effective noise control. Sensitive land uses are sub-classified as Sensitive and Conditionally Sensitive, and Non-Sensitive, (the sensitivity of selected land uses is

shown in Figure VIIB-2). These classifications only indicate the sensitivity of the use itself and not how noise emitted from the use affects the surrounding uses. Figure VIIB-3 displays the location of various noise sensitive receptors in Westminster.

FIGURE VIIB-2
NOISE SENSITIVITY LAND USE CLASSIFICATIONS

Sensitive Land Uses	
Single Family Dwellings	Educational Facilities
Multi Family Dwellings	Convalescent Homes
Hospitals	Churches
Wildlife Sanctuaries	Motels, Hotels, Motor Inns
Auditoriums, Concert Halls	Preschools
Conditionally Sensitive Land Uses	
Country Clubs	Athletic Clubs
Golf Courses, Driving Ranges	Equestrian Clubs
Scientific Testing	Government Offices
Professional Offices	Lodges, Community Associations
	Recreational Vehicle Parks
Non-Sensitive Land Uses	
Agriculture	Railway and Transit System Terminals
Natural Open Space	Liquid and Solid Waste Facilities
Parking Lot	Warehousing Utilities
Industrial Manufacturing	Construction Yards
Livestock Farms	

Source: EIP Associates

Sensitive Land Uses

Those uses where a quiet outdoor environment is important to health and quality of life. This category includes residential uses which feature an outdoor lifestyle, convalescent uses where the outdoor environment is important, and parks which are relaxation-oriented.

Conditionally Sensitive Land Uses

Uses which are noise-sensitive, but which can be made compatible to a more severe noise environment by noise insulation features in building construction, and/or noise abatement techniques of layout, shielding, barriers, topography, etc. Uses which can meet the above criteria, under appropriate controlling conditions, include residential uses not featuring outdoor lifestyles, schools, churches, and general hospitals.

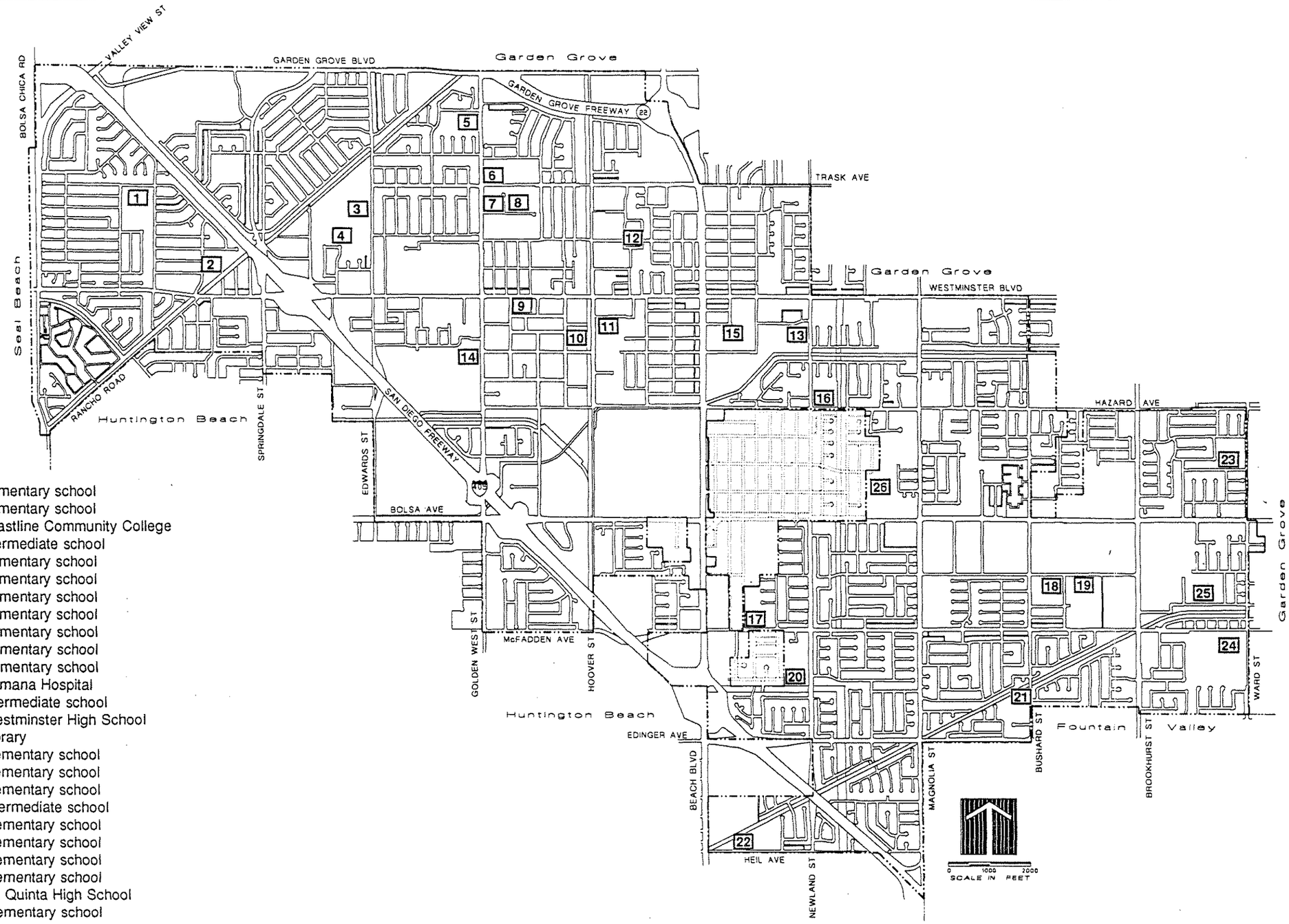
Non-Sensitive Land Uses
Uses where a quiet outdoor environment is not critical to indoor or outdoor activities. Included are most commercial uses, industrial uses, parks which are sports-oriented, playgrounds, and land devoted to transportation systems. Without implying that noise mitigating considerations are not to be applied in the planning for these land uses, these uses are classified as Non-Sensitive.

Noise Standards and Land Use
Good land use planning requires that incompatible uses be separated from one another or that causes of incompatibility be mitigated. The California Department of Health Services Office of Noise Control has adopted a land use compatibility matrix which defines ranges of acceptability. These general guidelines, as depicted in Figure VIIB-4, are used by the City of Westminster for planning purposes.

In addition to planning guidelines, the City of Westminster has adopted regulatory noise standards for various locations and situations (Chapter 8.28, Westminster Municipal Code). Figure VIIB-5 shows the exterior and interior noise standards for the two noise zones in the City. A violation is based on the duration of the intrusive noise above these standards. If the ambient noise level is above these limits, the standards are adjusted accordingly.

Based on the land use type, the City of Westminster designates all areas within the City as either Noise Zone 1 or Noise Zone 2. The most sensitive land uses in the City are located within Noise Zone 1, with less sensitive land uses falling within Nose Zone 2. The majority of Westminster is designated "Noise Zone 1" except for properties within land use districts R2, R3, R4, and R5 as shown on the sectional district maps adopted under Title 17 of the Westminster Municipal Code. The purpose behind these noise zones is to protect noise sensitive areas (e.g., residential), while not excessively inhibiting non-sensitive areas (e.g., industrial). As shown in Figure VIIB-5, Noise Zone 1 allows exterior noise levels between 50-55 dBA and Noise 2 allows levels of 55-60 dBA.

Construction activity is exempt from the City's exterior and interior standards, however, Westminster does limit construction to the hours of 7 a.m. and 8 p.m. with no construction allowed on Sunday or federal holidays (Westminster Noise Control Ordinance, Section 8.28.060 E).



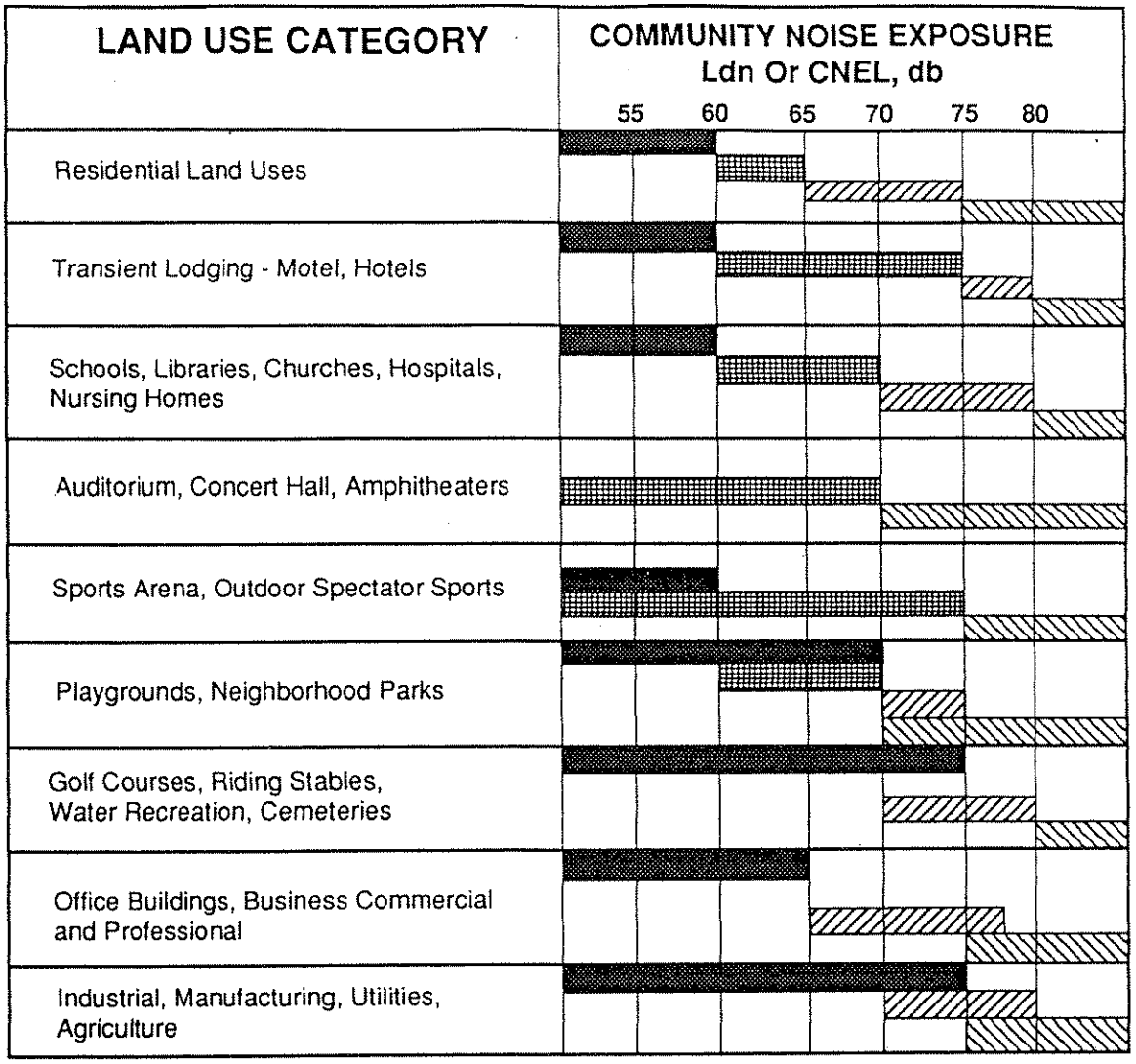
LEGEND

1 elementary school
2 elementary school
3 Coastline Community College
4 intermediate school
5 elementary school
6 elementary school
7 elementary school
8 elementary school
9 elementary school
10 elementary school
11 elementary school
12 Humana Hospital
13 intermediate school
14 Westminster High School
15 Library
16 elementary school
17 elementary school
18 elementary school
19 intermediate school
20 elementary school
21 elementary school
22 elementary school
23 elementary school
24 La Quinta High School
25 elementary school
26 elementary school

Figure VIIB-3

Sensitive Receptors

Sensitive Receptors



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise isulation 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.

NORMALLY UNACCEPTABLE
New construction of development should be discourage. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
New construction or development clearly should not be undertaken.

Source: State of California General Plan Guidelines, Office of Planning and Research June 1990, Ellingworth & Rodkin, 1990

Figure VIIB-4

Land Use Compatibility for Community Noise Environments

FIGURE VIIB-5
NOISE STANDARDS - CITY OF WESTMINSTER

	Noise Zone	Noise Level (dBA)	Time Period
Exterior	1	55	7:00 a.m. - 10:00 p.m.
		50	10:00 p.m. - 7:00 a.m.
	2	60	7:00 a.m. - 10:00 p.m.
		55	10:00 p.m. - 7:00 a.m.
Interior	1	55	7:00 a.m. - 10:00 p.m.
		45	10:00 p.m. - 7:00 a.m.
	2	60	7:00 a.m. - 10:00 p.m.
		50	10:00 p.m. - 7:00 a.m.

Note: In the event the alleged offensive noise consists of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by 5 dBA.

It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, to exceed:

1. The noise standard for a cumulative period of more than thirty minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than fifteen minutes in any hour; or
3. The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour; or
4. The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dBA for any period of time.

In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

Source: City of Westminster, Noise Control Sections 8.28.040 and 8.28.050.

Existing Conditions

The major source of noise within and around the City of Westminster is transportation-related with vehicular traffic being most significant. The roadways in the City which generate the most traffic and noise include: the San Diego Freeway (I-405), the Garden Grove Freeway (Route 22), Westminster Boulevard, Bolsa Avenue, Beach Boulevard, and Magnolia Street. The City is also affected by noise associated with two branch lines of the Southern Pacific and US Navy Railroads which pass through Westminster. No airports are located within the City limits, however, runways for the Armed Forces Reserve Center are located approximately one mile northwest of the City. The next closest airport is John Wayne/Orange County Airport, which is about 9 miles southeast of Westminster. Existing noise contours for the City are depicted in Figure VIIB-6.

Using a Quest M-28 Noise Logging Dosimeter, on May 5, 1992 noise was measured at five different locations in the city (Figure VIIB-7). The results of these measurements were used to verify the computer-estimated noise contours shown in Figure VIIB-6. These on-site measurements were also performed to test areas which have had a history of noise disturbances and areas which may experience incompatible noise levels in the foreseeable future. According to a City of Westminster's Code Enforcement Officer, the main noise concerns within the City include sweepers at mini-malls between the hours of 10 pm and 6 am, and delivery trucks at supermarkets during the early mornings (around 4 am). In an isolated case, the city has experienced several noise complaints from a resident near the intersection of Bolsa and Ward. The complaint involves a compressor on the rooftop of a nearby supermarket. The City has performed noise monitoring at this site, but did not find the area to be incompatible with the Westminster Noise Ordinance. The code enforcers predict that future noise disturbances will involve the existing areas of concern (i.e., primarily residences near shopping malls and supermarkets). New disturbances will be of the same nature, caused by the development of new mini-malls or supermarkets near residences (e.g., the shopping center at the intersection of Goldenwest and Westminster Blvd.). Figure VIIB-8 summarizes the noise monitoring findings. All noise monitoring sites' noise levels (Leqs) were characterized by changing noise levels (i.e., single vehicles passing by, vehicle acceleration due to signals, etc.), except at site 4 which was mainly characterized by a constant roar from I-405.

Mobile Noise Sources

Motor Vehicle Noise

Motor vehicle noise is the most common and widely dispersed noise source in the City of Westminster. Increases in noise from motor vehicles is directly related to increases in traffic volume and speed. Noise impacts from traffic reach their highest levels during the a.m. peak period (6-9 a.m.) and the p.m. peak period (4-7 p.m.). The general contours in Figure VIIB-6 illustrate the impacts of vehicular noise throughout the City. Figure VIIB-9 illustrates how various variables (i.e., speed, volume, and vehicle mix) affect traffic noise levels.

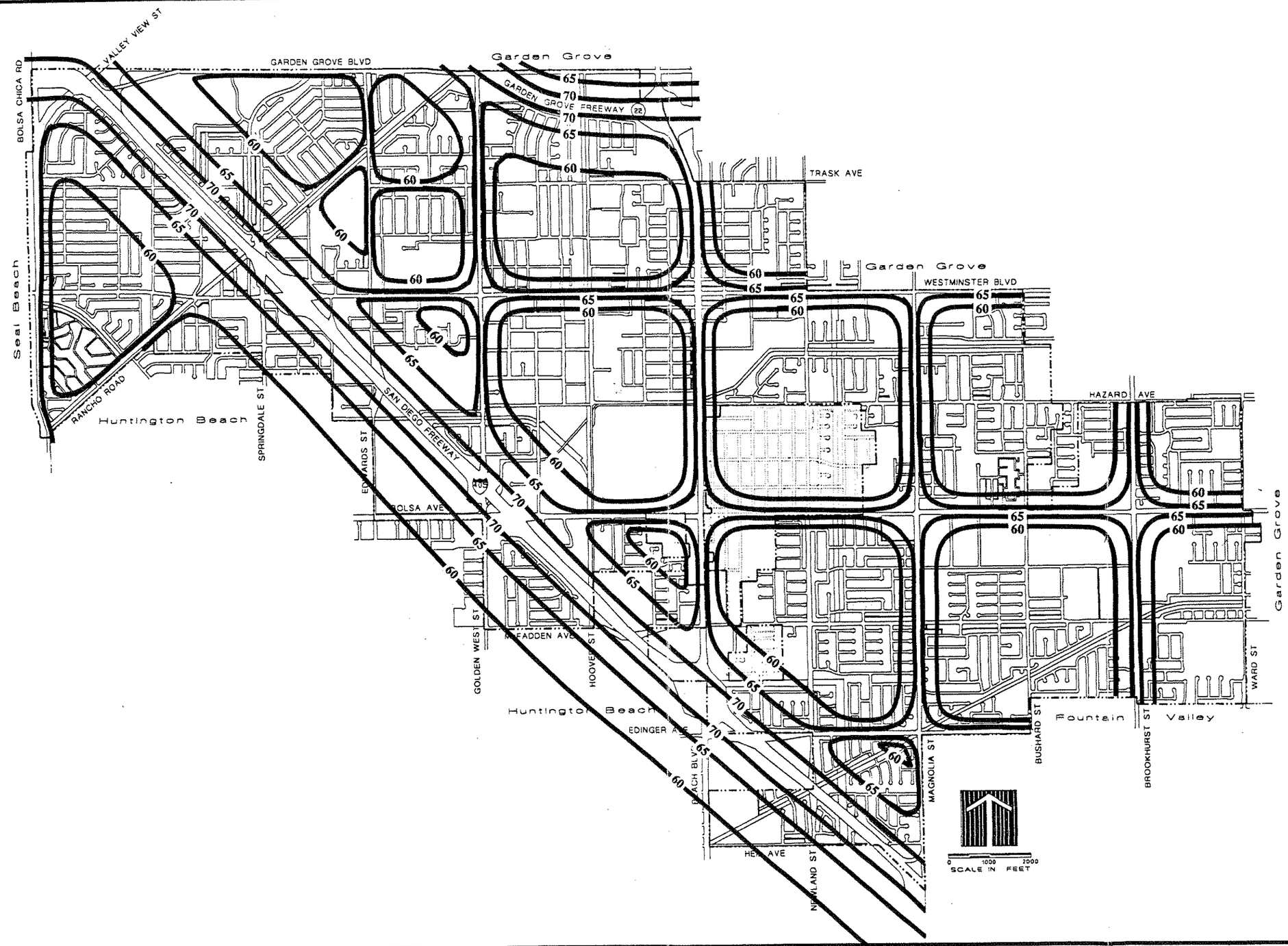
FIGURE VIIB-8
NOISE MONITORING RESULTS

	Location	Time	Noise Level (dBA)
1.	Near Westminster/Goldenwest intersection; on apartment property near new shopping center	10:45 a.m.	60.3
2.	At intersection of Baylor and Webber; near elementary school	11:35 a.m.	64.8
3.	At shopping center near intersection of Bolsa/Ward	1:26 p.m.	62.9
4.	On the edge of residential property at the intersection of Redlands St./Furman Ave. (near I-405 & Edinger Ave.)	2:30 p.m.	64.9
5.	Humana Hospital, roadside on Hospital Circle	3:10 p.m.	61.4

Source: EIP Associates, May 5, 1992.

Based on the FHWA Highway Noise Prediction Model and BDI's 1992 traffic volume estimates, existing vehicular traffic noise levels throughout Westminster have been estimated. As shown in Figure VIIB-10, noise levels range from 62.0 CNEL along Trask Ave. to 85.0 CNEL at the edge of the San Diego Freeway (I-405).

Freeway Traffic Noise: The City is traversed by the San Diego Freeway (I-405) and State Route 22. Freeway traffic tends to produce steadier noise levels than local streets which are characterized by acceleration noise due to traffic signals and stop signs. However, freeways typically produce greater noise levels due to high traffic volumes and speeds. I-405 is the most significant source of noise in the City. Caltrans estimates that the peak hour traffic volume from I-405 between Westminster Boulevard and Bolsa Avenue is 16,000 vehicles.



Existing CNEL Noise Contours

Figure VIIB-6

Existing CNEL Noise Contours

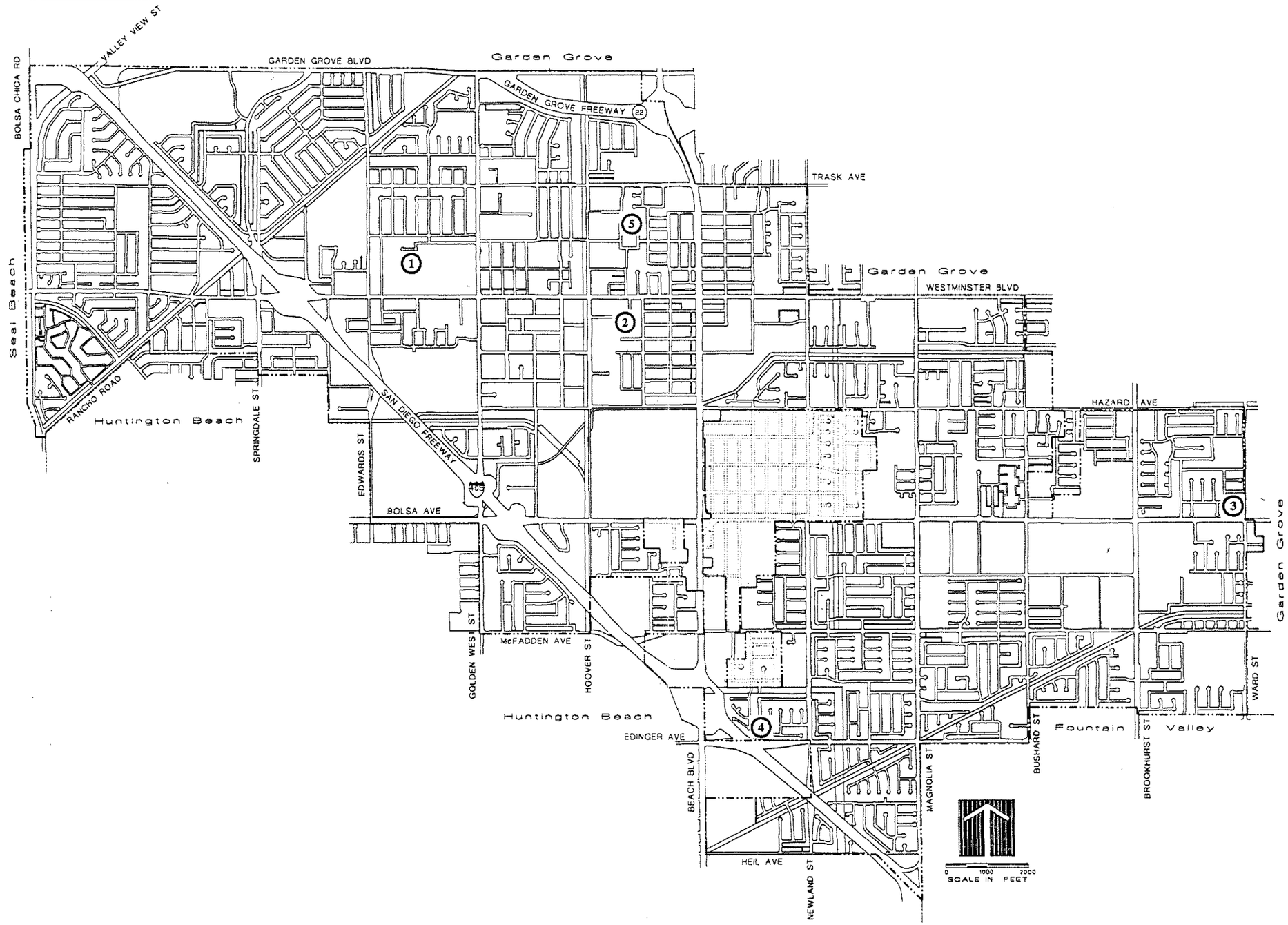


Figure VIIB-7

Noise Monitoring Sites

Noise Monitoring Sites

Using Federal Highway Administration factors (Figure IVB-9), this traffic volume correlates to a noise level of approximately 75-81 dBA at 100 feet from the centerline of the roadway. For Route 22, Caltrans estimates that the peak hour traffic volume between Golden West Street and Beach Boulevard is 11,400 vehicles. Based on Federal Highway Administration factors (Figure IVB-9), this traffic volume correlates to a noise level of about 73-79 dBA at 100 feet from the centerline of the roadway.

FIGURE VIIB-9
TYPICAL TRAFFIC NOISE LEVELS

Peak Hour Noise Level (dBA, Leq)[1, 2]

Peak Hour Traffic Volume	Speed (miles per hour)							
	10	15	20	25	30	35	45	55
500	56/57	57/58	58/59	59/60	60/61	61/62	63/64	65/66
1,000	59/60	60/61	61/62	62/63	63/64	64/65	66/67	68/69
2,000	62/63	63/64	64/65	65/66	66/67	67/68	69/70	71/72
4,000	65/66	66/67	67/68	68/69	69/70	70/71	72/73	74/75
8,000	68/69	69/70	70/71	71/72	72/73	73/74	75/76	77/78
16,000	71/72	72/73	73/74	74/75	75/76	76/77	78/79	80/81
32,000	74/75	75/76	76/77	77/78	78/79	79/80	81/82	83/84

1. 100 feet from the centerline of the roadway.
2. The first number is the noise level with 4% trucks (a typical traffic mix for arterial streets); the second number is the noise level with 7% trucks (a typical traffic mix for freeways).

SOURCE: Federal Highway Administration

Arterial Traffic

Mass transportation systems and truck traffic can place heavy demands on traffic arterials. To preserve tranquility and quality of life in residential areas, circulation plans should divert truck and through traffic away from residential streets. Although major freeways (e.g., I-405) can produce higher noise levels, major and minor arterials (e.g., Beach Blvd.) can often produce more significant noise impacts due to the closer proximity of sensitive receptors.

Due to the high traffic volumes, large sections of the City's major arterials are affected by significant noise levels. Currently, bands of commercial land uses provide a buffer between some of the major arterials and sensitive land uses (e.g., Westminster Boulevard, east of I-405). Sensitive noise receptors within the City have also been buffered through the use of soundwalls (e.g., Westminster Boulevard, west of I-405).

FIGURE VIIB-10
Existing Roadside Noise Levels/ CNEL Contour Distances
City of Westminster - 1992

Roadway Segment	Noise Level 50 feet from centerline (dBA)[1]	Distance to CNEL Contour (feet)[2]		
		70	65	60
Garden Grove Blvd.				
Bolsa Chica Rd./ Goldenwest St.	67	31	68	146
Goldenwest St./ Beach Blvd.	68	37	79	170
Trask Ave.				
Edwards St./ Goldenwest St.	63	18	38	82
Goldenwest St./ Beach Blvd.	62	15	32	68
Beach Blvd./ Newland St.	65	23	50	108
Westminster Blvd.				
Bolsa Chica Rd./ Rancho Rd.	70	50	108	232
Rancho Rd./ I-405	71	58	120	271
I-405/ Hoover St.	72	68	146	315
Hoover St./ Bushard St.	71	58	126	271
Hazard Ave.				
Goldenwest St./ Brookhurst St.	63	18	38	82
Brookhurst St./ Ward St.	66	27	58	126
Bolsa Ave.				
Edwards St./ Hoover St.	71	58	126	271
Hoover St./ Bushard St.	70	50	108	232
Bushard St./ Ward St.	72	68	146	315
McFadden Ave.				
Goldenwest St./ Ward St.	67	31	68	146
Edinger Ave.				
Beach Blvd./ Bushard St.	70	50	108	232
Heil Ave.				
Beach Blvd./ Newland St.	65	23	50	108
Rancho Rd.				
Bolsa Chica Rd./ Westminster Blvd.	63	18	38	82
Bolsa Chica Rd.				
I-405/ Westminster Blvd.	73	79	171	368
Westminster Blvd./ Rancho Rd.	73	79	171	368

FIGURE VIIB-10
Existing Roadside Noise Levels/ CNEL Contour Distances
City of Westminster - 1992

Roadway Segment	Noise Level 50 feet from centerline (dBA)[1]	Distance to CNEL Contour (feet)[2]		
		70	65	60
Springdale St.				
Garden Grove Blvd./ Westminster Blvd.	66	28	60	130
South of Westminster Blvd.	68	37	79	171
Edwards St.				
Garden Grove Blvd./ Trask Ave.	65	23	50	108
Trask Ave./ Westminster Blvd.	66	28	60	130
Westminster Blvd./ Bolsa Ave.	67	34	72	156
Goldenwest St.				
North of Garden Grove Blvd.	70	50	108	232
Garden Grove Blvd./ Westminster Blvd.	71	58	126	271
Westminster Blvd./ Bolsa Ave.	70	52	113	243
Bolsa Ave./ McFadden Ave.	72	68	146	315
Hoover St.				
Garden Grove Blvd./ 22 Freeway	70	52	113	243
22 Freeway/ Bolsa Ave.	68	37	79	171
Beach Blvd.				
Garden Grove Blvd./ Westminster Blvd.	74	92	199	429
Westminster Blvd./ Bolsa Ave.	75	108	231	500
Bolsa Ave./ I-405	75	108	231	500
I-405/ Edinger Ave.	76	126	271	583
Edinger Ave./ Heil Ave.	75	108	231	500
Newland St.				
Trask Ave./ Bolsa Ave.	68	37	79	171
Bolsa Ave./ Edinger Ave.	69	43	92	199
Edinger Ave./ Heil Ave.	69	43	92	199
Magnolia St.				
Westminster Blvd./ I-405	72	68	146	315
Bushard St.				
Westminster Blvd./ Hazard Ave.	65	23	50	108
Hazard Ave./ Edinger Ave.	66	28	60	130

FIGURE VIIB-10
Existing Roadside Noise Levels/ CNEL Contour Distances
City of Westminster - 1992

Roadway Segment	Noise Level 50 feet from centerline (dBA)[1]	Distance to CNEL Contour (feet)[2]		
		70	65	60
Brookhurst St.				
Hazard Ave./ Edinger Ave.	73	79	171	368
Ward St.				
Hazard Ave./ Edinger Ave.	63	18	38	82
Garden Grove Freeway (SR-22)				
I-405/ Goldenwest St.	80.6	255	548	1181
Goldenwest St./ Beach Blvd.	81.3	283	610	1315
San Diego Freeway (I-405)				
Seal Beach Blvd./ Valley View St.	85.0	500	1077	2321
Valley View St./ Westminster Ave.	83.7	410	882	1901
Westminster Ave./ Goldenwest St.	83.7	410	882	1901
Goldenwest St./ Beach Blvd.	83.7	410	882	1901
Beach Blvd./ Magnolia St.	83.9	422	910	1960

[1] Community Noise Equivalent Level (CNEL)
[2] Distance from centerline of roadway to 70, 65, and 60 CNEL contours.

Sources: BDI, Inc. 1992 Traffic Summaries; FHWA Highway Traffic Noise Prediction Model, U.S. Department of Transportation, Dec. 1978.

Aircraft Noise

Unlike highway-generated noise, which tends to maintain a constant level of noise, airport noise levels are more periodic in nature. Although impacts are somewhat predictable due to the set time tables that dictate aircraft travel, a relatively busy airport can have varying levels of noise impacts almost constantly. Due to the relatively short duration of noise from a single airplane, noise impacts from airports are typically based on the number of aircraft operations within a given period of time rather than the effects of individual occurrences.

