City of Westminster

1996 General Plan

Volume I - Policy Document

CITY OF WESTMINSTER
CONSOLIDATED GENERAL PLAN AND ENVIRONMENTAL IMPACT REPORT

"A CITY OF PROGRESS, BUILT ON PRIDE"

<u>Approved By:</u>

Planning Commission
Resolution No. 93-55
Dated: December 13, 1993

City Council
Resolution No. 3296
Dated: March 26, 1996

City of Westminster
Consolidated General Plan and Environmental Impact Report

City Council	Charles V. Smith, Mayor Frank G. Fry, Mayor ProTem Charmayne Bohman, Councilmember Tony Lam, Councilmember Margie Rice, Councilmember
Planning Commission	Jo Porter, Chairperson Russell Paris, Vice Chairperson Arthur Gandy, Commissioner Earl French, Commissioner Richard Kearns, Commissioner
General Plan Advisory Committee	Thomas Lee, Chairperson Arthur Gandy, Vice Chairperson Gil Acosta, Member Charmayne Bohman, Member Dorothy Hendrickson, Alternate Member Tony Lam, Alternate Member Kenneth Mack, Member Ken McNicol, Member Jerry Meade, Member Hai Nguyen, Member Jo Porter, Alternate Member Helena Rutkowski, Member Crystal Wadsworth, Member
City Manager	Bill Smith
Community Development Director	Don Anderson
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MARCH 26, 1996

TO: CITY COUNCIL

SUBJECT: UPDATED GENERAL PLAN ADOPTION

RECOMMENDATION:

That the City Council:

1. Adopt Resolution No. 3296 certifying the Final Environmental Impact Report and adopting the 1996 Update of the General Plan of the City of Westminster and waive further reading.

2. Incorporate the following revisions into the 1996 Update of the General Plan of the City of Westminster:

    a. Substitute Orange County Fire Authority for Westminster Fire Department to reflect the City's fire service provider.
    b. Change the City's Housing Element Review Cycle to be consistent with State Housing Law changing the date from 1999 to 2000.
    c. Delete Planned Development Areas 5 and 16 to reflect recently completed development and current development.
    d. Add "Commercial" to the appropriate uses in Planned Development Area 13 (Bishop Ranch).
    e. Change the ADT/Acre for Planned Development Site 1 to 529 based on adequate documentation contained within a Traffic Analysis prepared by Kunzman and Associates.

DISCUSSION:

The City's current General Plan was adopted in 1965 and is now over 30 years old. Since its adoption, the City has experienced many significant changes including an 80 per cent increase in population, a 92 per cent reduction in vacant land and major developments including the Westminster Mall.

In response to these changes and the need to have a Plan that is in compliance with State and regional requirements, we began the updating of the General Plan in January of 1992. To date we have spent approximately $360,000 which is about average for updating a general plan. Because the Updated General Plan will affect every resident, business person and land owner in the City either directly or indirectly, community input has been vital to create a meaningful and effective document. To receive this input, staff used a variety of methods including: personal interviews with City leaders, business representatives, citizens and property owners; a statistically valid Community Opinion Survey; monthly meetings with the 13-member City Council-appointed General Plan Advisory Committee (GPAC); a 45-day Public Review and Comment period; Planning Commission meetings; City Council meetings; and City Council study sessions.

The Updated General Plan will guide the City in its future development and meet the statutory requirement that will maintain the City's eligibility to apply for and receive state and federal grant money such as CDBG funds, HOME funds and Measure M funds. Without a current General Plan, the City could face losing millions of dollars in state and federal funding and it can also jeopardize the Redevelopment Agency's ability to do future bond financing. In addition to loss of revenue, the City could potentially face unfavorable court rulings regarding future Planning Commission and City Council land use decisions.

Because one of the primary purposes of the General Plan is to provide guidance for future development, one of the key areas of analysis involved 27 large parcels (mostly mobile home parks) in the City which have the greatest potential to be developed from their current use to another use such as a shopping center. In order to ensure that the new development will be compatible with the surrounding existing development and can be served by the adjacent and surrounding highway system, a measure of development called Average Daily Trips was included in our proposed General Plan. In essence the Average Daily Trips indicate that each parcel of property could be developed up to the point where the existing highway system could accommodate the traffic that it would generate. The plan allows developers the flexibility to exceed the ADTs if mitigation is provided for the additional traffic.

Staff believes that all of the issues raised by property owners, business owners and residents regarding the Updated General Plan have been addressed to their satisfaction and it would be appropriate for the City Council to adopt the Updated General Plan.

Respectfully submitted,

Don Anderson
Community Development Director

Approved:

Bill Smith
City Manager

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City of Westminster

CIVIC CENTER
8200 WESTMINSTER BOULEVARD
WESTMINSTER, CALIFORNIA 92683
(714) 898-3311

TO: Bill Smith

DATE: 3/26/96

FROM: Don Anderson

SUBJECT: Adoption of Updated General Plan and the Final Environmental Impact Report

This evening the City Council will be considering staff's recommendation to adopt the Final Environmental Impact Report and 1996 Updated General Plan for the City of Westminster. I feel comfortable and confident that the City's staff, consultants, City Council, Planning Commission and General Plan Advisory Committee have met both the intent and letter of law throughout the entire General Plan updating process.

Recently the issue of recirculating the draft Environmental Impact Report was brought up as it relates to possible significant changes in traffic, ADT for Planned Development Site No. 1, a revision to wording of the General Plan that would allow planned development property owners to request development - specific ADT increases when accompanied by a traffic study and the age of the base line information.

In regards to the first issue, traffic, staff believes that with over ten square miles of land area, hundreds of miles of roadways and more than 80 signalized intersections, that the identification of seven additional potential impacts relating to traffic (five roadway sections and two intersections), would have limited potential impact. If significant impact were identified due to proposed development on adjacent properties, it could be mitigated during the design process.

The second issue concerns the proposed increase of ADT for Planned Development Site No. 1. This increase is being considered only because the property owner had a traffic analysis conducted to specifically address the issue of ADT and future development on this property. Staff believes that while there is a difference between what the City's traffic consultant had recommended for this site and what the property consultant recommended, that the property owner's traffic

DRUG USE
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analysis would be considered credible since it was done for a specific site as compared to the traffic analysis prepared for the General Plan Update which had to address the entire city. While staff believes that our city-wide traffic analysis is well suited to meet the needs of our Updated General Plan and Final Environmental Impact Report, the property owner should not be penalized for having a more indepth traffic analysis for his property.

The third issue relates to changing language in the General Plan Update that would allow increasing the ADT for planned development sites when a property owner proposes to develop his site and his proposal is accompanied by a traffic analysis. Although this language was added after the draft environmental impact report was circulated, staff feels that it does not significantly change the General Plan. Because this issue was discussed at public meetings of the City Council and our project review process provides for and encourages public input, we believe that the public's interest has been met and the public would have sufficient opportunity to comment on any proposal requesting an increase in ADT.

The final issue relates to the age of the base line information which was used to prepare the Environmental Impact Report. Although our General Plan preparation began in January 1992, we believe that there has not been significant development since that time that would measurably change the Environmental Impact Report. If, four years ago when the General Plan Update process began, Westminster had hundreds of acres of vacant land which were subsequently developed during the past four years, we would see a clear need to receive additional public comment on the Environmental Impact Report. However, development during the last four years has been of an infill nature consisting of residential and commercial projects.

In conclusion, we believe that we have effectively solicited public input through the General Plan Advisory Committee, Planning Commission, City Council, public workshops, surveys and circulation of the Environmental Impact Report for comment. This has provided all interested parties an adequate opportunity to comment on the Updated General Plan and Environmental Impact Report. The City has expended over $350,000 and hundred of hours on this project and we feel it is now a document which accurately reflects the desires of the City's residents, property owners and business owners, it will serve as a guide for the City's development during the next 20 years and it would be appropriate for the City Council to adopt the Final Environmental Impact Report and 1996 Updated General Plan.

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RESOLUTION NO. 3296

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WESTMINSTER, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE 1996 UPDATE OF THE GENERAL PLAN OF THE CITY OF WESTMINSTER

WHEREAS, the City of Westminster ("City") determined that due to significant changes in the City and new State regulations that the 1965 Westminster General Plan was in need of revising and updating; and

WHEREAS, in January 1992, the City initiated the review of the City's current General Plan and preparation of the Updated General Plan; and

WHEREAS, during the preparation of the General Plan update community input was received through: personal interviews with City leaders, business representatives and citizens; a statistically valid Community Opinion Survey; monthly meetings with the 13 member City Council-appointed General Plan Advisory Committee (GPAC); two joint study sessions with the Planning Commission and City Council; 45-day public review and comment period; two City Council meetings; and three City Council study sessions; and

WHEREAS, all meetings were properly noticed and open to the public and close coordination with local, regional and State agencies occurred throughout the process to ensure Westminster's General Plan is consistent with mandated requirements including Housing Element certification and compliance with regional air quality and congestion management plans as well as other appropriate agency plans; and

WHEREAS, as a result of the many meetings, a draft document was released for public review in July 1993 and updated in June 1994; and

WHEREAS, on December 13, 1993 the Planning Commission reviewed, considered and certified the Final EIR ("FEIR') dated July 1993 in accordance with State Law; and

WHEREAS, the FEIR has been completed in compliance with the California Environmental Quality Act (CEQA); and

WHEREAS, the FEIR reflects the lead agency's independent judgment; and

WHEREAS, the decision-making body of the lead agency reviewed and considered the information in the FEIR before approving the project; and

WHEREAS, the decision-making body intends to approve the General Plan and the FEIR prepared for it, thereby adopting the FEIR's findings as the agency's findings required pursuant to California Public Resources Code Section 21081 and 14 California Code of Regulations Section 15091; and

WHEREAS, notice of a public hearing of the City Council of the City of Westminster to consider the proposed General Plan and the FEIR was given in accordance with applicable law; and

WHEREAS, on March 26, 1996, a public hearing was held to discuss the proposed General Plan Update and the FEIR; and

WHEREAS, the City Council conducted a public hearing in the manner prescribed by law, considered all information and written correspondence received and heard from all persons interested in the proposed General Plan;

NOW, THEREFORE, the City Council of the City of Westminster, California, HEREBY RESOLVES as follows:

Section 1. The City Council hereby approves and adopts the General Plan for the City of Westminster, as amended.

Section 2. The City Council hereby determines that until the new zoning ordinance for the City of Westminster is brought into conformance with the General Plan, development decisions shall be based upon the General Plan land use designations and policies and not the existing zoning when these two documents are in conflict, in accordance with the consistency requirements of State Law.

Section 3. The City Council hereby authorizes and directs the filing of a Notice of Determination (NOD) pursuant to the California Environmental Quality Act (CEQA) and State of California EIR Guidelines.

PASSED, APPROVED AND ADOPTED this 26th day of March, 1996, by the following vote:

AYES: COUNCIL MEMBER: SMITH, FRY, BOHMAN, LAM, RICE

NOES: COUNCIL MEMBER: NONE

ABSENT: COUNCIL MEMBER: NONE

Charles V. Smith
Mayor

ATTEST:

Mary Lou Morey
City Clerk

APPROVED AS TO CONTENT:

Bill Smith
City Manager

APPROVED AS TO FORM:

City Attorney

STATE OF CALIFORNIA)
) SS.
COUNTY OF ORANGE)

I, MARY LOU MOREY, hereby certify that I am the duly appointed City Clerk of the City of Westminster, and that the foregoing resolution was duly adopted at a regular meeting of the City Council of the City of Westminster held on the 26th day of March, 1996.

Mary Lou Morey
City Clerk

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1 Overview and Introduction

I. Overview and Introduction

A. Overview

Westminster's Consolidated General Plan and Environmental Impact Report (General Plan/EIR) establishes a blueprint for the City's long-term development. Comprised of two Volumes, the General Plan/EIR contains concise, yet comprehensive, goals, policies, and programs to guide development and City actions for the next 20 years.

The City of Westminster understands that a long-range plan is essential to ensure the citizens' health, safety, and welfare are maintained at acceptable levels into the next century. To this end, the Westminster General Plan/EIR is the document that addresses the issues that potentially threaten the quality of life for City residents and businesses.

The General Plan/EIR consists of two Volumes, a Policy Document and a Technical Support/Environmental Impact Report Document. Goals, policies, and action programs are identified in Volume I and focus on Community Development (Land Use, Housing, Conservation, Open Space), Economic Development, Infrastructure and Community Services (Transportation/Circulation, Utilities and Services, Public Facilities, Parks and Recreation), Community Health and Safety (Public Safety, Noise), and Regionalism. The identification of the goals, policies, and programs in one document facilitates its usefulness in daily City operations. The Technical Document (Volume II) includes the data and analysis necessary to support Volume I, as well as the Environmental Impact Report, as required by the California Environmental Quality Act (CEQA).

The overall intent of the General Plan/EIR is to direct daily City actions, through policy statements and programs, toward improving and maintaining a socially cohesive, economically viable, and physically attractive community. The General Plan/EIR is designed to achieve this

end, in part, by providing City decision-makers the ability to require attractive and economically stable developments.

Land use planning is indicative of the City's desire to promote a better image and a stronger economic base. The Land Use section incorporates a new Planned Development designation that is the result of the realization that one cannot predict future economic conditions to the degree necessary to identify viable land uses. A new Community Plan Area (CPA) overlay designation is also an option the City may wish to utilize. The CPA allows the City to focus additional attention on City Council-delineated land areas. Currently, the only CPA established at this time is the Little Saigon District CPA. Theme-oriented design guidelines and public improvements, intended to promote a destination commercial concentration, is the objective of the Little Saigon CPA.

The Westminster Consolidated General Plan/EIR was prepared with organized public input. A City Council-appointed General Plan Advisory Committee (GPAC), consisting of 13 members (including alternate members), acted as the primary General Plan development board throughout the two-year Plan preparation process. A total of fourteen (14) legally noticed GPAC meetings were held. Additional public input was achieved through a Community Opinion Survey, personal interviews with City, business, school, and other public officials and representatives, and joint Planning Commission/City Council workshops. A complete copy of the draft document, with Land Use Map, was available at City Hall during the planning process as well. The public input provided direction and community consensus as to the methods the City will utilize to achieve their long-term goals.