There are two airports in the vicinity of Westminster: the Armed Forces Reserve Center, located about 1 mile northwest of the City's border and John Wayne/Orange County Airport, located approximately 9 miles southeast of the City. Although aircraft flyovers are occasionally heard in some areas of Westminster, aircraft do not account for a significant source of noise.

Railroad Noise

Railroad noise sources include moving trains, train whistles, rail crossing warning signals, and rail yards. Unlike highway generated noise, which tends to maintain a constant level of noise, railroad generated noise is periodic in nature. However, railroads are more predictable noise generators than motor vehicles due to predetermined time tables and a restricted course of travel (railroad tracks).

If the rail traffic moves at approximately 50 mph, the sound exposure level ranges from 78-94 dBA when measured at a distance of approximately 150 feet from the track. The highest sound levels from locomotives occur for 5-10 seconds, while the lesser sound of freight cars typically lasts 60-100 seconds past the last car, depending on the length and speed of the train. Although the Federal Government has pre-empted the setting of noise emission standards for railroads, the City can regulate the use of bells, whistles, speed, and hours of operation.

Southern Pacific Transportation Company has a rail line that stretches north/south through the center of the City. Most of this railroad link runs adjacent and parallel to Hoover Street. Currently, between Monday and Friday, trains make about two trips per day along this route (1 northbound and 1 southbound). No trains are regularly scheduled to pass through Westminster on weekends. On the west side of the tracks, there is a strip of open space which provides a noise buffer between the residential areas and the rail line. Hoover Street separates the rail line from residences on the east. Despite these buffers, Southern Pacific railroad traffic can affect residences nearby.

The United States Navy owns a railroad spur which passes through the western section of Westminster. This rail line feeds into the United States Naval Weapons Station, which is located immediately west of the City. The spur ends near the intersection of Hoover Street and Hazard Avenue, where it connects with the Southern Pacific Railroad. There is not a set schedule for this spur, as its use depends on the needs of the U.S. Naval Weapons Station. Because the U.S. Navy does not own their own trains, they hire Southern Pacific or Santa Fe when they need supplies moved. East of I-405 and west of Chestnut, this railroad passes through a significant portion of residential land uses. The 2.6 mile line has a 100-foot right-of-way (50 feet on each side of the tracks).

Stationary Noise

The most common sources of stationary noise include construction noise, industrial noise, neighborhood noise and noise associated with multifamily dwellings. Since stationary noise sources are localized, estimates of intensity and abatement needs can be accurately estimated. Noise from localized sources typically falls off by about 6 dBA with each doubling of distance from source to receptor (i.e., noise levels from ground clearing for residential construction would be about 85 dBA at 50 feet from the site, 79 dBA at 100 feet from the site, 73 dBA at 200 feet from the site, etc.).

Construction Noise

Construction noise represents a short-term impact on ambient noise levels. A listing of typical construction equipment noise levels is presented in Figure VIIB-11. Noise generated by construction equipment can often reach high episodic levels. Pile drivers, drills, trucks, pavers, and a variety of other equipment can create extremely high noise levels, but usually for short, sporadic periods of time. Since noise from localized sources typically falls off by about 6 dBA with each doubling of distance from source to receptor, receptors located within about 1,400 feet of a construction site would experience outdoor noise levels greater than 60 dBA during the noisiest phases of construction. Noise associated with construction can often disturb the concentration and communication of nearby resident and pedestrians.

Noise emanating from construction and maintenance equipment in the City of Westminster is controlled by limiting construction to the hours of 7 a.m. to 8 p.m., Monday through Saturday with no construction occurring on Sundays and federal holidays. In addition to regulating hours, opportunities reduce construction and maintenance noise have become available with the recent adoption of federal regulations that limit outdoor equipment noise. As "Quiet" jackhammers, tampers, and air compressors are currently available or under development, the City can include noise criteria or give preference to quieter products in its future procurement actions.

FIGURE VIIB-11
TYPICAL CONSTRUCTION EQUIPMENT NOISE (dBA)

Equipment Type		Noise Level at 50 feet: Without Noise Control	Noise Level at 50 feet: With Feasible[1] Noise Control
EARTHMOVING	Front Loaders	79	75
	Backhoes	85	75
	Bulldozers	80	75
	Tractors	80	75
	Scrapers	88	80
	Graders	85	75
	Trucks	91	75
	Pavers	89	80
MATERIALS HANDLING	Concrete Mixers	85	75
	Concrete Pumps	82	75
	Cranes	83	75
	Derricks	88	75
STATIONARY	Pumps	76	75
	Generators	78	75
	Compressors	81	75
IMPACT	Pile Drivers	101	95
	Jack Hammers	88	75
	Rock Drills	98	80
	Pneumatic Tools	86	80
OTHER	Saws	78	75
	Vibrators	76	75

[1]Estimated levels obtainable by selection of quieter procedures or machines and implementing noise control features requiring no major redesign or extreme cost.

Source: *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, Bolt, Beranek, and Newman, U.S. Environmental Protection Agency, December 31, 1971.

Industrial Noise
Industrial noise is generated by various processing and manufacturing activities. This type of noise is generally limited to the immediate source area and does not impact sensitive receptors unless there is an incompatible mix of land uses close to the source. Proper planning, enforcement of zoning regulations, and noise ordinances are typically sufficient to prevent industrial uses from becoming a nuisance.

Neighborhood Noise Sources
Population noise represents the noise generated by human activity in the community. Sources of this type of noise include air conditioners, lawn mowers, leaf blowers, radio/stereo/television, sports arenas, schools, and other entertainment and commercial activities. Noise exposure allowable at a citizen's property line, due to population sources are currently qualified in terms of level and duration (Westminster Noise Ordinance Section 8.28.040C). The City's Noise Ordinance, citizen understanding, participation, and cooperation should ensure that noise sources do not become excessive.

Multifamily Dwelling Noise Sources
Transmission of noise from one dwelling unit to another can be exceedingly annoying and detrimental to quality of life. In high density multifamily complexes, the provision of adequate noise control measures in the building plan approval stage is of paramount importance. State standards for multi-dwelling noise insulation address noise transmission from one dwelling unit to another, and noise transmission from exterior to interior. These standards are included in the City's building codes to ensure an acceptable noise environment in multifamily dwellings.

Summary of Issues

Issue 1: Freeway Noise
Freeway traffic on I-405 and Route 22 has been increasing, resulting in higher noise levels in surrounding areas. Areas in need of soundwalls should be investigated. The Caltrans soundwall priority list process can be sped up by using local funding to construct the walls themselves with the cost being refunded by Caltrans at the time the area makes it to top of the State's list.

Issue 2: Arterial Noise
Traffic volumes on the major arterials which make up the City's grid system (e.g., Westminster Boulevard, McFadden Avenue, Magnolia St.) create significant noise levels. Appropriate measures, policies, and programs should be considered to address these noise levels and reduce potential impacts on future development in the City.

Issue 3: Railroad Noise

Two rail lines run through the City. Railroad noise can be a significant problem without proper land use planning (e.g., proper set-backs). To minimize railroad noise impacts the City should maintain adequate buffer zones and, if needed, adopt measures, policies, and programs to reduce any existing or future land use incompatibilities resulting from railroad noise.

Issue 4: Construction Noise

Although construction impacts are typically short-term, construction-related noise can result in significant impacts on sensitive land uses. To minimize these impacts, the City should consider policies requiring all construction activity to utilize the best available noise reduction technology. Furthermore, the City should strictly enforce noise ordinance limits on the days and hours of construction activity.

Issue 5: Industrial Noise

The City should avoid allowing incompatible land uses (Noise Zones 1 and 2) to be immediately adjacent to each other. The City should consider a policy to require buffers between these zones and/or use noise abatement measures (e.g. soundwalls) to minimize noise impacts.

Issue 6: Population Noise

Population noise can be a significant source of disturbances. The City should strictly enforce and, when necessary, update the Noise Ordinance.

Relevant Policies of the General Plan

There are several Noise policies and implementation programs within the Noise Section of the proposed Westminster General Plan that will mitigate impacts. These policies and programs are listed below:

Mobile Noise Sources

Policies:

VB1-1 Reduce impacts from mobile sources through proper planning and design, use of noise abatement techniques, and cooperation and coordination with key public agencies.

VB1-3 Coordinate with the California Department of Transportation (Caltrans) to achieve maximum noise abatement in the design of new highway projects or with improvements along I-405 and State Route 22.

VB1-4 Coordinate with the Orange County Transportation Commission and the County of Orange to implement noise mitigation measures that protect sensitive receptors in the City from excessive noise associated with the Smart Street Program.

VB1-5 Designate truck routes and enforce their use in order to limit unnecessary truck traffic in residential and commercial areas.

VB1-8 Maintain adequate setbacks, buffer zones, or otherwise provide for adequate noise attenuation along rail lines to avoid or reduce adverse noise impacts on land uses.

VB1-9 Coordinate with Southern Pacific Transportation Company and the United States Navy to support and maintain reasonable limits on rail traffic, the use of bells and whistles, and the speed and hours of rail operation in affected areas of the City.

VB4-1 Control noise at its source through the use of insulation, noise barriers, building design/orientation, setbacks, staggered opreating hours, and other techniques to ensure that noise levels do not exceed the limits established in the Noise and Land Use Compatibility Guidelines.

VB4-6 Protect schools, hospitals, libraries, churches, convalescent homes, and sensitive facilities from noise levels exceeding those allowed in residential areas.

VB4-7 Locate sensitive facilities away from excessive sources of noise unless mitigation measures are included in development plans which reduce noise to acceptable levels.

Program

VB1.1 *Noise Ordinance*

Objective: Update the Noise Ordinance to ensure that regulations are consistent with the policies adopted in the Noise Element, as well as changing conditions in the City, and the most recent State regulations.
Funding: General Fund
Timing: Ongoing
City Dept: Planning; Engineering

Stationary Noise Sources

Policies:

VB2-1 Control excessive noise from stationary sources by requiring acoustical studies and construction mitigation plans for new projects in compliance with the City's Noise Ordinance.

VB2-2 Require a construction-related noise mitigation plan for projects adjacent to developed/occupied noise sensitive land uses. The plan shall be submitted to the City for review and approval prior to issuing a grading permit. The plan shall show the location of construction equipment and how noise from this equipment will be mitigated by such methods as: Temporary noise attenuation barriers, Preferential location of equipment, and use of current technology and noise suppression equipment.

VB2-4 Set hourly noise level performance standards in the City Noise Ordinance for stationary sources such as industrial, recreational, and construction activities as well as mechanical and electrical equipment, and other locally regulated noise sources.

VB4-3 Limit the hours of construction activity in residential areas to reduce intrusive noise in early morning and evening hours and on weekends and holidays.

Program

VB3.1 *Noise Ordinance*

Objective: Update the Noise Ordinance to ensure that regulations are consistent with the policies adopted in this element, as well as change in conditions in the City, and the most recent State regulations.
Funding: General Fund
Timing: Ongoing
City Dept: Planning; Engineering

Impacts and Mitigation Measures

This section addresses potential impacts associated with implementation of the Westminster General Plan. Mitigation measures are designed to minimize potential impacts that could occur due to new policies or development occurring under the proposed General Plan.

Standards of Significance

Noise impacts associated with the proposed Westminster General Plan update would be considered significant if they result in any of the following:

- Substantial increases in ambient noise levels;
- Substantial increases in noise levels in areas of sensitive receptors;
- Generation of noise that would conflict with the City noise ordinance; and/or
- Creation of noise levels which are incompatible with designated land uses.

An evaluation of the significance of impacts in relation to these criteria is provided below. The impacts are reflective of the nature of the proposed plan, which calls for land use changes. The main difference, as stated in the Land Use section of this document, between the 1965 General Plan and the Proposed General Plan is that the 1965 plan only allowed commercial uses in areas designated as Planned Development. The proposed plan however, allows commercial development in a range of land use categories ultimately allowing more commercial development than before. Traffic patterns and volumes would be affected by this change. Furthermore, it is assumed that changes in other land uses may spur development, causing construction noise impacts and possibly incompatible noise level/land use relationships.

The FHWA Model was used for traffic-related noise calculations and 3 dBA, the minimum audible difference for the average person, was used as a guideline for the significance of noise increases.

Impact

VIIB.1. The proposed General Plan would increase traffic-generated noise at various locations in the City. This is a *significant impact.*

As depicted in Figure VIIB-12, calculations based on the FHWA Highway Traffic Noise Prediction Model revealed that the proposed Plan would significantly increase (3dBA or more) vehicular noise as compared to existing conditions at the following locations: Trask Avenue, Hazard Avenue (Goldenwest St./Brookhurst St.), Bolsa Avenue (Hoover St./Bushard St.), Heil Avenue (Beach Blvd./Newland St.), Springdale Street (Garden Grove Blvd/Westminster Blvd), Newland Street (Trask Ave./Bolsa Ave.), Bushard Street (Westminster Blvd./Hazard Ave.). At all other locations, noise levels would remain unchanged, or increase less than 3 dBA with implementation of the proposed Plan.

Figure VIIB-12
VEHICULAR TRAFFIC NOISE LEVELS AT BUILDOUT

Roadway Segment	Peak Hour Noise Level (dBA)[1]		
	Existing Conditions	Preferred Plan with CIP Improvements	AdBA
Garden Grove Blvd.			
Bolsa Chica Rd./Goldenwest St.	71	72	1
Goldenwest St./Beach Blvd.	72	73	1
Trask Ave.			
Edwards St./Goldenwest St.	65	68	3
Goldenwest St./Beach Blvd.	64	70	7
Beach Blvd./Newland St.	67	71	4
Westminster Blvd.			
Bolsa Chica Rd./Rancho Rd.	72	72	–
Rancho Rd./I-405	73	75	2
I-405/Hoover St.	74	74	–
Hoover St./Bushard St.	73	74	1
Hazard Ave.			
Goldenwest St./Brookhurst St.	65	68	3
Brookhurst St./Ward St.	68	70	2
Bolsa Ave.			
Edwards St./Hoover St.	73	74	1
Hoover St./Bushard St.	72	75	3
Bushard St./Ward St.	74	75	1
McFadden Ave.			
Goldenwest St./Ward St.	69	70	1

Figure VIIB-12
VEHICULAR TRAFFIC NOISE LEVELS AT BUILDOUT

Roadway Segment	Peak Hour Noise Level (dBA)[1]		
	Existing Conditions	Preferred Plan with CIP Improvements	AdBA
Edinger Ave.			
Beach Blvd./Bushard St.	72	73	1
Heil Ave.			
Beach Blvd./Newland St.	67	70	3
Rancho Rd.			
Bolsa Chica Rd./Westminster Blvd.	65	67	2
Bolsa Chica Rd.			
I-405/Westminster Blvd.	75	75	–
Westminster Blvd./Rancho Rd.	75	75	–
Springdale St.			
Garden Grove Blvd./Westminster Blvd.	68	72	4
South of Westminster Blvd.	70	71	1
Edwards St.			
Garden Grove Blvd./Trask Ave.	67	67	–
Trask Ave./Westminster Blvd.	68	69	1
Westminster Blvd./Bolsa Ave.	69	71	2
Goldenwest St.			
Garden Grove Blvd./Westminster Blvd.	73	74	1
Westminster Blvd./Bolsa Ave.	72	73	1
Bolsa Ave./McFadden Ave.	73	73	–

Figure VIIB-12
VEHICULAR TRAFFIC NOISE LEVELS AT BUILDOUT

Roadway Segment	Peak Hour Noise Level (dBA)[1]		
	Existing Conditions	Preferred Plan with CIP Improvements	AdBA
Hoover St.			
Garden Grove Blvd.22 Freeway	72	72	–
22 Freeway/Bolsa Ave.	70	71	1
Beach Blvd.			
Garden Grove Blvd./Westminster Blvd.	76	77	1
Westminster Blvd./Bolsa Ave.	77	78	1
Bolsa Avd./I-405	76	78	2
I-405/Edinger Ave.	78	78	–
Edinger Ave./Heil Ave.	77	77	–
Newland St.			
Trask Ave./Bolsa Ave.	70	73	3
Bolsa Ave./Edinger Ave.	71	72	1
Edinger Ave./Heil Ave.	71	71	–
Magnolia St.			
Westminster Blvd./I-405	74	74	–
Bushard St.			
Westminster Blvd./Hazard Ave.	67	70	3
Hazard Ave./Edinger Ave.	68	69	1

Figure VIIB-12
VEHICULAR TRAFFIC NOISE LEVELS AT BUILDOUT

Roadway Segment	Peak Hour Noise Level (dBA)[1]		
	Existing Conditions	Preferred Plan with CIP Improvements	AdBA
Brookhurst St.			
Hazard Ave./Edinger Ave.	75	75	–
Ward St.			
Hazard Ave./Edinger Ave.	65	66	1

[1] Peak hour noise level (dBA) @ 50 feet from centerline of roadway
Sources: Kimley-Horn & Associates, Traffic Summaries; FHWA Highway Traffic Noise Prediction Model, U.S. Department of Transportation, December 1978.

Mitigation Measure

VIIB.1. *Implementation of Noise Policies VB-1 through VB-6 of the proposed General Plan would reduce this impact to a less-than-significant level.*

Impact

VIIB.2. New development allowed under the proposed General Plan could increase construction activities in the City. This increase would result in an increase in noise impacts during the construction phase of projects. This is a *potentially significant short-term impact.*

The proposed Plan would allow an increase in development City-wide. This increased development is expected to create an increase in construction activity. As presented in Table VIIB-13, construction activities typically causes very high noise levels. Implementation of the following mitigation measures should be adhered to in order to minimize all impacts.

Mitigation Measure

VIIB.2. *Implementation of Noise Policies VB-1 and VB-10 Through VB-13 of the proposed General Plan would reduce this impact to a less-than-significant level.*

Figure VIIB-13
TYPICAL CONSTRUCTION NOISE LEVELS AT 50 FEET (dBA)

Construction Phase	Commercial/Industrial Construction Average Noise Level	Housing Construction Average Noise Level
Groundcleaning	84	84
Excavation	89	88
Pile Driving	101	101
Foundations	78	81
Erection	85	82
Finishing	89	88

Source: Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, prepared by Bolt, Beranek, and Newman for the U.S. Environmental Protection Agency, December 31, 1971, p. 20.

Impact

VIIB.3. The General Plan would allow changes in existing land use patterns. This change may create incompatible noise/land use relationships for existing and new developments. This is a *potentially significant impact.*

Shifts in land use patterns, from residential to commercial or, from low/medium density residential to higher density residential, may cause land use incompatibilities. As a result, some areas could experience excessive noise level increases. The following mitigation measures must be followed in order to avoid significant impacts.

Mitigation Measure

VIIB.3. *Implementation of Noise Policies VB-10, VB-11, and VB-12 would reduce this impact to a less-than-significant level.*

VIII. Regionalism

Chapter VIII: Regionalism

A. Regional Concerns

Introduction

The City of Westminster is located in Northwest Orange County. The City of Garden Grove abuts Westminster's north and east boundary, Seal Beach is to the west, Huntington Beach is south, and Fountain Valley is adjacent to the southeast. Midway City, an unincorporated area of Orange County, is located in the central portion of Westminster (see Figure VIIIA-1).

At incorporation, in 1957, Westminster had a population of approximately 10,755 persons and a land area of 3,688 acres, or 5.75 square miles. Since that time, the most significant periods of growth for Westminster, as well as the entire Southern California region, occurred in the 1960's and 1970's. As the region grew, it became more evident that one city's growth and development affected other jurisdictions. Because of this, regional coordination has become an important factor in city development.

The Regionalism Chapter of the General Plan will set policies that assist the City of Westminster in balancing the negative as well as the beneficial aspects of growth, through regional and local coordination. The Policies are found in Volume I, Chapter VI.

Regionalism is the term associated with how a city coordinates development and infrastructure improvement policies with the surrounding cities and counties. Westminster acknowledges that planning its future requires consideration of the impacts and effects to the surrounding region. Certain aspects of development must be viewed in a larger context.

This report is organized to first discuss the existing conditions of the City of Westminster in terms of regional development issues. Specific considerations to be addressed include Air Quality, Congestion Management, Growth Management and Jobs/Housing Balance. Following the existing conditions analysis is the issues

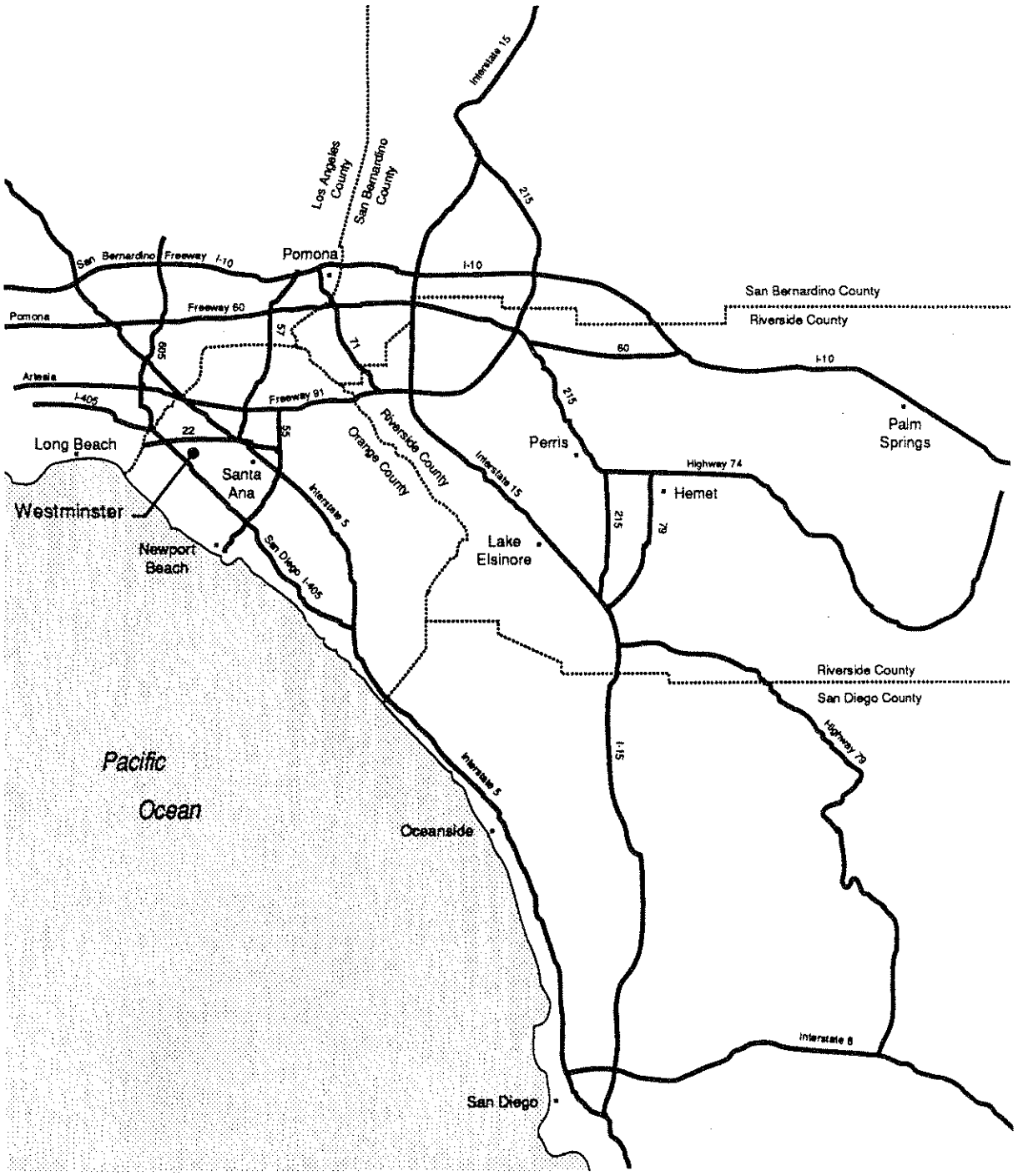


Figure VIIIA-1

Regional Location

identification section and the impacts and mitigation measures associated with implementation of the General Plan.

Existing Conditions

The Southern California Association of Governments (SCAG) identifies its six-county region (Figure VIIIA-2) as the second most populated of the Country. Only the New York Metropolitan area has more people than the estimated 14 million people who reside in the SCAG region. Projections indicate that 18.3 million persons will reside in the region by the year 2010, or one in every 15 persons in the United States. With so many existing and projected residents, it has become imperative that individual jurisdictions within the region address the expected increase and plan for the anticipated impacts.

Air Quality

The City of Westminster is located in the northwest region of Orange County, which is within the South Coast Air Basin (SCAB) of the Air Quality Management District (AQMD). The SCAB 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 on the north and east. The basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. The southern boundary is identified by the San Diego County line. The AQMD overall area spans 13,350 square miles, but 11.3 of the 12 million people within the District reside in the SCAB. This basin also includes nearly all of the eight million vehicles in the AQMD Management Area.

Motor vehicle trips and other transportation modes contribute the most significant air quality impacts in the region. It is widely understood that a reduction of vehicle trips and vehicle miles will have direct benefits to air quality.

Vehicle miles traveled (VMT) in the region are projected to increase 68 percent from 1985 to 2010 without implementation of the AQMD's Air Quality Management Plan (AQMP) and the Regional Mobility Plan (RMP). The average length (in miles) of a vehicle trip is projected to increase by 19 percent over the same time period if the plan is not implemented. The dispersed land use pattern common in Southern California tends to separate employment areas from residential areas, thus encouraging dependency on car travel. One of the objectives of the AQMP is to reduce VMT by locating jobs and housing closer together such that work commute trips will be shorter.

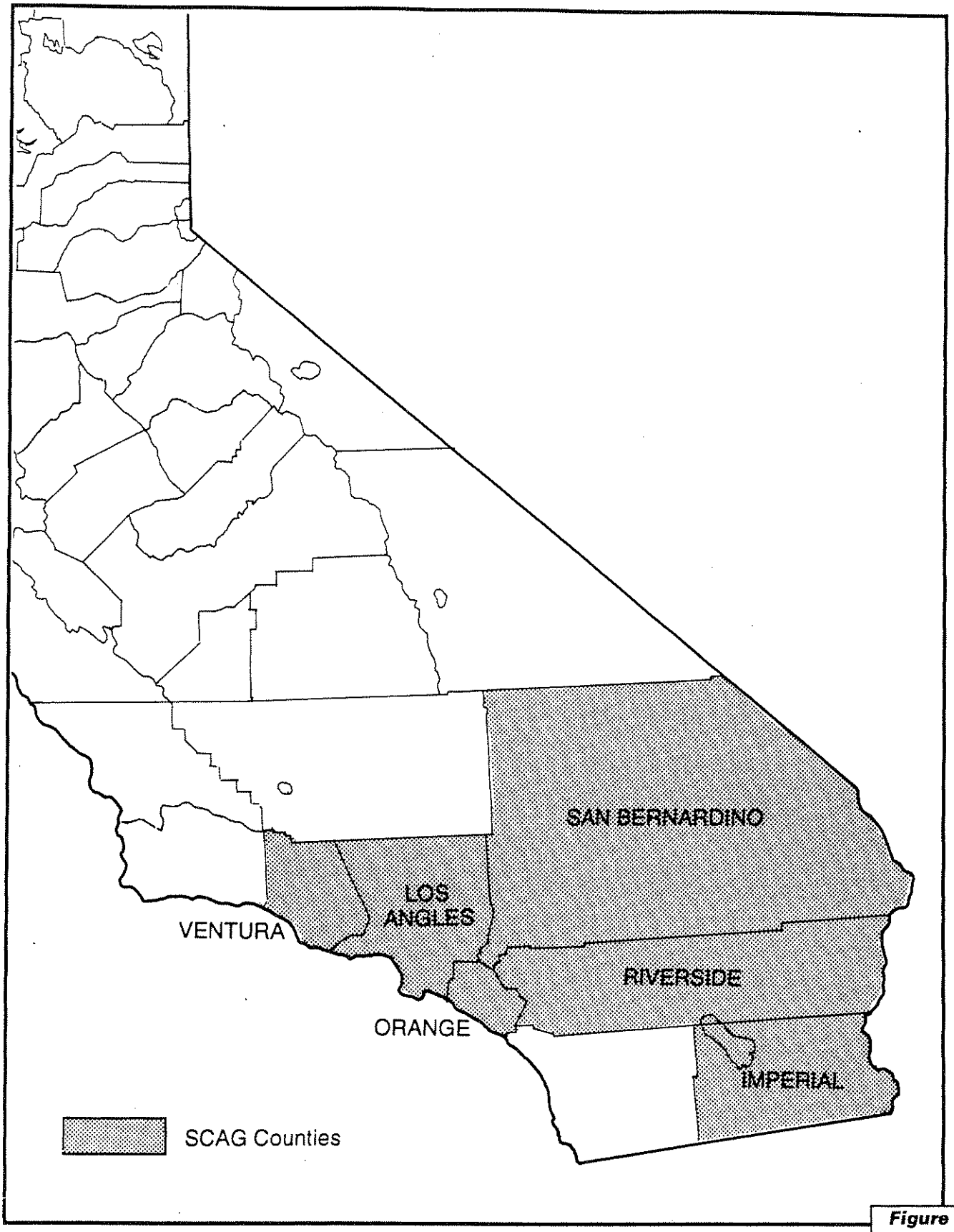


Figure VIIIA-2

Southern California Association of Governments (SCAG) Regions

As the jobs/housing balance improves and the VMT are reduced, fuel will be saved, congestion will be eased, and traffic flow will improve. All of these effects will reduce air pollutant emissions and, it is anticipated, improve the air quality situation.

Within the SCAB, motor vehicles and other transportation modes contribute 53 percent of reactive hydrocarbons, 73 percent of nitrogen oxides, and 97 percent of carbon monoxide, all of which assist in smog formation. The remaining percentages are emitted by industries, households, and commercial activity. Because of the significance of these emissions, transportation policies are often targeted to improve air quality in the basin.

Like other cities in the region, Westminster contributes emissions that affect the basin's air quality. Many Westminster residents commute to work in other locations. Because of this, and the fact that many surrounding city residents commute through Westminster, many of the road segments in the City have high levels of traffic. Studies have indicated that motorists in the region consume a quarter of each tank of fuel idling in traffic.

Land use policies also affect air quality in Westminster and the region. Air quality is impacted by land use because the distribution of housing, employment opportunities, and services affects the number of vehicle trips, the distance vehicles travel, and the congestion of the traffic patterns in a given area. Secondly, population growth implies an increase in vehicular travel which directly increases air pollution emissions. Lastly, land use decisions affect the extent to which people sensitive to air pollution are exposed to air contaminants.

Certain residents, such as the very young, the elderly and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution. These people are known as sensitive receptors. Some examples of land uses where significant numbers of sensitive receptors are often found are schools, day care centers, parks, recreational areas, medical facilities and rest homes and convalescent care facilities. Land use conflicts can arise when sensitive receptors are located next to major sources of stationary or mobile air pollutant emissions.

In addition to the air pollution associated with vehicles and land use issues, energy consumption by residential and commercial space heating, air conditioners, water heaters, etc. contributes to the SCAB air quality problems. According to the 1991 AQMP, there are 3.3 million residential and commercial natural gas-fired water heaters in the SCAB. These heaters emit nitrogen oxides (NOx), which are a major constituent in smog formation. Even those homes and businesses that rely on electricity impact air quality, in that the demand for electricity requires an increase in power generation, which in turn produces air pollutants. Additionally, over half the homes in California are not properly weatherized according to a 1987 State

Public Utilities Commission survey. Most residential and commercial buildings do not meet the conservation standards for new structures set by the California Energy Commission.

Recycling paper, glass, and plastic materials provides significant energy savings. From an air quality perspective, this means less nitrogen oxides (NOx) and other pollutants, from the manufacturing process, being emitted into the atmosphere. Recycling also reduces waste, controls litter, and conserves resources. Currently, Westminster has approximately 10 percent of all residences taking part in curb-side recycling. Recycling collection bins are available throughout the City and at City Hall. The City currently has a Source Reduction and Recycling Element (SRRE) to assist in meeting AB 939 recycling requirements.

To achieve Federal Air Quality standards, the City of Westminster will have to work with other jurisdictions in the region to ensure tough control measures are implemented. The AQMP identifies a tiered approach to air quality improvements. Tier I contains actions to be taken in a five-year period, including transportation improvements. Tier I control measures for local government identified in the 1991 revision to the AQMP are shown in Figure VIIIA-3. Tier II time frames are from 6 to 20 years and include dependency on additional funds and new legislation. Tier III actions are directly tied to the development of new technology. Figure VIIIA-4 illustrates anticipated Air Quality improvements with the implementation of the individual tiers. In light of the dramatic growth forecast for the region, these measures will have to include life-style changes to reduce single occupancy vehicle trips, alternative sources of energy, and expanded efforts toward waste recycling and energy conservation.