B. Introduction

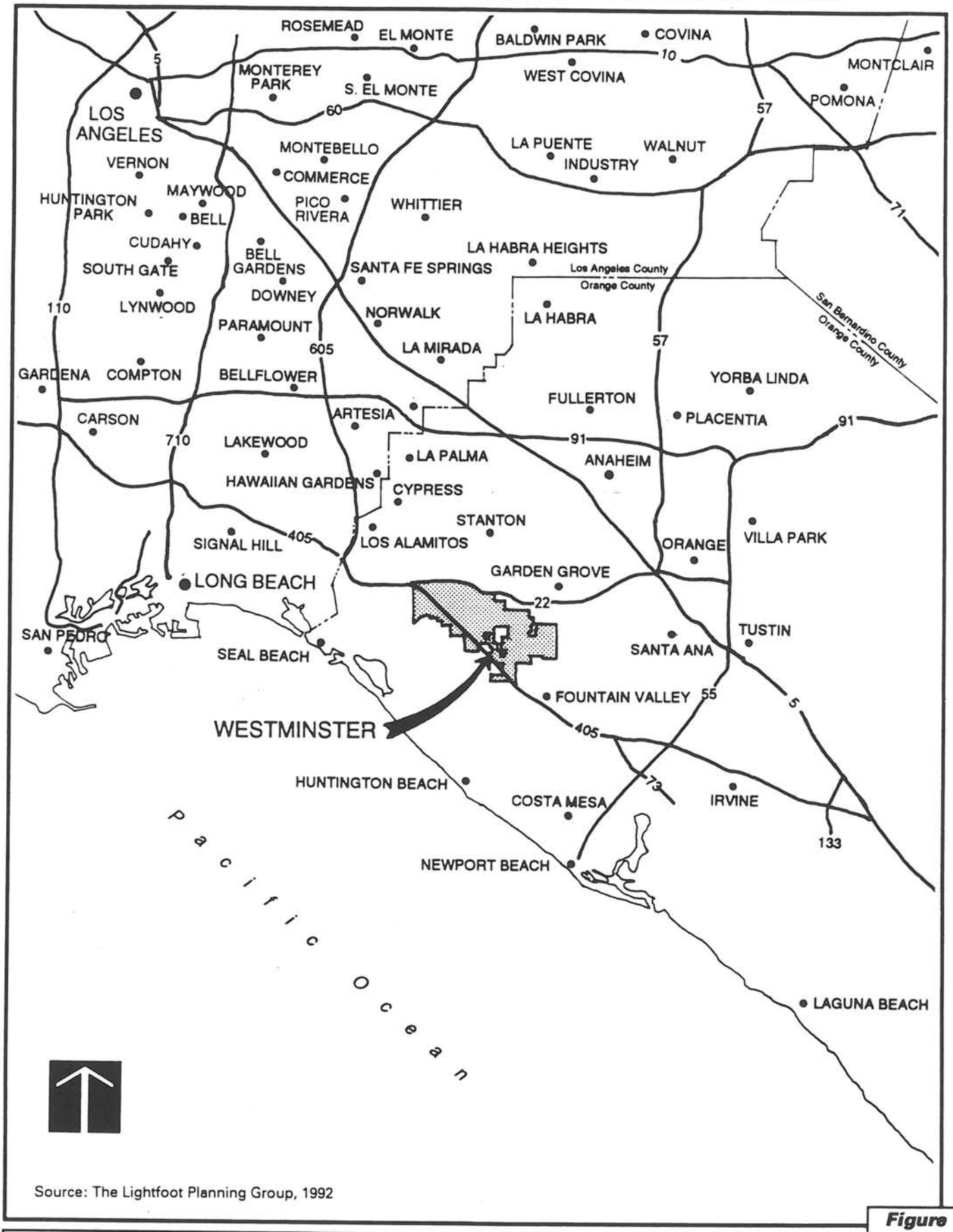
The City of Westminster currently consists of approximately 6,590 acres (10.3 square miles) and is located in northwest Orange County. Surrounding jurisdictions include the cities of Seal Beach, Huntington Beach, Garden Grove, and Fountain Valley (Figure IB-1). Midway City, three County of Orange "islands", is bordered by Westminster (Figure IB-2). A small portion of Garden Grove protrudes into Westminster. This area is referred to as the Garden Grove "Sliver."

The City incorporated in March, 1957. At incorporation, Westminster contained 3,680 acres (5.7 square miles) and was inhabited by a population of 10,755 persons. As of the 1990 United States Census, Westminster's population had grown to 78,118 persons, with 25,852 total dwelling units.

Access to Westminster can be achieved through any number of local, arterial, or freeway systems. The San Diego Freeway (I-405) dissects the City in a north-south direction and the Garden Grove Freeway (SR-22) defines Westminster's northern boundary. Arterials such as Beach Boulevard, Bolsa Avenue, and Westminster Boulevard link the local street systems with the surrounding region.

General Plan Purpose

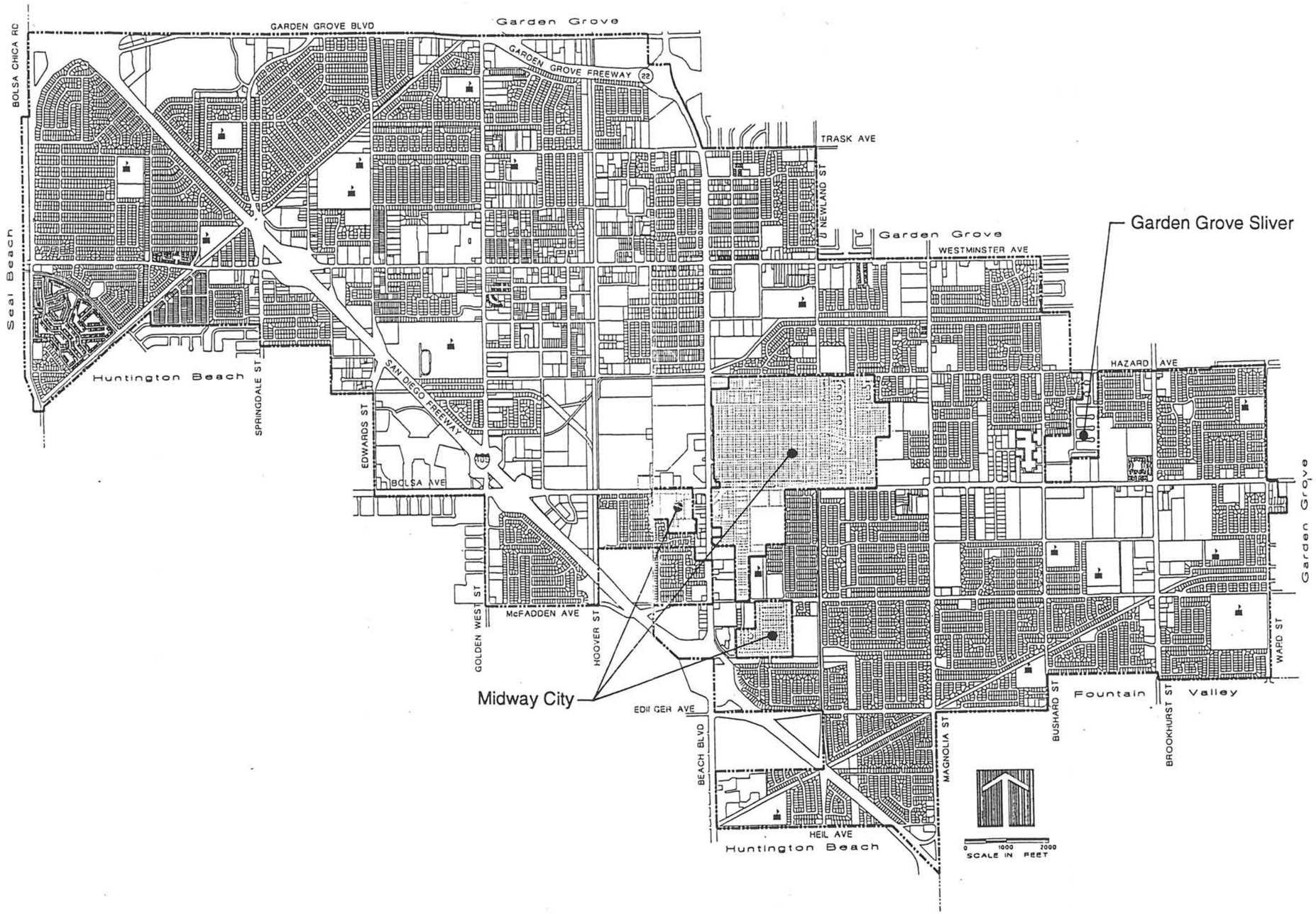
The Purpose of the General Plan/EIR is to provide Westminster with a "Constitution" for development, a foundation upon which all land use decisions are based. It expresses Westminster's physical and economic development goals and embodies public policy relative to the distribution of future land use, both public and private. It includes the identification of land use, circulation, economic, housing, and other goals and policies as they relate to the City's long-term physical development. Most importantly, the document provides a basis for rational government decision-making, including a nexus to support development exactions, design standards, and public improvement financing.



Source: The Lightfoot Planning Group, 1992

Figure IB-1

Regional Location Map



Source: The Lightfoot Planning Group, 1992

Figure IB-2

Existing Parcel Pattern

Existing Parcel Pattern

State Law

Based upon the California State Constitution, State legislation shapes the manner in which cities exercise their Corporate Powers (authority to collect fees, taxes, etc. and spend such monies) and Police Powers (authority to promote health, safety, morals, and welfare through regulation of behaviors). State Government Code Section 65301 requires that every city adopt a Comprehensive General Plan.

Comprehensive means that the plan must be long-term and include all territory within the boundaries of the adopting city as well as "any land outside its boundaries, which in the planning agency's judgement, bears relation to its planning" (Government Code Section 65300). The plan must also be comprehensive in that it addresses the broad range of issues associated with the city's development, including physical, social, and economic concerns. The Westminster General Plan/EIR includes planning and, if feasible, the ultimate annexation of Midway City and a portion of Garden Grove that is nearly completely surrounded by Westminster.

The State identifies seven required General Plan elements: Land Use, Circulation, Housing, Open Space, Conservation, Noise, and Safety. All General Plan elements must be internally consistent, within and among each other, including any diagrams, charts, and tables. All elements maintain equal status. All city-implementing ordinances must be consistent with the General Plan, including, but not limited to, the Zoning Ordinance and Redevelopment Plan.

Organization and Content of the General Plan/EIR

The Westminster General Plan/EIR complies with State law in that it is comprehensive, internally consistent, and adopted by the local legislative body (City Council). While State law determines the content of General Plans, localities are given latitude in formatting their documents.

Utilizing a format the City deems appropriate and convenient, the Westminster General Plan/EIR consists of five topical chapters encompassing State-required and locally important issues. The five chapters are: Community Development, Economic Development, Infrastructure and Community Services, Community Health and Safety, and Regionalism (Figure IB-3).

Figure IB-3
Organization of the General Plan

Topical Chapters	Issue Sections
Community Development	Land Use; Housing; Conservation; Open Space
Economic Resources	Economic Development
Infrastructure and Community Services	Transportation/Circulation; Facilities and Utilities; Community Services
Community Health and Safety	Public Safety; Noise
Regionalism	Regional Concerns

Rather than being element-oriented, the Westminster General Plan/EIR is issue driven. Each Chapter contains functionally related Issue 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 State required environmental analysis, as stipulated in CEQA (California Public Resources Code, Section 2100), is within the General Plan document. The integration of the Environmental Impact Report (EIR) within the General Plan (Volume II), creates a streamlined comprehensive resource document. The General Plan/EIR is presented in two Volumes, this Policy Document (Volume I) and the Technical Document/EIR (Volume II).

Volume I - Policy Document

One of the most important considerations in determining a format for the General Plan/EIR was that the document be clearly written, concise, and user-friendly. To achieve this, each Chapter of Volume I is formatted in a simplified and identical manner. Every Chapter includes a description of the State Government Code authority, a description of the issue, and goals, policies, and programs. The Issues Subsections include:

- A Description of the Issue (subjects that Westminster determines to be important and in need of action);
- Goal(s) Statements (a general and ultimate purpose or aim);
- Policy Statements (principle or guiding action to follow); and
- Implementation Programs (specific action to carry out in response to the policies).

The Implementation Programs include objectives, funding mechanisms, timing, and responsible City departments or divisions. Each objective is intended to explain the program's purpose and overall aim. Funding mechanisms and timing are identified for conceptual purposes only. The City may determine that more appropriate funding mechanisms are available than those identified in the program. The City may also determine that the implementation of a particular program in the time-frame shown is not feasible due to budgetary constraints, a change of circumstance, or other unforeseen event.

Similar to the funding mechanism, the City department is identified for conceptual purposes. The identification of a City department is to show where the functional responsibility is likely to be placed for implementation and/or monitoring of the program. The City may determine that a different department or division is more appropriate in administering the program.

Chapter VII of this Policy Document is a summary of the Implementation Programs. Chapter VII will assist the City of Westminster in determining functional responsibility for implementing the programs and the effectiveness of the General Plan/EIR in achieving the stated goals. The Chapter will be utilized in preparation of annual progress reports for the document.

Any future General Plan amendments will be reviewed by the Planning Commission and require City Council approval.

II. Community Development

II. Community Development

A. Land Use

Because of the broad scope of the term "Land Use," it is often the most visible and consulted part of the General Plan. Therefore, it is important that the Plan's methods of addressing Land Use issues be communicated through understandable and comprehensive Land Use policies. These policies provide a framework to guide the physical development of the City.

California Government Code Section 65302 (a) stipulates that the General Plan designate the proposed general distribution, general location, and extent of the uses of the land for housing, commerce, industry, open space (including agriculture, natural resources, recreation, and enjoyment of scenic beauty), education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories for public and private uses of land. It further requires that the section include a statement of the standards of population density and building intensity recommended for the various land use designations. The Westminster General Plan Land Use Plan (Figure IIA-1) and build-out potentials (Figure IIA-2) comply with this requirement.

Issue IIA1: Image

The City of Westminster is located within one of the largest and most inhabited metropolitan subregions in the country. It evolved and grew with the southern California suburban sprawl of the 1950's and 1960's. Because of this, the City has been challenged in establishing and maintaining a favorable image and identity. For most, image is the lasting personal impression from an experience in a city. Quite often this is through an automobile windshield as one drives along a city's streets. Inconsistent developments, poor quality signage, dilapidated structures, and aging infrastructure often leave lasting impressions.

A good City image is important to the overall economic and social viability of Westminster, as the City should be attractive to both residents and businesses. Residents should feel good about their surroundings and businesses need to portray a pleasing, clean, and safe environment in order to attract customers. The General Plan process offers Westminster the opportunity to set policies that will assist in the improvement of the City's image. Specifically, the General Plan establishes policy that promotes the improvement of property and requires quality development projects.

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

Policies:

IIA1-1 Encourage property owners and residents to become involved in community enhancement efforts.

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

IIA1-3 Establish a Community Plan Area (CPA) to assist in the development of a City focal point along Bolsa Avenue in the Little Saigon district (see Figure IIA-1).

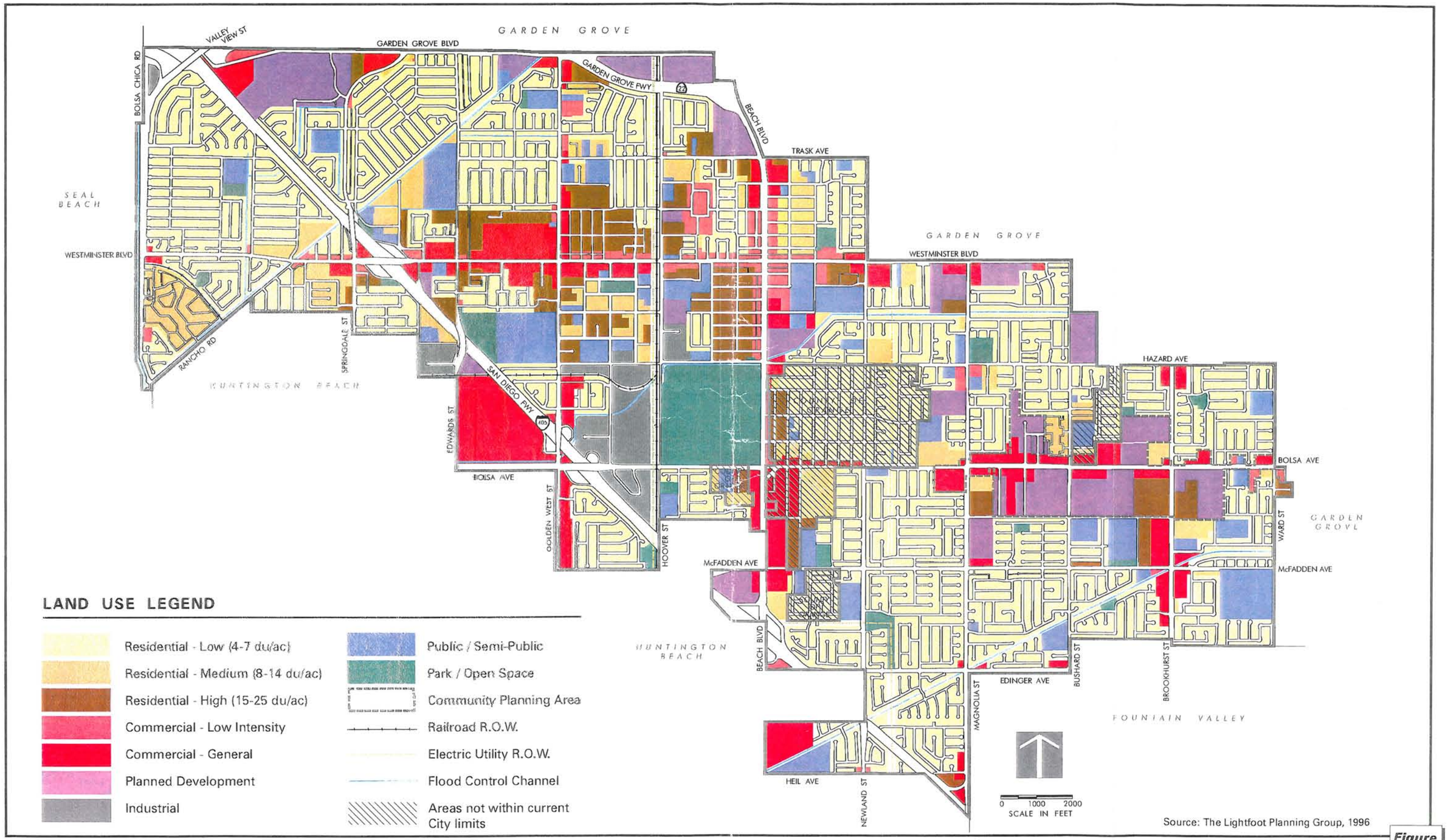
IIA1-4 Institute a City-wide unified streetscape program, such as signage, lighting, and landscaping.

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.

IIA1-7 Continue and expand code enforcement efforts.

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



Source: The Lightfoot Planning Group, 1996

Figure IIA-1

THE LIGHTFOOT PLANNING GROUP

General Plan Land Use

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)	2,307.1	16,149	—	48,447
Med. Density Res.(8-14 du/ac)	360.8	4,620	—	13,860
High Density Res.(15-25 du/ac)	331.6	8,370	—	25,110
General Commercial	555.3	—	7,690,518	—
Low Intensity Commercial	130.0	—	1,868,724	—
Industrial	139.4	—	2,915,471	—
Planned Development				
Residential	237.2	3,442	—	10,326
Commercial	165.1	—	2,588,900	—
Industrial	13.0	—	283,140	—
Public/Semi Public	31.9	—	—	—
Public/Semi Public				
Schools	314.3	—	—	—
Churches	84.7	—	—	—
Fire	1.8	—	—	—
Police	5.8	—	—	—
Library	6.2	—	—	—
Civic Center	19.3	—	—	—
Other	7.9	—	—	—
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	32,581	15,346,753	97,743

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.

Approved by the City Council on March 26, 1996 by Resoltion 3296.

Figure IIA-2

Land Use Plan Build-out Potentials

IIA1-9 Require the undergrounding of utilities in all new projects and pursue the undergrounding of utilities City-wide. Special "undergrounding districts" may be established to accomplish undergrounding of utilities in areas of existing development.

IIA1-10 Establish a Neighborhood Improvement Program.

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.

IIA1-13 Investigate, pursue, and enforce property rehabilitation for sites that violate City Health and Safety Codes.

IIA1-14 Promote and educate on the benefits of maintaining property and structures in a clean and tidy manner, including residences and businesses.

IIA1-15 The City shall evaluate all proposed land uses to ensure that the nature of the use and the condition of the property do not adversely impact the image of Westminster.

IIA1-16 All proposed land uses that may cause "adverse secondary impacts" shall not be permitted in close proximity to sensitive land uses such as, but not limited to, schools, day care centers, churches,, and other places of family congregation.

Implementation Programs:

IIA1.1 *Neighborhood Improvement Program*

Objective: Provide opportunities to organized neighborhood groups, including residents and businesses, to participate in the joint planning and implementation of various public facility improvements, e.g. street or sidewalk improvements, neighborhood park developments or improvements, graffiti removal, or general neighborhood clean-up and beautification. The program may also include rehabilitation of housing units and businesses.

Funding: General Fund; Community Development Block Grant (CDBG) funds; Redevelopment
Timing: Establish program within five years
City Dept.: Planning; Engineering; Redevelopment Agency; Public Works

IIA1.2 *Unified Streetscape Program*

Objective: Create standards for City-wide streetscapes, lighting, landscaping, and other public street improvement features.
Funding: General Fund
Timing: Five Years
City Dept.: Planning; Engineering; Redevelopment Agency; Public Works

IIA1.3 *Ordinance Review and Update*

Objective: Review, amend, and revise City Zoning Ordinance, Subdivision Ordinance, Design Standards, and other implementation documents to ensure ongoing effectiveness and consistency with General Plan policies. Revisions shall include, but are not limited to, signage standards, (private and public signs), lot consolidation, and site design.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering; Building; Redevelopment Agency

IIA1.4 *Property Rehabilitation and Cleanliness Program*

Objective: Inform residents and businesses of existing programs that provide funds (low interest loans, grants, etc.) for purposes of property and structural improvements. Promotional medium may include newsletters and cable television, and shall explain the programs and discuss the benefits of improving properties to enhance the City image and desirability to live, work, and shop in Westminster.
Funding: General Fund; CDBG funds; Redevelopment
Timing: Ongoing

City Dept.: Planning; Building; Redevelopment Agency; Code Enforcement

Issue IIA2: Land Use Designations

Westminster developed over the past quarter century based upon generally effective land use designations. The City, however, needs the ability and authority to be more proactive in land use decisions for the limited areas of Westminster that have opportunities for new development. A flexible land use designation for these opportunity areas increases the potential to attract quality developments that will benefit the City. A Planned Development designation will be utilized in the areas of potential large site developments as the mechanism to provide the City with the flexibility it needs to deal with changing circumstances.

The table identified in Figure IIA-2 illustrates the estimated Westminster General Plan 20-Year land uses (The table assumes the inclusion of Midway City and portion of Garden Grove that protrudes into Westminster). As shown in the Figure, Westminster has the potential to increase in size, number of units, amount of non-residential square footage, and population. The table represents the "worst case scenarios" for environmental impact analysis purposes. Actual development and City growth will be limited by development regulations, infrastructure improvement requirements, and economic forces. Overall City growth is expected to maintain the historical trend of approximately 1.0 percent per year.

The land use designations are defined as follows:

Residential Low Density- 4-7 dwelling units per gross acre
Provides for one single-family detached residential unit on one legal lot.

Residential Medium Density- 8-14 dwelling units per gross acre
Provides for single-family attached units, duplexes, and apartment and condominium developments generally consisting of structures with 3-5 units each.

Residential High Density- 15-25 dwelling units per gross acre
Provides for apartment and condominium developments, including stacked flat structures. Residential uses within Planned Development designations may exceed this density, so long as the applicant can demonstrate compliance with the performance standard goal provisions.

Low Intensity Commercial
Provides for a variety of commercial uses, but generally located in areas where lot sizes create constraints to parking and on-site circulation. Floor Area Ratio is 0.33, and may be further limited based upon circulation/traffic considerations at the time of development.

General Commercial
Provides for all facets of retail and wholesale commercial activity. Floor Area Ratio is 0.33. Commercial uses within the Planned Development designation may exceed this intensity, so long as the applicant can demonstrate compliance with the performance standard goal provisions.

Industrial
Provides for manufacturing, warehousing, research and development, and other industrial uses that can be conducted indoors or behind effective screening. Light industrial uses are appropriate and excessive air or noise pollution generating uses are prohibited. Floor Area Ratio is 0.50.

Planned Development
Provides for mixed use or single use development, based upon performance standard goals. Each designated site has a goal that guides development potential as well as use type (see Implementation Program IIA2.3). Floor Area Ratios and density limits may be exceeded in the Planned Development District so long as compliance with the performance standard goal provisions are demonstrated, as identified in Policy IIA2-9.

Public/Semi Public
Provides for the full range of public uses, including Civic Center, schools, fire stations, and other public uses. Also includes churches, considered semi-public uses.

Park/Open Space
Provides for the Cemetery, pocket parks, and City maintained parks. Publically owned and maintained parks and open spaces may be considered public facilities for zoning purposes.

Community Plan Area Overlay (CPA)
Provides for the implementation of detailed urban design standards for defined areas within the City. The City Council designates all future CPAs. The General Plan identifies one CPA; Little Saigon.

Goals: **Preserve the existing single-family nature of the City while also providing for an efficient distribution and intensity of land uses.**

Establish a balanced and compatible land use distribution that allows the City to provide public services efficiently and effectively.

Provide for land use types and locations responsive to market needs.

Policies:

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, but not limited to, significant adverse traffic, noise, air pollution, and fiscal impacts.

IIA2-5 All land use developments 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 comply 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 IIA2-9), a higher ADT level than stated in the performance standard goal may be approved.

IIA2-6 Consider the annexation of Midway City and the Garden Grove Sliver.

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.

IIA2-8 Land Use designation intensities may be increased, such as from Low Intensity Commercial to General Commercial, if lot consolidation, appropriate traffic mitigation, and other City requirements are provided. In all such cases, a General Plan Amendment is necessary.

IIA2-9 The Planned Development performance standard average daily traffic (ADT) goals are intended to be utilized to guide development while minimizing potential adverse impacts associated with traffic. Compliance with the ADT performance standard goals shall be demonstrated through a project specific traffic analysis.

The ADT goal for each site may be exceeded at the time of project approval if supported by traffic analysis findings that the increase will not adversely impact the City's transportation system, ADT potential on other PD sites, and the City's ability to meet regional transportation mandates. If these findings can be supported by the analysis, the City may approve the project with a higher ADT than indicated in the General Plan without a General Plan Amendment. Project specific traffic analysis intended to support ADT levels above the identified performance standard goal shall include:

- Analysis of direct and cumulative project impacts, both under short-term and long-term future conditions, including impacts on CALTRANS facilities;
- Analysis of project alternatives as required by CEQA;
- Analysis as required by the Growth Management Plan and the Congestion Management Plan (CMP) compliance guidelines in effect at the time of project application;
- Identification of mitigation measures, should any be necessary; and
- Any other traffic impact analysis requirements that may be in effect at the time of project application.

Implementation Programs:

IIA2.1 *Ordinance Review and Update*

Objective: Revise City Zoning Ordinance, Subdivision Ordinance, and other implementation documents to ensure appropriate land use regulations exist to guide development consistent with the General Plan. Revisions to include, but are not limited to, require findings be made by the applicant demonstrating no detrimental project impacts (traffic, noise, vibration, etc.) from proposed use, adequate provision of public facilities and services, and compliance with site performance standard goal provisions (if applicable), or provision of adequate mitigation.

Funding: General Fund

Timing: Ongoing

City Dept.: Planning; Engineering; Building; Redevelopment Agency

IIA2.2 *Annexation Report*

Objective: Review the feasibility of annexing Midway City and the portion of Garden Grove that protrudes into Westminster. The Report shall include, but is not limited to, an analysis of the fiscal impacts of annexation.

Funding: General Fund

Timing: Five Years

City Dept.: City Manager; Planning; Engineering; Police; Fire; Community Services and Recreation

IIA2.3 *Planned Development Performance Standards*

Objective: To provide development intensity guidelines for parcels that have potential for conversion of use or new development. All projects developed within the Planned Development (PD) designation must comply with General Plan policies, including but not limited to, provision of open space and recreational uses, payment of impact fees, and compliance with building ordinances.

The description of each designated PD site includes existing site condition, approximate size, performance standard goal, and discussion. Approval of any development proposing to utilize the provisions of this program requires a detailed Planned Development Plan, site architectural plans, and substantiated documentation stating how the project complies with the performance standard goal. The discussion sub-heading is intended to represent the City's position on what land use is recommended for each site. For terms identified in the discussion sub-heading, the following definitions apply:

Desired:
The recommended land use development type.

Appropriate:
Although not the most recommended land use development type, the City would consider the project. Additional evidence, such as, but not limited to, project economic viability, compliance with the performance standard goal provisions, and compatibility with surrounding land uses may be required prior to City consideration of the proposed development.

Not Appropriate:
Prohibited land use development type. The City will not consider the development project, unless a General Plan amendment is approved.

The City's Zoning Ordinance will be revised to incorporate the provisions of this program. Each site identified in the General Plan as Planned Development will have a PD designator added to its base zone designation.