Congestion Management

In June 1990, State Proposition 111 was approved requiring all urbanized areas in the state, with a population of 50,000 or more, to adopt a Congestion Management Program (CMP). The ultimate goal of Congestion Management Programs are to reduce traffic congestion and to provide a mechanism for coordinating land use development decisions within defined regions.

In Orange County, the Orange County Transportation Authority (OCTA) is the CMP Lead Agency. As Lead Agency, the OCTA is responsible for the preparation and adoption of the CMP for Orange County. The county-wide CMP is a composite of the local agency submittals.

AQMP Measure No.	Title	Implementing Agency	Proposed Adoption Date	Proposed Implementation Date
A-D-2	Control of Emissions from Swimming Pool Water Heating [NO_x]	SCAQMD/ Local Gov't	1992	1999
A-D-3	Control of Emissions from Residential & Commercial Water Heating [NO_x]	SCAQMD/ Local Gov't	1992	2006
A-E-3	Control of Dust Emissions from Agricultural Tilling [PM10]	Local Gov't	1994	1996
A-F-2	Control of Emissions from Construction and Demolition Activities and Onsite Vehicular Flow [PM10]	SCAQMD/ Local Gov't	1992	1994
A-F-4	Low Emission Methods and Materials for Building Constriction [ROG, PM10]	Local Gov't	1994	1998
A-F-5[1]	Control of Dust Emissions from Wind Erosion [PM10]	SCAQMD/ Local Gov't	1992	1997
M-G-6[1]	Eliminate Excessive Car Dealership Cold Starts [ROG, CO, NO_x]	SCAQMD/ Local Gov't	1994	1994
M-G-7[1]	Eliminate Excessive Curb Idling [ROG, CO]	SCAQMD/ Local Gov't	1993	1994
M-G-9[1]	Eliminate Emissions from Advertising Vehicles [All Pollutants]	SCAQMD/ Local Gov't	1994	1995
M-H-1[1]	Environmental Review Program [ROG, NO_x, CO][2]	SCAQMD/ Local Gov't	1991	1992
M-H-2[1]	Trip Reduction for Schools [ROG, NO_x, CO][2]	SCAQMD/ Local Gov't	1992	1993
M-H-3[1]	Supplement Development Standards [ROG, NO_x, CO][2]	Local Gov't	1993	1993
M-H-4[1]	Special Activity Centers [ROG, NO_x, CO][2]	SCAQMD/ Local Gov't	1993	1994
M-H-5[1]	Enhanced Regulation XV [ROG, NO_x, CO][2]	SCAQMD/ Local Gov't	1992	1993
M-H-6[1]	Truck Programs [ROG, NO_x, CO][2]	SCAQMD/ Local Gov't	1992	1993
M-H-7[1]	Registration Program[2]	SCAQMD/ Local Gov't	1991	1992
M-I-7[1]	Eliminate Leaf Blowers [All Pollutants]	SCAQMD/ Local Gov't	1993	1994

Figure VIIIA-3

Local Governments - Tier I Control Measures
(1 of 3)

1a	Person Work Trip Reduction [ROG, NO_x, CO]	Local Gov't/ SCAG/CTS/ SCAQMD	7/92	7/99
1b[1]	Non-Motorized Transportation [ROG, NO_x, CO]	Local Gov't/ SCAG/SCAQMD	7/92	7/99
2a	Employer Rideshare and Transit Incentives [ROG, NO_x, CO]	Local Gov't/ SCAQMD/SCAG/ CTS	7/92	1994
2b	Parking Management [ROG, NO_x, CO]	Local Gov't/ SCAQMD	1/92	1994
2d	Merchant Transportation Incentives [ROG, NO_x, CO]	Local Gov't/ SCAQMD	7/92	1994
2e	Auto Use Restrictions [ROG, NO_x, CO]	Local Gov't/ SCAQMD	1/92	1994
2f	HOV Facilities [ROG, NO_x, CO]	CALTRANS/CTC/ Local Gov't	(3)	(3)
2g	Transit Improvements [ROG, NO_x, CO]	CTC/UMTA/ CALTRANS/ Local Gov't/ Public Transit Providers	(3)	(3)
3a	Truck Dispatching, Rescheduling and Rerouting [ROG, NO_x, CO]	Local Gov't/ SCAQMD/SCAG/ CALTRANS/CHP	1/92	1994
4	Traffic Flow Improvements [ROG, NO_x, CO]	CALTRANS/ Local Gov't/ CTC/SCAG	1991	1991
5	Nonrecurrent Congestion [ROG, NO_x, CO]	CALTRANS/CHP/ SCAG/SCAQMD/ CTC/Local Gov't	1991	1994
12a	Paved Roads [PM10]	SCAQMD/ARB/ Local Gov't/ CALTRANS/ Sanitation & Flood Districts	5/91	1994
12b	Unpaved Roads [PM10]	ARB/CALTRANS/ Local Gov't	7/94	1994
13	Freeway & Highway Capacity Enhancements [ROG, NO_x, CO]	CALTRANS/ SCAG/CTC/ FHWA/DMV/BAR	(3)	(3)
16	High Speed Rail [ROG, NO_x]	SCAG/Local Gov't CALTRANS	7/91	1/97
17	Growth Management [ROG, NO_x, CO][4]	SCAG/Local Gov't	1/92	1/94

Figure VIIIA-3

Local Governments - Tier I Control Measures
(2 of 3)

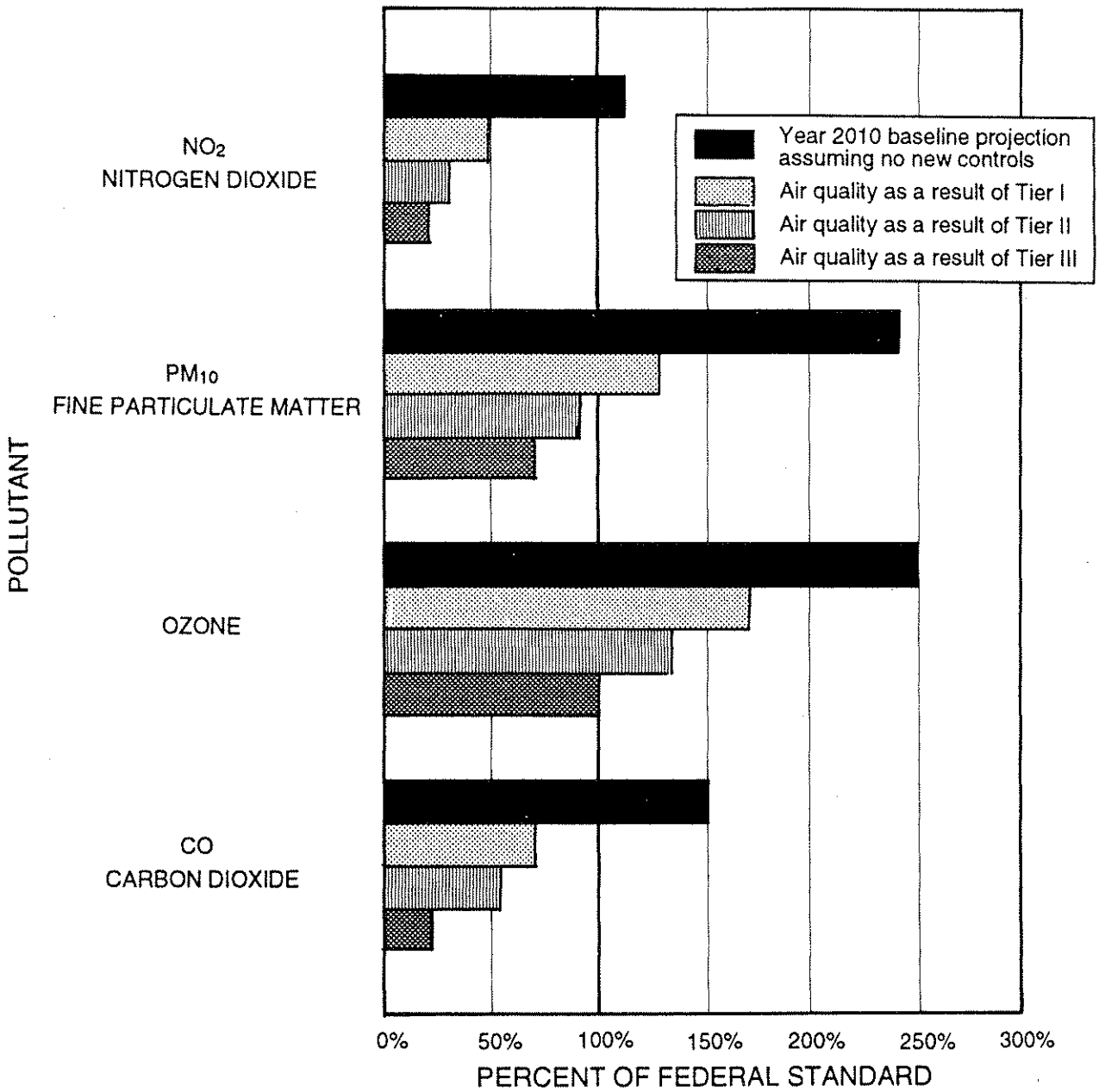
E-D-1a	Residential Sector - Electricity Savings [NO_x]	SCAQMD/CEC/ Local Gov't/PUC	1994	2007
E-D-1b	Residential Sector - Natural Gas Savings [All Pollutants]	SCAQMD/CEC/ Local Gov't/PUC	1993	2006
E-C-1a	Commercial Sector - Electricity Savings [NO_x]	SCAQMD/CEC/ Local Gov't/PUC	1993	2008
E-C-1b	Commercial Sector - Natural Gas Savings [All Pollutants]	SCAQMD/CEC/ Local Gov't/PUC	1994	2009
E-C-2a[1]	Industrial Sector - Electricity [NO_x]	SCAQMD/CEC/ Local Gov't/PUC	1994	2008
E-C-2b[1]	Industrial Sector - Natural Gas Savings [All Pollutants]	SCAQMD/CEC/ Local Gov't/PUC	1995	2009
E-C-2c	Industrial Sector - Glass Recycling [NO_x]	SCAQMD/CEC/ Local Gov't	1991	1998
E-C-2d	Industrial Sector - Paper Recycling [NO_x]	SCAQMD/CEC/ Local Gov't	1994	2001
E-C-3	Local Government Sector - Electricity and Natural Gas Savings [All Pollutants]	SCAQMD/CEC/ Local Gov't/PUC	1995	2010

Source: South Coast Air Quality Management District Air Quality Management Plan Final Draft, May 1991.

(1) *New control measures.*
(2) *District's Indirect Source Control measures.*
(3) *To be determined by the implementing agencies.*
(4) *VMT targets are included as an implementation option to the job/housing ratio for this control measure.*

Figure VIIIA-3

Local Governments - Tier I Control Measures
(3 of 3)



Source: Summary of 1989 Air Quality Management Plan

Figure VIIIA-4

Expected Air Quality Improvements With Implementation of Tiered Approach

The accumulation of local CMPs is organized into the county-wide program and is submitted to SCAG for a finding of consistency with funding program requirements. Once SCAG issues its findings of consistency, local agencies are eligible to receive Proposition 111 monies.

The City of Westminster first submitted a CMP in 1991. Because the City has annually demonstrated an integration and application of CMP requirements into the land use decision making process, it maintains funding eligibility. It is estimated that $18.5 billion, statewide, will be funded over the Proposition 111 20-year period. Westminster's share of these funds is estimated at $9.8 million for the period.

The County CMP requires Westminster to establish a seven-year Capital Improvement Program (CIP) to maintain or improve level-of-service and transit performance standards, and assist in achieving congestion management and air quality objectives. The seven-year CIP is amendable on an annual basis, with each year's CMP submittal.

Beyond the CIP requirement, the City of Westminster is required to submit Transportation Demand Management (TDM) and Level-of-Service (LOS) Programs. The TDM Ordinance (Ordinance No. 2156) was adopted by the Westminster City Council on April 23, 1991, and is now Chapter 17.45 of the Municipal Code. The TDM Ordinance applies to all new non-residential development projects that are estimated to employ a total of 100 or more persons.

The City of Westminster forwarded the CMP document to the OCTA for review and adoption. The 1992 CMP is expected to ensure Westminster continued funding of Proposition 111 funds.

Growth Management

Growth Management is not a new concept in California. Many communities have developed growth management systems to achieve a variety of environmental, social, and economic goals. The California Office of Planning and Research (OPR) states that these systems have been designed to balance the service costs and revenues associated with development, protect environmental and aesthetic quality, encourage efficient land and water use, preserve community identity, and protect the economic base of the community.

The City of Westminster, unlike many of the communities that have implemented growth management systems, is a relatively built-out city. The total city-wide vacant lands inventory consists of 56.2 acres. Therefore, Westminster faces different growth related issues than a city with an abundance of vacant lands. Instead of focusing on new developments at the fringe of a growing city, Westminster must

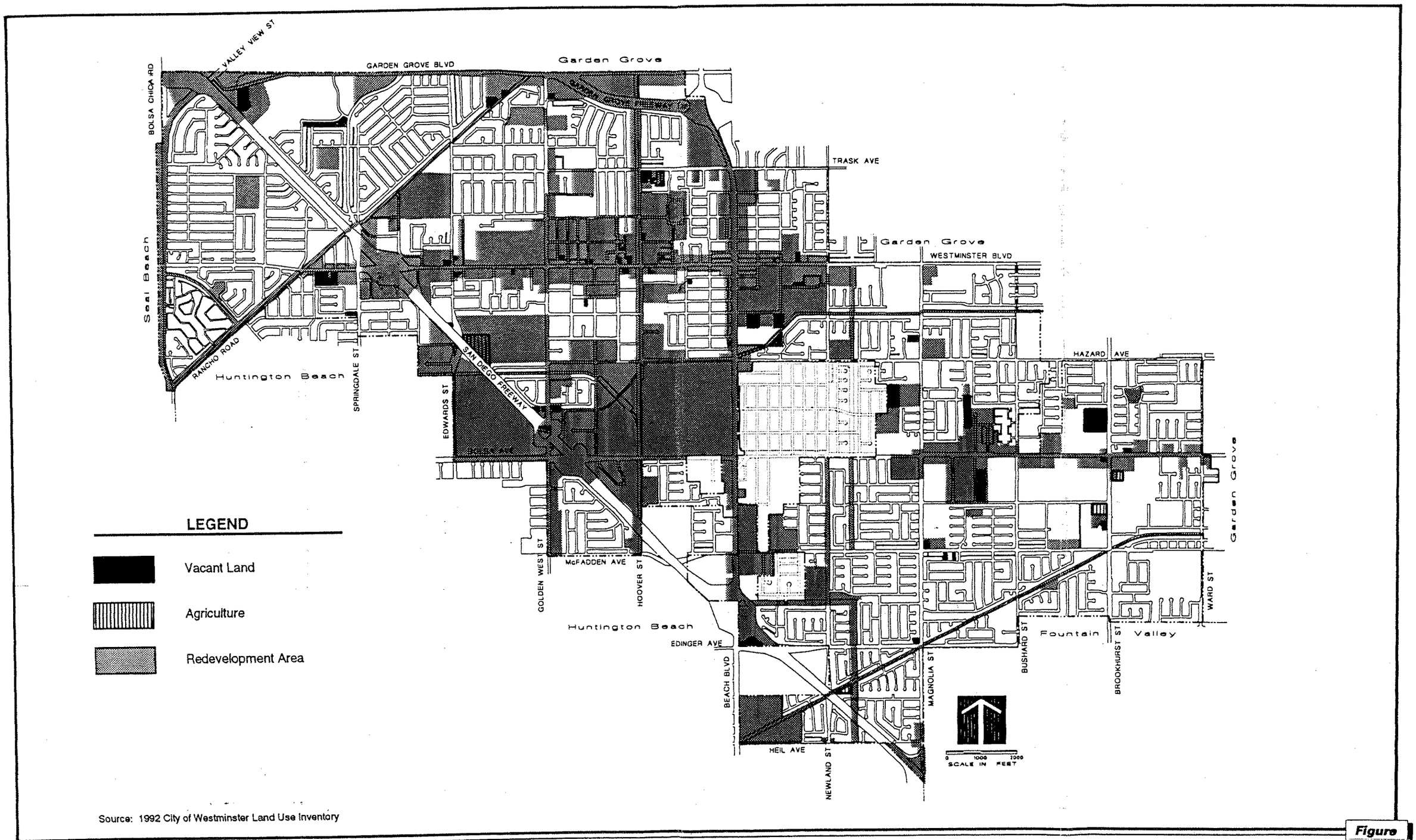
look at how it will accommodate infill developments as well as provide services to the changing population while maintaining an economically viable community.

On November 6, 1990, Orange County voters approved Measure M, the Revised Traffic Improvement and Growth Management Ordinance, providing the funding for needed transportation improvements. Measure M authorized the imposition of a 1/2 cent retail transaction and use tax for a period of 20 years, effective April 1, 1991. The sales tax increase is estimated to raise $3.1 billion county-wide over the 20-year period. Westminster is to receive an estimated $768,000 for 1991-1992.

Monies received from the new sales tax revenue will be returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. In order to qualify for these revenues, however, Measure M requires each jurisdiction to comply with the League of California Cities, Orange County Division, County-wide Traffic Improvement and Growth Management Program (CTI & GMP). The CTI & GMP coordinates traffic improvements and planning activities on a county-wide basis. It is designed to maintain local authority for making land use decisions and establishing growth management performance standards in a regional framework.

In order to continue to receive the funds, Westminster has adopted a Growth Management Element in its current General Plan. The document identifies levels-of-service standards, mitigation programs, and phasing/monitoring programs. The General Plan identifies these aspects and facilitates and assists Westminster in continued participation in the region's growth management efforts. Future development in Westminster is projected to be in the form of infill, conversion of uses, and redevelopment projects. Figure VIIIA-5 illustrates the vacant parcel inventory, possible long-term conversion of uses (agriculture), and the Redevelopment area. Build-out of these sites will be dependent upon a number of factors, with the proposed General Plan designations being the most pertinent.

The SCAG Growth Management Plan states "overcrowding, congestion, and environmental problems have come with this growth, which is the most diverse and rapid in the industrialized world. Compounding the problem, funding for growth management programs is in short supply." The City of Westminster is impacted by growth and currently struggles with achieving the necessary funding to deal with it. Based on the City's current five-year needs assessment, Westminster will have a revenue shortfall by July 1995 (see Figure VIIIA-6). In terms of growth management, the City will be faced with pressure to continue to provide adequate services while accommodating growth. The current Growth Management Element of the General Plan identifies mitigation fees associated with new development. The City must collect the identified fees if they are to successfully implement their programs.



Source: 1992 City of Westminster Land Use Inventory

Figure VIIIA-5

Potential City-wide Development Areas

Potential City-wide Development Areas

Jobs/Housing Balance

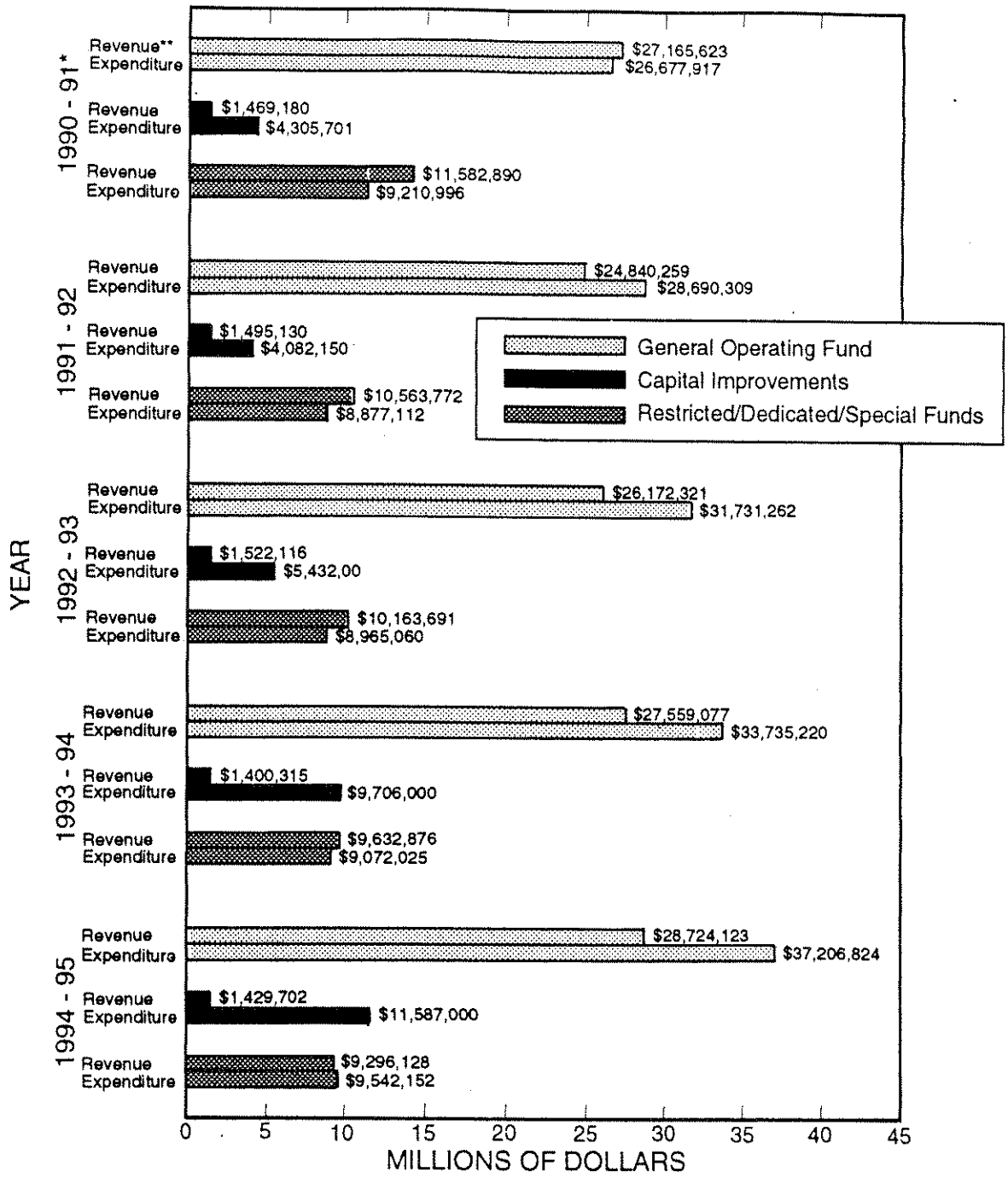
Jobs/Housing balance is the notion of matching the location, intensity, and nature of jobs to housing in order to encourage a reduction in automobile trips and total miles traveled with a corresponding increase in the use of mass transit and alternative methods of transportation, such as carpools, bicycles and walking. It is assumed that when the distance between home and the workplace is reduced, there is a greater likelihood to use alternative transportation methods. The premise to the strategy is that when sufficient jobs are available locally to balance the employment demands of the City, as well as locating commercial activities near residential centers, the overall automobile trips will be reduced. The result of this is a lessening of congestion and an improvement to air quality, the primary objective of jobs/housing balance.

Traffic congestion and the deterioration of air quality are the two most important factors guiding the need for jobs/housing balance in California communities with separated housing and employment nodes. Many Southern Californians spend an hour or more per day commuting from their home to job. Additionally, automobile trips between the residential and shopping areas are often inconveniently distant from one another.

The California Office of Planning and Research (OPR) identifies Jobs/Housing Balance strategies such as: locating higher density housing near employment centers, promoting infill development, actively recruiting businesses that will utilize the local work force, and providing affordable housing opportunities within the community. These strategies most affect the Land Use, Circulation and Housing sections included in the Community Development Chapter of the General Plan.

Because of the nature of the problem, it is virtually impossible for a single community to be able to solve the Jobs/Housing problem. Realizing this, SCAG has made Jobs/Housing a goal for all jurisdictions within their region. Cooperative effort is required by all communities if there is to be success.

SCAG's Regional Growth Management Plan (RGMP) states that a region's jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole, is by definition, balanced. The RGMP identifies various subregions. Westminster is located in the Northwest Orange Subregion. The overall Jobs/Housing Balance for the region is 1.22. Job-



Source: City of Westminster 5 Year Needs Assessment
* Year runs from June to July.
** Revenue includes previous years positive balance.

Figure VIIIA-6

Five Year Needs Assessment 1990 - 1995

rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average.

The Northwest Orange subregion is expected to achieve a Jobs/Housing ratio of 1.44 in the year 2010. Westminster's current ratio (1990 Census) is .80. This indicates that the City is housing "rich" and jobs "poor". Often, housing-rich communities are considered "bedroom communities". Because North Orange County is a jobs-rich subregion, policy emphasis should be on the provision of housing rather than jobs. Although Westminster is housing-rich, regional policy focuses on the jobs/housing balance of subregions rather than individual cities. High levels of job creation in the City without the creation of adequate housing to offset the jobs would be viewed as an adverse impact to the subregion.

Summary of Issues

Issue 1: Air Quality

Air Quality is possibly the Regional Issue least controlled by the City. It is, however, important enough to pursue regional cooperation to lessen air pollution.

Issue 2: Congestion Management

Automobiles are the largest contributors to the region's poor air quality. Auto pollution is heightened when traffic congestion occurs. The proper flow of automobile traffic is required to reduce air quality impacts and maintain City-wide livability.

Issue 3: Growth Management

Growth impacts a number of City functions, such as the ability to provide water, sewer, emergency response, and educational services. Traffic and social impacts are also realized with a growing city. The proper management of public infrastructure and services, in light of the projected growth, is required.

Issue 4: Jobs/Housing Balance

The region has determined that a better allocation and distribution of population and jobs is needed to reduce vehicle miles travelled. Westminster will work towards achieving this goal, through such technique as land use planning and economic development.

Relevant Policies of the General Plan

Jobs/Housing Balance Policies

VIA4-1 Cooperate with SCAG and other cities in the Northwest Orange County subregion in meeting the SCAG 2010 goals for improving the jobs/housing ratio of the subregion.

VIA4-2 Recruit businesses that will utilize the local work force to locate in the City of Westminster.

VIA4-3 Encourage mixed-use developments which include both residential and commercial components and other developments patterns which locate residential uses near commercial centers and employment centers.

VIA4-4 Improve subregional job/housing balance by encouraging the development, expansion, and retention of housing.

VIA4-5 Encourage businesses to participate in programs to improve air quality, including new business development which contributes to a greater balance of jobs and housing, thus reducing vehicle trips and vehicle miles traveled (VMT).

Impacts and Mitigation Measures

Jobs/Housing Balance

Standards of Significance

The following standards were used to evaluate the potential significance of the General Plan's impacts on population and employment in relation to regional plans and policies.

- Substantial growth or change in the concentration of population or housing which is not anticipated in local or regional plans; and/or
- Substantial employment growth in a job-rich subregion or the addition of a substantial amount housing in a housing-rich subregion.

Impact

VIIIA.1. The Land Use Policies of the General Plan would positively contribute to the achievement of a jobs/housing balance in the

Northwest Orange County subregion. This is considered a *beneficial effect.*

It is a goal of the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) to achieve a more balanced distribution of jobs and housing among subregions in the greater Los Angeles area. The purpose of this goal is to reduce the number vehicles miles travelled by commuters, thereby reducing air pollutant emissions from vehicles and also reducing traffic congestion. With this goal in mind, targets have been established for each subregion to increase either employment or housing opportunities in order achieve a jobs/housing balance. A subregion with a jobs/housing ratio of 1.22 is considered balanced.

The City of Westminster is located in the Northwest Orange County subregion which is considered a "jobs-rich" area (meaning it has a jobs/housing ratio greater than 1.22). Therefore, the regional emphasis is to promote more housing opportunities in this subregion in order to achieve a better balance with employment. The land use policies of a city's General Plan can make a significant contribution toward achievement of the regional jobs/housing objectives or, conversely, can work against the achievement of these objectives. SCAG has developed a methodology for evaluating "regionally significant" projects which are subject to review for conformity with regional goals. The analysis displayed in Figure VIIIA-7 is based on SCAG's 18-step procedure for calculating the number of new housing units which should be provided in association with the new employment opportunities which are projected to be created when build-out of the Westminster General Plan occurs. It is basically a comparison of potential housing creation versus job creation under the General Plan in relation to regional jobs/housing goals.

Figure VIIIA-7 indicates that the policies of the General Plan would permit an adequate number of new housing units to be created in order to offset the number of permanent new jobs which could potentially be created in the City. Therefore, the General Plan makes a net positive contribution toward the achievement of a jobs/housing balance in the subregion by providing adequate opportunity for expansion of the housing stock in relation to employment potential in the City.

Mitigation Measure

VIIIA.1. *The Land Use Policies of the General Plan (specifically the land use pattern and associated land use intensities designated on the Land Use Map) combined with policies IIA 4-1, IIA 4-2, IIA 4-3, IIA 4-4, and IIA 4-5 effectively avoid any adverse impact to subregional jobs/housing balance.*

FIGURE VIIIA-7
JOBS/HOUSING BALANCE ANALYSIS
NORTHWEST ORANGE COUNTY SUBREGION
A Job-Rich Subregion Impacted by a Project Providing
6,740 New Jobs and 4,759 New Dwelling Units

Item	Jobs	Housing	Ratio
Base Year (1984)*	(1) 680,200	(2) 506,000	1.34
2010 Trend*	(3) 988,600	(4) 628,200	
2010 Policy*	(5) 941,500	(6) 654,200	
Increase To 2010 Per Trend	(7) 308,400	(8) 122,200	(11) 2.52
Increase to 2010 Per Policy	(9) 261,300	(10) 148,200	(12) 1.76

(13) Net change in jobs provided by the project (from base year to build out) = 6,740
(14) Divide net change in jobs by "Policy Ratio": 6,740/1.76 = 3,830
(15) Divide net change in jobs by "Trend Ratio": 6,740/2.52 = 2,675
(16) Compute the difference between the above two steps: 3,830 - 2,675 = 1,155
(17) Net change in housing provided by the project (from base year to build out) = 4,759
(18) If step 16 is larger than step 17, the difference is the number of dwelling units which should be associated with the project.

Since step 17 is larger than step 16, the conclusion is that the project provides adequate housing to offset the jobs created.

* Figures taken from 1989 Regional Growth Management Plan
** Employment generation calculated by multiplying the number of new occupied dwelling units (3% vacancy rate assumed) by the 1990 Orange County average of 1.42 local jobs per occupied unit (1990 Census)
Source: Southern California Association of Governments

Relevant Policies of the General Plan

Air Quality

Conflicts often exist between air quality goals and existing governmental policies, plans, and programs in the areas of circulation, energy, zoning, housing, and other areas. This is particularly true for parking and highway development policies which may encourage the use of the automobile and lead to increased air emissions.

There is a need for improved communication and coordination between local government and regional, state, and federal agencies responsible for air quality

planning and implementation. As one example, SCAQMD often does not learn about a new stationary emission source that requires a District permit until long after it has been permitted by local government.

Air Quality Policies

VIA1-1 Promote ride-sharing, park and ride facilities, and public transportation.

VIA1-2 Continue to work with the Regional Air Quality Advisory Council (RAQAC) to implement regional and local programs designed to meet federal, State, and regional air quality planning requirements.

VIA1-3 Adopt air quality plans and policies consistent with the direction of the South Coast Air Quality Management District's Air Quality Management Plan (AQMP) and the recommendations of the RAQAC.

VIA1-5 Participate in the preparation of sub-regional, regional, or county wide congestion management and growth management plans.

VIA1-7 Utilize land use and zoning practices, including the siting of development projects, to minimize air quality impacts and protect "sensitive receptors."

VIA1-8 Cooperate with local, regional, State, and federal agencies to reduce Vehicle Miles Traveled (VMT) and consequent emissions through job creation.

VIA1-9 Reduce emissions from local government fleet vehicles by equipping fleet vehicles with enhanced emission controls and by purchasing new fleet vehicles which use electricity, methanol, compressed natural gas, or other clean alternative fuels.

VIA1-15 Adopt incentives, regulations, and procedures to reduce particulate matter and fugitive dust emissions from agriculture, construction, demolition, debris hauling, street cleaning, and utility maintenance.

VIA1-16 Where feasible, adopt local ordinances for implementation of new technology that controls emissions and improves air quality as such technology becomes available.

Programs

VIA1.1 *Transportation Demand Management (TDM)*

Objective: Routinely update the City's TDM Ordinance and other air quality related ordinances in order to remain in conformance with the current requirements of SCAQMD, OCTA, and SCAG.
Funding: General Fund; Gas Tax Funds
Timing: Ongoing
City Dept: Planning; Engineering (traffic)

VIA1.2 *Air Quality Coordinator*

Objective: Designate and employee Air Quality Coordinator to monitor implementation of air quality requirements and oversee periodic updates to City air quality regulations and policies. The coordinator will evaluate the progress and effectiveness of City projects and programs that contribute to reductions in Vehicle Miles Traveled and Vehicle Trips (VMT/VT). Progress toward reducing VMT/VT will be analyzed using baseline information determined in coordination with the Air Quality Technical Assistance Program, AQMD, and SCAG. Progress reports will be submitted to SCAG and AQMD as required.
Funding: General Fund
Timing: Ongoing; Annual Progress Reports
City Dept: Planning

Housing Policies

IIB1-1 The City of Westminster shall ensure that adequate and appropriate sites for housing are provided based upon the following criteria:

a. Locate residential uses in reasonable proximity to commercial and industrial areas and transportation routes to provide convenient access to employment centers.

b. Plan for residential land uses which accommodate anticipated growth from new employment opportunities.

Conservation Policies

IIC1-3 Encourage innovative building and site designs which reduce energy requirements (solar access, insulation of structures, shade trees, etc.)

IIC1-4 Encourage utility rate revisions that provide incentives for conservation practices.

IIC1-5 Promote vehicle trip reduction programs (carpooling, public transportation).

IIC1-6 Expand City-wide recycling efforts.

Transportation/Circulation Policies

IVA1-11 Use Transportation System Management (TSM) measures throughout the City to ensure that the City's circulation system is as efficient and cost effective as possible. TSM measures shall include, but are not limited to: improving design standards, upgrading and coordination of traffic control devices, controlling on-street parking, and use of sophisticated electronic control methods to supervise the flow of traffic.

IVA1-12 Use Transportation Demand Management (TDM) measures throughout the City, where appropriate, to discourage the single-occupant vehicle, particularly during the peak hours. In addition, ensure that any developments that are approved based on TDM plans, incorporated monitoring and enforcement of TDM targets as part of those plans. Potential TDM Policies include, but are not limited to: ridesharing, carpooling and vanpooling, flexible work schedules, and telecommuting.

IVA1-13 Encourage the provision of preferential parking for high occupancy vehicles wherever possible.

IVA1-14 Require detailed traffic management plans prior to special events within the Little Saigon CPA.

IVA1-15 Research, and if feasible, identify local assessment districts for the purpose of improving local streets and providing pedestrian amenities.

IVA3-2 Require the provision of sufficient on-site parking in all new development.

IVA3-4 Encourage shared parking arrangements among land uses that generate parking demand on different days or different time periods, to allow optimum use of available parking facilities.

IVA3-5 Require the provision of additional parking to address undeserved existing parking demands wherever feasible.

IVA4-1 Work closely with the Orange County Transportation Authority (OCTA), AMTRAK, the Southern California Association of Governments (SCAG), and private businesses to expand and improve the public transit within and adjacent to the City.

IVA4-3 Encourage the convenience of pedestrian linkages to and from the transit service to attract intermodal transit/walking trips.

IVA4-4 Pursue potential funds for bus transit shelters, signing, advertising, and bus turnouts, to encourage bus ridership.

IVA4-5 Explore the feasibility of using excess government right-of-way, purchased property, or land use arrangements for multiple use of existing facilities, in order to establish or construct park-and-ride service of benefit to Westminster residents and employees.

IVA4-6 Encourage the implementation of park-and-ride facilities conveniently located near the San Diego and Garden Grove Freeways.

IVA4-8 Encourage the possibility of developing rail transit service in or near the City of Westminster.

IVA4-9 Coordinate and assist Little Saigon business associations in the provision of remote parking areas and shuttle services to the CPA wherever feasible.

IVA5-1 Implement the recommended Bicycle Master Plan as the availability arises; i.e., through development, private grants, signing of shared routes, etc.

IVA5-2 Encourage new non-residential development to provide facilities for bicyclists to park and store their bicycles and to provide shower and clothes change facilities at or close to the bicyclist's work destination, consistent with the City's Transportation Demand Management Ordinance No. 2156.

IVA5-3 Develop off-street bicycle paths in corridors where appropriate throughout the City.

IVA5-4 Encourage the use of bicycles for trips to and from elementary and high schools in the area.

IVA5-7 Require the provision of adequate bicycle access for new development projects through the site plan review process.

IVA5-8 Work with the County and other agencies to consider the merits of implementing bicycle paths along drainage channels and utility rights-of-way.

IVA5-9 Work with local schools to study, and if feasible, implement a "Safe Route to School" Program.

IVA6-1 Encourage the development of pedestrian linkages to and from transit stops within the City to encourage and attract intermodal transit/walking trips.

IVA6-2 Wherever feasible, develop a system of pedestrian walkways, alleviating the conflict among pedestrians, autos, and bicyclists throughout the City, particularly in crowded shopping areas like Little Saigon. This may include aerial walkways over heavily traveled auto corridors.

IVA6-3 Require new developments in the City to participate in the development of a system of pedestrian walkways, or at a minimum, installation of sidewalks.

IVA8-1 Cooperate, to the fullest extent possible, with State, County, and regional planning agencies responsible for planning, maintaining, and implementing circulation improvements to ensure coordinated and efficient development of the entire region.

IVA8-2 Ensure that the City remains in compliance with the County, regional, and State Congestion Management Programs (CMP) through the appropriate City programs on the CMP routes of Beach Boulevard, Bolsa Chica Road, Bolsa Avenue, and the San Diego (I-405) and Garden Grove (SR-22) Freeways.

IVA8-5 Ensure that the City remains in compliance with the Orange County Growth Management Program and the guidelines adopted through Measure M.

Programs

IVA1.1 *Master Plan of Roadways*

Objective: Adopt the Citywide Master Plan of Roadways. Roadway improvements identified in the Master Plan of Roadways should be implemented as warranted by current traffic conditions and proposed development.
Funding: Various State, County, and City funds
Timing: Ongoing
City Dept: Engineering; Planning; Public Works

IVA1.3 *Traffic Impact Mitigation Fee Program*

Objective: Provide a mechanism for ensuring that future development will contribute to the cost of roadway improvements needed to serve that development.
Funding: Self supporting
Timing: Ongoing
City Dept: Engineering; Planning; Public Works

IVA1.7 *Transportation Demand Management Ordinance*

Objective: Reduce the number of peak period vehicle trips by new development. Promote and encourage the use of alternative transportation modes. Achieve related reduction in vehicle trips, traffic congestion, public expenditure, and reduced air quality impacts.
Funding: General Fund
Timing: Ongoing
City Dept: Planning; Engineering (traffic)

IVA1.8 *Capital Improvement Program*

Objective: Develop and maintain a Capital Improvement Program (CIP) to identify improvement projects and methods of funding to improve traffic conditions and assist in achieving congestion management and air quality objectives.
Funding: Administration of CIP - General Funds
Improvement Projects - Various sources
Timing: Seven-year program, updated annually
City Dept. Public Works; Engineering; City Manager; Community Services and Recreation

IVA1.9 *City-wide Traffic Signal Coordination Program*

Objective: Develop and maintain a system of interconnected and coordinated traffic signals along each of the roadways highlighted in Figure IVA-3 (Volume I).
Funding: Gas Tax; Measure M; GMA Funds; General Fund; and/or the City's Traffic Impact Mitigation Fee Program
Timing: Implementation as funding permits, maintenance - ongoing
City Dept.: Public Works; Engineering

IVA2.2 *Participate in Regional Planning Forums*

Objective: Participate in regional planning forums such as the Congestion Management Program, Growth Management Program, and the planning of regional roadway projects like the Beach Boulevard Smart Street Project, to ensure that the City's concerns are considered at this level. Allow the time for City staff to participate in these forums.
Funding: General Fund
Timing: Ongoing
City Dept. Engineering; Planning

Standards of Significance

Air quality impacts can be separated into two categories: short-term impacts due to construction, and long-term permanent impacts due to project operations. Impacts in each category can be classified as having effects on either a regional or local scale. Impacts that cause exceedances of primary federal standards which are designed to safeguard public health, secondary federal standards which are established to safeguard public welfare, or State standards that were developed by the California Air Resources Board (CARB) are considered significant adverse impacts. According to CEQA, a project would have a significant effect if criteria air pollutant emission levels would cause the exceedance, or expose sensitive receptors to substantial pollutant concentrations. Additionally, a project would have a significant effect if it would violate the following AQMD significance thresholds:

- Daily project operation emission that exceed the following:

  - 55 lbs/day ROC
  - 55 lbs/day NOx
  - 550 lbs/day CO
  - 150 lbs/day PM_{10}
  - 150 lbs/day SOx

Construction Impact

VIIIA.2. Construction activities undertaken in the City of Westminster as a result of population and employment growth would temporarily increase PM_{10} concentrations from excavation and construction for new residential and commercial/industrial uses. This is *a potentially significant impact during the construction phase only.*

Clearing, excavation and grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed earth surfaces would generate dust. Therefore, the emissions generated from construction activities would probably cause temporary violations of the State PM_{10} standard if dust suppression measures were not implemented. The frequency and concentrations of such violations would depend on the soil composition on the site, the type of machinery used, the construction schedule, and the proximity of other construction and demolition projects. Given all of these variables, it is not possible to make an accurate quantitative estimate of PM_{10} concentrations that could occur over the life of the proposed Plan. However, EPA measurements made at construction sites in the southwestern United States provide a rough indication of the maximum rate of particulate emissions. These measurements indicate that, on the average, approximately 1.2 tons of dust are emitted per acre per month of construction activity.

Typical assumptions regarding the amount of particulates generated by construction assume that about 45 percent of this dust would be comprised of large particles which would settle out rapidly on nearby horizontal surfaces. Large-diameter particulates generated by construction are, therefore, of concern more as a soiling nuisance rather than a health hazard. However, the remaining 55 percent of PM_{10} could aggravate the respiratory problems of people living and working nearby. Because of the proximity of existing educational facilities and residential neighborhoods to potential construction sites, the potential for short-term adverse PM_{10} impacts during construction is high. Levels of PM_{10} can be substantially reduced (from approximately 50 to 75 percent) with regular watering of construction sites and more specialized dust suppression techniques such as those specified in AQMD Rule 403.

Mitigation Measure

VIIIA.2. *Implementation of policies IVD1-2, IVD1-6, IVD1-7 and IVD1-9 would reduce this impact to a less-than-significant-level.*

Operational Impact

VIIIA.3. Traffic generated by new development allowed under the proposed General Plan could significantly affect CO levels at nearby intersections. Traffic generated could also emit exhaust containing

ROC, CO, and NO_x in quantities large enough to contribute significantly to the regional pollutant totals. This is a *potentially significant impact.*

Local air quality effects were estimated by using the CALINE4 air pollutant dispersion model to determine if implementation of the General Plan would cause any exceedances of the 1-hour or 8-hour federal or State standards. The State 1-hour and 8-hour standards, given in Figure VIIIA-8, are 20.0 ppm and 9.0 ppm respectively.

Figure VIIIA-8 shows existing, future with project and future without project worst-case curbside CO concentrations expected at eleven intersections where project traffic is expected to have the greatest impact. As shown in the Figure, existing background concentration levels in the area already exceed the State 1-hour and 8-hour CO standards. Carbon monoxide emissions from traffic related to both the future with and future without the proposed plan, decline considerably when compared to existing conditions. These reductions are a direct result of anticipated improvements in traffic flow at these intersections, due to future roadway improvements, and in future anticipated reductions in vehicle emissions, due to improved vehicle emission controls.

Future project and regional emissions of ozone precursors, ROC and NO_x, as well as CO emissions are presented in Figure VIIA-9. Project emissions, as shown in the Figure, far exceed the AQMD daily significance thresholds regionally however, increases are slight and amount to less than one percent of the basin-wide daily emissions of each pollutant. As a result, the Westminster General Plan will result in an incremental adverse impact on regional air quality. Implementation of the policies and programs included in this mitigation measure would reduce impacts on air quality to a less-than-significant level.

CITY OF WESTMINSTER ROADSIDE CARBON MONOXIDE CONCENTRATION (IN PPM)

Intersection	Existing		Future Without Project (2010)		Future With Project (2010)	
	1-hr	8-hr	1-hr	8-hr	1-hr	8-hr
Bolsa Chica/Westminster	30.7	19.3	24.1	16.9	23.8	16.7
Bolsa Chica/Garden Grove	29.7	17.4	23.9	16.6	24.0	16.4
Springdale/Westminster	27.9	18.3	24.0	17.0	23.9	17.1
Goldenwest/Bolsa	27.1	17.3	23.3	16.5	23.3	16.4
Goldenwest/Garden Grove	26.6	16.7	23.5	16.6	23.4	16.6
Beach/Bolsa	30.8	19.3	24.1	16.7	23.5	16.5
Magnolia/Bolsa	26.2	16.7	23.1	16.3	23.2	16.4
Magnolia/Westminster	26.6	17.2	23.1	16.3	23.2	16.4
Brookhurst/Bolsa	29.8	19.3	23.4	16.6	23.4	16.5
Beach/McFadden	28.0	16.9	23.5	16.4	23.5	16.4
I-405/SR22/Garden Grove	25.8	15.7	22.8	15.9	22.8	15.9
Standard (State)	20.0	9.0	20.0	9.0	20.0	9.0

Source: EIP Associates

The tabulated concentrations are the sums of a background component, which includes the cumulative effects of all CO sources in the project vicinity, and a local component, which reflects the effects of vehicular traffic on roadways in the vicinity of the intersection. Background components were taken from data available at the Anaheim monitoring station (1990). Local components were obtained by using the CALINE4 air quality model.

Roadside Carbon Monoxide Concentration (in ppm)

Figure VIIIA-8

FIGURE VIIIA-9
DAILY ESTIMATED VEHICULAR EMISSIONS 2009
(Tons/Day)

Pollutant	South Coast Air Basin	Future w/Project	Project % of Air Basin
CO	4,471	37	.083
ROC	1,130	2	.005
NO_x	1,018	5	.012

Source: EIP Associates

[1] Estimated vehicular emission include: passenger cars, trucks, busses and motorcycles.
[2] Emissions based on SCAQMD CEQA Air Quality Handbook, April 1993, tables A9-5-G, A9-5-j-10, A11-5-H-10, A11-5-H-2, A9-5-J-2, A9-5-M-2, A9-5-N-1, through 3.
[3] Regional emissions taken from AQMP Appendix No. 111-13, May 1989

Mitigation Measure

VIIIA.3. *Implementation of Air Quality Policies VIA 1-1 through VIA 1-5, VIA 1-7 through VIA 1-9, and Program VIA-1 (TDM Ordinance), and implementation of the City's newly adopted TDM ordinance, would reduce this impact to a less-than-significant level and assist in the attainment of regional goals for air quality.*

As summarized at the beginning of this impact analysis, the City of Westminster General Plan includes numerous policies for air quality, land use, housing, and transportation/Circulation that serve to reduce air emissions consistent with regional efforts toward attainment of State and federal air quality standards. Some of the most significant policies and program areas that will help mitigate impacts on air quality in the City include:

Comprehensive improvements to traffic flow in the City through implementation of the proposed Master Plan of Roadways, Traffic Signal Coordination Program, Traffic Impact Fee Program, and Capital Improvement Program.

Parking, transit, and bicycle facility improvement programs.

Application of the City Transportation Demand Management Ordinance.

A new Planned Development designation which provides for mixed-use and limits development by Average Daily Traffic.

Encouragement of housing in close proximity to employment.

Feasibility studies for park-n-ride services and a shuttle service for Little Saigon district.

City participation and compliance with regional programs for congestion management (CMP program), growth management (Measure M), and air quality programs, regulations and requirements of the AQMD.

Congestion Management and growth Management Impacts are addressed within the Infrastructure and Community Services Chapter and the Community Development Chapter respectively.

IX. CEQA Considerations

A. CEQA Considerations

Unavoidable Significant Adverse Impacts

Unavoidable significant adverse impact refers to those impacts that are unavoidable or unmitigable, or unlikely to be mitigated with a project's completion or implementation. While the Westminster General Plan is intended to provide policies and implementation actions for protecting important environmental and human resources in the City, they may be insufficient in certain areas, since the proposed Plan's land use designations and development policies will accommodate growth that may have significant adverse impacts. After the evaluation in the environmental categories discussed in Chapters IV through VIII, it was found that significant adverse impacts would not occur as a result of adoption of the Westminster General Plan. Therefore a Statement of Overriding Considerations is not required.

Relationship between Local Short-term Uses of the Environment and Long-term Productivity

Implementation of the Westminster General Plan would result in the permanent urbanization of currently vacant and under-utilized lands. The Plan represents, from this perspective, a reduction in the range of potential long-term uses of these lands by committing them to particular land uses. Specific projects within the planning area will be subject to environmental analysis and public review prior to their approval.

Thus, while land will be committed to certain irreversible short-term uses through the specification of allowable uses and development densities, long-term productivity will be enhanced in part through the limitations and controls placed on development by the City of Westminster.

In addition, the preservation of open space and provisions for parklands, as called for in the General Plan, would in some areas preclude development of urban uses and enhance long-term environmental productivity.

Significant Irreversible Environmental Changes

The impact analysis provided in Chapters IV through VIII of this document evaluates, in detail, the impact of the Westminster General Plan on the environment of the City of Westminster. This document reviews measures proposed to mitigate adverse effects of the project and suggests additional measures to further reduce adverse effects to levels of insignificance. The impact analysis in this document also shows that if the Westminster General Plan components are implemented as proposed, in accordance with required local and State regulations, all of the significant adverse effects should be mitigated to a less than significant level. There are, however, some impacts which cannot be completely mitigated which would produce irreversible environmental changes. These include:

- Increased traffic congestion with the concomitant increases in noise, air pollution, and energy consumption; and/or

- Increased consumption of non-renewable resources in the forms of petroleum products and electric power for development and operation of new residences, commercial establishments, and employment venues.

Cumulative Impacts

CEQA requires discussion of impacts which are individually limited but cumulatively considerable. "Cumulatively considerable" refers to the incremental effects of an individual project which are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Cumulative impacts would occur through loss of vacant land common to all growth urban areas in the northwest Orange County subregion. While the acreage that is converted to urban uses may be relatively small in any given instance, each parcel converted contributes to an increase in impervious surfaces at each site, thus generally increasing peak flows and decreasing times of concentration of surface runoff. While the amount of new runoff from each site would be incrementally very minor, the cumulative effect of all developments on the City's local drainage system and regional waste water treatment systems would add substantially to existing flow volumes. Similarly, degradation of the quality of surface waters as well as that of

groundwater would be slight for each individual dwelling unit but would add to the cumulative contaminant load carried into the hydrologic environment.

Other cumulative effects would consist of increased traffic congestion and associated increases in noise and pollutant emissions into the atmosphere resulting in a potential for a lessening in air quality. As cumulative development increases traffic volumes in the area, the noise environment could become increasingly incompatible with residential uses.

Increased cumulative demand for public services, including police, fire, and schools would also occur. This would be both a service impact as well as a fiscal impact upon City and other agency expenditure patterns.

Cumulative impacts of development under the Westminster General Plan should be continually monitored through the environmental review process of proposed projects, and additional detailed mitigation measures should be included as part of project EIR's performed for individual projects as development occurs in the City of Westminster.

X. Growth-Inducing Impacts of the Proposed Plan

A. Growth Inducing Impacts

Introduction

The California Environmental Quality Act (CEQA) Guidelines require a discussion of the ways in which the proposed action could be growth-inducing. CEQA identifies a project to be growth-inducing if it extends urban services into a previously unserved or underserved area; extends a major transportation corridor into a previously unserved or underserved area; or removes a major obstacle to development and growth. Secondary, or indirect growth, generally relates to retail and other service employment related to new development activity. New employees from commercial development and new population from residential development represent direct forms of growth. These growth increments expand the size of local markets for labor or retail and spending and induce additional economic activity in the area to capitalize on the direct growth. Growth may also be induced by lowering or removing infrastructural barriers to growth, improving transportation access to an area, or by creating an amenity such as a recreation facility that attracts new population or economic activity.

Typically, the growth-inducing potential of a project would be a significant growth-inducing impact if it fostered growth or a concentration of population, or created capacity to accommodate growth above and beyond what was permitted by the relevant general plans or contained in growth projections of independent regional planning agencies. However, the creation of growth-inducing potential does not automatically lead to growth, whether it would be below or above projected level. Growth at the local level is regulated by the land use policies of local governments in California, but growth can only happen through capital investment in new economic opportunities by the private or public sectors (predominantly the former). Development pressures are created by the desires of investors to mobilize their resources in a particular region or locality. These pressures help to structure the local jurisdiction's posture on growth management and land use policy. The growth-inducing potential or pressure created by a project is therefore mediated by the locality itself.

Westminster Growth

The Westminster General Plan sets in place policies that will help to define and direct future growth in the City of Westminster. The Plan also provides land use designations and development densities for all lands which are currently vacant or under-utilized. As such, it is intended to accommodate while inducing residential growth, adding 4,759 new households to the City with buildout of the proposed General Plan. An additional 2,558 units would be added to the City if planned annexations occur. In addition to providing for a population increase of about 21,389 residents at buildout (assuming annexations occur), the Westminster General Plan would also specify non-residential development that would increase employment in Westminster by 6,740 jobs for a total of approximately 49,148 jobs at buildout. This would be primary growth induced and simultaneously mitigated by the proposed General Plan.

Along with local direct growth induced by the fulfillment of the Westminster General Plan are non-local, indirect growth impacts. These consist of increased demand for more personal and business services, consumer goods, employment opportunities, and housing throughout the region that are associated with Westminster's growth. This share of associated growth that will be borne by other communities in Orange and possibly Los Angeles County cannot be easily determined. Many interdependent demographic and economic variables prevent a reasonable estimate of these regional impacts.

XI. Alternatives

A. Alternatives Analysis

Introduction

In accordance with section 15126 of CEQA Guidelines, a Draft Environmental Impact Report (DEIR) must describe a range of reasonable alternatives to the proposed project that could feasibly attain the objectives of the project. The comparative environmental impacts of the alternatives must be described and evaluated. The CEQA Guidelines also require that the "No Project" Alternative and its impacts be evaluated, and that the discussion focus on alternatives capable of eliminating any significant adverse environmental effects of the project, or reducing them to a less than significant level. Although the analysis of the significant effects of alternatives need not be exhaustive or of the same detail as the analysis of the proposed project, it should provide sufficient information to permit a reasonable choice about the feasibility of various alternatives.

Alternatives Analysis

Three alternatives are considered as part of the environmental review for this project. The alternatives are:

1. No Development (Existing Conditions). This alternative assumes that no new development would occur in the City. Impacts would solely be based on existing environmental influences that exist in the City and those that would continue to be created outside of the City (such as traffic generation).

2. No Project (Build-out under Existing General Plan). The "No Project" Alternative would allow development in the City to continue in conformance with the current General Plan. Ultimate buildout of the City would reflect the land use pattern shown on the City's existing Land Use Plan. Buildout under the existing General Plan would result in approximately 27,913 residential units, 11.8 million square feet of commercial development, 4 million square feet of industrial development, and 3 million square feet of planned

development. This alternative would provide an increase in commercial development of approximately 45 percent over the levels in the proposed General Plan, and would result in 5,256 fewer residential units.

3. Consistency/Annexation Alternative. This alternative proposes the annexation of Midway City and a narrow portion of Garden Grove which extends into the City south of Hazard Avenue. Generally, the alternative retains existing General Plan designations for much of the City, with other areas designated to reflect existing land uses where such uses are not consistent with the General Plan.

Figure XIA-1 summarizes the growth impacts of the three alternatives to the proposed Westminster General Plan.

No Development Alternative (Existing Conditions)

The No Project alternative assumes that no further development would be allowed within the City of Westminster. Land uses would remain as they exist in the City today, and the environmental conditions previously described for each topical area under the heading Existing Conditions would apply. Even without development in the City, certain environmental impacts would continue to affect the City, particularly those associated with regional increases in traffic and related increases in noise levels and air pollution. Figure XIA-2 shows the existing land uses in the City analyzed under this alternative.

Environmental Impacts

Land Use

This alternative would not change existing land use, thus, all impacts associated with land use changes and new development in the City, such as increases in traffic, air pollution, and noise, would be eliminated. This alternative does not include planned annexations. Compared to the proposed General Plan there would be 21,389 fewer residents in the City, 7,317 fewer residential units, and 5.9 million square feet less of non-residential floor area. Overall City area is 404.3 acres less than the proposed Plan. Unfortunately, this alternative would eliminate those aspects of the Plan which serve to reduce inconsistencies between existing land use and the existing General Plan. In addition, land use conflicts resulting from inappropriately mixed uses would remain unresolved.

Housing

Under this alternative, housing stock in the City would not change, and the City would remain relatively stable with approximately 25,852 households and a population of approximately 78,118.

Growth Impacts of Land Use Alternatives

Land Use	Alternatives[1]											
	No Development (Existing Conditions)			No Project (Existing General Plan)			Consistency/Annexations			Proposed General Plan		
	Acres	Units	Sq. Ft.[2]	Acres	Units	Sq. Ft.[2]	Acres	Units	Sq. Ft.[2]	Acres	Units	Sq. Ft.[2]
Residential												
Low Density (4-7 du/ac)	2,258.0	14,118		2,236.6	15,746		2,353.7	16,570		2,314.9	16,299.	
Medium Density (8-14 du/ac)	602.9	6,588		342.8	4,848		430.8	6,069		354.9	5,099	
High Density (15-25 du/ac)	184.8	5,146		292.8	7,319		396.0	9,899		330.1	8,325	
Commercial												
General	402.1		4,206,326	813.0		11,794,894	711.8		10,262,280	540.0		7,810,696
Low Intensity	232.4		3,214,984							115.0		1,647,828
Industrial	189.3		2,069,309	183.8		4,003,382	175.8		3,829,577	134.0		2,915,471
Planned Devlpmnt. (PD)												
Residential										253.9	3,446	
Commercial				170.0		3,036,489				175.1		2,862,875
Industrial										10.0		218,018
Public/Semi-Public										31.9		
Specific Plan (Little Saigon)												
Commercial							131.8		1,894,167			
High Density Resid.							69.9	2,795				
Medium Density Resid.							11.9	239				
PD Residential												
PD Commercial												
PD Public/Semi-public							15.8					
Public/Semi-Public	467.3		263,800	385.0		238,800	413.9		263,800	451.6		263,800
Park/Open Space[3]	321.5			238.6			249.6			249.6		
Right of Way	1,931.7			1,927.4			2,033.3			2,033.3		
Total	**6,590.0**	**25,852.0**	**9,754,419.0**	**6,590.0**	**27,913.0**	**19,073,565.0**	**6,994.3**	**35,572.0**	**16,249,824.0**	**6,994.3**	**33,169.0**	**15,718,688.0**
Population Estimate[4]	78,118			83,739			106,716			99,507		

[1] All numbers are estimates
[2] Includes Public/Semi-Public Sq. Ft.
[3] Existing Conditions includes 56.2 acres of vacant land
[4] Vacancy rate not factored

Figure XIA-1

Under this alternative, the City would remain housing "rich" and jobs "poor" relative to the regional goals for jobs/housing balance. Unlike the proposed Plan, this alternative would not improve the balance of jobs and housing in the "job rich" Northwest Orange County Subregion.

Energy and Water Conservation

Current patterns of energy and water use and consumption would continue in the City. While some structures and facilities in the City include conservation technology, wasteful energy and water use would continue in many areas of the City without the benefit of new technology and higher building standards. The alternative would not significantly increase water and energy consumption due to the limit on population growth and new development. Impacts would be less than significant.

Biotic Resources

As there are no sensitive biotic resources known to exist in the City, there would be no significant impacts on biological resources.

Cultural Resources

Under the no development alternative, there would be no disturbance or loss of undiscovered cultural resources. However, without new development, the archaeological/paleontological community would not have the opportunity to research areas proposed or under construction, and as a result the resources in the City would remain unknown.

Economic Development

Economic conditions would only be subject to change resulting from changes in the marketplace or due to recycling of existing land uses.

Transportation and Circulation

Assuming that there would be no locally generated increases in traffic, existing deficiencies would remain. Funding to alleviate these deficiencies would, however, be substantially reduced. Four roadway segments would remain operating at LOS F, and seven intersections would continue to operate at LOS E or F during the AM and/or PM peak hour. Although the potential for impacts due to increases in traffic levels in the City would be eliminated, traffic levels would still increase due to traffic generating projects in adjacent jurisdictions and throughout the region. Therefore, it is likely that additional LOS deficiencies would occur over time. Compared to impacts that would occur due to growth projected under the proposed Plan without proposed improvements, this alternative would generate approximately 43 percent fewer daily trip ends.

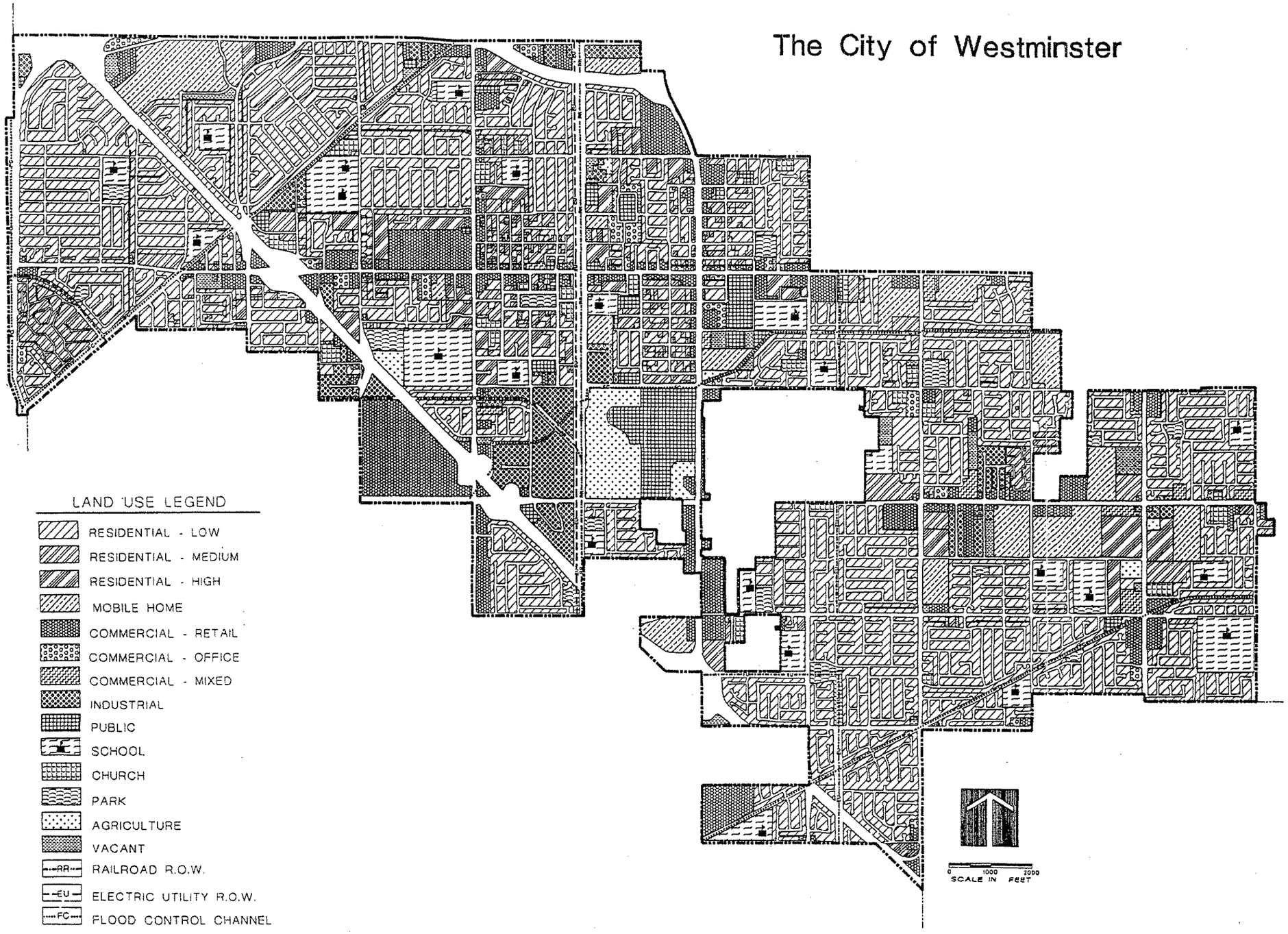


Figure XIA-2

No Development Alternative

No Development Alternative

Facilities and Utilities
No increases in utility usage are anticipated under the No Development alternative. The rate of use of natural resources would remain fairly constant, and the need for new facilities or facility upgrades would be limited to those required to address current deficiencies or to replace aging infrastructure.