All development proposals shall comply with the provisions of the performance standard ADT goal identified in the General Plan (Policy IIA2-9) for each PD site, regardless of whether the applicant utilizes the provisions of the Planned

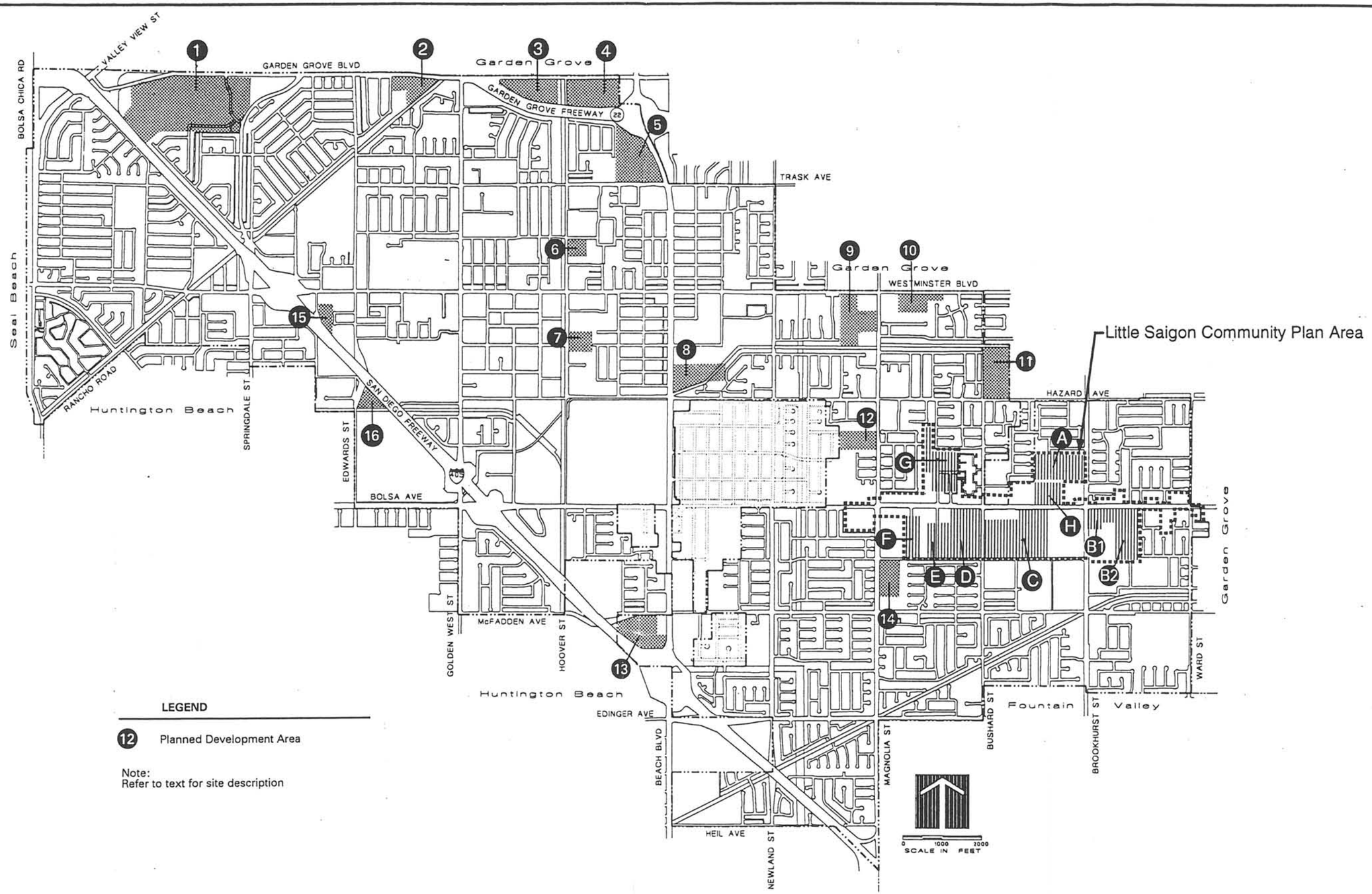
Development program or proposes a development consistent with the site's base zoning.

The City will only consider increases to a performance standard goal if a project development application is submitted that provides evidence that the ADT performance standard goal can be exceeded without adversely impacting the City's transportation system, the ADT potential of other PD sites, the City's ability to comply with regional traffic mandates or State housing goals, or City standards for the performance of the street system.

All proposals meeting the Zoning Ordinance minimum site area criteria and proposing to develop according to the General Plan identified "desired" or "appropriate" development for the site, shall be required to process a zone change application concurrently with the development proposal if the proposed development differs from the base zone designation.

The City Council maintains full discretion of development proposals for each PD-designated site that proposes to develop in accordance with this program. If a site develops in conformance with its base zone designation, standard City development review processes shall be utilized. Existing mobile homes are considered consistent with the PD designation.

Figure IIA-3 illustrates the location of each site identified below. Figure IIA-4 is a summary matrix for the Planned Development sites. The performance standard goal is identified in terms of average daily traffic (ADT) per acre of land.



Source: The Lightfoot Planning Group, 1996

THE LIGHTFOOT PLANNING GROUP

Planned Development Areas

Figure IIA-3

Site No.	1	2	3	4	5	6	7	8
Size (Acres)	80.0	9.3	14.2	20.7	25.2	3.6	10.0	13.5
Performance Standard Goal	529	600	600	300	450	250	110	600
Total Site Trips	42,320	5,580	8,520	6,210	11,340	900	1,100	8,100
General Plan	PD allows mixed uses unless noted with "NP"							
Commercial Sq. Ft.	760,800	80,000	121,714	124,200	162,000	45,000	NP	115,700
Residential Units	P	NP	P	P	P	P	P	P
Industrial Sq. Ft.	P	P	P	P	P	NP	137,500	NP

Site No.	9	10	11	12	13	14	15	16
Size (Acres)	20.1	15.9	19.8	14.9	17.9	15.1	3.3	5.0
Performance Standard Goal	300	120	160	120	600	90	400	400
Total Site Trips	6,030	1,908	3,168	1,788	10,740	1,359	1,320	2,000
General Plan	PD allows mixed uses unless noted with "NP"							
Commercial Sq. Ft.	120,600	27,260	45,260	P	215,000	NP	44,000	60,600
Residential Units	P	P	P	220	P	150	NP	NP
Industrial Sq. Ft.	NP	NP	NP	NP	P	NP	P	P

Site No.	A	B1	B2	C	D	E	F	G	H
Size (Acres)	18.5	6.0	20.0	39.0	29.0	4.0	6.0	17.0	8.8
Performance Standard Goal	115	525	235	400	300	500	600	375	600
Total Site Trips	2,128	3,150	4,700	15,600	8,700	2,000	3,600	6,375	5,280
General Plan	PD allows mixed uses unless noted with "NP"								
Commercial Sq. Ft.	NP	105,000	94,000	312,000	217,500	66,600	120,000	91,000	75,430
Residential Units	266	NP	P	P	P	NP	NP	P	NP
Industrial Sq. Ft.	NP	NP	NP	NP	NP	60,600	109,000	P	NP

P= Permitted Use NP= Not a Permitted Use

1. Buildout assumptions are for conceptual purposes only. Actual development potential and land use type distribution will be determined through site specific studies, including, but not limited to, traffic, market feasibility, environmental, and infrastructure analysis. Buildout is shown for the most intense use (commercial) for each site.
2. The Performance Standard Goal is based on Average Daily Traffic (ADT) per gross acre. This is a goal, which may be revised upward or downward based on site specific studies conducted for specific development proposals. Variations to the goal are permitted if supported by the appropriate studies without the need of a general plan amendment.
3. Some PD sites provide for a mixture of land use types. The actual distribution and intensity of land uses will be determined when a development is proposed. The land use intensities and distribution shown here does not represent an implied development entitlement.
4. Commercial uses on Site No. 6 are limited to Office Commercial.

Figure IIA-4

Planned Development Build-out Matrix

Site No. 1
Existing Condition: Mobile Homes
Size: ± 80.0Acres
Performance Standard Goal: 529 ADT/Acre
Discussion: Site shape and location adjacent to the San Diego (I-405) and Garden Grove (SR 22) Freeway interchange offers regional commercial and/or employment center opportunities. A commercial development of this nature, with a residential component, is desired.

Site No. 2
Existing Condition: Commercial Retail, Industrial, Public Utility, Vacant Land
Size: ± 9.3 Acres
Performance Standard Goal: 600 ADT/Acre
Discussion: Commercial retail and service uses, developed in a uniform and cohesive manner, are desired. Light industrial uses are appropriate as well. Residential uses are not appropriate.

Site No. 3
Existing Condition: Commercial Retail, Storage, Industrial
Size: ± 14.2 Acres
Performance Standard Goal: 600 ADT/Acre
Discussion: Commercial retail and service uses, developed in a uniform and cohesive manner, are desired. Light industrial uses are appropriate as well. A residential component is appropriate.

Site No. 4
Existing Condition: Mobile Homes, Industrial
Size: ± 20.7 Acres
Performance Standard Goal: 300 ADT/Acre
Discussion: Commercial and industrial uses are desired. A residential use, alone or as a component of a mixed use project, is appropriate.

Site No. 5
Existing Condition: Drive-In Theater
Size: ± 25.2 Acres
Performance Standard Goal 450 ADT/Acre
Discussion: Commercial retail and service uses, developed in a uniform and cohesive manner, are desired. Light industrial uses, as a component of a larger project, are appropriate. Residential uses, as a component of a larger project, are appropriate.

Site No. 6
Existing Condition: Mobile Homes
Size: ± 3.6 Acres
Performance Standard Goal: 250 ADT/Acre
Discussion: Commercial office or residential uses are desired. Retail commercial and industrial uses are not appropriate.

Site No. 7
Existing Condition: Mobile Homes
Size: ± 10.0 Acres
Performance Standard Goal: 110 ADT/Acre
Discussion: Light industrial uses are desired. Residential uses are appropriate. Given locational considerations, commercial uses are not appropriate.

Site No. 8
Existing Condition: Mobile Homes, Vacant Land
Size: ± 13.5 Acres
Performance Standard Goal: 600 ADT/Acre
Discussion: A commercial retail center is desired. Site shape, access, and the drainage channel create significant constraints. Future study may determine that a residential component is appropriate. Industrial uses are not appropriate.

Site No. 9
Existing Condition: Mobile Homes
Size: ± 20.1 Acres
Performance Standard Goal: 300 ADT/Acre

Discussion: Commercial retail uses, with a residential component, are desired. Industrial uses are not appropriate.

Site No. 10
Existing Condition: Mobile Homes
Size: ± 15.9 Acres
Performance Standard Goal: 120 ADT/Acre
Discussion: Site location adjacent to existing commercial uses makes residential uses desirable. A commercial component is appropriate. Industrial uses are not appropriate.

Site No. 11
Existing Condition: Mobile Homes
Size: ± 19.8 Acres
Performance Standard Goal: 160 ADT/Acre
Discussion: A predominately residential component is desired. A local serving commercial center component is appropriate. Industrial uses are not appropriate.

Site No. 12
Existing Condition: Low Density Residential, Vacant Land
Size: ± 14.9 Acres
Performance Standard Goal: 120 ADT/Acre
Discussion: Residential uses are desired. Commercial uses are appropriate. Industrial uses are not appropriate.

Site No. 13
Existing Condition: Mobile Homes
Size: ± 17.9 Acres
Performance Standard Goal: 600 ADT/Acre
Discussion: Regional employment center is desired. Commercial retail uses are appropriate, but site access constraints may limit opportunities. A residential component is appropriate. Light industrial uses are appropriate.

Site No. 14
Existing Condition: Mobile Homes
Size: ± 15.1 Acres
Performance Standard Goal: 90 ADT/Acre
Discussion: Residential uses are desired. Commercial and industrial uses are not appropriate.

Site No. 15
Existing Condition: Industrial
Size: ± 3.3 Acres
Performance Standard Goal: 400 ADT/Acre
Discussion: Freeway serving commercial is desired. Industrial is appropriate. Residential uses are not appropriate.

Site No. 16
Existing Condition: Industrial
Size: ± 5.0 Acres
Performance Standard Goal: 400 ADT/Acre
Discussion: Freeway serving commercial is desired. Industrial is appropriate. Residential uses are not appropriate.

Little Saigon CPA: Planned Development Site Performance Standard Goals

The following is a site-by-site discussion of the Planned Development designated sites within the Little Saigon Community Plan Area. The development of each site must be consistent with the goals and policies stated in the General Plan, including site design, theme orientation, public improvements, and goals, policies, and programs identified in Land Use, Issue IIA-4: Community Plan Areas.

Uses such as a hotel complex, visitor center, cultural arts center, and educational/institutional center are desired, and have been discussed within the sites considered most appropriate for such uses, but may be approved elsewhere within the CPA as determined by the City.

Site No. A
Existing Condition: Mobile Homes, Vacant Land, Agriculture
Size: ± 18.5 acres
Performance Standard Goal: ADT/Acre
Discussion: Residential uses are desired. Given the nature of the surrounding development, commercial and industrial uses are not appropriate.

Site No. B1
Existing Condition: Commercial
Size: ± 6.0 Acres
Performance Standard Goal: 525 ADT/Acre
Discussion: A hotel complex is desired. Industrial and residential uses are not appropriate.

Site No. B2
Existing Condition: Mobile Homes
Size: ± 20.0 Acres
Performance Standard Goal: 235 ADT/Acre
Discussion: A mixture of residential with commercial uses or educational/institutional use is desired. Industrial uses are not appropriate.

Site No. C
Existing Condition: Mobile Homes
Size: ± 39.0 Acres
Performance Standard Goal: 400 ADT/Acre
Discussion: Commercial uses, including retail, office and employment center type developments with a residential component is desired. A cultural arts center, based on the Little Saigon ethnic theme, is appropriate. Industrial uses are not appropriate.

Site No. D
Existing Condition: Mobile Homes, Vacant Land
Size: ± 29.0 Acres
Performance Standard Goal: 300 ADT/Acre
Discussion: Commercial retail uses, with a hotel complex and visitor center, is desired. A

residential component is also desired. Industrial uses are not appropriate.

Site No. E
Existing Condition: Industrial
Size: ± 4 Acres
Performance Standard Goal: 500 ADT/Acre
Discussion: Commercial retail, light industrial, and office uses are desired. Residential uses are not appropriate.

Site No. F
Existing Condition: Industrial
Size: ± 6.0 Acres
Performance Standard Goal: 600 ADT/Acre
Discussion: Commercial retail, light industrial, and office uses are desired. Residential uses are not appropriate.

Site No. G
Existing Condition: Commercial, Industrial, Vacant Land
Size: ± 17.0 Acres
Performance Standard Goal: 375 ADT/Acre
Discussion: Mixed commercial and residential uses are desired. Light industrial uses are appropriate.

Site No. H
Existing Condition: Mobile Homes
Size: ± 8.8 Acres
Performance Standard Goal: 600 ADT/Acre
Discussion: Commercial retail, office, and employment center uses are desired. Residential and industrial uses are not appropriate. Existing mobile homes are considered conforming uses.

Funding: General Fund
Timing: Concurrent with General Plan Adoption
City Dept.: Planning; Engineering (traffic); Redevelopment Agency

Issue IIA3: Redevelopment

A significant portion of the City is within the Redevelopment project area. Currently, over 2,000 acres are part of the project area, including most commercial and industrial properties. Because of this, Redevelopment is an integral part of the future development of the City.

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

Policies:

IIA3-1 Coordinate Redevelopment activities with all City departments and agencies.

IIA3-2 Actively promote public Redevelopment activities within the community, region, and among the development industry.

IIA3-3 Consider expansion of the Redevelopment Project Area, including residential uses.

IIA3-4 Actively encourage private investment in the Redevelopment project area.

Implementation Programs:

IIA3.1 *Redevelopment Expansion Report*

Objective: Prepare a report identifying potential new Redevelopment project areas. The report shall address issues and factors identified in California Health and Safety Code Sections 33000 et seq.
Funding: Redevelopment
Timing: Ongoing
City Dept.: Redevelopment Agency

IIA3.2 *Redevelopment Promotional Program*

Objective: Inform private investors of Redevelopment opportunities in Westminster. The Redevelopment Agency shall distribute their newsletters to the Building Industry Association, Construction Industry Federation, banks and lenders, and other groups who may be interested

in investing in Redevelopment efforts in the City.
Funding: Redevelopment
Timing: Ongoing
City Dept.: Redevelopment Agency

IIA3.3 *Commercial Property Improvement Program*

Objective: Provide funds for commercial "facelift" improvements such as signage, lighting, painting, exterior or remodeling, landscaping, etc.
Funding: Redevelopment
Timing: Ongoing
City Dept.: Redevelopment Agency

Issue IIA4: Community Plan Areas

The City of Westminster includes many unique areas. Areas such as the Little Saigon district, Barber City, and the Civic Center Complex contribute to the City's overall character. Because there are unique circumstances throughout the City, the ability to determine locally specific design and development standards is desired. To this end, the City has determined that the City Council should be permitted to establish defined Community Plan Areas (CPA) within the City.

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

Policies:

IIA4-1 All development within CPAs must demonstrate the provision of adequate off-street parking.