Community Services
Existing levels of service for police, libraries, schools, and parks would remain stable as no new demand for these services would be generated. Library facilities would remain adequate to serve the population, as would police and fire resources. Impacts on the school districts that serve the City would be limited to the demands placed on the system by pre-school age children and those already attending school. Under this alternative the City would remain 152 acres short of its goal of providing 3 acres of parkland per 1,000 population.

Soils, Faulting, and Seismicity
With no growth occurring in the City, impacts from grading and drainage would not occur. There would be less overall development and the number of buildings and inhabitants in the City would not increase. As a result, fewer people and buildings would be at risk from geologic and seismic hazards.

Flood Hazard and Water Quality
Under the no development alternative, generation of surface stormwater would not increase and erosion from construction activities would not occur. However, potential groundwater contamination problems which already exist would continue unless programs for reducing water pollution are implemented. Risk from localized flooding associated with City and County facilities would not increase, and the number of residents potentially exposed to such hazards would be substantially less than under the proposed Plan.

Hazardous Materials
Under this alternative there would be no new sources of hazardous materials, and hazardous waste generation would remain stable or decline as new regulations are put into affect.

Emergency Preparedness
As the City currently maintains an adequate degree of emergency preparedness, and as no new demands would be placed on resources related to emergency response, there would be no impacts associated with the no development alternative.

Noise
Under the no development alternative the amount of noise generated within the City would not increase. There would be no construction related noise and no increase in noise intensive industrial and commercial uses. Westminster would, however, be

impacted by regional increases in traffic and associated increases in noise along City streets and adjacent freeways. As such, noise impacts from vehicular traffic would increase, but the increase would be much less (by about 43 percent) than would occur under the proposed General Plan.

Air Quality

This alternative would not increase levels of air pollution. Pollutants resulting from existing vehicular and industrial sources would still be generated. Compared to the proposed General Plan, no construction related pollution would be generated, and there would be no increase in air pollution due to increased vehicular traffic projected under the proposed plan. Air pollution generated in the City by automobiles would about 43 percent less than under the proposed Plan. Although local impacts would not occur under this alternative, the City's air quality would be influenced by regional growth, somewhat offset by improved conditions likely to occur with implementation of stricter federal, State, and regional air quality regulations.

Aesthetics/Visual Quality

With no new development, existing views would be retained and the visual resources of the City would neither be degraded or improved. Given the emphasis in the proposed General Plan on urban beautification and design review, existing visual conditions would likely be less desirable than conditions as they would occur with buildout of the proposed General Plan.

No Project (Buildout of Existing General Plan)

The "No Project" Alternative would allow development in the City to continue in conformance with the current 1965 General Plan. Buildout under the existing General Plan would result in approximately 27,913 residential units, 11.8 million square feet of commercial development, 4 million square feet of industrial development, and 3 million square feet of planned development. This alternative would increase commercial development by approximately 45 percent over the levels in the proposed General Plan, and would result in 5,256 fewer residential units. Continued development under the existing General Plan would forego the benefits of a plan based on existing conditions in the City and on the current regulatory and environmental setting of the region. The land use plan for this alternative is shown in Figure XIA-3.

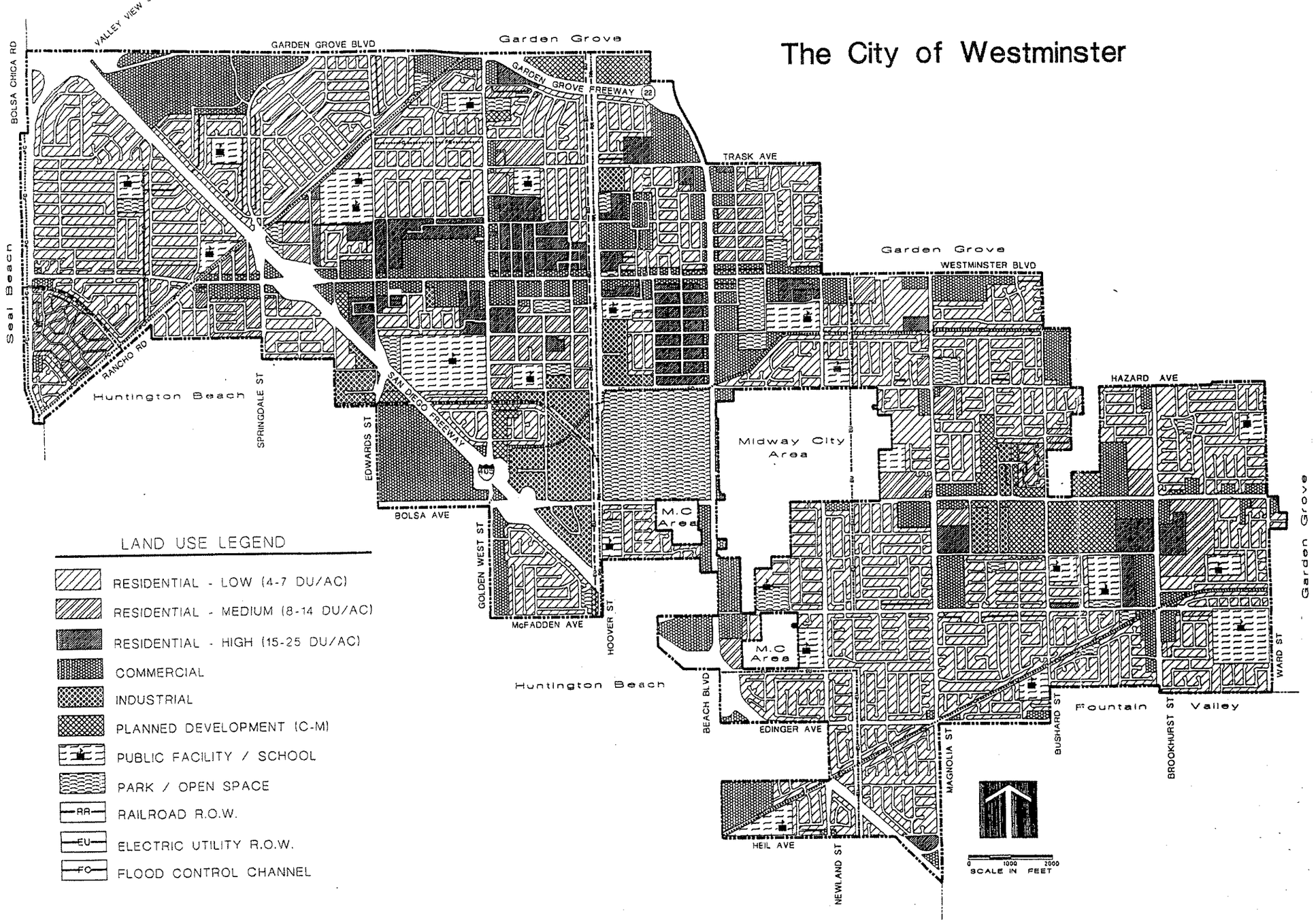


Figure XIA-3

No Project Alternative

No Project Alternative

Environmental Impacts

Land Use

This alternative would permit new development that would conform to the existing 1965 General Plan. The unincorporated areas of Orange County (Midway City) and the Garden Grove Sliver, totaling 404.3 acres, with approximately 2,558 residential units and up to 501,394 square feet of commercial floor area, would not be annexed to the City. Residential development would constitute nearly 50 percent of the City, commercial use 7 percent, industrial approximately 8 percent, and community facilities 12 percent, with the remaining land area devoted to road and utility rights-of-way. Compared to the proposed General Plan, this alternative would provide approximately 16 percent fewer residential units, approximately 20 percent more commercial floor area, and approximately 37 percent more industrial floor area. The buildout population of this alternative would be approximately 84,000 versus 99,500, a 15 percent difference.

Housing

This alternative would result in 27,913 housing units, compared to the 33,169 units that could be built under the proposed General Plan. The fewer housing units contributed by this alternative would be less beneficial than the proposed plan in reducing the imbalance of jobs to housing in the "jobs rich" Northwest Orange County Subregion. The breakdown in density types would be similar in this alternative to the proposed Plan as the proposed Plan's increases in residential units fall primarily in the new designation "Planned Development". Unlike the proposed Plan, this alternative would leave most of the mobile home parks in the City as non-conforming uses which could result in impacts on moderate income housing due to their conversion to non-residential uses.

Energy and Water Conservation

Under this alternative energy and water use would be slightly less than under the proposed Plan due to a smaller buildout population. The potential for impacts without a comprehensive energy strategy would be significant under this alternative.

Biotic Resources

As with the proposed plan, due to the lack of sensitive biotic resources, there would be no significant impacts.

Cultural Resources

Impacts on cultural resources would be similar under this alternative to those that could be expected under the proposed General Plan. Without new City policies and procedures, construction for new development could uncover or destroy archaeological and paleontological resources.

Economic Development
The mix of land uses under this alternative would not reflect current market trends and could leave the City less competitive in attracting new development.. For example, excess industrial zoned property might otherwise be open to attract new commercial development to suitably located areas.

Transportation and Circulation
Under this alternative the amount of traffic generated would increase by approximately 45 percent over the levels projected for the proposed General Plan. As a result, impacts would be considered significant and mitigation far above that provided by the programs recommended under the proposed General Plan would be required.

Facilities and Utilities
Given the smaller population under this alternative as compared to the proposed plan, buildout would reduce the demand for utilities and facilities. Although there would be a 37 percent increase in industrial uses, this increase would be more than offset by the reduction in residential uses as they generally tend to consume more electricity and natural gas and put a greater demand on facilities.

Community Services
Demand for police, library, school, and park services would decrease by approximately 9 percent as compared to the proposed General Plan, due to the smaller buildout population. The City's current deficiency in parkland would remain about 8 acres greater under this alternative than under the proposed General Plan.

Soils, Faulting, and Seismicity
The potential for impacts related to soils, faulting, and seismicity would be similar to the proposed Plan under this alternative. Less residential development would reduce the number of residents in the City at risk from geologic and seismic hazards. Potential impacts due to grading and erosion would increase by approximately 1.5 percent over levels under the proposed Plan due to the larger area potentially developed with non-residential uses.

Flood Hazard and Water Quality
The potential for impacts due to flood hazard and would be reduced under this alternative in terms of the number of residents and residential properties potentially exposed to a flood. The potential for impacts on water quality would increase due to a 37 percent increase in industrial uses over the amount that would occur with build-out of the proposed Plan. The increase in industrial floor area would have a greater potential for degrading surface and groundwater quality than other land use types.

Hazardous Materials
Compared to the proposed General Plan, this alternative would reduce household hazardous waste by approximately 9 percent and the use and production of hazardous waste from commercial sources by approximately 2 percent. Production of hazardous waste from industrial sources would increase by approximately 45 percent.

Emergency Preparedness
Less residential development and fewer residents would reduce the demand on emergency services and the number of residents at risk as compared to the proposed Plan. Costly services would not need to be provided to the annexation areas included in the proposed Plan. The reduction in demand for emergency services in the residential sector would be partially off-set by the significantly greater amount of industrial floor area in this alternative which would tend to increase the potential for hazardous materials incidents in the event of an earthquake or other catastrophic event.

Noise
As the largest source of noise in the City is transportation related, and the amount of traffic generated under this alternative would be greater than that projected for the proposed Plan. Consequently, noise levels would increase by approximately 45 percent over levels projected for the proposed plan (Midway City included). In addition to increases in Citywide ambient noise levels under this alternative, the potential for land use conflicts due to greater industrial floor area would also be greater.

Air Quality
Are quality impacts would increase by approximately 45 percent under this alternative. As is the case with all of the alternatives, the City's air quality would be strongly influenced by regional growth and the potential for improved conditions that could occur with implementation of stricter federal, State and regional air quality regulations.

Aesthetics/Visual Quality
Impacts on views and visual quality would be similar to those that could occur under the proposed General Plan. Both scenarios would leave the City in a builtout condition, and the quality of new development would be dependent to a large degree on the level of design review for new developments.

Consistency/Annexation Alternative

Consistent with the proposed General Plan, this alternative would annex Midway City and a narrow portion of Garden Grove which extends into the City south of Hazard Avenue. Generally, the alternative retains existing General Plan designations for much of the City, with other areas designated to reflect existing land uses where such uses are not consistent with the General Plan. Most of the mobile home parks would retain their existing general plan non-residential designations, however, the Los Alisos mobile home park would be designated medium density residential. The total number of residential units with buildout would be greater under this alternative than the proposed Plan, commercial floor area would be less, and there would be more industrial floor area. The combined commercial and industrial floor area would increase as compared with the proposed Plan. The land use plan for this alternative is shown in Figure XIA-4.

Environmental Impacts

Land Use

This alternative would permit new development that would in many areas remain consistent with the existing general plan. A number of non-conforming uses would be redesignated to conform to existing land uses. In contrast to the proposed Plan there would be no Planned Development designation, and, as a result the potential for land use conflicts could be reduced when compared to the proposed Plan. While the proposed Plan allows mobile home parks under the Planned Development designation, this alternative would leave the majority of the mobile home parks designated for non-residential use which would be less desirable and have a greater potential for conversion of the mobile home parks. The three unincorporated areas of Orange County (Midway City) and the Garden Grove Sliver, totaling 404.3 acres, with approximately 2,558 residential units and up to 501,394 square feet of commercial floor area, would be annexed to the City. As compared to the proposed General Plan, residential development would increase by 2.6 percent, population would increase by approximately 7.2 percent, and commercial use would decrease by approximately 1.3 percent. Industrial uses would increase by approximately 31 percent in allowable floor area. As under the proposed Plan, buildout of this alternative could result in significant impacts due to the loss of affordable housing (mobile home parks), changes in land use patterns, and various impacts that would occur with substantial increases in population, development, and traffic.

Housing

This alternative would result in 35,572 housing units, compared to the 33,169 units that could be built under the proposed General Plan. The increase in housing units contributed by this alternative would be somewhat more beneficial than the proposed plan in reducing the imbalance of jobs to housing in the "jobs rich" Northwest Orange County Subregion.

The City of Westminster

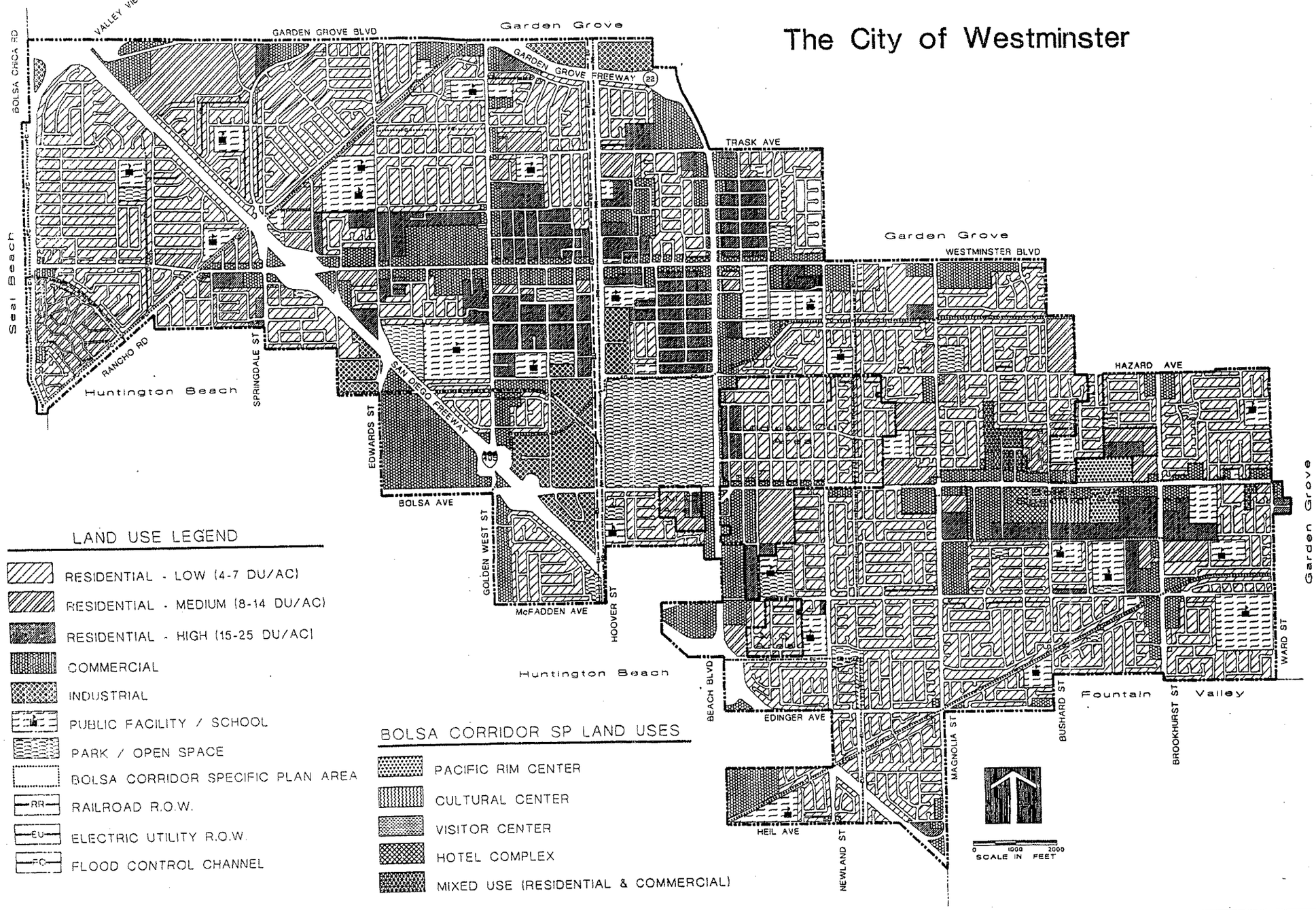


Figure XIA-4

Consistency / Annexations Alternative

Consistency / Annexations Alternative

Unlike the proposed Plan, this alternative would leave most of the mobile home parks in the City as non-conforming uses designated for commercial development which would have greater potential for impacts on affordable housing than the proposed Plan.

Energy and Water Conservation
Under this alternative energy and water use would be moderately higher than the proposed Plan due to a 7 percent increase in the buildout population. While consumption would increase, new development (particularly recycled land uses) would benefit from new building standards and technology that provide for a more efficient use of water and energy resources. As with the proposed plan, impacts due to conversion of open space areas to built uses would remain less than significant.

Biotic Resources
As with the proposed plan, there would be no significant impacts due to the lack of sensitive biotic resources in the City.

Cultural Resources
Impacts on cultural resources would be similar under this alternative to those that could be expected under the proposed General Plan. Construction for new development could uncover or destroy archaeological and paleontological resources.

Economic Development
As with the other alternatives, land use designations would not be consistent with current economic trends which could leave the development of certain properties to their highest and best use at risk.

Transportation and Circulation
Under this alternative, the amount of traffic generated would be 12.4 percent greater than under the proposed Plan due to increases in residential and industrial development. This increase in traffic would be significantly above the level used to design the proposed Master Plan of Roadways and the other General Plan circulation improvement programs. As a result, it would be unlikely that transportation impacts under this alterative could be fully mitigated with the improvements suggested under the proposed Plan.

Facilities and Utilities
Given the larger buildout population under this alternative as compared to the proposed Plan, buildout would increase the demand for utilities and facilities. As with the proposed Plan impacts on facilities and utilities would be significant.

Community Services
As compared to the proposed plan, demand for police, library, school, and park services would increase by approximately 7 percent due to increases in population.

Soils, Faulting, and Seismicity
Potential impacts related to geology, soils, and seismicity would be greater under this alternative as there would be more total square footage available for commercial and industrial development.

Flood Hazard and Water Quality
The potential for impacts due to flood hazard would increase under this alternative in terms of the number of residents and residential properties potentially exposed to a flood. The potential for impacts on water quality would likely increase by a small amount due to an approximate 1.3 percent increase in combined industrial/commercial floor area. Consistent with the proposed Plan, impacts would be considered potentially significant under this alternative.

Hazardous Materials
Compared to the proposed general plan, this alternative would increase household hazardous waste by approximately 7 percent. The use and production of hazardous waste from commercial sources would be reduced by approximately 1.3 percent. Production of hazardous waste from industrial sources would increase by approximately 31 percent.

Emergency Preparedness
The larger population and amount of residential development under this alternative would increase the demand on emergency services, and the number of residents at risk compared to the proposed Plan. There would be an increase in industrial floor area in this alternative which would tend to increase the potential for hazardous materials incidents in the event of an earthquake or other catastrophic event.

Noise
As the largest source of noise in the City is transportation related, an increase of approximately 12.4 percent in daily vehicle trip ends compared to the proposed Plan would increase noise generated in the City from mobile sources by approximately the same percentage. Increases in noise due to regional growth and traffic would also continue to impact the City.

Air Quality
As with noise, the greatest source of air pollution in the City is from mobile sources, primarily automobiles. As a result, total impacts on air quality as compared to the proposed Plan would be likely to increase by approximately 12.4 percent due to the estimated increase in daily trips. As is the case with all of the alternatives, the City's air quality would be strongly influenced by regional growth and the

potential for improved conditions that could occur with implementation of stricter federal, State and regional air quality regulations.

Aesthetics/Visual Quality
Impacts on views and visual quality would be similar to those that could occur under the proposed General Plan. Both scenarios would leave the City in a builtout condition, and the quality of new development would be dependent to a large degree on the level of design review for new developments. Without the implementation of design standards and/or design review, impacts on views and visual quality would remain potentially significant.

Reasons for Rejection

Although there would be a significant reduction in a number of environmental impact areas in relation to the proposed Plan, the No Development alternative was rejected because there is potential for development and redevelopment of vacant and under-utilized properties in the City. Furthermore, without the additional growth allowed for in the proposed Plan, fundamental City goals for increasing City revenues and improving the City image would not be realized and the City's mix and location of land uses would not be responsive to changing market conditions. As would be expected, the No Project alternative was rejected because it would leave the City with an outdated General Plan that does not respond to current conditions in Westminster and the region or to the fundamental goals established by the City for guiding its future growth. Additionally, the amount of growth allowed under the existing General Plan would result in levels of growth that could not be feasibly attained due to the ultimate limitations on expanding the City's circulation and infrastructure capacity. The Consistency/Annexation alternative has some environmental benefits (increased housing) and a number of increased impacts compared to the proposed Plan. This alterative was rejected in favor of the proposed Plan because it would not include a Planned Development land use designation which is seen as essential in providing the City the flexibility it needs to deal with changing circumstances.

XII. Organizations and Persons Contacted

A. List of General Plan Resources

Introduction

The Westminster General Plan is the result of input and information received from many people, agencies, and sources. All information and input received for the Plan is greatly appreciated by the City. The following list represents persons and organizations contacted and information resources used in preparation of the General Plan. It is the intent of the City to include a comprehensive list of these sources. It is possible, however, that some contacts and information sources have been overlooked due, in part, to the number of persons involved with the Plan's preparation and the extensive amount of information disseminated. Addresses, telephone numbers, and individuals within agencies are not included in the list due to the long-range nature of the General Plan and the likely possibility of the information becoming dated. Individuals interviewed and/or on the community advisory committee (GPAC) are identified.

List of Resources

Individuals

Gil Acosta
Albert Blau
Charmayne Bohman
Debbie Ellis
Lee Ferrell
Earl French
Frank Fry
Arthur Gandy
Carol Gandy
Lyn Gillespie
Dorothy Hendrickson
Frank Jao
Tony Lam
Thomas Lee
Kenneth Mack
Ken McNicol
Jerry Meade
Edward Merrill
Joy Neugebauer
Hai Nguyen
Vera Palamino
Russell Paris
Co Pham

Individuals- cont.
Jo Porter
Helena Rutkowski
Charles Smith
Crystal Wadsworth
Prent Yandell

Agencies, Departments, Organizations

Airport Land Use Commission
Armed Forces Reserve Center
California Energy Commission
California Polytech University, Pomona
California Department of Parks and Recreation
California Department of Housing and Community Development
California Department of Transportation
City of Fountain Valley
City of Garden Grove
City of Huntington Beach
City of Los Alamitos
City of Santa Ana
City of Seal Beach
City of Stanton
County of Orange
Fish and Wildlife
Garden Grove Sanitary District
Garden Grove School District
Golden West College
GTE California
Humana Hospital Westminster
Huntington Beach Union High School District
Midway City Sanitation District
Naval Weapons Station, Seal Beach
Ocean View School District
Office of Historic Preservation
Orange County Flood Control District
Orange County News
Orange County Environmental Management Agency
Orange County Sanitation District
Orange County Journal
Orange County Fire Department
Orange County Vietnamese Chamber of Commerce
Orange County Flood Control District
Orange County Regional Library Services
Orange County Transit District
Pacific Telephone Company
Paragon Cable
Shelter for the Homeless
South Coast Air Quality Management District
Southern California Association of Governments
Southern California Edison Company
Southern California Gas Company
State Department of Toxic Substance Control
State Water Resources Control Board
United States Postal Service
Westminster Chamber of Commerce
Westminster Community Services Department
Westminster Engineering Department
Westminster Fire Department
Westminster Journal
Westminster Planning and Building Department
Westminster Police Department
Westminster Redevelopment Agency
Westminster School District
Westminster Water Department

Documents, Maps, Plans

A Consumer's Guide to Manufactured Housing
A Climatological/Air Quality Profile of Ca. South Coast Air Basin

Documents, Maps, Plans- cont.

Air Quality Handbook for Preparing EIRs
Air Quality Management Plan, Executive Summary
CALTRANS 1989 Traffic Volumes on CA State Highways
CALTRANS Noise Manual
CEQA Guidelines
Climatography of the United States
EIR Manual for Private Projects
Environmental Geology of Orange County
Fault Rupture Hazard Zones in California
Flood Insurance Rate Maps
Fundamentals of Urban Design
General Plan Guidelines
Late Quaternary Faulty and 1978-84 Seismicity of the LA Region Map
Net 6 Policy Manual
Orange County General Plan
Orange County Hazardous Materials Area Plan
Regional Growth Management Plan
SCAQMD 1985 Emissions Inventory
Soil Survey of Orange County and Western Part of Riverside County
State Government Code
The San Andreas Fault System
US Geologic Survey Professional Paper
Wastewater Program Management Plan
West's Annotated California Codes
Westminster 1965 General Plan, as Revised
Westminster Community Opinion Survey
Wind in California
Westminster Multihazard Plan
Westminster Municipal Code
Westminster Water Facilities Master Plan, Draft
Westminster Zoning Code

XII. Response To Comments

A. Response to Comments

Introduction

During the 45-day public circulation period for the Draft Westminster Consolidated General Plan/EIR, which extended from July 27, 1993 to September 9, 1993, five letters from public agencies commenting on the document were received. Responses corresponding to the numbered comments follow each of the letters.

Each letter is divided into comments which are coded by an abbreviation of the name of the commenting agency followed by a number. For example, the first comment from the Airport Land Use Commission would be identified as ALUC-1. Responses corresponding to the numbered comments follow each of the letters. Where responses to comments have resulted in changes to the Consolidated General Plan/EIR text, the changes are shown within the comments.

Letter No.	Commenting Agency	Comment Code
1.	Orange County Airport Land Use Commission	ALUC
2.	California Department of Transportation	DOT
3.	City of Garden Grove Planning Division	GGPD
4.	Orange County Public Library	OCPL
5.	Southern California Association of Governments	SCAG

LETTER 1

RECEIVED AUG 20 1993

AIRPORT LAND USE COMMISSION
FOR ORANGE COUNTY

300 N. Flower St., Rm.356, Santa Ana,Ca 92702-4048
Mailing Address: P.O.Box 4048, Santa Ana, Ca 92702-4048

Phone: (714) 834-531
Fax: (714) 834-613

AUG 19 1993

Edward F. McCoy
The Lightfoot Planning Group
1315 Union Plaza Court, Suite 100
Oceanside, CA 92054

Subject: Westminster General Plan Update and Draft Environmental Impact Report

Dear Mr. McCoy:

Airport Land Use Commission staff has received for comment the above referenced project, which involves the comprehensive update of the City's General Plan. The project is located within the planning area for Armed Forces Reserve Center, Los Alamitos. **ALUC -**

In accordance with Section 21661.5 of the California Public Utilities Code, the subject General Plan Amendment must be submitted to the Airport Land Use Commission for their formal review and determination of consistency with the Airport Environs Land Use Plan. Our experience is that the best time for the Commission to review such a project is between action by Planning Commission and City Council. **ALUC -**

We want to thank you for submitting your project for comment. Should you have any questions, please feel free to give me a call at 834-5312 or contact Lisa Cibellis directly. Lisa may be reached at 834-2089.

Carol Berg for

George Britton
Executive Officer

LETTER 1 - ORANGE COUNTY AIRPORT LAND USE COMMISSION (August 19, 1993)

ALUC 1 Comment noted.

ALUC 2 Subsequent to receipt of this letter the City submitted a staff report on the proposed Westminster General Plan to the ALUC at an October 21, 1993 meeting. The agenda item was approved as part of the Commission's Consent Calendar. The Commission found the General Plan to be consistent with the Airport Environs Land Use Plan on the condition that the General Plan stipulate that any zone change or permit for new development near the I-405/Rt. 22 interchange be subject to ALUC review as this area is located at the edge of the Inner Horizontal Surface of the Los Alamitos Armed Forces Reserve Center airfield. In response to the Commissions request, the following program has been added to the Land Use section of the Westminster General Plan:

IIA2-7 Any change or permit for new development near the I-405/Rt. 22 interchange shall be subject to Airport Land Use Commission review.

LETTER 2

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
2501 PULLMAN STREET
SANTA ANA, CA 92705

August 23, 1993

Michael Bouvier
Department of Planning & Building
8200 Westminster Blvd.
Westminster, Ca 92683

File: IGR/DEIR
SCH # 92071051

SUBJECT: CONSOLIDATED GENERAL PLAN

Dear Mr. Bouvier:

Caltrans District 12, a reviewing agency has reviewed the Draft Environmental Impact Report (DEIR) for the Consolidated General Plan. We appreciate the opportunity for early input into this Consolidated General Plan and find that the DEIR adequately identifies transportation\circulation issues and impacts. We agree with the parameters of the traffic\circulation study area and request that all future transportation improvements involving freeway On and Off-Ramps within the City of Westminster be coordinated with Caltrans as mentioned in Issue IVA9. The remaining comments are concerned with bicycle impacts. DOT - 1

BICYCLE FACILITIES

Page I-101. The bike ways that were identified in the 1974 Master Plan of Bikeways have been removed without a replacement in the proposed Master Plan of Bikeways. Those segments deleted include: DOT - 2

1) Bolsa Chica Road from Westminster Blvd. to Garden Grove Blvd.
2) Edwards Street from Trask Avenue to Garden Grove Boulevard.
3) Heil Avenue from Beach Boulevard to Magnolia Street.

Page I-101. Springdale Street is identified on the Huntington Beach Master Plan of Bikeways as a proposed bikeway from Talbert Avenue to Huntington Beach city limits and a proposed bikeway from Garden Grove Boulevard through the City of Cypress. The plan of neighboring cities leaves a gap through the City of Westminster. Perhaps, the City Planning Department or a representative thereof, is able to work with adjacent cities planning department to extend Springdale bikeway through the City of Westminster. DOT - 3

Page I-100. Policy IVA5-2

The Westminster Transportation Demand Management Ordinance No. 2156 is not mentioned in this policy. The City should consider including language from the TDM Ordinance within the policy statement IVA5-2. The ordinance states specific requirements for new non-residential development projects for bicycle parking and shared facilities. DOT - 4

Page I-100. Policy IVA5-3

The city is not pursuing the development of on street bicycle routes, yet a majority of the proposed routes on the Master Plan of Bicycle Routes are on adjacent or connecting to on-road facilities. Will Westminster follow Caltrans Highway Design Manual Standards when engineering the bike ways or will the City be setting their own standards? DOT - 5

We appreciate the opportunity to comment on this DEIR and if you have any questions concerning these comments please contact Aileen Kennedy of my staff at (714) 724-2239.

Sincerely,

Everrett Evans, Chief
Advance Planning Branch

cc: Tom Loftus, OPR
Ron Helgeson, HQTRS Planning
T.H. Wang, Traffic Operations
Dorothy Uyehara, Traffic Analysis

LETTER 2 - CALIFORNIA DEPARTMENT OF TRANSPORTATION (August 23, 1993)

DOT 1 General Plan Policies IVA9-1 and IVA9-2 and Implementation Programs IVA9.1 and IVA9.2 already address this issue. All future transportation improvements involving freeway onramps and offramps within the City of Westminster will be coordinated with Caltrans.

DOT 2 Caltrans has noted that three bikeway segments identified in the 1974 Master Plan of Bikeways have been deleted. Each is discussed as follows:

1. Bolsa Chica Road from Westminster Boulevard to Garden Grove Boulevard. Bolsa Chica Road is designated as a potential bike route from Westminster Boulevard south to the City Limits. This would connect the bike route extending west on Westminster Boulevard into Seal Beach with the bike route on Bolsa Chica Road in Huntington Beach. Extending this route north on Bolsa Chica Road to Garden Grove Boulevard or the north City limits would not connect to any other bike routes. The County of Orange and City of Garden Grove have identified Valley View Street as a bike route but only north of Lampson Avenue. In addition, the Bolsa Chica Road/Valley View/SR-22-I-405 interchange and freeway crossing is currently one of the most congested in the City. Since the extension of the Bolsa Chica Road bike route would not provide a connection to other bike routes north of the interchange, the bike route is not included in order not to encourage cyclists to travel through this congested interchange.

2. Edwards Street from Trask Avenue to Garden Grove Boulevard. This segment will be added to the Master Plan of Bicycle Routes as a "Potential Addition to the Master Plan of Bicycle Routes".

3. Heil Avenue from Beach Boulevard to Magnolia Street. This segment on Heil Street from Newland Street to Beach Boulevard will be added to the Master Plan of Bicycle Routes as a "Potential Addition to the Master Plan of Bicycle Routes." The segment from Newland Street to Magnolia Street is in the process of being removed from the County of Orange and City of Huntington Beach Master Plan of Roadways and will be deleted from the Westminster Plan at the same time. This segment of bike route was originally envisioned as an on street facility (Class II or Class III). Since the street would no longer be included on the Master Plan of Roadways, this bike route segment would not be feasible.

DOT 3 Springdale Street is designated a bike route in the City of Huntington Beach south of Westminster and in the City of Garden Grove north of Westminster. However, the County of Orange Master Plan Bikeways does not designate Springdale Street as a bike route in any jurisdiction. The City of Westminster will coordinate with the County, Huntington Beach, and Garden Grove to resolve this inconsistency. If deemed

appropriate, Springdale Street could be added to the Westminster Master Plan of Bicycle Routes.

DOT 4 Policy IVA5-2 of the General Plan will be revised. The following text will be added at the end of Policy IVA5-2:

> ***Consistent with the City of Westminster Transportation Demand Management Ordinance No. 2156.***

DOT 5 The City is pursuing the development of off-street bike routes wherever feasible. However, many of the bike routes will need to be on-street facilities. Caltrans Highway Design Manual Standards for bikeways will be followed to the extent feasible, whenever bike facilities are being designed.

LETTER 3

CITY OF GARDEN GROVE, CALIFORNIA

11391 ACACIA PARKWAY, P.O. BOX 3070, GARDEN GROVE, CALIFORNIA 92642

GARDEN GROVE

(714) 741-5323

September 10, 1993

CO ENT DEPT

1 3 1993

CITY OF WESTMINSTER

Michael Bouvier, AICP
8200 Westminster Boulevard
City of Westminster
Westminster, CA 92683

Dear Mr. Bouvier:

Thank you for extending to us the opportunity to review and comment on your Consolidated General Plan and Environmental Impact Report. Upon completing our review, we noted several areas of concern.

The first area of concern is the proposed annexation of a portion of Garden Grove. The area identified for annexation is surrounded by the City of Westminster, near Little Saigon (Page I-7). We are sure that you are aware of the procedures necessary to annex this portion of land. However, at this time, we have not considered any deannexation of any land within our City boundary. Certainly, any future considerations on this matter will require involved communications between our two Cities. **GGPD - 1**

Secondly, in the General Plan text, it notes an anticipated growth rate of five percent over the next 20 years. Please clarify the following: does the projected growth rate take into account the proposed annexations, and does this include more areas of potential development (e.g. increased zoning densities in residential neighborhoods) than those future developments noted on Figure IIA-3? **GGPD - 2**

The third area of concern are the potential Planned Developments designated in Figure IIA-3. Several of these Planned Development Areas are located adjacent to our City. Although these cited Planned Developments probably do not indicate target dates for development, we would certainly like to be apprised of any proposed activities on these sites in order to minimize any potential impacts. **GGPD - 3**

The last area of concern deals with several items regarding circulation. One issue for circulation is whether or not your master plans for bike lanes and truck routes match those of your adjacent cities. We certainly would like this verified as to whether your identified bike lanes and truck routes match ours. **GGPD - 4**

The next concern regarding circulation has to do with the existing traffic counts shown in Figure VIA-4 for Magnolia Street and Brookhurst Street. Specifically, for Magnolia Street the section between Westminster Blvd. to Hazard Avenue, the existing counts indicates 32,000 vehicles where as our traffic counts indicate a total of 39,000 vehicles and is noted at level of service F north of Westminster. For Brookhurst Street, from Hazard Avenue to Bolsa Avenue, the existing traffic count noted is 38,000 vehicles where as our traffic counts indicate a total of 46,000 vehicles and is noted at level of service C or D. Please verify these counts and indicate any discrepancies. On page II-238, the table indicates "(b) Coordination of all signals on roadway segments are assumed to provide an approximate 10% increase in daily roadway capacity." Please justify this statement. Also, has Orange County Transit Authority (OCTA) approved this concept? **GGPD - 5** **GGPD - 6**

And lastly, Garden Grove uses a two (2%) percent per year traffic growth rate without additional development and a future year target date of 2010. According to the requirements of OCTA and the Measure M program, Brookhurst Street must be mitigated in Westminster and in Garden Grove. This specifically raises a question concerning Brookhurst Street: what baseline was used to calculate future level of service for growth rate and target year? This question also applies to Magnolia Street. **GGPD - 7**

Again, thank you for the opportunity to comment on your General Plan. We look forward to seeing responses to our comments at your earliest convenience.

Respectfully,

Millie Summerlin
Planning Division Manager

Karl Hill

By: Karl Hill
Planner

MBouvier.Ltr

LETTER 3 - CITY OF GARDEN GROVE PLANNING DIVISION (September 10, 1993)

GGPD 1 Comment noted.

GGPD 2 The Westminster General Plan identifies an anticipated growth rate of approximately one percent (1%) per year for the next 20 years (Issue IIA - 2, Page I-18, Volume I). The anticipated growth does not include the annexation of Midway City and the Garden Grove Sliver.

GGPD 3 There are two policies in the Westminster General Plan that encourage land use development coordination with surrounding properties and cities. Policy IIA2-3 requires that proposed developments minimize potential conflicts with adjacent land uses. Policy IVA2-1 calls for the coordination of land use and circulation planning with neighboring jurisdictions. Furthermore, the City of Westminster complies with State development noticing laws and, at your request, the City of Garden Grove can be placed on the Planning Commission and City Council Agenda mailing list.

GGPD 4 The Westminster Master Plan of Bike Routes has been developed to be consistent with those of neighboring jurisdictions whenever feasible. See responses to comments DOT-1 through DOT-5. The Westminster Master Plan of Truck Routes is consistent with the City of Garden Grove Truck Routes.

GGPD 5 The existing traffic counts on Magnolia Street, Brookhurst Street, and all arterial roadways within the City were obtained from the City of Westminster 1990 traffic flow map. Since the 1990 counts were conducted there may have been changes in the amount of traffic on several of the roadways within the City. The recent increases in counts on Brookhurst Street and particularly Magnolia Street may reflect traffic shifted away from Beach Boulevard during the recent construction for the Beach Boulevard Smart Street Program.

GGPD 6 It is generally acknowledged in the transportation planning and engineering fields that signal coordination allows a roadway to operate more efficiently, and thus, carry a higher traffic volume at the same Level of Service (LOS) as a facility without signal coordination. The specific level of increase in capacity provided by signal coordination will vary depending on the nature of the roadway, number of signalized cross streets, number of unsignalized cross streets, the number and type of driveways, distance between coordinated signals, and quality of the signal timing program. Although no specific studies have yet been conducted to determine a specific amount for the capacity increase associated with signal coordination, 10 percent is a reasonable estimate for use in the development of General Plans and Circulation Elements. Several other cities in Southern California have already incorporated the assumption of an estimated 10 percent increase in daily capacity associated with Signal Coordination Programs into their Circulation elements, including the Cities of Irvine and El Segundo. To the best of our knowledge, OCTA has not yet reviewed this concept

GGPD 7 Future traffic projections were developed based upon a computerized traffic model. The model was developed based upon the Orange County Traffic Analysis Model (OCTAMII) and incorporates the land uses proposed in the Westminster Land Use Element, as well as full development (build-out) of the General Plans of all jurisdictions throughout the County. Thus, projected traffic volumes were developed based upon projected land use changes rather than increasing existing volumes by a yearly factor (2 percent). The model was developed and utilized in a manner consistent with the Orange County Congestion Management Program Modeling Technical Advisory Committee.

LETTER 4

RECEIVED SEP 10 1993

JOHN M. ADAMS
COUNTY LIBRARIAN

1501 E. ST. ANDREW PLACE
SANTA ANA, CA 92705
(714) 566-3000

Orange County Public Library

September 9, 1993

Mr. Edward F. McCoy
The Lightfoot Planning Group
1315 Union Plaza Court, Suite 100
Oceanside, CA 92054

Dear Mr. McCoy,

I have reviewed the City of Westminster Draft General Plan/EIR and have determined that the library concerns are adequately addressed by the implementation of development fees to cover the cost of increased demand for services. It may be appropriate to discuss the mechanism of collection for these fees. OCPL - 1

Sincerely,

David C. Sankey
Financial Manager

DS:kf

cc: Nancy Liao, County Administrative Office

LETTER 4 - ORANGE COUNTY PUBLIC LIBRARY (September 9, 1993)

OCPL 1 The collection of fees for new development must be predicated on an established master plan that identifies the impact of new development and the cost to service the development. The costs are then delineated by costs per unit or persons. The collection of fees are typically completed at building permit issuance. Implementation Programs IIA5.1 and IIA5.2 allow for the development of a master plan and the collection of fees.

RECEIVED SEP 0 9 1993

LETTER 5

SCAG
SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

818 West Seventh Street,12th Floor • Los Angeles, California 90017-3435 (213) 236-1800 • FAX (213) 236-1825

CO CNT DEPT

7 93

CITY O MINSTER

September 1, 1993

Mr. Michael Bouvier
City of Westminster Dept. of Planning and Building
8200 Westminster Boulevard
Westminster, CA 92683

RE: City of Westminster Draft Consolidated General Plan/EIR - SCAG No. I 9300370

Dear Mr. Bouvier:

Thank you for submitting the Draft Westminster Consolidated General Plan/EIR to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties, and other agencies in reviewing projects and plans for consistency with the Regional Housing Needs Assessment, Regional Mobility, Growth Management, and conformity with the Air Quality Management Plans, all of which are included in the State Implementation Plan.

The attached comments are meant to provide guidance for considering the proposed plan within the context of our regional goals and policies. These goals and policies have been adopted in the SCAG regional plans specified above and are based in part upon state and federal mandates. Encouragement for the adoption of updated general plans is a priority for SCAG as well as delegating the responsibility to make project level conformity findings. Thus, this enables local jurisdictions to ensure implementation of all AQMP control measures using local general plan authority.

If you have any questions about the attached comments, please contact Glenn Blossom (213) 236-1876. He will be happy to work with you to achieve a successful conclusion for this planning effort.

Sincerely,

Eric H. Roth

ERIC H. ROTH
Manager, Intergovernmental Review
EHR:GFB

Gaddi Vasquez Orange County-President, **Stella Mendoza** City of Brawley-First Vice President, **Ed Edelman** Los Angeles County-Second Vice President, **John Longville** City of Rialto-Past President • **Richard Alarcon** City of Los Angeles, **Richard Alatorre** City of Los Angeles, **Robert Bartlett** City of Monrovia, **George Bass** City of Bell, **Ronald Bates** City of Los Alamitos, **George Battey, Jr.** City of Burbank, **Hal Bernson** City of Los Angeles, **Walter Bowman** City of Cypress, **Marvin Braude** City of Los Angeles, **Susan Brooks** City of Rancho Palos Verdes, **Art Brown** City of Buena Park, **Yvonne Brathwaite-Burke** Los Angeles County, **Jim Busby, Jr.** City of Victorville, **Bob Buster** Riverside County, **Laura Chick** City of Los Angeles, **John Cox** City of Newport Beach, **Cynthia Crothers** City of Moreno Valley, **Elmer Digneo** City of Loma Linda, **Richard Dixon** City of Lake Forest, **Douglas Drummond** City of Long Beach, **Jerry Eaves** San Bernardino County, **John Ferraro** City of Los Angeles, **John Flynn** Ventura County, **Terry Frizzel** City of Riverside, **Ruth Galanter** City of Los Angeles, **Sandra Genis** City of Costa Mesa, **Jackie Goldberg** City of Los Angeles, **Candace Haggard** City of San Clemente, **Garland Hardeman** City of Inglewood, **Robert Hargrave** City of Lomita, **Mike Hernandez** City of Los Angeles, **Nate Holden** City of Los Angeles, **Robert Jamison** City of Artesia, **Jeff Kellogg** City of Long Beach, **Jim Kelly** City of South El Monte, **Richard Kelly** City of Palm Desert, **Bob Kuhn** City of Glendora, **Abbe Land** City of West Hollywood, **Darlene McBane** City of Agoura Hills, **John Melton** City of Santa Paula, **Barbara Messina** City of Alhambra, **Judy Mikels** City of Simi Valley, **David Myers** City of Palmdale, **Kathryn Nack** City of Pasadena, **Bev Perry** City of Brea, **Gwenn Norton-Perry** City of Chino Hills, **Ronald Parks** City of Temecula, **Irv Pickler** City of Anaheim, **Michael Plisky** City of Oxnard, **Beatrice Proo** City of Pico Rivera, **Larry Rhinehart** City of Montclair, **Dick Riordan** City of Los Angeles, **Mark Ridley-Thomas** City of Los Angeles, **Albert Robles** City of South Gate, **Sam Sharp** Imperial County, **Rudy Svorinich** City of Los Angeles, **Bob Stone** City of Bellflower, **Thomas Sykes** City of Walnut, **Jeff Thomas** City of Tustin, **Laury Tully-Payne** City of Highland, **Joel Wachs** City of Los Angeles, **Rita Walters** City of Los Angeles, **Evelyn Wells** City of Lynwood, **Judy Wright** City of Claremont, **Zev Yaroslavsky** City of Los Angeles •

COMMENTS ON THE DRAFT WESTMINSTER CONSOLIDATED GENERAL PLAN/EIR

BACKGROUND

This plan provides for the updating of the existing General Plan which the City has characterized as "an outdated General Plan that does not respond to current conditions in Westminster and the region or to the fundamental goals established by the City for guiding its future growth".

Rather than being element-oriented, the Westminster General Plan/EIR is issue driven. Each chapter contains functionally related Issues Sections with even greater detailed Issue Subsections. The Issue Subsections are delineated by concerns that the City has determined need to be addressed for its long term improvement. Goals, policies, and programs are organized around the Issues Subsections.

The environmental analysis required by the California Environmental Quality Act is within the General Plan Document. The integration of the EIR within the General Plan creates a streamlined comprehensive resource document. The General Plan/EIR is presented in two volumes, the Policy Document (Volume I) and the Technical Document/EIR (Volume II).

Each chapter of the Policy Document includes a description of the State Government Code Authority, a description of the issue, and goals, policies and programs. Of particular note is the chapter on Regionalism which addresses the issues of air quality, congestion management, growth management, and jobs/housing balance. The final chapter of the Policy Document includes a summary of the Implementation Programs. It is intended that this Chapter will assist the City in determining the effectiveness of the General Plan/EIR in achieving the stated goals and will be utilized in preparation of annual progress reports for the plan.

REGIONAL PLAN POLICIES

There are a number of policies expressed in the Growth Management Plan for the region which are particularly relevant to the Westminster Consolidated General Plan/EIR. Among them are policies which would:

- Promote future patterns of urban development and land use which reduce costs of infrastructure construction and make better use of existing facilities, and to achieve a good match between future growth and the phasing of new facilities or expansion of existing ones.

- Encourage growth to occur in and around:

- activity centers
- transportation node corridors
- underutilized infrastructure systems
- areas needing recycling and redevelopment

o Encourage mixed-use developments and other planning techniques to make employment centers easy to walk to or reach by transit.

o Achieve better job/housing balance at the subregional level through:

- encouragement and provision of incentives to attract housing growth in job-rich subregions
- encouragement and provision of incentives to attract job growth in housing-rich subregions

o To the degree possible, achieve a balance, by subregion of the type of jobs with the price of housing.

The following policies extracted from the Regional Mobility Plan are also deemed to be of particular relevance to the Westminster Plan:

o Transportation improvements shall be supportive of the adopted Growth Management Plan

o Land use and transportation decisions should be coordinated with and supportive of each other's capacity

o Priority shall be given to transportation facility improvements and system management programs which improve access to and circulation between activity centers

o Demand Management Programs and development of Ridesharing facilities shall be given priority over mixed-flow highway capacity expansion in order to achieve and maintain mobility in the future

o Support should be provided for the development and public seed funding of Transportation Management Associations as one means to implement Demand Management Programs

o Transportation Demand Management Program implementation should be extended to non-commute trips for public and private sector activities

OVERALL COMMENT

On the whole, the Draft Westminster Consolidated General Plan/EIR is generally consistent with the GMP, the RMP and the AQMP. There is evidence of very close coordination with all appropriate local and regional planning organizations. The Regionalism Chapter is particularly noteworthy for the degree to which it accepts, supports and implements regional transportation planning goals and objectives.

AIR QUALITY

The Air Quality Management Plan for the South Coast Air Basin (1989/1991 AQMP) identifies a number of control measures which should be implemented by local government. The draft General Plan addresses several of these control measures with adequate detail. However, there are other measures which have not been addressed and no reason has been given for these omissions. For example, there is a parking management measure in the 1991 AQMP which is intended to bring about a shift in demand from solo driving toward transit, carpooling, or non-motorized trips. A deadline of December 31, 1992 was set for local government to implement this parking management measure. There is no reference to any consideration of such a measure in the Westminster Plan. **SCAG - 1**

GROWTH MANAGEMENT

SCAG staff is in general agreement with the growth management discussion and analysis contained in the City's draft plan. The City is located in the Northwest Orange subregion which is a jobs-rich subregion. However, the City itself is housing "rich" and jobs "poor". The analysis of the growth management aspects of the draft plan concludes that the policies of the General Plan would permit an adequate number of new housing units to be created in order to offset the number of permanent new jobs which could potentially be created in the City.

TRANSPORTATION DEMAND MANAGEMENT

To be adequate for the purposes intended by the SIP, a General Plan TDM program should include the following elements:

(1) An adequately detailed description of TDM measures incorporated into the plan as mitigation measures or features of the plan.

(2) Expected effect and VMT/VT reduction targets for each component of the TDM program.

(3) Funding sources for each program component.

(4) Identification of the agencies or persons responsible for monitoring and administering the TDM program.

(5) An implementation schedule for each TDM program component.

An analysis of the TDM policies and programs of the Draft Westminster Consolidated General Plan/EIR indicates that two of the criteria listed above have been met. The Plan includes commitments to specific TDM programs with clear delineation of responsibilities for each specific measure. Yet to be addressed are the expected effect and VMT/VT reduction targets for each component of the TDM program, funding sources and an implementation schedule for each program component. **SCAG - 2**

BASELINE DATA AND MONITORING

The AQMP provides that local implementing ordinances and regulations are to require that baseline data be generated. Upon implementation, the City would be required to monitor the progress and effectiveness of each measure or ordinance and report results and baseline data annually to SCAG for incorporation into the Reasonable Further Progress Reports. **SCAG - 3**

PROJECT REVIEW PROCEDURES

It is recommended that the City ensure that local project review procedures are consistent with the conformity chapter of the AQMP. The intent is that local jurisdictions will take the responsibility to ensure that all general development projects, individual transportation projects and individual wastewater treatment facilities will be designed and conditionally approved so as to be in conformance with AQMP/SIP. In addition, the City's CEQA guidelines should be amended to ensure that project level EIRs address AQMP, GMP and RMP. **SCAG - 4**

CONCLUDING RECOMMENDATIONS

Prior to adoption of the updated Westminster General Plan, the City of Westminster should consider the following recommendations:

1. Bolster the Air Quality section of the Plan to discuss each of the control measures identified for local government implementation in the AQMP. **SCAG - 5**

2. Give attention to the quantification of the expected results from the TDM program, a time schedule and identification of funding sources for that program. **SCAG - 6**

When the Westminster General Plan Update is approved, it is requested that SCAG be notified of the action by City of Westminster so that the implications for the Comprehensive Regional Plan, which is now under preparation, can be evaluated with respect to transportation, and other service systems. **SCAG - 7**

Also, all mitigation measures associated with the General Plan should be monitored in accordance with the AB 3180 requirements and should be reported to SCAG through the Annual Reasonable Further Progress Reports. **SCAG - 8**

LETTER 5 - SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (Sept. 1, 1993)

SCAG - 1 Due to the frequently evolving nature of air quality policy and compliance, the Westminster Consolidated General Plan does not include a number of the local government control measures specified in the Air Quality Management Plan for the South Coast Air Basin (1989/1991 AQMP). Many of these measures are currently addressed in the City's Transportation Demand Management Ordinance (No. 2156, Chapter 17.45).

While the City's policy direction and commitment to improving air quality are demonstrated in a comprehensive manner in the General Plan, the City has chosen to address specific TDM measures by ordinance in order to eliminate the need for frequent updates to the General Plan in response to changes in air quality regulation and compliance. Regarding parking management, the City's TDM Ordinance does include development standards that promote preferential parking for carpool vehicles and the use of public transit and non-motorized trips by requiring bicycle parking and shower facilities. The ordinance also includes other requirements for transportation information centers, bus stop improvements, and effective pedestrian circulation systems.

SCAG - 2 As a member of the Orange County Air Quality Technical Assistance Program (AQTAP) the City of Westminster has been involved in regional efforts toward achieving compliance with state and regional air quality regulations. A recent analysis of vehicle trips conducted as part of the AQTAP, indicates that the City has achieved two-thirds of its 1994 trip reduction target through development agreements, City projects, and ordinances. A related study currently being undertaken by the South Coast Air Quality Management District (AQMD) is investigating the number of Regulation XV employers in the City to determine additional trip reduction credits that are due the City. Given that the outcome of the AQMD study will affect the City's 1994 vehicle trip reduction target, a determination of what additional measures and programs may be appropriate for the City to implement will be undertaken following completion of the study. Until the AQMD study is completed it is considered premature for the City to quantify details on VMT/VT reduction targets, funding sources, and program implementation. Furthermore, the majority of the City's TDM requirements are being fulfilled by ordinance, and as a result implementation of all program components are not included in the General Plan.

SCAG - 3 Policy VIA1-4 of the General Plan states that the City will record actions taken to reduce vehicle trips so that periodic reports can be prepared to support expeditious implementation of the AQMP. Additionally, Program VIA1.2 designates a City Air Quality Coordinator to monitor implementation of air quality requirements, update air quality programs, record actions, and prepare periodic implementation reports. In order to clarify the City's intended process toward AQMP compliance, Program VIA1.2 has been revised as follows:

Designate an employee Air Quality Coordinator to monitor implementation of air quality requirements and oversee periodic updates to City air quality regulations and policies. ***The coordinator will evaluate the progress and effectiveness of City projects and programs that contribute to reductions in Vehicle Miles Traveled and Vehicle Trips (VMT/VT). Progress toward reducing VMT/VT will be analyzed using baseline information determined in coordination with the Air Quality Technical Assistance Program, AQMD, and SCAG. Progress reports will be submitted to SCAG and AQMD as required.***

SCAG - 4 See response to comment SCAG - 3.

SCAG - 5 A discussion of AQMP control measures for local government implementation has been added to the Air Quality section in Volume II of the Consolidated General Plan and EIR.

SCAG - 6 Given that a number of City TDM measures are implemented by ordinance and through other City efforts, and, acknowledging the highly speculative nature and lack of a clear methodology for quantifying the benefits of TDM programs, an analysis of TDM benefits has not been conducted for the General Plan. Although specific quantification of TDM benefits has not been undertaken, the City's proposed General Plan, TDM Ordinance, City projects, and involvement with AQTAP demonstrate a high degree of action and commitment to implementation of the AQMP. To the degree feasible, the results of the City's TDM related actions and the benefits of Regulation XV implementation will be quantified following completion of the AQMD Study discussed in response SCAG - 2. Quantification of benefits will also be provided on an on-going basis as part of the yearly review process described in response SCAG - 3. Details on funding sources and implementation timing for those TDM programs that are included in the General Plan are provided in the document's sections on Regionalism, Land Use, and Transportation/Circulation.

SCAG - 7 Comment Noted.

SCAG - 8 Mitigation of potential General Plan impacts have been achieved through the provision of comprehensive General Plan policies and programs. Implementation of the Westminster General Plan will be monitored through required yearly review of the Plan.

Appendix A

City of Westminster

CIVIC CENTER
8200 WESTMINSTER BOULEVARD
WESTMINSTER, CALIFORNIA 92683
714 CODE 898-3311

NOTICE OF PREPARATION

TO: AGENCIES, ORGANIZATIONS, AND INTERESTED PERSONS

SUBJECT: Notice of Preparation of a Draft Consolidated General Plan and Environmental Impact Report in compliance with Title 14, Section 15082 (a) of the California Administrative Code.

PROJECT TITLE: CITY OF WESTMINSTER GENERAL PLAN UPDATE

The City of Westminster will be the Lead Agency for the preparation of an environmental impact analysis for a comprehensive update of the Westminster General Plan. The City is soliciting your views as to the scope and content of the environmental analysis in connection with the General Plan Update.

The project description, location, and potential environmental effects of the proposed project are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice. Please send your response to:

Michael Bouvier, AICP
Planning and Building Director
City of Westminster
8200 Westminster Boulevard
Westminster, CA 92683

Please indicate a contact person in your response. If you require additional information please call Michael Bouvier at (714) 898-3311.

Signature

Planning and Building Director
Title

July 15, 1992
Date

DRUG USE IS LIFE ABUSE

CITY OF WESTMINSTER

INITIAL STUDY CHECKLIST
(ENVIRONMENTAL IMPACT ASSESSMENT)

City of Westminster General Plan Update
City of Westminster

July 15, 1992

Prepared for:
Department of Planning and Building
City of Westminster
8200 Westminster Boulevard
Westminster, CA 92683

Prepared by:
EIP Associates
80 South Lake Avenue
Suite 600
Pasadena, CA 91101

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PROJECT BACKGROUND

Project Title: The City of Westminster General Plan Update

Project Location: The City of Westminster, County of Orange, California

The City of Westminster encompasses approximately 10 square miles (6,590 acres) in the urbanized northwest portion of Orange County. The City is bordered to the north by the City of Garden Grove and the Garden Grove Freeway (State Highway 22), to west by the San Diego Freeway (I-405), Seal Beach and Huntington Beach, to the east by portions of Fountain Valley and Garden Grove, and to the south by portions of Fountain Valley and Huntington Beach (see Figure 1). The Pacific Ocean is located approximately three miles from the City's western boundary. Three unincorporated areas of the County, collectively known as Midway City, are surrounded by portions of Westminster and are located within the City's sphere of influence.

Project Description: The project involves an update of the existing General Plan for the City of Westminster. The Plan will address the mandatory Elements of Land Use, Housing, Circulation, Open Space, Conservation, Noise, and Seismic Safety in a consolidated format that will include required environmental review. Additional areas to be addressed in the Plan are: Public Infrastructure and Facilities, Economic Development, Air Quality, and Regionalism.

The Consolidated General Plan (CGP) environmental impact analysis will include a comprehensive overview of the City's existing environmental conditions and a forecast of those conditions at General Plan build out. The analysis will identify significant impacts at the local and regional level, and provide mitigation as necessary. Alternatives to the proposed land use plan will also be considered.

Impacts of the Project: Environmental impacts may occur in the following areas: earth; water; air; noise; light and glare; land use; population; housing; transportation/circulation; public services; utilities; health and safety; natural resources; risk of upset; parks, recreation and open space; cultural resources; and aesthetics.

Mitigation Measures: No mitigation measures are proposed at this time. The environmental analysis will identify the impacts of the General Plan update and assess where mitigation measures or changes to the proposed General Plan may be necessary to reduce impacts. A Mitigation Monitoring Program will be prepared for adoption with certification of the Final EIR.