IIA4-2 Establish streetscape improvement programs detailing entry monumentation, median improvements, theme-oriented lighting, landscaping and signage standards, and funding sources where feasible. All standards shall be based upon an identified theme.

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.

IIA4-4 The City Council shall designate all CPAs. Little Saigon is the only recognized CPA at this time. Westminster desires to establish a regional tourist destination commercial, social, and institutional attraction based on an Asian ethnic theme in this area. To this end, the following policies will guide development of the Little Saigon CPA:

IIA4-4a. Investigate funding mechanisms, such as assessment districts, to provide for the development of public parking areas and structures.

IIA4-4b. All developments shall include pedestrian orientation and focus.

IIA4-4c. Coordinate the establishment of a Little Saigon District Maintenance Program with local business associations. The program shall include , educational brochures, incentives, and enforcement procedures to keep the area maintained.

Implementation Programs:

IIA4.1 *Ordinance Review and Update*

Objective: Revise the Zoning Ordinance, Design Standards, and other implementation documents to include provisions for the establishment of CPAs. A clear description of necessary findings for establishing CPA overlays must be formulated and included in the Zoning Ordinance. Other revisions may include, but are not limited to, provisions to allow area specific design standards, CPA overlays requiring detailed parking studies, and the establishment of Permitted Development Tables consistent with General Plan polices.

Funding: General Fund

Timing: Ongoing

City Dept.: Planning; Engineering; Redevelopment Agency

IIA4.2 *Little Saigon District Maintenance Program*

Objective: Maintain the overall positive appearance of the Little Saigon CPA. A District Maintenance Program, sponsored by the City and the local Chamber of Commerce shall be developed.

Funding: Redevelopment; Vietnamese Chamber of Commerce

Timing: Five Years

City Dept.: Planning; Code Enforcement; Redevelopment Agency; Building

IIA4.3 *Little Saigon Desired Development Table*

Objective: Delineate the land uses within the Little Saigon Community Plan Area. Development within the CPA should be consistent with Figure IIA-5 and City-approved design standards. The Planned Development sites within the CPA must comply with provisions of the performance standard goals, described in Issue IIA-2: Land Use Designations.

A list of desired, but not required, development land uses is described in the Planned Development designation. Should a particular desired type of development be determined as not practical (such as educational/institutional, cultural arts center, and other land use), the City and applicant will discuss land use alternatives, so long as the ultimate use will comply with provisions of the performance standard goals and Policy IIA2-9.

Figure IIA-5

Little Saigon Desired Development Table	
Land Use Designation	Acres
Residential - High Density (15-25 du/ac)	32.9
Commercial - General	80.7
Planned Development	
Residential	
Medium Density (8-14-du/ac)	10.3
High Density (15-25 du/ac)	40.0
Commercial	
General Retail	11.4
Hotel Complex	10.7
Mixed: Office/Employment Center/Retail	30.4
Mixed: Commercial/Residential	17.0
Public/Semi Public	1.0
Public/Semi Public	
Cultural Arts Center	10.0
Visitor Center	5.1
Educational/Institutional	15.8
Total*	256.3
*Total does not include road right-of-way.	

Funding: General Fund; Redevelopment
Timing: Ongoing
City Dept.: Planning; Redevelopment Agency

IIA4.4 *Little Saigon Design Standards*

Objective: Prepare Little Saigon comprehensive design standards to include, but are not limited to, streetscape improvements, architectural features, site design requirements, parking ratios, and signage.
Funding: General Fund; Redevelopment
Timing: Five Years
City Dept.: Planning; Redevelopment Agency; Building; Engineering

Issue IIA5: Public Facilities Improvement Fees

All development, existing and new, impacts the City of Westminster. These impacts may include traffic on the roadways, additional police and fire service requirements, overcrowding of schools, and natural resource depletion. New development, however, is necessary for the City's vitality and growth. Because of this, the City of Westminster must balance the inevitable growth with the ability to provide public services and infrastructure. The City believes that the cost of providing additional services and public infrastructure should be addressed by new development. Existing development should also contribute its fair share of funding, as necessary, to improve aging public facilities.

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

Policies:

IIA5-1 All new development shall pay its proportionate share of the 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.

Implementation Programs:

IIA5.1 *Public Facilities and Services Plan*

Objective: Create a detailed report, or series of reports, identifying public facility and service deficiencies and future requirements. The report(s) shall identify the total facilities and staffing needed, the proportion of the need caused by new development vs. existing deficiencies, and the established fee for that portion caused by new development. The Public Facilities and Services Plan(s) should include, but is not limited to, parks and recreation, schools, drainage, library services, water and

sewer systems, roadways, police and fire services and facilities, and other public services.

Funding: General Fund; Individual Service Agency Funds

Timing: Five Years with Annual Review

City Dept.: City Manager; Redevelopment Agency; Planning; Public Works; Engineering; Individual Service Agencies/Departments (Water, Sewer, Police, Fire, Community Services and Recreation, Library, and others)

IIA5.2 *Impact Fee Program*

Objective: Provide the City with the necessary authority to levy development impact fees for new developments. The fees shall be consistent with the Public Facilities Plan(s) and shall be reviewed annually and adjusted, if necessary, to reflect current improvements programming and facility costs.

Funding: General Fund; Individual Service Agency Funds

Timing: Annually

City Dept.: Engineering; Individual Service Agencies; City Manager; Public Works

IIA5.3 *Facilities Improvement Program*

Objective: Fund the correction of existing deficiencies utilizing all legally available sources including, but not limited to, State and Federal grants, the establishment of special assessment districts, Mello-Roos Community Facility Special Tax Districts, user fees, special taxes for police and fire services under Government Code Section 53978, and capacity charges for water and sewer service.

Funding: General Fund

Timing: Ongoing

City Dept.: City Manager; Engineering; Planning; Public Works

B. Housing

Section 65583 of the Government Code specifies that the Housing section consist of an identification and analysis of existing housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The Housing section is required to identify adequate sites for a variety of housing types to serve the needs of all socio-economic groups in Westminster. The Housing Section is consistent with all other Sections of the Westminster General Plan and is considered of equal status.

Public Input

Public input into the preparation of the Housing Section was established through the actions of a General Plan Advisory Committee (GPAC), made up of thirteen (13) City Council appointed members of the public. Public input was submitted at several of the GPAC meetings. A Community Opinion Survey was administered to obtain statistically valid input from land owners and residents of Westminster. The Survey included 26.3 percent of the respondents with household incomes less than $30,000, 38.1 percent with incomes between $30,000 and $60,000, and 35.6 percent with incomes greater than $60,000. The Survey included 29.3 percent of the respondents living in multifamily or mobile home units. Beyond the many GPAC meetings, the Planning Commission conducted two (2) public hearings, and the City Council held three (3) public hearings and several study sessions throughout the two (2) year General Plan hearing process. All public hearings and GPAC meetings were properly noticed according to State law (public posting of agendas, newspaper notices, etc). The comments received from the public, California Department of Housing and Community Development, and other agencies regarding the adequacy of the Housing Section were considered and addressed prior to formal adoption by the City Council.

Housing Section Description

The Housing Section of the Westminster General Plan, like all other sections, consists of an issue identification followed by pertinent goals, policies, and programs. Details regarding existing conditions, the residential site inventory, assessment of the current Housing Element, and other related information are found in Volume II, Chapter IVB.

The housing analysis presented here pertains to the current State statutory planning period which extends to June 30, 2000. The City of Westminster understands that it will be required to incorporate any regional share allocations, or other requirements, if new regional share allocations are adopted and or legislation is approved revising the current planning period.

Issue IIB1: Development of Housing

The City of Westminster is expected to experience an annual growth rate of approximately 1.0 percent over the life of the General Plan. By 2000, the population is estimated to be 90,500, and the number of housing units is expected to increase to approximately 29,800 (includes annexation of Midway City and portion of Garden Grove). Currently, the City has a vacancy rate of approximately three percent, which is below the SCAG identified regional standard of five percent. This low vacancy rate indicates a need for the development of additional housing. Other factors indicating the need for the development of additional housing units is the increasing household size, which is partially attributable to the ethnic and cultural diversification of Westminster, the high cost of housing, and the overall lack of affordable units. If the City is to address the need for new housing to reduce the problems of overcrowding and accommodate the growth of the City, sites must be identified and made available to the public and the home building industry. These sites should be available to develop a variety of housing types, sizes, and prices to satisfy the housing needs of all segments of society.

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

Policies: IIB1-1 The City of Westminster shall ensure that adequate and appropriate sites for housing are provided based upon the following criteria:

IIB1-1a. Locate residential uses in reasonable proximity to commercial and industrial areas and transportation routes to provide convenient access to employment centers.

IIB1-1b. Plan for residential land uses which accommodate anticipated growth from new employment opportunities.

IIB1-1c. Utilize the criteria listed below to identify and evaluate potential sites for low and moderate cost housing. Sites shall be:

- Located with convenient access to arterial highways and public transportation; schools, parks, and recreational facilities; shopping areas; and employment opportunities;
- Adequately served by public facilities, services, and utilities;
- Minimally impacted by seismic and flood hazards. Where such hazards cannot be avoided, adequate mitigation measures shall be incorporated into the design of all proposed development;
- Minimally impacted by noise;
- Compatible with surrounding existing and planned uses; and
- Located outside areas of predominately lower income concentrations.

IIB1-2 Minimize any adverse impacts resulting from the development of low and moderate income housing.

IIB1-3 Encourage the development and/or conversion of large units to rentals, providing affordable housing for large families thereby reducing overcrowded living conditions within the City.

IIB1-4 Stimulate the development of residential uses by reviewing, and where possible and appropriate, removing or minimizing existing identified constraints imposed by the City upon housing development.

IIB1-5 Within the constraints imposed by existing development patterns and land use designations, redesignate an adequate amount of land for housing development to meet future needs.

IIB1-6 Through incentives, encourage land owners in underdeveloped areas of the City to improve and increase the housing stock through lot consolidation.

IIB1-7 Monitor vacancy rates within the City to ensure that the provision of housing keeps pace with the demand for housing

Implementation Programs:

IIB1.1 *Identification of Adequate Sites*

Objective: The provision of sufficient sites for the development of a variety of housing types, sizes, and prices is a key element in any program designed to satisfy the housing needs of all segments of the community. The objective of this program is to ensure that adequate sites are identified and designated with appropriate Land Use and Zoning Designations so that Westminster will be able to accommodate its future housing need. As part of this program, the City shall annually implement actions necessary to ensure that properties identified in the Vacant and Underdeveloped Land Analysis (See Volume II), Planned Development sites, and other appropriate areas are designated so adequate housing unit potentials can be achieved for all income groups. The survey done in prepartaion of this Section identified the potential for 2,293 new units within the vacant, underdeveloped, and PD sites. The amount of land and the appropriate density of such redesignated/rezoned land would be determined during annual review.

To implement this program the City shall:

a. Establish and maintain, on an annual basis, a Land Use Inventory to facilitate the identification of vacant and underdeveloped sites that are suitable for development of a variety of housing types (including affordable housing) as well as other types of development;

b. Support new construction of affordable housing by redesignating or rezoning, where appropriate and desirable, based on the General Plan and any future revisions, existing residential land to permit higher density residential development;

c. Systematically review existing vacant and underdeveloped commercial, industrial, and public facility designated land for possible redesignation/rezoning to residential use, where consistent with General Plan goals and policies and where compatible with surrounding uses; and

d. Systematically review, and revise as necessary, existing General Plan land use designations and zoning classifications pertaining to presently vacant or underdeveloped properties if these designations and their associated densities are creating a constraint to the achievement of Westminster's housing goals.

Funding: General Fund
Timing: Annual review of Land Use Inventory
City Dept.: Planning

IIB1.2 *Lot Consolidation Program*

Objective: To encourage further residential development in the underutilized portions of the City identified by the Vacant and Underdeveloped Land Analysis, the City will offer a series of

incentives to projects which propose lot consolidation and residential development at the maximum allowable density. The City shall have full authority in determining compliance with the provisions of this program and the appropriateness of the project specific incentives. Incentives may be based upon the following criteria:

a. Consolidation of lots with development proposals at maximum density-Waiver of development application filing fees;

b. Consolidation of lots with development proposals at maximum density and restriction of 20 percent of units for lower income households- Waiver of development application filing fees and financial incentives such as those offered in the "Land Improvement Subsidies" or the "Mortgage Revenue Bond" Programs; and

c. Consolidation of lots with development proposals at maximum density and restriction of 40 percent of units for lower income households- Waiver of development application filing fees, and would include both financial incentives offered in the "Land Improvement Subsidies" and the "Mortgage Revenue Bond" Programs.

Funding: General Fund, Community Development Block Grant (CDBG) funds; Community Redevelopment Agency 20 percent set aside funds.

Timing: Establish in 1996

City Dept.: Planning; Redevelopment Agency

IIB1.3 *Redevelopment Agency-Land Acquisition Assistance Program*

Objective: Utilize the powers of the Redevelopment Agency to make land available at reasonable cost to developers who have demonstrated the ability to

build affordable housing for senior, handicapped, and other qualifying households.

Funding: Redevelopment
Timing: Ongoing
City Dept.: Redevelopment Agency

IIB1.4 *Emergency Shelter Program*

Objective: Provide shelter for residents in emergency situations, such as natural disasters and extreme weather conditions. To accomplish this, the City shall establish objective criteria for identifying sites and/or existing uses such as churches and meeting halls, that are suitable for the construction and/or use as emergency shelters. The City shall allow churches the ability to provide emergency shelter needs without requiring an amendment to their conditional use permits, and allow emergency shelters in residential zones under the same requirements governing boarding houses. Where possible and appropriate, utilize City staff or resources to assist in the county's emergency shelter program.

Funding: General Fund
Timing: Establish criteria within one year, identify sites within one year from the establishment of criteria
City Dept.: Planning; Redevelopment Agency; Community Services and Recreation

IIB1.5 *Transitional Housing Program*

Objective: Encourage the establishment of transitional/ emergency shelters by permitting transitional housing that contains six persons or less in any residential zone. Also, allow the use of transitional housing of six persons or more under the same requirements that govern boarding houses (boarding houses are allowed in the R3, R4, and R5 zones). Where appropriate, utilize the powers of the Redevelopment Agency to subsidize the cost of land and off-site improvements for developers willing to build transitional housing. Where possible and

appropriate, utilize the Redevelopment Agency to purchase and rehabilitate existing residential structures for transitional housing use.

Funding: General Fund; CDBG funds; Low Income Housing Fund; HOME Program funds (Title II, of National Affordable Housing Act of 1990)

Timing: Ongoing

City Dept.: Planning; Redevelopment Agency; Grants and Housing Division

IIB1.6 *Land Improvement Subsidies*

Objective: Subsidize the cost of land and off-site improvements for the provision of affordable housing for low income households.