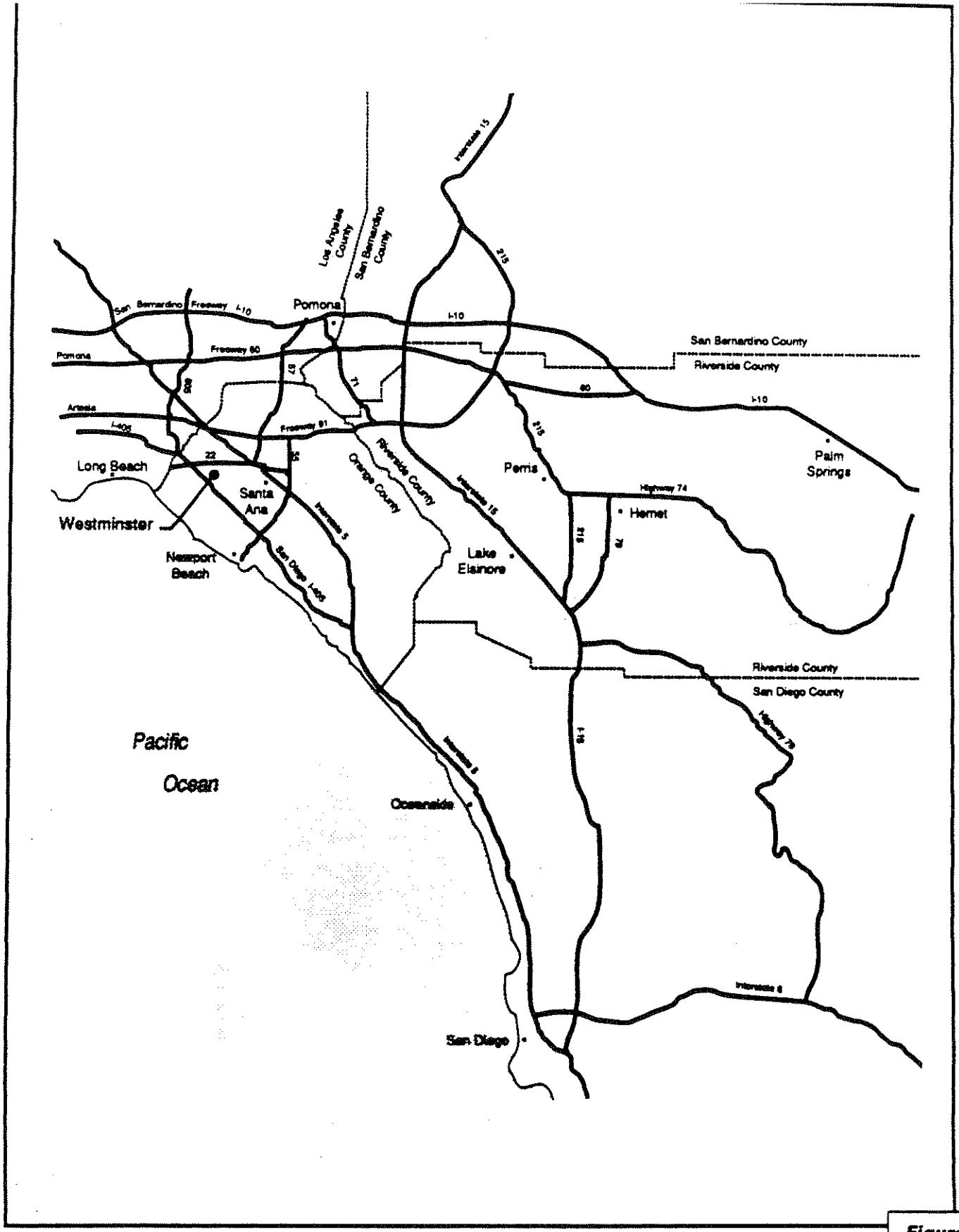

Figure 1

Regional Location

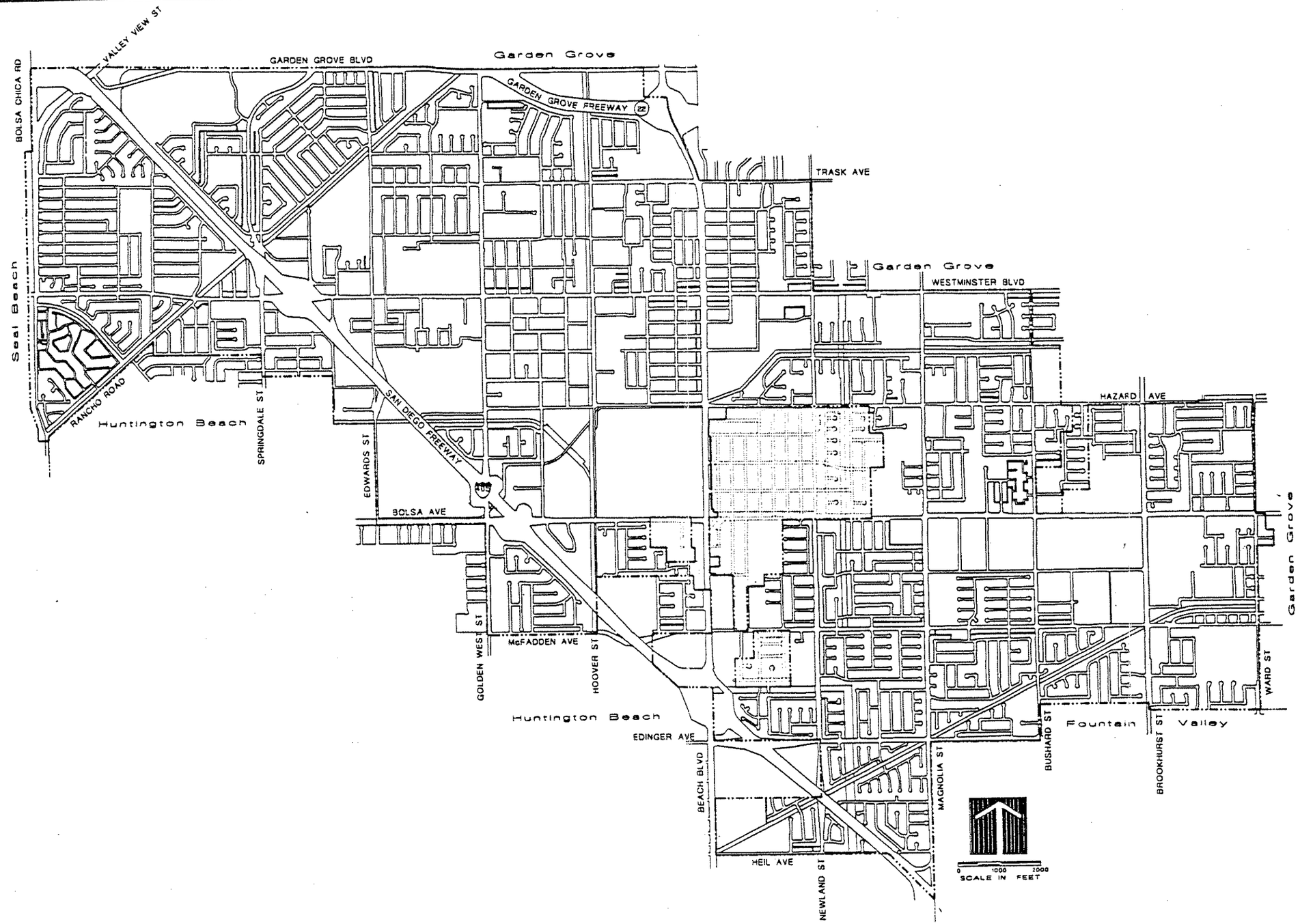

Figure 2

Project Location

Project Location

2. ENVIRONMENTAL CHECKLIST FORM

(To Be Completed By Lead Agency)

I. Background

1. Name of Proponent: **City of Westminster**

2. Address and Phone Number of Proponent:
   8200 Westminster Boulevard
   Westminster, CA 92683
   (714) 898-3311

3. Date Checklist Submitted: **July 15, 1992**

4. Agency Requiring Checklist: **Westminster Department of Planning and Building**

5. Name of Proposal: **CITY OF WESTMINSTER CONSOLIDATED GENERAL PLAN**

II. Environmental Impacts

(Explanations of all "yes", "maybe", and "no" answers are provided on the attached sheets).

	Yes	Maybe	No
1. EARTH. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	X	___
b. Disruptions, displacements, compaction or overcovering of the soil?	X	___	___
c. Change in topography or ground surface relief features?	X	___	___
d. The destruction, covering or modification of any unique geologic or physical features?	___	X	___
e. Any increase in wind or water erosion of soils, either on or off the site?	___	X	___

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	Yes	Maybe	No
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	X	___	___
2. AIR. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality.	X	___	___
b. The creation of objectionable odors?	___	X	___
c. Alteration of air movement, moisture, or temperature, or any change in climate either locally or regionally?	___	___	X
3. WATER. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	___	___	X
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	X	___	___
c. Alterations to the course or flow of flood waters?	___	X	___
d. Change in the amount of surface water in any water body?	___	X	___
e. Discharge into surface waters, or in any alteration of surface water quality including but not limited to temperature, dissolved oxygen or turbidity?	___	X	___
f. Alteration of the direction or rate of flow of ground waters?	___	___	X
g. Change in the quantity of ground waters either through direct additions or withdrawals, or through interceptions of an aquifer by cuts or excavations?	___	X	___
h. Substantial reduction in the amount of water related hazards such as flooding or tidal waves?	___	X	___

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	Yes	Maybe	No
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	X		
4. PLANT LIFE. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?			X
b. Reduction of the numbers of any unique rare or endangered species of plants?			X
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?			X
d. Reduction in acreage of any agricultural crop?		X	
5. ANIMAL LIFE. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?			X
b. Reduction of the numbers of any unique, rare or endangered species of animals?			X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			X
d. Deterioration to existing fish or wildlife habitat?			X
6. NOISE. Will the proposal result in:			
a. Increases in existing noise levels?	X		
b. Exposure of people to severe noise levels?	X		
7. LIGHT AND GLARE. Will the proposal produce new light and glare?	X		
8. LAND USE. Will the proposal result in a substantial alteration of the present or planned land use of an area?	X		
9. NATURAL RESOURCES. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	X		

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	Yes	Maybe	No
b. Substantial depletion of any nonrenewable natural resource?			X
10. RISK OF UPSET. Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?		X	
b. Possible interference with an emergency response plan or an emergency?		X	
11. POPULATION. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	X		
12. HOUSING. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	X		
13. TRANSPORTATION/CIRCULATION. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	X		
b. Effects on existing parking facilities or demand for new parking?	X		
c. Substantial impact upon existing transportation systems?	X		
d. Alterations to present patterns of circulation or movement of people and/or goods?	X		
e. Alterations to waterborne, rail or air traffic?		X	
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	X		
14. PUBLIC SERVICES. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	X		
b. Police protection?	X		

	Yes	Maybe	No
c. Schools?	X		
d. Parks or other recreational facilities?	X		
e. Maintenance of public facilities, including roads?	X		
f. Other governmental services?		X	
15. ENERGY. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?		X	
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?		X	
16. UTILITIES. Will the proposal result in a need for new systems, or substantial alterations to the following utilities?			
a. Power or natural gas?		X	
b. Communications systems?		X	
c. Water?		X	
d. Sewer or septic tanks?		X	
e. Storm water drainage?		X	
f. Solid waste and disposal?		X	
17. HUMAN HEALTH. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?		X	
b. Exposure of people to potential health hazards?		X	
18. AESTHETICS. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?		X	
19. RECREATION. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?		X	

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	Yes	Maybe	No
20. CULTURAL RESOURCES. Will the project result in:			
a. The alteration of or the destruction of a prehistoric or historic archaeological site?	___	X	___
b. In adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	___	X	___
c. Have the potential to cause a physical change which would affect unique ethnic cultural values?	___	X	___
d. Restriction of existing religious or sacred uses within the potential impact?	___	___	X
21. MANDATORY FINDINGS OF SIGNIFICANCE.			
a. Does the project have the potential to degrade the quality of the environment substantially, the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	X	___	___
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.	___	X	___
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant).	X	___	___
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___

III. Discussion of Environmental Evaluation.

See the attached Environmental Evaluation Discussion

IV. Determination.

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. ☐

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☒

Date: 7-15-92

Michael Bouvier, AICP
CITY OF WESTMINSTER
Planning and Building Director

91361

III. Discussion of Environmental Evaluation

A comprehensive environmental analysis will be incorporated into the Consolidated General Plan (CGP) to assess the impacts of the proposed revisions to the City's current General Plan. Following is a list of potential areas of impact that will be examined. The CGP environmental analysis may result in a change in emphasis in one or more of the areas listed below, and additional issues may be identified. Mitigation measures will be provided in the Draft CGP.

1. Earth

a. **Maybe.** Construction for new development occurring under the revised General Plan could result in unstable earth conditions due to grading and excavations for formation of building pads and roadbases. The environmental analysis for the General Plan revision will assess the adequacy of both the Building Code and City policies that address seismic safety. General Plan policies or mitigation measures will be provided as needed to eliminate avoidable environmental impacts.

b.& c **Yes.** Project construction occurring under the revised General Plan which involves site preparation and excavation could result in changes to existing topography, and the displacement, compaction, and over-covering of existing soils. Geologic impacts that may result from grading and building on expansive soils will be fully addressed in the CGP.

d. **Maybe.** Projects implemented under the revised General Plan are not likely to significantly alter, modify, or destroy any unique geologic or physical features as none have been identified in the City. However, further investigation is required in the CGP to verify the absence or presence of any unique geologic or physical features. If necessary, changes in land use resulting from the General Plan revision that could cause the destruction or modification of such features will be analyzed.

e. **Maybe.** Site preparation associated with new development may cause temporary soil erosion from wind and rain. The geology section of the CGP will evaluate the potential for soil erosion within the City.

f. **No.** The City is not located along the coast and the channels that pass through the City are concrete reinforced. As a result, no changes in the deposition or erosion of beach sand or modifications to river or stream channels are likely to result from the proposed project.

g. **Yes.** The City of Westminster is located in a region of historic seismicity. No major identified faults or active fault systems are located within the City; thus no part of the City has been designated under the Alquist-Priolo Act as a Special Study Zone. However, a number of active or potentially active fault systems can be considered as affecting the Westminster area. Depth to ground water and the character of the soils within areas of the City create the potential for liquefaction occurring during an earthquake. Additionally, peat deposits known to exist in the City may be susceptible to differential compaction due to oxidation. An evaluation of these issues and the adequacy of the revised General Plan to reduce exposure of people and property to geologic hazards will be provided in the CGP.

2. Air

a. **Yes.** Construction occurring under the revised General Plan may create the potential for high levels of dust and particulate matter in the air on a short-term basis. New development within the City under the revised General Plan could increase traffic, which would in turn, increase air emissions contributing to the deterioration of ambient air quality. General Plan policies, land use designations, and cumulative impacts will be evaluated in the CGP, emphasizing compliance with the South Coast Air Quality Management District's Air Quality Management Plan and other District requirements. The CGP will also identify and quantify short-term and long-term air quality impacts associated with build-out of the proposed General Plan. If mitigation measures or additional General Plan policies are necessary, they will be included in the CGP to support attainment of federal and State standards.

b. **Maybe.** Potential changes in land use patterns may expose people to objectionable odors generated from industries located in the City. The CGP will analyze any proposed changes in land use that could increase the exposure of people to objectionable odors.

c. **No.** Proposed revisions to the General Plan are not expected to result in the alteration of air movements or climatic conditions.

3. Water

a. **No.** Land use changes that may occur as a result of revisions to the General Plan are not anticipated to affect directions of water movement in either marine or fresh waters.

b. **Yes.** The placement of structures, driveways, parking areas, and other impervious surfaces may decrease soil absorption rates and increase drainage. Development may also result in an increase in dry season base flow resulting from landscape irrigation runoff. The EIR analyses will identify and quantify proposed changes to the General Plan that would result in adverse effects on absorption rates, drainage patterns, and/or the rate and amount of surface runoff.

c. **Maybe.** Flood hazard maps for the region are prepared by the Federal Emergency Management Agency (FEMA). Portions of the City are located within the 100-year flood zone of the Santa Ana River, and within the Prado Dam inundation zone. Westminster is located far enough inland to be outside of any designated tsunami hazard area. The City's storm drainage system occasionally results in localized flooding which presents a nuisance and could cause property damage. Potential changes in land use patterns with revisions to the General Plan may put areas of the City at risk from flood hazards. The hydrology analysis will identify and quantify flood hazards in the City and constraints in the City's storm drain system. If necessary, additional General Plan policies or mitigation measures will be provided to reduce risks associated with flooding.

d. **Maybe.** A number of drainage channels traverse the City: the Anaheim-Barber City Channel, Westminster Channel, and the East Garden Grove Wintersberg Channel. In addition, the Bolsa Chica Channel parallels the western boundary of the City. Changes in the amount of surface water runoff and potential impacts on these drainages will be identified and quantified in the hydrology analyses under a buildout scenario for the revised General Plan.

e. **Maybe.** Concentrations of pollutants (heavy metals such as lead and zinc), due to potential changes in land uses, may alter the quality of surface waters within the City. Potentially significant effects on surface water quality resulting from the proposed General Plan will be assessed in the CGP, with additional policies or mitigation provided as required to eliminate or reduce impacts on surface water quality.

f. **No.** Dewatering is not expected to be required for grading or construction within the City, and irrigation in the City is not expected to cause a rise in the water table that would affect direction of ground water flow.

g. **Maybe.** Nonpoint sources of water pollution such as, runoff from paved surfaces, grading, construction, and agricultural activities could impact the quantity and quality of ground waters within the Central Groundwater Basin. The EIR will analyze potential impacts on the quantity and quality of groundwater resources and if necessary provide additional general plan policies or mitigation measures to reduce impacts on groundwater.

h. **Maybe.** Development occurring under the revised General Plan could impact public water reservoirs, either ground or surface potentially reducing the amount of water available for public water supplies. The hydrology analysis will identify sources of water for the City, the demand for water resulting from General Plan buildout, and any significant impacts on public water supplies.

i. **Yes.** As indicated in the preceding discussion under 3.c, portions of the City are located within the Santa Ana River's 100-year flood zone the Prado Dam inundation zone. Additionally, the City's storm drainage system occasionally results in localized flooding. The hydrology analysis in the EIR will identify flood hazard constraints on areas within the City, and the need for policies or mitigation to reduce risks to people and property associated with flooding.

4. Plant Life

a. **No.** Changes in land use with revisions to the General Plan could affect the diversity and number of plant species in the City. However, as the City is fully urbanized and has no sizable areas of native plant habitat, impacts would primarily effect non-native or ornamental plants and would therefore not be considered significant. Although impacts on plant life will not be discussed under biological resources, landscape requirements and the potential need for preservation of heritage trees or other landscape elements will be discussed in the aesthetics section of the CGP.

b. **No.** Information gathered from a review of aerial photographs, a visual survey of the City, the California Natural Diversity Data Base, and the California Native Plants Society, indicates that there are no known rare or endangered species of plants located in the City. As the City is fully urbanized no further analysis will be required in the EIR.

c. **No.** New projects incorporating ornamental landscaped areas may include new species which were not present in the City prior to project development. New landscaped areas are not anticipated to present a barrier to the normal replenishment of existing species.

d. **Maybe.** There are approximately 106 acres of land in the City devoted to agriculture which could be influenced by land use changes proposed in the General Plan update. As this acreage is very limited, and is not considered prime agricultural land, potential impacts are not considered significant. Although impacts on agricultural land will not be addressed under biological resources, the land use section of the CGP will cover this issue.

5. Animal Life

All. **No.** In general, portions of the City serve as habitat for a number of birds, reptiles, and small rodents. However, based on field reconnaissance, a review of aerial photographs, and the California Natural Diversity Data Base for the area, there appear to be no known rare or endangered species of animals or areas of significant wildlife habitat located in the City. As the City is fully urbanized no further analysis of this issue will be required in the CGP.

6. Noise

All. **Yes.** Increases in automotive traffic and changes in traffic patterns resulting from development under the proposed General Plan have the potential to increase existing noise levels. In addition to noise from automotive traffic, construction activities and other mobile and stationary noise sources could expose people to severe noise levels. The noise analysis will identify and quantify increases in noise from mobile and stationary sources. Furthermore, the analysis will evaluate proposed land use designations for land use compatibility and the adequacy of policies addressing noise. Where policies addressing noise do not sufficiently mitigate identified noise impacts, additional policies or mitigation measures will be suggested to ensure that City residents are not exposed to severe noise levels.

7. Light and Glare

Yes. Changes in land use could result in increases in light and glare from new sources of interior and exterior lighting. Exterior lighting for security, visibility, and signage may cause increases in nighttime illumination that could potentially affect light sensitive receptors (i.e. residential uses). If not carefully considered, building materials associated with new development could result in reflective glare which could present a nuisance to residents or a safety hazard to motorists traveling in the City. Changes in land use and general plan policies will be evaluated to insure that adequate provisions are made to prevent undue impacts from light and glare.

8. Land Use

Yes. Changes in the land use designations of the General Plan could alter present and planned land uses in the City. While the degree and specifics of these changes are not known at this time, the CGP will thoroughly evaluate the impacts of changes to the General Plan for physical and functional land use compatibility and for consistency with local and regional plans.

9. Natural Resources

a. **Yes.** Development occurring under the proposed General Plan may result in an increase in the rate of use of natural resources, that is water, mineral resources, wildlife or vegetation. The CGP will evaluate any identified significant impacts on such resources as may result from revisions to the General Plan.

b. **No.** Construction and occupancy of facilities implemented under the General Plan are expected to result in normal rates of consumption for non-renewable resources.

10. Risk of Upset

All. **Maybe.** Revisions to the General Plan may increase the risk of human upset from industries using flammable, hazardous or toxic materials within the City. The significance of these risks, risks associated with the transport of such materials, and the response capability for handling emergency incidents will be assessed in the CGP.

Maybe. Changes to the City's land use plan, circulation master plan, and general plan policies could interfere with emergency response plans or emergency evacuation plans. An assessment of potential impacts on emergency response plans and evacuation plans for developments handling hazardous materials will be assessed in the CGP.

11. Population

Yes. Both daytime and nighttime populations of the area may change as development occurs under the proposed General Plan. This would increase in population and associated increases in local traffic will increase demand for fire and police services, park, school and library services, and for the utilities provided to the City. Increases in population allowed under the proposed General Plan will be quantified and analyzed identifying impacts at the local and regional level.

12. Housing

Yes. Changes in General Plan land use designations may alter the demand for housing within Westminster and in surrounding cities. The CGP will assess jobs and housing relative to the jobs/housing balance strategy outlined in the South Coast Air Basin Air Quality Management Plan, and the SCAG Regional Growth Management Plan.

13. Transportation/Circulation

a & b. **Yes.** Development within the City has the potential to affect traffic flow and circulation both locally and regionally. Development could impact existing traffic volumes, turning movements, travel speeds, and the levels of service of roadways and intersections. Impacts on traffic, parking, circulation and project consistency with the Orange County Congestion Management Program will be addressed in the transportation/circulation analysis.

c & d. **Yes.** An increase in vehicle trips to and from the City has the potential to impact local streets, and regional road networks and freeways such as Interstate 405 (San Diego Freeway), State Highway 22 (Garden Grove Freeway), and State Highway 39 (Beach Boulevard). Project generated vehicle trips may also place demands on regional public transit routes, schedules and frequency. The impact on these existing transportation systems and the resultant alteration of present patterns of

circulation will be identified and quantified in the transportation/circulation analysis.

e. **Maybe.** Southern Pacific Railroad and the U.S. Navy operate two rail lines that traverse the City. Proposed land use changes in the City could alter existing and future plans for these rail lines. Impacts on the rail lines resulting from changes to the general plan will be addressed. No impacts on waterborne or air traffic are anticipated, therefore, these modes of transportation will not be addressed in the CGP.

f. **Yes.** Any alteration of traffic flow or increase in traffic generation has the potential to increase traffic hazards for motor vehicles, bicyclists and pedestrians. The transportation/circulation analysis will assess the need for turn-lanes, crosswalks, bicycle lanes and other measures which can reduce traffic hazards.

14. Public Services

a-e. **Yes.** The proposed project could increase demand for public services. Public services including fire and police protection, schools, parks and recreation, and associated maintenance requirements could be effected. These and other related impacts on existing government services, and the need for new or altered services will be identified and quantified in the CGP.

f. **Maybe.** The proposed project may have an impact on other public facilities, such as libraries, which have not been identified in 14(a) to (e). Any significant impacts on library or other governmental services will be identified and described in the CGP.

15. Energy.

All. **Maybe.** Changes in land use would cause substantial increases in energy consumption, potentially requiring development of new sources of energy. Increases in energy consumption resulting from buildout of the proposed land uses, and impacts on energy sources, will be evaluated in the EIR.

16. Utilities

All. **Maybe.** Increases in population under the revised General Plan could increase demand on existing electrical and natural gas supplies, communication services, water distribution, sanitary sewer, and stormwater drainage systems within the City. Alteration of land use patterns may require the construction of new service lines and modification to existing lines. Increases in solid waste generation would place new demands on regional landfills. The impacts of increased demand on utility infrastructure and on the ability of the providers to deliver utility services will be identified and quantified in the CGP environmental analysis based on buildout of the proposed General Plan.

17. Human Health

a. **Maybe.** Changes in land use may result in the exposure of people to potential health hazards due to inappropriate siting of land uses or circulation routes. The magnitude of health hazards potentially resulting from existing and proposed land use designations will be addressed in the CGP.

b. **Maybe.** Residents may be exposed to potential health hazards if appropriate safeguards are not taken. The CGP will address the adequacy of the General Plan to prevent potential hazards to human health, and will provide any additional policies or necessary mitigation measures.

18. Aesthetics

Maybe. Alteration of existing General Plan land use designations and proposed policies could alter existing views and scenic resources which could affect the aesthetic character of the City. The potential for and degree of these impacts will be stated in the aesthetics section of the CGP along with any suggested General Plan policies or required mitigation measures.

19. Recreation

Maybe. Recreational opportunities within the City could be altered with changes in land use. The CGP will assess the quantity and quality of recreational opportunities available to City residents, and the impact of changes to the General Plan on parks and recreation. If, based on community input and accepted standards, recreational opportunities are inadequate, changes to the General Plan, or mitigation measures will be suggested in the CGP environmental analysis.

20. Cultural Resources

a-c. **Maybe.** Development within the City has the potential to impact unidentified archaeological and paleontological sites through compaction, filling from rough grading, and from increased erosion and vibration during heavy grading. Known or suspected cultural resources in the City will be identified, and the degree of potential impacts from ground disturbing activities will be assessed in the CGP.

d. **No.** Archeological sites found within the City have no known unique cultural, religious, or sacred values for past or existing peoples. Therefore, no major impact is anticipated.

21. Mandatory Findings of Significance

a. **Yes.** The project has the potential to degrade the quality of the environment, through wind and water erosion from construction activities, and through possible increases in air pollution and noise from traffic related impacts.

b. **Maybe.** Changes to the General Plan have the potential to achieve the short-term goals of the City but could also impact the long-term viability of the City. Possible short-term impacts which may be to the disadvantage of long-term environmental goals in the region will be evaluated within the CGP.

c. **Yes.** The project may have significant impacts in areas of geology, soils, air, water, plant and animal life, noise, light and glare, land use, housing, transportation, and public services. These individual impacts may have cumulative considerable impacts on development within the Orange County region in the long-term. The significance of cumulative impacts will be determined in the CGP.

d. **Maybe.** The potential for the General Plan revisions to have direct and indirect adverse effects on human beings will be identified and discussed within the CGP.

STATE OF CALIFORNIA

PETE WILSON, *Governor*

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

COMM MENT DEPT

JUL 27 1992

CITY OF WESTMINSTER

DATE: Jul 24, 1992

TO: Reviewing Agency

RE: CITY OF WESTMINSTER DEPT. OF PLANNING & BUILDING's NOP for
CITY OF WESTMINSTER GENERAL PLAN UPDATE
SCH # 92071051

Attached for your comment is the CITY OF WESTMINSTER DEPT. OF PLANNING Notice of Preparation of a draft Environmental Impact Report (EIR) for the CITY OF WESTMINSTER GENERAL PLAN UPDATE.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

MICHAEL BOUVIER
CITY OF WESTMINSTER DEPT. OF PLANNING & BUILDING
8200 WESTMINSTER BOULEVARD
WESTMINSTER, CA 92683

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Tom Loftus at (916) 445-0613.

Sincerely,

Christine Kinne

Christine Kinne
Acting Deputy Director, Permit Assistance

Attachments

cc: Lead Agency

NOP Distribution List

SCH# 92071051

S = sent by lead agency
X = sent by SCH

Resources Agency

- [ ] Judy Carpenter, Dept. of Boating & Waterways, 1629 S Street, Sacramento, CA 95814, 916/445-6281
- [ ] Gary L. Holloway, California Coastal Commission, 45 Fremont Street, Suite 2000, San Francisco, CA 94105-2219, 415/904-5200
- [ ] Reed Hubbermann, State Coastal Conservancy, 1330 Broadway, Suite 1100, Oakland, CA 94612, 510/464-1015
- [x] Steve Oliva, Dept. of Conservation, 801 K Street, MS 24-02, Sacramento, CA 95814, 916/445-8733
  - [x] Div. of Mines and Geology
  - [ ] Div. of Oil and Gas
  - [ ] Land Resources Protect. Unit
- [ ] Douglas Wickizer, Dept. of Forestry, 1416 Ninth Street, Room 1516-2, Sacramento, CA 95814, 916/653-9451
- [x] Hans Kreutzberg, Office of Historic Preservation, P.O. Box 942896, Sacramento, CA 94296-0001, 916/653-9107
- [ ] Mike Doyle, Dept. of Parks and Recreation, P.O. Box 942896, Sacramento, CA 94296-0001, 916/653-0547
- [ ] Anne Leona Brennan, Reclamation Board, 1416 Ninth Street Room 706, Sacramento, CA 95814, 916/653-9660
- [ ] Nancy Wakeman, S.F. Bay Conservation & Dev't. Comm., 30 Van Ness Avenue, Room 2011, San Francisco, CA 94102, 415/557-3686
- [ ] Nadell Gayou, Dept. of Water Resources, 1416 Ninth Street, Room 449, Sacramento, CA 95814, 916/653-6866

Fish and Game - *Regional Offices*

- [ ] Gary Stacey, Regional Manager, Department of Fish and Game, 601 Locust, Redding, CA 96001, 916/225-2300 (8-442)
- [ ] Jim Messersmith, Regional Manager, Department of Fish & Game, 1701 Nimbus Road, Suite A, Rancho Cordova, CA 95670, 916/355-0922 (8-436)
- [ ] B. Hunter, Regional Manager, Department of Fish and Game, P.O. Box 47, Yountville, CA 94599, 707/944-5518
- [ ] G. Nelson, Regional Manager, Department of Fish and Game, 1234 East Shaw Avenue, Fresno, CA 93710, 209/222-3761 (8-421)
- [x] Fred A. Worthley, Jr., Reg. Manager, Department of Fish and Game, 330 Golden Shore, Suite 50, Long Beach, CA 90802, 213/590-5113 (8-635)

Independent Commissions

- [ ] John R. Nuffer, California Energy Commission, 1516 Ninth Street, MS-15, Sacramento, CA 95814, 916/654-3859
- [ ] William A. Johnson, Native American Heritage Comm., 915 Capitol Mall, Room 288, Sacramento, CA 95814, 916/653-4082
- [ ] William Meyer, Public Utilities Commission, 505 Van Ness Avenue, San Francisco, CA 94102, 415/703-1540 (8-597)
- [x] Betty Eubanks, State Lands Commission, 1807 - 13th Street, Sacramento, CA 95814, 916/322-2795

Business, Transportation, & Housing

- [ ] Sandy Hesnard, Caltrans - Division of Aeronautics, P.O. Box 942874, Sacramento, CA 94274-0001, 916/324-1833
- [ ] Tom Micone, California Highway Patrol, Office of Special Projects, Planning and Analysis Division, 2555 First Avenue, Sacramento, CA 95818, 916/657-7222
- [x] Ron Helgeson, Caltrans - Planning, P.O. Box 942874, Sacramento, CA 94274-0001

Department of Transportation *District Contacts*

- [ ] Guy Luther, Caltrans, *District 1*, 1656 Union Street, Eureka, CA 95501, 707/445-6407
- [ ] Michelle Gallagher, Caltrans, *District 2*, P.O. Box 494040, Redding, CA 96049-4040, 916/225-3259 (8-442)
- [ ] Jody Lonergan, Caltrans, *District 3*, 703 B Street, Marysville, CA 95901, 916/741-4277 (8-457)
- [ ] Gary S. Adams, Caltrans, *District 4*, P.O. Box 7310, San Francisco, CA 94120, 415/557-9162 (8-597)
- [ ] Wayne Schnell, Caltrans, *District 5*, P.O. Box 8114, San Luis Obispo, CA 93403-8114, 805/549-3683 (8-629)
- [ ] Moses Pacheco, Caltrans, *District 6*, P.O. Box 12616, Fresno, CA 93778, 209/276-5989 (8-422)
- [ ] Gary McSweeney, Caltrans, *District 7*, 120 South Spring Street, Los Angeles, CA 90012, 213/620-2376 (8-640)
- [ ] Harvey Sawyer, Caltrans, *District 8*, P.O. Box 231, San Bernardino, CA 92402, 714/383-4808 (8-670)
- [ ] Lisa Flores, Caltrans, *District 9*, 500 South Main Street, Bishop, CA 93514, 619/872-0203 (8-627)
- [ ] Al Johnson, Caltrans, *District 10*, P.O. Box 2048, Stockton, CA 95201, 209/948-7838 (8-423)
- [ ] Mike Owen, Caltrans, *District 11*, P.O. Box 85406, 2829 Juan Street, San Diego, CA 92186-5406, 619/688-6750 (8-631)
- [x] Aileen Kennedy, Caltrans, *District 12*, 2501 Pullman St., Santa Ana, CA 92705, 714/724-2239 (8-655)

Food and Agriculture

- [ ] Vasileh Cervinka, Dept. of Food and Agriculture, 1220 N Street, Sacramento, CA 95814, 916/322-5227

Health & Welfare

- [x] Guy Tu, Dept. of Health, 601 N. 7th Street, PO Box 942732, Sacramento, CA 94234-7320, 916/323-4111
- [ ] DHSTSCD: _____

State and Consumer Services

- [ ] Robert Sleppy, Dept. of General Services, 400 P Street, Suite 5100, Sacramento, CA 95814, 916/324-0214

Environmental Affairs

- [ ] Barbara Fry, Air Resources Board, 2020 L Street, Sacramento, CA 95815, 916/322-8267
- [x] Jeanie Aggson, Calif. Waste Management Board, 8800 Cal Center Drive, Sacramento, CA 95826, 916/255-2439 916/255-2341

State Water Resources Control Board

- [ ] Allan Patton, State Water Resources Control Board, Division of Clean Water Programs, P.O. Box 944212, Sacramento, CA 94244-2120, 916/739-4265
- [ ] Dave Beringer, State Water Resources Control Board, Delta Unit, P.O. Box 2000, Sacramento, CA 95812-2000, 916/322-9870
- [ ] Phil Zentner, State Water Resources Control Board, Division of Water Quality, P.O. Box 100, Sacramento, CA 95801, 916/657-0912
- [ ] Mike Falkenstein, State Water Resources Control Board, Division of Water Rights, 901 P Street, 3rd Floor, Sacramento, CA 95814, 916/657-1377 (8-437)
- [x] APCD/AQMD: South Coast

Regional Water Quality Control Board

- [ ] NORTH COAST REGION (1), 1440 Guerneville Rd., Santa Rosa, CA 95401, 707/576-2220 (8-590)
- [ ] SAN FRANCISCO BAY REGION (2), 2101 Webster, Suite 500, Oakland, CA 94612, 415/464-1255 (8-561)
- [ ] CENTRAL COAST REGION (3), 81 Higuera Street, Suite 200, San Luis Obispo, CA 93401-5427, 805/549-3147 (8-629)
- [ ] LOS ANGELES REGION (4), 1075 S. Broadway, Rm. 4027, Los Angeles, CA 90012, 213/266-4460 (8-640)
- [ ] CENTRAL VALLEY REGION (5), 3443 Routier Road, Suite A, Sacramento, CA 95827-3098, 916/361-5600
  - [ ] Fresno Branch Office, 3614 East Ashlan Avenue, Fresno, CA 93726, 209/445-5116 (8-421)
  - [ ] Redding Branch Office, 415 Knollcrest Drive, Redding, CA 96002, 916/224-4845 (ATS 441)
- [ ] LAHONTAN REGION (6), 2092 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150, 916/544-3481
  - [ ] Victorville Branch Office, 15428 Civic Drive, Suite 100, Victorville, CA 92392-2359, 619/241-6583
- [ ] COLORADO RIVER BASIN REGION (7), 73-271 Highway 111, Suite 21, Palm Desert, CA 92260, 619/346-7491
- [x] SANTA ANA REGION (8), 2010 Iowa Avenue, Suite 100, Riverside, CA 92507, 714/782-4130 (8-632)
- [ ] SAN DIEGO REGION (9), 9771 Clairemont Mesa Blvd., Suite B, San Diego, CA 92124-1331, 619/265-5114 (8-636)

- [ ] OTHER: _____
- [ ] OTHER: _____

8/2/92

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
2501 PULLMAN STREET
SANTA ANA, CA 92705

COMMU... ...ED ...PMENT DEPT

AUG 17 1992

CITY OF WESTMINSTER

August 11, 1992

Michael Bouvier, AICP
Planning and Building Director
City of Westminster
8200 Westminster Boulevard
Westminster, CA 92683

FILE: ATSD/NOP
SCH#: 92071051
P.M.: ORA-405-18.50

SUBJECT: Consolidated General Plan Update

Dear Mr. Bouvier:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report on the mandatory/essential elements of the City's General Plan.