Funding: CDBG funds; Low Income Housing Fund; HOME Program funds (Title II, of National Affordable Housing Act of 1990)

Timing: Ongoing

City Dept.: Redevelopment Agency; Grants and Housing Division

IIB1.7 *Ordinance Review and Update*

Objective: Increase opportunities for the development of affordable housing by modifying Zoning Ordinance standards and programs, while encouraging residents and developers to utilize housing programs. Review and modification of the following programs is a priority:

a. Development Processing Guidelines - To reduce constraints to the development of housing, the development guidelines which specify the procedures, materials, time frames, and costs associated with various zoning and subdivision applications, should be reviewed, modified where appropriate, and periodically updated.

b. Review of Development Requirements - Systematically review residential development requirements pertaining to, but

not limited to, density, land coverage, setbacks, parking requirements, minimum floor areas, and where appropriate and desirable, modify these standards to lower the cost of providing affordable housing. Establish project review procedures to allow variances to development standards that can be demonstrated to significantly increase the cost of housing and are not considered critical to the protection of the resident's health, safety, and welfare.

c. Granny Flat Ordinance - Encourage development of Granny Flat units by removing constraints within the ordinance so this dwelling unit option is more desirable (i.e., reduce time frames, fee waivers, etc).

d. Manufactured Housing - Encourage the provision of affordable housing by allowing manufactured housing (including mobile homes) in single-family residential zones subject to certain conditions as mandated by State law (architectural compatibility, require foundations, etc).

e. Relocation of Existing Housing - Encourage low-cost housing by permitting the relocation of existing residential structures into the City.

f. Incorporate the Regional SRO Development Standards into Zoning Ordinance, consistent with the Orange County Building Association Guidelines.

Funding: General Fund
Timing: Ongoing (Annual Review)
City Dept.: Planning; Engineering; Building

IIB1.8 *Density Bonus*

Objective: Administer and market the Density Bonus program which allows developers the opportunity to exceed the maximum district density when a

percentage of the units are reserved for lower income households.

Funding: General Fund
Timing: Ongoing
City Dept.: Planning

IIB1.9 *Mortgage Revenue Bonds*

Objective: Continue to allow, where appropriate, Mortgage Revenue Bond funds to finance the construction of housing for low, moderate, and senior citizen rental housing.
Funding: Bond sales; Low Income Housing Fund
Timing: Ongoing
City Dept.: Redevelopment Agency; Grants and Housing Division

IIB1.10 *Waiver of Fees*

Objective: Encourage the development of affordable housing units by considering a waiver or reduction of City zoning and development fees for new affordable residential housing developments.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; City Manager

IIB1.11 *Housing Construction Monitoring*

Objective: Establish and maintain a questionnaire and inventory system to monitor the growth of the housing stock. This questionnaire, which could be administered prior to issuance of the Certificate of Occupancy, could be utilized to track product type development and affordability. This data would be tabulated on an annual basis to determine the City's position in achieving its housing goals.
Funding: General Fund
Timing: Establish by 1997
City Dept.: Building; Planning

Issue IIB2: Conservation of Housing Resources

The State of California has made housing conservation a high priority, especially for low and moderate income households. Although the majority of the existing housing stock in Westminster is more than 25 years old, most of the residences in the City appear to be in sound condition. However, portions of the City have deteriorated and are in need of rehabilitation. Conversion of single-family units to duplexes and higher density structures is also occurring in the City. The community has expressed the desire to preserve the character of their neighborhoods.

Goals: **Conserve the character and quality of the existing neighborhoods.**

Conserve natural resources in the development and rehabilitation of all housing units.

Policies:

IIB2-1 Ensure all existing and proposed residential structures are not hazardous to the health, safety, and general welfare of Westminster's residents through proper and reasonable enforcement of all building, housing, and zoning codes.

IIB2-2 Promote the maintenance, repair, and rehabilitation of all existing housing units to prevent deterioration of the housing stock in the City.

IIB2-3 Take action to promote the removal and replacement of substandard units which cannot be rehabilitated.

IIB2-4 Provide and maintain an adequate level of community facilities and municipal services in all community areas.

IIB2-5 Improve and upgrade community facilities and services where necessary.

IIB2-6 Promote, and where feasible, assist in the rehabilitation of existing rental units affordable to low and moderate income households.

IIB2-7 Require water and energy conservation techniques in the development and/or rehabilitation of all housing units through conditions of approval.

Implementation Programs:

IIB2.1 *Housing/Rental Rehabilitation Program*

Objective: Maintain the quality of owner occupied and rental housing stock by continuing to make available Housing and Community Development Block Grant funds for rehabilitation loans to qualified households and landlords. Funds collected for this program will be held in the City administered Rehabilitation Fund.
Funding: State HCD Rental Rehabilitation Program; CDBG funds; HOME Grant
Timing: Ongoing
City Dept.: Grants and Housing Division

IIB2.2 *Building Code Enforcement*

Objective: To ensure that all new residential development and existing residential uses are safe for public use, the City will enforce and expand, where necessary, the property maintenance provisions embodied in the Uniform Building Code and Land Use Ordinance.
Funding: General Fund
Timing: Ongoing
City Dept.: Building; Code Enforcement

IIB2.3 *Public Facilities Monitoring and Improvement*

Objective: Establish a monitoring program to analyze community facilities in existing residential areas of the City. The program will identify aging or inadequate facilities, and target funds to improve and upgrade these facilities.
Funding: General Fund
Timing: Establish program during 1996
City Dept.: Engineering; Public Works; Redevelopment Agency; Community Services and Recreation

Issue IIB3: Preservation of Existing Affordable Housing Stock

Existing rental units provide a valuable source of housing which should be protected from conversions and/or demolitions, if the City is to provide for the variety of housing choices cited in State Law. Specifically, there are 132 units of Government assisted housing units at risk of conversion to market rate. As land becomes an increasingly valuable commodity, mobile home parks, which provide a valuable source of affordable housing, are often considered for conversion to alternate land uses. Regarding potential displacement and relocation of mobile home park residents, a conversion ordinance exists to address these concerns.

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

Policies:

IIB3-1 Preserve the existing affordable housing stock "at risk" of converting to market rate for the longest term possible. The ideal is permanent preservation of affordability.

IIB3-2 With regards to "at risk" affordable housing, seek Regulatory Agreements which provide Westminster, or its designee, opportunity to purchase the property at the conclusion of the mortgage.

IIB3-3 Minimize displacement of current tenants by negotiating anti-displacement policy or relocation mitigation with the owner, if permanent preservation of affordable "at risk" housing is not possible in a particular case.

IIB3-4 Structure transactions so that minimal to no displacement occurs at the termination of controls in all new restricted developments.

IIB3-5 Ensure that the interests of residents occupying rental apartments and mobile home parks are properly represented and protected in cases of proposed conversion to condominiums or alternate uses.

Implementation Programs:

IIB3.1 *Section 8 Rental Assistance*

Objective: Support the Orange County Housing Authority in its efforts to maintain the 699 very-low income households in the City receiving Section 8 subsidized rental assistance and expand this program to include more households as funding allows.
Funding: Housing and Urban Development Funding to Orange County Housing Authority
Timing: Ongoing
City Dept.: Grants and Housing Division; Orange County Housing Authority

IIB3.2 *Condominium Conversion*

Objective: The City shall maintain and enforce the provisions of the City's Condominium/Stock Cooperative Conversion Ordinance.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning

IIB3.3 *Mobile Home Park Conversion Ordinance*

Objective: The City will maintain and enforce the Mobile Home Park Conversion Ordinance which requires a Relocation Impact Report (RIR) that must assess the effects of a proposed conversion on the tenants and establishes a program of relocation benefits tailored to the particular needs of each tenant. The City shall monitor each potential conversion to determine the potential impact of the loss of any affordable lower-income units. Should the City determine that there will be a net loss of lower-income affordable units due to the proposed conversion, the developer will be required to mitigate such loss as deemed necessary by the City.
Funding: General Fund
Timing: Ongoing
City Dept.: Mobile Home Park Commission; Planning

IIB3.4 *Preservation of "At Risk" Affordable Housing Units*

Objective: Assist in the permanent preservation of all units "at risk" of converting from affordable housing to market rate by utilizing the program strategies identified below. Monitor "at risk" units to ensure long-term preservation.

Program Strategies

The two projects that are "at risk" of conversion fall under the Low-Income Housing Preservation and Resident Home Ownership Act (LIHPRHA) of 1990 (Title VI), and therefore are eligible to prepay their loan and convert to market rate, or maintain the low-income status through incentives. Both projects were financed by the Section 236 Program and are privately owned by for-profit owners. LIHPRHA is intended by the federal government to be a permanent solution to the "prepayment problem" which has arisen for Section 236 projects. Under LIHPRHA, owners of Section 236 projects have an opportunity to negotiate with HUD for a series of incentives which will raise the return on investment, either through the refinancing of that return, or over time. Under LIHPRHA, an eight percent rate of return is guaranteed to owners who stay in the program and financing is available to assist purchasers where an owner wants to sell.

Under the LIHPRHA Program, three scenarios may occur: 1) The owner attempts to prepay; 2) the owner stays in the program with incentives; or 3) the owner elects to sell. Strategies to preserve LIHPRHA-eligible properties under each scenario are listed below:

1. Owner perceives that the property is no longer needed for affordable housing and seeks to prepay mortgage. This is not likely to occur because an owner must prove to

HUD that the housing is no longer needed as affordable.

Strategies under this scenario include:

a. Provide HUD Area Office with information on the importance of the particular housing to the community and the overall demand for affordable housing.

2. Owner elects to continue with incentives. Owner continues to rent to low-income people for a minimum of 50 years in return for a series of incentives which provide for an increase in cash flow and refinancing.

Strategies in this case include:

a. Request a copy of the Plan of Action (POA) from the U.S. Department of Housing and Urban Development (HUD) upon its submission. Review that Plan of Action, and submit comments to HUD;

b. Share the Plan of Action with the tenants and other interested parties and provide technical support and assistance to tenant groups in preparation of comments; and

c. Arrange with the owner to inspect the property and share with HUD any concerns that the City may have for rehabilitation needs. HUD typically does an inspection upon POA submission, and requires as part of the Plan of Action negotiation that the owner bring the property to an improved condition. This may include requiring the owner to recapitalize the maintenance reserve account to provide for improvements in the future. It is important for the City to play an active role in this process to ensure that HUD requires the owner to make all the necessary property improvements to meet local needs and desires. The City could also make

certain that HUD is requiring the recapitalization of the reserves to ensure the long-term maintenance of the property, since the property will not be eligible for further subsidies for at least 20 years.

3. Owner elects to sell the property, in which case they are eligible to be paid Preservation Value (the current market value of the property) as market-rate housing. When the owner elects to sell, he is required to notify a "Priority Purchaser." A Priority Purchaser may include a nonprofit, a tenant group, or a local or state government agency. Priority purchaser's have a 12-month exclusive negotiation period. If no Priority Purchaser makes an offer during the first 12 months, any other entity who agrees to preserve the affordability may make an offer during the next three months. If the owner elects to sell and is unable to identify a buyer, then he/she has an opportunity to prepay the mortgage and convert the housing to market rates at the end of the 15-month sale notice period. Strategies under this scenario:
   a. Assist in the identification of a potential buyer;

   b. Provide general support for non-profit or tenant purchase;

   c. Educate and support the buyer by assisting in obtaining predevelopment financing and meeting the federal equity requirement, which is at least five percent of the preservation equity of the property;

   d. Educate and support tenants in their efforts to acquire the property or preserve it as affordable;

e. In the event that there is not another buyer, the local government, or a party on behalf of the City, such as the local Housing Authority, the County or a City-appointed group, should exercise its Right of First Refusal or Option to Buy, which would name the City or its appointed group as a potential buyer;

f. Issue tax-exempt financing on behalf of the purchaser of the property, thus lowering the costs of funds, which may be critical to the long-term stability of the property. Properties will be credit-enhanced because any property eligible to file under LIHPRHA is also eligible for a Section 241(f) loan (FHA-insured mortgage); and

g. If necessary, require a phase-in of rent increases to avoid sudden significant increases in rent for an individual tenant which might lead to displacement.

Funding: CDBG funds; HOME funds; Redevelopment 20 percent set aside funds; HUD financing packages

Timing: Began negotiations with the owners of the identified 132 units and with the Department of Housing and Urban Development in 1993. Ongoing Monitoring.

City Dept.: Grants and Housing Division; HUD

Issue IIB4: Improvement of Housing Opportunities and Accessibility

Typically, the housing in Westminster is of good quality, varied in type, and provides opportunities to various groups. However, the housing stock can be improved by increasing the affordability of housing, expanding rental opportunities for large households and families with children, improving accessibility of housing with regards to architectural barriers for the elderly and disabled populations, establishing and assisting emergency and temporary shelters to provide guidance for the

homeless population, preventing discrimination with regard to housing access based upon race, color, creed, religion, age, presence of children, household type, employment and socioeconomic level, and increasing knowledge regarding housing opportunities within Westminster.

Goal: **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.**

Policies:

IIB4-1 To ensure adequate provision of housing for all economic segments of the community, the City of Westminster shall:

IIB4-1a. Undertake economically feasible programs to provide for housing throughout the community to meet the needs of low and moderate income households;

IIB4-1b. Provide the management and personnel resources necessary to carry out identified housing programs and responsibilities;

IIB4-1c. Continue and expand utilization of federal and state housing assistance programs;

IIB4-1d. Encourage the participation and financial commitment of private entities in attaining housing goals; and

IIB4-1e. Encourage the provision and continued availability of a range of housing types throughout the community, with variety in the number of rooms and degree of amenities.

IIB4-2 Provide for adequate numbers of housing units to meet the needs of families of all sizes.

IIB4-3 Provide for sufficient rental units for families with children.

IIB4-4 Promote housing which meets the special needs of handicapped and elderly persons.

IIB4-5 Promote fair housing practices throughout the City.

IIB4-6 Promote available housing programs by increasing awareness through marketing and public educational programs.