Caltrans concerns are: Topics not directly mentioned within the NOP, but should be discussed in its entirety are: 1) phasing of new development and scheduled improvements to the transportation network, 2) movement of cargo goods and hazardous waste substance whose danger zone encompasses the regional transportation network, and 3) and monitoring of intersections within a one mile radius that are directly linked to a road adjoining a State facility. All projects that require mitigation measures to offset the impact to the Regional Transportation Network must be planned and implemented at no cost to Caltrans.

Notification of all projects with a potential to influence the regional transportation network or a State facility must be coordinated with Caltrans. Please include a policy that makes it a requirement to establish early coordination with Caltrans during the conceptual stage of all projects. Thank you for the opportunity to review and comment on the City of Cypress General Plan Update. If you have any questions pertaining to the contents of this letter, please do not hesitate to contact Nathaniel H. Pickett, 714 724-2247.

RECEIVED
AUG 18 1992
EIP ASSOCIATES
LOS ANGELES, CA

Sincerely yours,

Robert F. Joseph

ROBERT F. JOSEPH, Chief
Advanced Planning Branch

cc: Ron Helgeson, HQTRS Planning
Tom Loftus, OPR

South Coast
AIR QUALITY MANAGEMENT DISTRICT
21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (714) 396-2000

August 5, 1992

Mr. Michael Bouvier
City of Westminster Department of
Planning & Building
8200 Westminster Boulevard
Westminster, CA 92683

Dear Mr. Bouvier:

Subject: **Notice of Preparation of a Draft Environmental Impact Report for the City of Westminster General Plan**

SCAQMD#

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the Notice of Preparation for a Draft EIR for the City of Westminster General Plan. SCAQMD is responsible for adopting, implementing, and enforcing air quality regulations in the South Coast Air Quality Management District, which includes the project location. As a responsible agency, SCAQMD reviews and analyzes environmental documents for projects that may generate significant adverse air quality impacts. In this capacity, SCAQMD advises lead agencies in addressing and mitigating the potential adverse air quality impacts caused by projects.

To assist the Lead Agency in the preparation of the air quality analysis for the EIR the following is a summarization for evaluating air quality impacts.

Baseline Information: Describe existing climate and air quality of the region and study area from the District Monitoring station located in the project source receptor area.

Identify and quantify all project **Emission Sources.**

Compare and assess anticipated project emissions with the District's **Thresholds of Significance** and the existing air quality of the region and study area.

Identify and assess **Toxic Source Emissions** within the study area.

Assess **Cumulative Air Quality Impacts** from the regional area.

Assess **Consistency of the General Plan** with the AQMP.

AUG 11 1992

Identify and quantify **Project Alternatives** that may attain goals of the project with substantially fewer or less significant impacts.

Identify **Mitigation Measures** necessary to reduce air quality impacts substantially.

For additional information please refer to the District's Air Quality Handbook for Preparing Environmental Impact Reports to assess and mitigate adverse air quality impacts. Attached is a list of potential policies and strategies to reduce air quality impacts if incorporated into the General Plan.

Upon completion of the Draft Environmental Impact Report, please forward two copies to:

Office of Planning & Rules
South Coast Air Quality Management District
21865 Copley Drive
P O Box 4939
Diamond Bar CA 91765-0939

Attn: Local Government - CEQA

If you have any questions, please call me at (714) 396-3055

Sincerely,

Connie Day

Connie Day
Program Supervisor
Local Government - CEQA

Attachment
(genplnop)

ATTACHMENT

POTENTIAL POLICIES AND
IMPLEMENTATION STRATEGIES

POLICY 1

To reduce particulate emissions from paved and unpaved roads, construction activities, and agriculture operations.

STRATEGIES:

- Use low emission mobile construction equipment (e.g., tractor, scraper, dozer etc.).
- Develop trip reduction plan to achieve 1.5 AVR for construction employees.
- Water site and clean equipment morning and evening.
- Spread soil binders on site, unpaved roads and parking areas.
- Apply District approved chemical soil stabilizers according to manufacturers specifications, to all inactive construction areas (previously graded areas which remain inactive for 96 hours).
- Reestablish ground cover on construction site through seeding and watering.
- Implement or contribute to an urban tree planting program to off-set the loss of existing trees at the construction site.
- Employ construction activity management techniques, such as: extending the construction period; reducing the number of pieces of equipment used simultaneously; increasing the distance between the emission sources; reducing or changing the hours of construction; and scheduling activity during off-peak-hours.
- Pave construction roads, and sweep streets if silt is carried over to adjacent public thoroughfares.
- Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.
- Require a phased-schedule for construction activities to minimize emissions.
- Suspend grading operations during first and second stage smog alerts.
- Suspend all grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.
- Wash off trucks leaving the site.
- Maintain construction equipment engines by keeping them tuned.
- Use low sulfur fuel for stationary construction equipment.
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
- Use low emission on-site stationary equipment.

POLICY 2

To reduce automobile emissions by reducing the number of vehicles driven to a work site on a daily basis:

STRATEGIES

- Provide local shuttle and regional transit systems and transit shelters.
- Provide bicycle lanes, storage areas, and amenities.
- Ensure efficient parking management.
- Provide dedicated parking spaces with electrical outlets for electric vehicles.
- Provide peripheral park-n-ride lots.
- Provide preferential parking to high occupancy vehicles and shuttle services.
- Charge parking lot fees to low occupancy vehicles.

POLICY 3

To reduce automobile emissions by reducing the number of persons who must drive to a work site on a daily basis:

STRATEGIES

- Promote Transportation Management Associations (TMAs).
- Establish telecommuting programs, alternative work schedules, and satellite work centers.
- Work with cities/developers/citizens in the region to implement TDM goals.

POLICY 4

To reduce vehicular emissions through traffic flow improvements:

STRATEGIES

- Configure parking to minimize traffic interference.
- Minimize obstruction of through-traffic lanes.
- Provide a flagperson to guide traffic properly and ensure safety at construction sites.
- Schedule operations affecting traffic for off-peak hours.
- Develop a traffic plan to minimize traffic flow interference from construction activities. Plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service.
- Schedule goods movements for off-peak traffic hours.
- Synchronize traffic signals.
- Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides.
- Provide dedicated turn lanes as appropriate.

POLICY 5

To reduce the length of work trips while expanding the supply of affordable housing and creating an urban form that efficiently utilizes urban infrastructure and services.

STRATEGIES

- Achieve a job/housing balance compatible with the Regional Growth Management Plan.
- Encourage growth in and around activity centers, transportation nodes and corridors.
- Promote future patterns of urban development and land use , making better use of existing facilities, and promoting mixed use development involving commercial and residential uses.

POLICY 6

To reduce stationary emissions of operation related activities.

STRATEGIES:

- Require development practices which maximize energy conservation as a prerequisite to permit approval.
- Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors.
- Introduce window glazing, wall insulation, and efficient ventilation methods.
- Introduce efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces and boiler units.
- Incorporate appropriate passive solar design, and solar heaters.
- Use devices that minimize the combustion of fossil fuels.
- Capture waste heat and reemploy it in nonresidential buildings.
- Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.

POLICY 7

To protect sensitive land uses from major sources of air pollution.

STRATEGIES:

- Integrate additional mitigation measures into site design such as the creation of buffer zones between a potential sensitive receptor's boundary and potential pollution source.
- Require design features, operating procedures, preventive maintenance, operator training, and emergency response planning to prevent the release of toxic pollutants.

SCAG
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 West Seventh Street, 12th Floor • Los Angeles, California 90017-3435 ☎ (213) 236-1800 • FAX (213) 236-1825

EXECUTIVE COMMITTEE

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Rep., Cities of San Bernardino County
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Rep., Imperial County
Abe Seabolt, *Supervisor*

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Cities of Ventura County
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Santa Paula

City of Los Angeles
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Mark Ridley-Thomas, *Councilmember*
Hal Bernson, *Councilmember*

City of Long Beach
Clarence Smith, *Councilmember*

POLICY COMMITTEE CHAIRS

Hal Croyts, *Mayor Pro Tem*
Lomita; *Chair*, Transportation and Communications

Diane Ring, *Mayor Pro Tem*
Claremont; *Chair*, Energy and Environment

Scott Garrett, *Vice Mayor*
Hemet; *Chair*, Community, Economic, and Human Development

AT-LARGE DELEGATES

Robert Lewis, *Mayor*
Thousand Oaks

Fred Aguiar, *Mayor*
Chino

Richard Kelly, *Mayor*
Palm Desert

August 19, 1992

COMMUNITY DEVELOPMENT DEPT
AUG 24 1992
CITY OF WESTMINSTER

Mr. Michael Bouvier, AICP
Planning and Building Director
City of Westminster
8200 Westminster Blvd.
Westminster, CA 92683

RE: Notice of Preparation of the City of Westminster General Plan Update and DEIR
SCAG Clearinghouse # OR-55904-NPR

Dear Mr. Bouvier:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) of a General Plan Update and Draft Environmental Impact Report (DEIR) for the City of Westminster. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies to review projects and plans for consistency with the Regional Housing Needs Assessment (RHNA), the Regional Mobility Plan (RMP), the Growth Management Plan (GMP), and the Air Quality Management (AQMP) Plan, all of which are included in the State Implementation Plan (SIP).

As you know, the California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project or plan with the applicable general plans and regional plans (Section 15125 [b]). Accordingly, one of our major interests would be to ensure that the EIR clearly identifies any policies, objectives or programs which are inconsistent with the RHNA, RMP, GMP or AQMP. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

One of the advantages of updating a local general plan in a manner which makes it consistent with the AQMP and other regional plans is that this action triggers a change in SCAG's intergovernmental review procedures as related to the issue of conformity. The process for determining general plan conformity with AQMP/SIP is described in Chapter IV of SCAG's Guidelines for the Development of Local Air Quality Elements published in March, 1990. Additional guidance has been recently approved by the SCAG Executive Committee. The steps necessary for certification are:

ALTERNATES

Imperial County ○ Sam Sharp, *Supervisor* • Los Angeles County ○ Ed Edelman, *Supervisor* and Kenneth Hahn, *Supervisor* • Orange County ○ Gaddi Vasquez, *Supervisor* • Riverside County ○ Melba Dunlap, *Supervisor* • San Bernardino County ○ Larry Walker, *Supervisor* • Ventura County ○ Vicky Howard, *Supervisor* • Cities of Imperial County ○ Victor Sanchez, Jr., *Mayor Pro Tem*, Westmorland • Cities of Los Angeles County ○ Abbe Land, *Councilmember*, West Hollywood • Cities of Orange County ○ Ruthelyn Plummer, *Councilmember* Newport Beach • Cities of Riverside County ○ (Vacant) • Cities of San Bernardino County ○ Elmer Dignes, *Mayor Pro Tem*, Loma Linda • Cities of Ventura County ○ Judy Mikels, *Councilmember*, Simi Valley • City of Los Angeles ○ Richard Alatorre, *Councilmember* ○ Rita Walters, *Councilmember* ○ Michael Woo, *Councilmember* • Long Beach 2nd position ○ Douglas Drummond, *Councilmember* • At Large ○ George Nakano, *Councilmember*, Torrance ○ Candace Haggard, *Councilmember*, San Clemente ○ Judy Wright, *Councilmember*, Claremont • Ex-Officio ○ Judith Johnston-Weston, Los Angeles; *Chair*, Regional Advisory Council

(1) Adopt appropriate General Plan provisions (or equivalent Action Plan) that include, where appropriate, objectives consistent with the AQMP and the Air Quality Element Guidelines.

(2) Adopt any necessary changes to the General Plan to make the plan internally consistent (and/or consistent with an Air Quality Action Plan).

(3) Make a commitment to implement the appropriate local government measures from the AQMP identified in the Guidelines and AQMP.

(4) Approve a schedule and assign staff responsibilities for implementing the adopted local air quality objectives consistent with the AQMP and the Guidelines.

(5) Agree to compile data and report results on progress being made by the City toward implementing the local government measures in the AQMP that will assist SCAG in the preparation of the annual Reasonable Further Progress Reports.

After these steps necessary for certification of your General Plan have been successfully completed, the City of Westminster can notify SCAG and proceed toward obtaining delegation of responsibility for reviewing regionally significant general development projects for conformity with the AQMP.

Please provide a minimum of 45 days for SCAG to review the General Plan Update and Draft EIR when these documents are available. Meanwhile, if we can be of any further assistance, please contact Barbara Dove at (213) 236-1861.

Sincerely,

Eric H. Roth

ERIC H. ROTH
Manager, Intergovernmental Review

818 W. Seventh Street, 12th Floor • Los Angeles, CA 90017-3435 □ (213) 236-1800 • FAX (213) 236-1825

COMMENTS ON THE NOTICE OF PREPARATION
FOR THE CITY OF WESTMINSTER GENERAL PLAN UPDATE AND DEIR

REGIONAL PLAN POLICIES

There are a number of policies expressed in the Growth Management Plan (GMP) which may be particularly relevant to this project. Among them are policies which would:

- o Promote future patterns of urban development and land use which reduce costs of infrastructure construction and make better use of existing facilities, and to achieve a good match between future growth and the phasing of new facilities or expansion of existing ones.

- o Encourage growth to occur in and around:
  - activity centers
  - transportation node corridors
  - underutilized infrastructure systems
  - areas needing recycling and redevelopment

- o Encourage mixed-use developments and other planning techniques to make employment centers easy to walk to or reach by transit.

- o Achieve better job/housing balance at the subregional level through:
  - encouragement and provision of incentives to attract housing growth in job-rich subregions
  - encouragement and provision of incentives to attract job growth in housing-rich subregions

- o To the degree possible, achieve a balance, by subregion of the type of jobs with the price of housing.

GROWTH MANAGEMENT

According to SCAG's designation of subregions, Westminster is located in the urban job-rich Northwest Orange Subregion. The 2010 housing forecast for this subregion is 645,200 units, which is an addition of 148,200 units over the 1984 level. The employment forecast of 941,500 represents 261,300 added jobs between 1984 and 2010. The job/housing balance ratio of 1.34 in 1984 reaches 1.44 in the year 2010. The job/housing balance performance ratio computed by dividing added jobs by added dwelling units from 1984 to 2010 is 1.76.

Your Draft EIR should provide calculations for the amount of employment and housing within the city that could be generated by the proposed land uses depicted in the Land Use Chapter or Element. This should be followed by calculations of jobs/housing relationships of the General

Plan Update. For the purpose of coordinating regional planning with local planning efforts, it is of vital importance to address job/housing relationships in the EIR.

Subjects which require discussion include:

(1) An estimate of the number of workers that would be generated by buildout of the commercial and industrial land uses proposed by the plan.

(2) A target or goal for the number of housing units that should be developed within any mixed-use areas.

(3) Where the future work force would live.

(4) The affordability of housing for workers in the city.

(5) Subregional job/housing relationships - existing and future - and possible VMT reduction alternatives.

(6) The feasibility of a plan alternative that places major emphasis on mixed-use development and TDM measures as a means to minimize trips and VMT consistent with GMP and AQMP/SIP.

The General Plan should provide that when individual projects are reviewed by the city, a jobs/housing analysis is undertaken to determine the appropriate number of housing units or jobs which should be associated with that particular project. An example of this type of analysis is provided in Appendix E of the General Development Chapter of SCAG's Conformity Review Handbook.

Also, mention should be made in the Draft EIR of any initiative by the City of Westminster to enter into arrangements with other cities in the Subregion to address growth management planning. This is one of the key programs of the GMP and should be considered as a possible mitigation measure for the traffic and circulation impacts of the General Plan Update.

TRANSPORTATION DEMAND MANAGEMENT

The General Plan Update should include policies and programs related to Transportation Demand Management (TDM) including compliance with the AQMP, Congestion Management Plans, encouraging telecommuting, parking management, non-motorized transportation, adoption of a TDM ordinance, and concentration of land uses near transportation corridors and public transit facilities.

To be adequate for the purposes intended by the SIP, the TDM program should include the following elements:

(1) An adequately detailed description of TDM measures incorporated into the plan as mitigation measures or features of the plan.

(2) Expected effect and VMT/VT reduction targets for each component of the TDM program.

(3) Funding sources for each program component.

(4) Identification of the agencies or persons responsible for monitoring and administering the TDM program.

(5) An implementation schedule for each TDM program component.

In summary, the TDM policies and programs of the General Plan should be designed to include commitments to specific TDM programs with clear delineation of responsibilities, trip reduction targets, financial arrangements and specific schedules for action on each specific measure.

SIP CONFORMITY

A project or plan is found to be in conformance with the State Implementation Plan (SIP) when it has satisfied the following three criteria:

(1) It improves the subregion's job/housing balance performance ratio or is contributing to attainment of the appropriate subregional VMT target.

(2) It reduces vehicle trips and vehicle miles traveled to the maximum extent feasible by implementing transportation demand management strategies.

(3) Its environmental document includes an air quality analysis which demonstrates that the project will not have a significant negative impact on air quality in the long term.

The Draft EIR should address each of the control measures identified for implementation by local government in the AQMP/SIP and indicate how these measures are addressed in the Westminster General Plan Update.

All mitigation measures associated with the General Plan Update should be monitored in accordance with AB 3180 requirements and reported to SCAG through the Annual Reasonable Further Progress Reports.

818 W. Seventh Street 12th Floor • Los Angeles, CA 90017-3435 □ (213) 236-1800 • FAX (213) 236-1825

AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY—12 Civic Center Plaza, Rm. 238, Santa Ana, California 92702-4048
Mailing Address: P.O. Box 4048, Santa Ana, California 92702-4048

Phone: (714) 834-5311
Fax: (714) 834-6133

AUG 6 1992

Michael Bouvier, AICP
Planning and Building Director
City of Westminster
8200 Westminster Boulevard
Westminster, CA 92683

SUBJECT: City of Westminster General Plan Update, Notice of Preparation (NOP) of a Draft EIR

Dear Mr. Bouvier:

Airport Land Use Commission staff has reviewed the above referenced NOP. The project involves an update to the existing General Plan for the City of Westminster.

In accordance with Section 21676(b), Article 3.5 of the Public Utilities Code, the subject general plan must be submitted to the ALUC for their review and determination of consistency with the Airport Environs Land Use Plan (AELUP) prior to the City's approval of the general plan. The Commission meets regularly on the third Thursday of every month in the Planning Commission Meeting Room, 10 Civic Center Drive, Santa Ana.

In addition, since this project falls within the planning boundary adopted by the Airport Environs Land Use Plan (AELUP), the EIR should address potential impacts to aeronautical operations and navigational aids associated with AFRC, Los Alamitos.

Thank you for the opportunity to comment on this Notice of Preparation. We look forward to discussing the project with you further. Please contact me or Lisa Cibellis at 834-2089 if you have any questions.

Very truly yours,

George Britton

George Britton
Executive Officer

LC:tk
2073010214521
C50031

ORANGE

ENVIRONMENTAL MANAGEMENT AGENCY
PLANNING

MICHAEL M. RUANI
DIRECTOR EM

THOMAS B. MATHEWS
DIRECTOR OF PLANNING

LOCATION
12 CIVIC CENTER PLAZ
SANTA ANA, C

MAILING ADDRESS
P O BOX 4048
SANTA ANA, CA 92702 4048

TELEPHONE
(714) 834-464
FAX # OPC: 834-477
2nd Flr: 834-613

AUG 1 1992

COMM ENT DEPT

1992

FILE NCL 92-94

CITY OF STMINSTER

Michael Bouvier, AICP
Planning and Building Director
City of Westminster
8200 Westminster Boulevard
Westminster, CA 92683

SUBJECT: NOP for the General Plan Update

Dear Mr. Bouvier:

Thank you for the opportunity to respond to the above referenced item. The County of Orange has no comment at this time. However, we would appreciate being informed of any further developments and would like to review the Transportation/Circulation Element when it becomes available.

If you have any questions or need to contact us, please call Kari Rigoni at (714) 834-2109.

Very truly yours,

Kari A. Rigoni, Sr. Planner

For: Timothy S. Neely, Manager
Environmental Planning Division

CH:sahEPL01-129
2082610453591

ORANGE COUNTY
TRANSPORTATION
AUTHORITY

BOARD OF DIRECTORS

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Governor's Ex-Officio
Member

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Alternate

Eileen Krause
Alternate

Roger R. Stanton
Alternate

August 17, 1992

COMM. DEVELOPMENT

Mr. Michael Bouvier
Planning and Building Director
City of Westminster
8200 Westminster Boulevard
Westminster, CA 92683

CITY OF WESTMINSTER

Dear Mr. Bouvier:

SUBJECT: CITY OF WESTMINSTER GENERAL PLAN UPDATE NOTICE OF PREPARATION

Orange County Transportation Authority (OCTA) staff have reviewed the Notice of Preparation for the General Plan Update and have the following comments:

- OCTA offers transit service throughout the City of Westminster with numerous stops. Please address the impacts of the proposed General Plan Update to these facilities.

- In order to ensure transit access, the following amenities should be considered as mitigation measures as new development projects are reviewed and approved:

  - Bus turnouts should be placed where passenger demand, roadway cross-section, traffic speed and density warrant. If requested, OCTA staff would assist city staff by analyzing the stops in the project area to determine the number of boarding and alighting passengers.

  - Paved passenger waiting areas complete with bus shelters, benches, trash receptacles, and lighting should be considered for all bus stops within the city.

  - A concrete pad sufficient to support the weight of a bus (see OCTA's Design Guidelines for Bus Facilities) should be provided at all transit stops.

  - Paved, lighted and an handicapped accessible pedestrian accessways should be provided between the bus stops and adjacent buildings.

1055 North Main Street · Suite 516 · Santa Ana, California 92701-3627 · (714) 571-5800 · Fax (714) 571-5843

We appreciate the opportunity to provide input for the General Plan Update, and would like to receive a copy of the Draft Consolidated General Plan and EIR when it is circulated for public review.

If you have any questions or require more information, please call Steven Lumsdon at (714) 571-5865.

Sincerely,

Lisa Burke

Lisa Burke
Manager of Planning

LB:sl

c: Ginger N. Cox, OCTA Planning
Steven Lumsdon, OCTA Planning

COUNTY SANITATION DISTRICTS
OF ORANGE COUNTY, CALIFORNIA
P.O. BOX 8127, FOUNTAIN VALLEY, CALIFORNIA 92728-8127
10844 ELLIS, FOUNTAIN VALLEY, CALIFORNIA 92708-7018
(714) 962-2411

August 12, 1992

COMM MENT DEPT
9 1992
CITY OF TMINSTER

Mr. Michael Bouvier
City of Westminster
Department of Planning and Building
8200 Westminster Blvd.
Westminster, CA 92683

Subject: Notice of Preparation of Draft Consolidated General Plan and Environmental Report (EIR) for General Plan Update

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This is in response to your July 15, 1992 notice that the City will prepare a draft EIR for the City of Westminster General Plan Update.

This area is within the County Sanitation District No. 3 of Orange County and previous planning is currently reflected in the District's 1989 Master Plan. Any new General Plan Update which increases the currently allowed density of development may have adverse impact of the District's ability to collect and treat the wastewater from such development.

Wastewater generated with the Districts service area is processed at treatment plants located in Fountain Valley and Huntington Beach. The Districts operate under an NPDES permit issued by the California Regional Water Quality Board and the United States Environmental Protection Agency. This permit has a set discharge limit for biochemical oxygen demand (BOD) and suspended solids (SS). At the present time, the BOD in the Districts discharge is close to the limit; therefore, significant land use changes will impact the Districts facilities. Industrial users should incorporate all practical and mandated water conservation measures. All users should use ultra-low flow water fixtures to reduce the volume of sewage to the system.

RECEIVED
AUG 20 1992
EIP ASSOCIATES
LOS ANGELES, CA

The ability of the Sanitation Districts to provide sewage collection, treatment and disposal services for this plan is dependent on the continued expansion of treatment plant and disposal capacity. All Sanitation Districts treatment projects requires a Permit to Construct (PTC) from the South Coast Air Quality Management District (AQMD). In addition, the Sanitation Districts' expansion projects require a National Pollutant Discharge Elimination System (NPDES) Permit issued by the

COUNTY SANITATION DISTRICTS
of ORANGE COUNTY, CALIFORNIA

10844 ELLIS AVENUE
P.O. BOX 8127
FOUNTAIN VALLEY, CALIFORNIA 92728-8127
(714) 962-2411

Regional Water Quality Control Board. Issuance of such permits are conditional upon a finding of conformity with an approved air quality management plan. Such finding requires that the expansion be sized and service-phased according to the pattern of growth for your agency's service area as shown in the latest Growth Management Plan adopted by the Southern California Association of Governments (SCAG).

Regulations adopted by the South Coast Air Quality Management District (SCAQMD) pursuant to the Air Quality Management Plan (AQMP) may also impact the Districts' expansion projects. The Sanitation Districts' ability to expand and serve this project is therefore dependent upon your agency's conformance with the adopted Growth Management Plan and SCAQMD regulations to implement the AQMP. You should, therefore, review this project in light of the adopted Growth Management Plan and the AQMP.

Thank you for the opportunity to comment on the City of Westminster's General Plan Update EIR Notice.

Sincerely,

J. A. Vincent

Jack A. Vincent, P.E.
Engineering Manager

JAV:CW:jac
EIR.L1

cc: Chuck Winsor

High School District

10251 Yorktown Avenue • Huntington Beach, California 92646
(714) 964-3339 FAX (714) 963-7684

Bonnie Castrey, President
Jerry Sullivan, Vice President
Bonnie Bruce, Clerk
Michael Simons, Alternate Clerk
Charmayne Bohman, Member
David J. Hagen, Superintendent of Schools

July 24, 1992

Michael Bouvier, AICP
Planning and Building Director
City of Westminster
8200 Westminster Boulevard
Westminster, CA 92683

Re: City of Westminster/General Plan Update

Dear Mr. Bouvier:

The Huntington Beach Union High School District agrees that the EIR for the General Plan Update (GPU) should address the impact/needs of the public schools - specifically Westminster High School.

We will be pleased to provide any needed data as the study moves forward.

Sincerely,

Gary Burgner, Ed.D.
Assistant Superintendent
Business Services

cc: Dave Hagen

Misc\WMGPU

MAYOR
Dan Young
MAYOR PRO TEM
Miguel A. Pulido
COUNCILMEMBERS
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Rick Norton
Robert L. Richardson

CITY OF SANTA ANA

20 CIVIC CENTER PLAZA • P.O. BOX 1988
SANTA ANA, CALIFORNIA 92702

ALL-AMERICA CITY 1982-83

CITY MANAGER
David N. Ream
CITY ATTORNEY
Edward J. Cooper
CLERK OF THE COUNCIL
Janice C. Guy

August 17, 1992

COMM MENT DEPT
1992
CITY OF WESTMINSTER

Mr. Michael Bouvier, AICP
Planning and Building Director
City of Westminster
8200 Westminster Boulevard
Westminster, CA 92683

RE: CITY OF WESTMINSTER GENERAL PLAN UPDATE NOTICE OF PREPARATION

Dear Mr. Bouvier:

Thank you for the opportunity to review the Notice of Preparation for the subject project. With regards to the project description, it is not clear if the General Plan update will include changes to the existing FAR limits or densities. Please clarify this is in the EIR and if changes are proposed, please quantify in order to have some estimation of impact on the environment.

Additionally, we are interested in what level of detail the traffic study will include.

We look forward to receiving the Draft EIR.

Sincerely,

Kenneth Adams
Planning Manager

KA/MD/SA

cc: Maya DeRosa, Environmental Coordinator

Orange County Division

JUL 2 3 1992

July 21, 1992

COMM MENT DEPT

1992

CITY OF WESTMINSTER

Southern Californ
Gas Company
Mailing Address
Box 5334
Anaheim, CA
92803-5334

City of Westminster
8200 Westminster Blvd.
Westminster, CA 92683

Attention: Michael Bouvier

Subject: EIR - General Plan

This letter is not to be interpreted as a contractual commitment to serve the proposed project, but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project can be served from an existing main as shown on the attached atlas sheet without any significant impact on the environment. The service would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

Residential (System Area Average)	Yearly
Single-family	750 therms/year/dwelling unit
Multi-family units	475 therms/year/dwelling unit

These averages are based on total gas consumption in residential units served by Southern California Gas Company during 1985, and it should not be implied that any particular home, apartment or tract of homes will use these amounts of energy.

Estimates of gas usage for non-residential projects are developed on an individual basis and are obtained from a Market Services Staff representative by calling (714)634-3180.

We have developed several programs which are available, upon request, to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy programs, please contact this office for assistance.

Sincerely,

Bill Glines
Technical Supervisor

AT:du
attachment

Appendix B

NOTICE OF DETERMINATION

TO: County Clerk
County of Orange
County Courthouse
Santa Ana, CA 92701

FROM: City Clerk

SUBJECT: Filing and Posting of Notice of Determination

Project Title: Updating the General Plan of the City of Westminster

State Clearinghouse #: 92071051

Contact Person: Don Anderson

Telephone Number: (714) 898-3311 ext 202

Project Location: Entire City

Project Description: Update of the City's General Plan.

Project Determinations:

This is to advise your agency that on March 26, 1996, the Westminster City Council of the City of Westminster certified the Final Environmental Impact Report (FEIR) that was prepared for the General Plan Update. The City Council has made the following determinations regarding the said Project.

1. Mitigation measures were made a condition of Project approval.

2. The FEIR has been completed in compliance with the California Environmental Quality Act (CEQA).

3. The FEIR reflects the lead agency's independent judgment.

4. The decision-making body of the lead agency reviewed and considered the information in the FEIR before approving the project.

5. The decision-making body approved the General Plan and the FEIR prepared for it, thereby adopting the FEIR's findings as the agency's findings.

April 1, 1996
Date

Mary Lou Morey, City Clerk
City of Westminster