Implementation Programs:

IIB4.1 *Rehabilitation for Handicapped Access*

Objective: Make rehabilitation loans available to qualified households for modifications to existing dwellings to facilitate access by handicapped persons.
Funding: CDBG funds
Timing: Ongoing
City Dept.: Grants and Housing Division

IIB4.2 *Senior Rental Subsidies*

Objective: Provide rent subsidies to very-low and low-income tenants, including 49% of the 132 units at the "Rose Gardens Senior Housing Project," and 20% of the apartments at the 312 unit "Westminster Senior Apartments."
Funding: Low Income Housing Fund; HOME funds; Multi-family Housing Revenue Bonds 1985 Series A (for Westminster Senior Apartments)
Timing: Began rent subsidies in 1994 (Rose Gardens Senior Apartments); Began in 1987 (Westminster Senior Apartments)
City Dept.: Grants and Housing Division

IIB4.3 *Home Ownership Opportunity Assistance*

Objective: Increase opportunities for home ownership for large and low and moderate income families through options such as down payment assistance, mortgage subsidies, and tax credits.
Funding: Southern California Home Financing Authority (SCHFA), Redevelopment 20 percent set aside funds, HOME Funds, Home Ownership for People Everywhere (HOPE III), Loan paybacks
Timing: Ongoing (established in 1992)
City Dept.: Grants and Housing Division

IIB4.4 *"Shelter for the Homeless" Housing Grant*

Objective: Continue to provide financial assistance to non-profit organizations such as the "Shelter for the Homeless," in the sum of $40,000 annually, as funds are available. An additional $74,000 in Redevelopment 20 percent set-aside funds are allocated to other non-profit organizations to assist persons who are homeless and in need.
Funding: Low and Moderate Housing Funds; Redevelopment 20 percent set-aside; Non-profit Housing Grants
Timing: Ongoing
City Dept.: Grants and Housing Division; Redevelopment Agency

IIB4.5 *Fair Housing Council*

Objective: Provide counseling and advisory services by continuing to contract with the designated Fair Housing Council in regard to fair housing issues involving Westminster residents, such as complaints regarding discrimination in all housing matters.
Funding: CDBG funds
Timing: Ongoing
City Dept.: Grants and Housing Division

IIB4.6 *Housing Directory*

Objective: Increase knowledge and awareness as to the use of housing programs and other housing related information (i.e., complaint referrals) available to City residents by creating a comprehensive synopsis of various housing-related programs which are made available to Westminster residents.
Funding: CDBG funds
Timing: Publish in City quarterly newsletter
City Dept.: Grants and Housing Division

IIB4.7 *Large Family Rehabilitation/Construction Program*

Objective: Encourage the rehabilitation of large rental units (3 bedrooms or more) and the addition of rooms to single-family detached units to provide relief of overcrowded conditions. Program may include waiver of fees for new development providing large units and/or variances for room additions.
Funding: CDBG funds; Redevelopment
Timing: Two (2) Years
City Dept.: Planning; Building; Redevelopment Agency; Grants and Housing

IIB4.8 *Staff Resources*

Objective: Maintain sufficient staffing to administer and coordinate housing programs. The City of Westminster has a full-time staff person to coordinate housing programs. This person coordinates the Grants and Housing Division.
Funding: CDBG funds; Redevelopment
Timing: Maintain staffing for the duration of the Planning Period.
City Dept.: City Manager; Grants and Housing Division; Redevelopment Agency

Housing Program Quantified Objectives

As required by State Law, a Housing Section must provide Quantified Objectives, by income group, for all programs. Listed below is a summary of the Housing Section programs and objectives and a quantified breakdown of the objective by income group. It should be noted that these objectives are dependent upon many variables that are beyond the control of the City of Westminster, such as funding from the State and Federal Government, and participation in programs by the public. Assuming adequate funding and full participation from the public occurs, the City could achieve 100 percent of its stated objectives.

Due to State budget constraints, revised Regional Housing Needs (RHNA) projections were not available prior to the adoption of the General Plan. The State recently extended the current planning priod to June 30, 2000. Therefore, the City is utilizing the existing RHNA unit allocations until June, 2000. New RHNA allocations will be incorporated into the Housing Section update if they become available prior to that time. Existing RHNA allocations for the City of Westminster identify a goal of providing 1,306 units. Income level breakdown includes 206 very low, 283 low, 301 moderate, and 516 high income units.

As discussed in the General Plan technical support document (Volume II), the City of Westminster has made progress in achieving thier objectives. Since 1989, 465 new housing units have been constructed in the City. Of the 465, 133 were single-family, 309 multi-family, and 23 mobile homes. Included in these figures is the Temple Village project (68 multifamily units) and the Rose Gardens Senior Housing project (132 senior units), both of which contribute to the provision of affordable housing in Westminster.

Based on assumptions of affordability, the remaining 841 Future Housing Needs for the remainder of the planning period are allocated as follows: 132 very low-, 172 low-, 155 moderate-, and 382 high-income units. This assumption allocates the 465 constructed units as follows: 134 units for high-income, 146 for moderate-income, 111 for low-income, and 74 for very low-income. These assumptions do not account for the 1,300 room additions and/or alterations constructed in Westminster over this period.

City of Westminster Housing Summary and Quantified Objectives

Key to Income Breakdown:

VL: Very Low Income
L: Low Income
M: Moderate Income
H: High Income

Issue IIB1: Development of Housing

Program	Quantified Objective	Quantified Objective Breakdown by Income				
		VL	L	M	H*	Total
Identification of Adequate Sites	Identify potential sites for housing to meet future goals	520	798	654	321	2,293
Lot Consolidation Program	Increase development potential in identified underdeveloped areas of the city through lot consolidation.	10	10	5	0	25
Redevelop-ment Agency-Land Acquisition Assistance Program	Utilize Redevelopment Agency powers to provide land for affordable housing	10	10	10	0	30
Emergency Shelter Program	Establish criteria within 1 year; identify 2 sites within 2 years	5	0	0	0	5
Transitional Housing Program	2 sites for two year period	2	3	0	0	5
Land Improvement Subsidies	Subsidize land costs and off-site improvement for low income households	72	60	0	0	132

Program	Quantified Objective	Quantified Objective Breakdown				
		VL	L	M	H*	Total
Zoning Ordinance Update	Update and market zoning ordinance programs which encourage low income housing development such as:	N/A	N/A	N/A	N/A	N/A
	1. Granny Flat Ordinance	10	0	0	0	10
	2. Manufactured Housing	2	0	3	0	5
	3. Relocation of Existing Housing	0	0	2	0	2
	4. Development Process Procedures	0	10	0	0	10
	5. Development Requirements	0	10	0	0	10
Density Bonus	Permit development proposals to exceed density caps in exchange for affordable housing units	15	20	0	0	35
Mortgage Revenue Bonds	Allow mortgage revenue bonds to finance low and moderate income senior rental housing	0	10	10	0	20
Waiver of Fees	Encourage development of affordable housing by waiving specified fees	0	10	0	0	10
Development Monitoring Program	Monitor development of housing types and affordability to measure effectiveness of housing programs	N/A	N/A	N/A	N/A	N/A

Issue IIB2: Conservation of the Housing Resources

Program	Quantified Objective	Quantified Objective				
		VL	L	M	H*	Total
Housing/Rental Rehabilitation Program	Lend HCD funds to qualified households and landlords to rehabilitate: 1. Single family homes 2. Rental units	5	5	5	0	15
Building Code Enforcement	Enforce property maintenance through uniform building code and land use ordinance	N/A	N/A	N/A	NA	N/A
Public Facilities Monitoring Program	Monitor public facilities in existing residential areas of the city and target CIP funds to maintain necessary services	N/A	N/A	N/A	NA	N/A

Issue IIB3: Preservation of Existing Affordable Housing Stock

Program	Quantified Objective	Quantified Objective Breakdown				
		VL	L	M	H*	Total
Section 8 Housing	Support OCHA in providing rental subsidies	750	0	0	0	750
Condominium Conversion Ordinance	Maintain and enforce condo conversion ordinance	N/A	N/A	N/A	NA	N/A
Mobil Home Park Conversion Ordinance	Enforce mobil home conversion ordinance; require RIR	N/A	N/A	N/A	0	N/A
Preservation of "At Risk" Housing Units	Preserve 132 units at risk of conversion to market rate	32	100	0	0	N/A

Issue IIB4: Improvement of Housing Opportunities and Accessibility

Program	Quantified Objective	Quantified Objective Breakdown				
		VL	L	M	H*	Total
Rehabilitation for Handicap Access	Make rehab loans available to handicap persons	5	5	5	0	15
Senior Rental Subsidies	Provide rental assistance to seniors living in the Westminster Senior Apartments	20	10	0	0	30
Home Ownership Opportunity Assistance	Increase Home Ownership opportunities through down payment assistance, mortgage subsidies, and tax credit programs	10	15	0	0	25
Housing Grant	Provide financial assistance to shelters for the homeless	5	5	0	0	10
Fair Housing Council	Contract with Orange County Fair Housing Council to handle housing issues for Westminster residents	N/A	N/A	N/A	NA	N/A
Housing Directory Programs	Create comprehensive synopsis of housing programs	N/A	N/A	N/A	N/A	N/A
Large Family Rehabilitation/ Construction	Provide stimulus for larger unit development and rehabilitation	10	10	10	0	30
Staff Resources	Ensure adequate staffing to administer programs	N/A	N/A	N/A	N/A	N/A

*It is assumed that high income unit goals can be achieved through the identification of adequate sites, therefore, no programs will be utilized for this purpose.

C. Conservation

State Government Code Section 65302 states that the general plan shall address the conservation, development, and utilization of natural resources. State Guidelines specify that, "to the extent applicable," the following issues are mandatory and must be addressed: water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, other natural resources, water programs developed in coordination with other water agencies, and mineral issues. Other issues, such as flood control and energy resources, may also be included in the Conservation section. Westminster is predominately built-out, therefore, many of these issues are irrelevant. The following issues are determined to be applicable and important to Westminster.

Issue IIC1: Energy Conservation

Energy consumption is required for nearly every aspect of one's daily activities. The use of electricity, natural gas, and transportation fuels helps society function, but also creates a dependency on the energy resources. Because society is dependent on these energy sources, it is imperative that it use them in an efficient manner so as to conserve them for future generations. The way to ensure the conservation of energy resources is to plan for their use.

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

Policies:

IIC1-1 Pursue the use of energy efficient public vehicles.

IIC1-2 Pursue the development of a comprehensive City-wide Energy Plan. The plan shall promote energy conservation measures,

and shall consider ongoing programs such as retrofitting appliances and solar assisted energy requirements.

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.

Implementation Programs:

IIC1.1 *Energy Plan*

Objective: Create a comprehensive plan detailing conservation measures to be pursued by the City. The Plan shall address the following:

a. Coordination with Southern California Edison (SCE) in efforts to promote free home energy surveys and conservation items, such as fluorescent light bulbs and low-flow water fixtures;

b. The promotion of public transportation, carpooling, and other vehicle trip reduction techniques;

c. The establishment of energy efficiency standards for new construction;

d. Public awareness of energy conservation through all forms of media;

e. The use of energy efficient public buildings and materials; and

f. The location of additional recycling centers.

Funding: General Funds
Timing: Five years

City Dept.: Planning; Engineering; SCE; Southern California Gas Company (SCGC)

IIC1.2 *Ordinance Review and Update*

Objective: Ensure that California Environmental Quality Act (CEQA) review procedures, Uniform Building Code requirements, and City development ordinances are implemented to promote energy conservation.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Building

IIC1.3 *Source Reduction and Recycling Element (SRRE)*

Objective: Implement the City's SRRE, developed to meet AB 939 requirements.
Funding: General Fund; Service Agency Funds; User Fees
Timing: Ongoing
City Dept.: City Manager; Public Works; Garden Grove Sanitary District; Midway City Sanitary District

Issue IIC2: Water Conservation

Water is an increasingly precious resource for Westminster residents. Due to the extensive development of the City, water absorption into local aquifers is hampered, thereby increasing the reliance on out of City sources. Westminster realizes the need to conserve water and will promote the improvement of its production facilities, storage facilities, pumping stations, and distribution systems.

Goal: **Conserve water resources in the City.**

Policies:

IIC2-1 Continue to implement and update the Urban Water Management Plan.

IIC2-2 Enforce the provisions of the Westminster Municipal Code, "Landscape and Irrigation Design Standards."

IIC2-3 Pursue the development of reclaimed water systems throughout Westminster.

IIC2-4 Promote water conservation measures through drought and non-drought years.

IIC2-5 Require all new construction, with indoor plumbing, to install low-flow toilets, faucets, and shower heads and encourage the installation of water conserving appliances such as washing machines and dishwashers.

Implementation Programs:

IIC2.1 *Urban Water Management Plan*

Objective: Continued implementation of the Urban Water Management Plan.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering; Public Works; Code Enforcement; Water Agencies

IIC2.2 *Public Information Program*

Objective: Coordinate with the Water agency to prepare and distribute public information pamphlets to assist residents in their conservation efforts. Information to be contained in the pamphlets should include simple sprinkler design and identification of low cost drought tolerant plants.
Funding: User Fees
Timing: Two Years
City Dept.: Planning; Engineering; Water Agencies

Issue IIC3: Cultural Resources

The City of Westminster is one of the most diverse cultural communities in Southern California. Founded by Presbyterian Reverend Lemuel P. Webber in 1870, the Westminster agricultural community has developed into the estimated 80,000-person City it is today in just over 120 years. The City's most prominent cultural change was triggered in 1975, with the fall of Saigon and the in-migration of Vietnamese refugees into Westminster. The success of the Vietnamese integration into the American social, political, and business systems is evident in the growing success of the Little Saigon district, the largest cultural and commercial district of its kind outside of Vietnam. Westminster now faces the

challenge of preserving its past while continuing forward with a very diverse population.

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

Policies:

IIC3-1 Encourage interaction and coordination between the Westminster and Vietnamese Chambers of Commerce.

IIC3-2 Increase public awareness of City-sponsored cultural events and promote activities of organized cultural organizations.

IIC3-3 Establish a multi-cultural focal point in Westminster.

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

IIC3-9 Promote and preserve the richly diverse cultural heritage of Westminster residents by providing and encouraging performance and visual arts opportunities for all segments of the community.

IIC3-10 Encourage the continued operation of a physical venue for community arts groups, local ethnic groups, schools, as well as a variety of music, dance, and theatrical events.

Implementation Programs:

IIC3.1 *Demolition Review*

Objective: Prohibit the demolition or movement of historic structures without an evaluation of the condition of the structure, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives, including adaptive re-use for non-residential purposes.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Building

IIC3.2 *Cultural Participation Program*

Objective: The question has been asked, "How can we (the City) scale the wall of cultural differences to assure participation?" Responses include, "We must all be directed by the same plan created for the betterment and best interest of our City, instilling and implementing education toward that goal throughout all cultural communities... (decisions and standards) must be consistent to procure good will, harmony, and participation from every resident and business owner in making the City of Westminster the very best" (GPAC meeting, April 28, 1993).

The Cultural Participation Program is intended to establish cultural education among all residents. The Program shall include, but is not limited to, the distribution of cultural educational material,

	the establishment of community forums to discuss issues, community representatives discussing the need to understand cultural differences at local schools, and the establishment of a cultural liaison position within the City staff.
Funding:	General Fund; Vietnamese and Westminster Chambers of Commerce
Timing:	Ongoing
City Dept.:	City Manager; School Districts; Community Services and Recreation

D. Open Space

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 (See Community Services Section); and
- public health and safety.

Open space lands, for purposes of this discussion, do not include City parks. City parks are discussed in the Infrastructure and Community Services Chapter (Chapter IVC of this Volume) within the Parks and Recreation Issue Subsection (Issue IVC1).

Issue IID1: Provision and Use of Open Space

The City of Westminster is transected by over 218 acres of public easements, providing significant opportunity for open space usage. These public corridors include the Orange County Flood Control Channels, Southern California Edison right-of-way, and the Southern Pacific Transportation Railroad right-of-way. Other non-improved open space lands include the scattered vacant parcels and lands used for agriculture.

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

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 open space uses within the Southern California Edison right-of-way.

Implementation Programs:

IID1.1 *Ordinance Review and Update*

Objective: Periodically review open space requirements for new developments to ensure that there are provisions for adequate open spaces, such as setbacks, common areas, court yards, etc. Additionally, ordinances shall allow for agricultural and open space uses within public utility corridors.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Community Services and Recreation

IID1.2 *Government Coordination*

Objective: Pursue the establishment of walking, riding, and running corridors along the County drainage channels, where feasible. The City shall discuss the issue with appropriate agencies to determine improvement costs, maintenance, and liability issues.
Funding: General Fund
Timing: Ongoing
City Dept.: Community Services and Recreation

III. Economic Resources

III. Economic Resources

A. Economic Development

Government Code Section 65303 enables Westminster to include an Economic Resources Chapter in the General Plan. The City believes planned Economic Development to be of premier importance to the long-term well-being of Westminster.

Issue IIIA1: Economic Vitality of the Community

Economic vitality of the City of Westminster is influenced by the quality and character of its residential environment, business development opportunities and success, cost-effectiveness of government controls and services, and efficiency of communication and transportation systems linking all segments of the community. The City represents an economic microcosm linked to the surrounding Orange County and Southern California region. The City contributes to the broader regional economy by providing job and housing opportunities, goods and services, etc., and benefits from similar opportunities created beyond its' geographic boundaries.

Beyond these benefits, Westminster is also subject to negative effects caused by external demands on infrastructure, region-wide dislocation of land use that adds to traffic congestion, and land costs. Periodic recessionary cycles that impact the region negatively affect the City as well. The ability to achieve long-term economic strength and vitality depends on the efficiency and adaptability of local land use activities and policies. The City's ability to capitalize and adapt to changing economic conditions affects business development opportunities, retail competitiveness, employment opportunities, residential lifestyle, and fiscal solvency and growth.

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

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.

Implementation Programs:

IIIA1.1 *Community Leadership and Focus*

Objective: Integration of General Plan goals and policies as part of the underlying purpose directing the decisions and actions of elected, appointed, and otherwise involved individuals or groups. The common underlying purpose is applicable to all specific endeavors, whether initiated by City staff, elected officials, citizen groups, or private enterprise, and forms a framework wherein the common benefit is recognized and supported progress is realized.

Funding: Not Required

Timing: Ongoing

City Dept.: Elected Officials; Appointed Officials; Staff; Organized Citizen or Business Groups; Individuals; Private Enterprise Interests

Issue IIIA2: Business Development Opportunities

Westminster has roughly 820 acres developed for the purpose of commercial enterprise, encompassing 9.5 million square feet of building space. Roughly 2,200 separate businesses operate in the community,

including retail merchandisers, office and professional services, industrial and distribution operations, medical service providers, lodging facilities, etc. The composition, competitive strength, and longevity of such enterprises are greatly influenced by the level of business opportunity existing at any given moment. Opportunities are affected by availability, suitability, and affordability of space needed to conduct business. In addition, accessibility to employment, material, and consumer resources needed for the respective business application also affects the probability of success. Historically, the retail sector of the City of Westminster has performed in a competitive and effective manner. Opportunities to capitalize on employment growth supporting office and industrial development have not been as strong, evidenced by the City's minor role as an employment center among north coastal communities of Orange County. The General Plan represents an opportunity to provide for continued strength within the community's retail sector and stimulate other forms of business and economic development.

Goal: **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.**

Policies:

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.

IIIA2-6 Maintain current listings of permitted businesses and regularly monitor the utilization of the permitted commercial space.

Implementation Programs:

IIIA2.1 *Ordinance Review and Update*

Objective: Review, amend, and revise City Zoning Ordinance, City Subdivision Ordinance, Design Standards, and other implementation instruments in order to stimulate functional design concepts and sites of sufficient size to facilitate effective development projects accommodating retail, office, industrial, and other business activities.

Funding: General Fund

Timing: Ongoing with coordinated City-wide effort every five to seven years.

City Dept.: Planning; Building; Engineering; Redevelopment Agency

IIIA2.2 *Development Review Process*

Objective: Review proposed developments with consideration given to probable feasibility of intended land use activities; probable fiscal benefits accruing to City on a net basis; and functional improvements that serve to create a competitive development versus cosmetic improvements that merely add to the cost of construction and diminish competitive pricing opportunities.

Funding: General Fund

Timing: Ongoing

City Dept.: City Council; Planning Commission; Review Committees; Planning; Redevelopment Agency

IIIA2.3 *Redevelopment Assistance*

Objective: Provide active support for key projects with a realistic potential of bolstering the City's competitive posture and generating or maintaining significant fiscal revenue streams - on a net basis. Active support may include processing assistance, land assembly, off-site improvements, site design and regulatory

	exceptions, or financial assistance as such alternative measures are warranted.
Funding:	General Fund, State and Federal Grants; State and Federal Subventions; Capital Improvement Funds; Redevelopment
Timing:	Ongoing
City Dept.:	City Manager; Redevelopment Agency; Planning; Building; Engineering; Public Works

Issue IIIA3: Retail Sector Growth and Competitiveness

Continued retail sector growth and competitiveness for the City of Westminster cannot be realized by simply increasing the supply of developed retail acreage. Retail development is a population-based form of land use fueled and constrained by the relationship between consumer expenditure potential and supply of establishments available to satisfy demand. The retail sector in the City achieves a high level of taxable retail sales per capita of resident population - generating approximately 25.0 percent higher-than-normal per capita sales. This indicates a strong ability to attract consumer support from beyond the City limits. Shopping alternatives provided at the Westminster Mall and along the Bolsa Corridor are good examples of the City's ability to attract surrounding area consumers.

By contrast, operating efficiency on the City's retail sector, described in terms of retail performance per square foot of occupied floor space, is characterized by a diminishing rate of return for each additional unit increase in the supply of retail space. The City's existing supply of occupied retail space is equal to 66 square feet per capita; a level that is 47 percent higher than typical threshold limits for occupied retail space in urban settings. Consistent with a disproportionate supply of occupied retail space, taxable sales per outlet in the City of Westminster is about 5 percent lower than typical throughout Orange County. While the City's existing retail base is comparatively strong, significant increases in the supply of highly localized or inefficient merchants will erode the City's competitive posture.

The Land Use Plan identifies roughly the same amount of residential land use as existing for plan build-out. Likewise, surrounding communities are significantly built-out, limiting realistic probability of dramatic increases in the surrounding trade area population over the life of the General Plan. The General Plan provides an opportunity to identify key

strategies that should be taken to strengthen existing retail land use activity and maintain the City's competitive edge within the trade area environment.

Goal: **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.**

Policies:

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.

Implementation Programs:

IIIA3.1 *Development Review Process*

Objective: Review prospective retail commercial projects with specific consideration given to relative need for additional convenience-oriented retail space versus anchor-based retail centers that create an effective draw for retail consumers within and beyond City limits.

Findings: General Fund

Timing: Ongoing
City Dept.: City Council; Planning Commission; Review Committees; Planning; Building; Redevelopment Agency

IIIA3.2 *Cooperative Training Programs for Business Merchants*

Objective: Utilize expert resources of the City and independent agencies, such as the Chamber of Commerce, Service Corps of Retired Executives (SCORE), Small Business Administration, etc., to provide periodic training and education workshops to local business merchants on such issues as operating security and safety, consumer theft, product merchandising, business marketing and advertising, business planning, business finance, etc.
Funding: General Fund; State and Federal Grants
Timing: Ongoing
City Dept.: City Manager; Community Services and Recreation; Police; Fire; Chamber of Commerce; Bolsa Corridor Merchants Association

IIIA3.3 *Commercial Rehabilitation/Revitalization*

Objective: Provide active support and encouragement of rehabilitation projects that serve to upgrade the functional capacity or enhance the physical appearance of existing retail facilities through City sponsored target area programs or campaigns that offer streamlined processing, fee waivers, regulatory exceptions, design assistance, loan assistance, or funding assistance as these alternative measures are needed to induce desired investment in property.
Funding: Redevelopment; State and Federal Grants
Timing: Periodic rotating basis assisting a given target area every two to three years
City Dept.: Redevelopment Agency; Planning; Building

IIIA3.4 *Redevelopment Assistance*

Objective: Provide active support for key projects with a realistic potential of bolstering the City's

	competitive posture and generating or maintaining significant fiscal revenue streams - on a net basis. Active support may include processing assistance, land assembly, off-site improvements, site design and regulatory exceptions, or financial assistance as such alternative measures are warranted.
Funding:	General Fund; State and Federal Grants; State and Federal Subventions; Capital Improvement Funds; Redevelopment
Timing:	Ongoing
City Dept.:	City Manager; Redevelopment Agency; Planning; Building; Public Works

Issue IIIA4: Employment Opportunities and Related Development

Many factors contribute to the desire to provide local employment opportunities. Regional policy encourages localized employment centers consistent with surrounding area employment skills. The overall objective in creating local employment opportunities is to minimize vehicle congestion, air quality impacts, and non-renewable resource consumption. From a local perspective, office, industrial, and other employment-based land uses represent a net positive contribution to the City's fiscal structure and an opportunity to provide job opportunities consistent with local income requirements. While Orange County has emerged as a major Southern California employment center, capturing 21.0 percent of regional employment growth during the 1980's, Westminster has not been as effective in attracting corresponding office and industrial projects. The City possesses a highly tactical setting, generally located between the two largest employment centers in Southern California and bounded along two borders by a regional transportation network. The General Plan presents an opportunity to establish more effective policy to induce and attract future developments driven by region-wide growth in office and industrial employment.

Goal: 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.

Policies:

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.

Implementation Programs:

IIIA4.1 *Development Review Process*

Objective: Review prospective office, industrial, and similar type development projects with specific consideration given to project location relative to freeway access and residential land use; project scale and scope; project circulation; and building orientation. Program efforts should ensure effective concentrations of land use are created that do not impose unnecessarily on adjoining properties, have regional exposure and access, and exhibit clean functional design that does not create an excessive cost burden for the development and subsequent business operations.

Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Building; Engineering; Redevelopment Agency

IIIA4.2 *Redevelopment Assistance*

Objective: Provide active support for key projects with a realistic potential of bolstering the City's competitive posture and generating or maintaining significant fiscal revenue streams - on a net basis. Active support may include processing assistance, land assembly, off-site improvements, site design and regulatory exceptions, or financial assistance as such alternative measures are warranted.
Funding: General Fund; State and Federal Grants; State and Federal Subventions; Capital Improvement Funds; Redevelopment
Timing: Ongoing
City Dept.: City Manager; Redevelopment Agency; Planning; Building; Public Works

Issue IIIA5: Residential Opportunities and Lifestyle

A majority of government services and infrastructure systems are geared towards needs and desires of the resident population. Likewise, businesses seek to serve and sell to the resident population. Theoretically, business and commerce will locate within reasonable proximity to employment resources. In Southern California a significant dislocation between housing and employment centers is evolving. During the 1960's, Orange County's share of total region-wide growth included 28.0 percent of population, 21.0 percent of employment, and 25.0 percent of occupied housing. During the 1980's, Orange County's share of Southern California growth included 13.0 percent of population, 21.0 percent of employment, and 14.0 percent of occupied housing, suggesting significant disparities in the relationship between job opportunities and local housing opportunities. Housing prices and development policies have served to create a dislocation of employment and housing land use on a regional scale.

From a local perspective, the disparity between job and local housing opportunities can act as a double-edged sword. Disproportionately low

gains in resident population relative to employment-based development can ease the burden to provide certain public services. By contrast, an expensive housing environment can restrict retail sector growth, turnover of residential ownership, and recycling of residential land use necessary to maintain growth of the City's fiscal structure. The General Plan serves as policy measure to encourage continued housing opportunities available to residents and local area employees.

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

Policies:

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-restricted housing, single family detached, single family attached, townhomes, condominium flats, and apartments.

IIIA5-3 Encourage the consolidation of lots that facilitates 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.

Implementation Programs:

IIIA5.1 *Ordinance Review and Update*

Objective: Review, amend, and revise City ordinances, Subdivision Ordinance, Design Standards, and other implementation instruments in order to accommodate all types of residential housing and densities as needed to satisfy income limits of resident households and City-based employment opportunities. Facilitate and encourage sub-division and project scope of sufficient scale to create effective neighborhood concentrations that are self-identifiable and minimally effected by external influences. Accommodate design concepts and features that are safe and pleasing without sacrificing functional necessities of the living environment or mandating excess cosmetic

features that unduly escalate housing cost beyond reach of the intended resident.

Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Building; Redevelopment Agency

IIIA5.2 *Housing Assistance, Rehabilitation, and Development*

Objective: Address a wide range of local housing needs through diverse program strategies that seek to assist low to moderate and fixed income families to secure decent housing and shelter. Encourage property owner maintenance and investment in the existing housing stock and provide active support and assistance for housing projects that create opportunities consistent with needs of the overall community and satisfy the intent of General Plan goals and policies.

Funding: General Fund; State and Federal Grants; Redevelopment; Capital Improvement Funds
Timing: Ongoing
City Dept.: City Manager; Redevelopment Agency; Planning; Building

Issue IIIA6: Fiscal Solvency and Growth

Local government ability to provide public services such as police and fire protection, road maintenance, community services, etc., is dependent on fiscal revenues generated to cover these cost obligations. The influx of fiscal resources needed to provide public service is highly dependent on the local urban environment which generates revenues directly from property taxes, retail sales tax, utility user tax, business license fees, etc., and indirectly through per capita-based subventions and assistance from the state and federal government. The City of Westminster will continue to face several fiscal challenges created by tax reform laws, such as Proposition 13, fiscal crisis at the state and federal level, and a near built-out condition within the City's own geographic boundary. The net result of these challenges is that future growth of existing fiscal revenue sources is curtailed and new sources of fiscal revenue become less abundant. Under such circumstances, effective management of the City's fiscal revenue and cost structure is very crucial to the level, quality, and breadth of public service ultimately provided to City residents and businesses.

The General Plan influences the City's fiscal structure. Land use, housing, circulation, and economic policies, in particular, can significantly influence the City's fiscal position. Certain land uses such as retail, lodging, dining, and entertainment activities are highly efficient from a fiscal perspective. Other land uses such as office, industrial, and residential may be less efficient in terms of net fiscal performance per increment of development, but represent a significant contribution to the City's overall fiscal structure due to the total amount of urban activity encompassed. Land use policies that encourage an oversupply of fiscally efficient activities, such as retail or lodging, contribute little to net growth of the City's fiscal structure. Instead, key sources of fiscal revenue such as sales tax or transient occupancy tax are merely diluted among a larger group of City-based enterprises. It is important that goals and policies intended to stimulate economic development through land use development, infrastructure projects, or redevelopment/revitalization programs are carried out with clear recognition of the fiscal consequences that may result.

Goal: **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.**

Policies:

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.

IIIA6-6 Review and evaluate General Plan policies, ordinances, and design standards, on a periodic basis, to ensure that adopted government controls accommodate development projects and business activities that are fiscally beneficial and achievable within realistic parameters that dictate our market-based economy.

Implementation Programs:

IIIA6.1 *Development Review Process*

Objective: Review proposed developments with careful consideration of probable potential for associated land use activities and probable net fiscal effects resulting from development.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; City Manager; Redevelopment Agency

IIIA6.2 *Annexation Report*

Objective: Identify probable fiscal effects of existing or prospective land use activities within pending annexation areas based on anticipated fiscal revenue and cost structure resulting from negotiations with LAFCO, County, and affected City jurisdictions to ensure such annexation action results in a net benefit over an immediate and long-term time frame.
Funding: General Fund
Timing: Ongoing
City Dept.: City Manager; Planning; Engineering; Police; Fire; Community Services and Recreation

IV. Infrastructure and Community Services

A. Transportation/Circulation

Government Code Section 65302(b) requires cities to incorporate a Circulation Section in their General Plans. The section must include the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and facilities, all correlated to the Land Use Plan.

Issue IVA1: 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. Additional development identified in the Land Use Plan will generate additional traffic and is likely to exacerbate traffic conditions. The policies and programs identified in this section serve to reduce potential impacts of City growth as well as improve existing conditions.

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

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 an Intersection Improvement Program.

Implementation Programs:

IVA1.1 *Master Plan of Roadways*

Objective: Adopt the Citywide Master Plan of Roadways, (Figure IVA-1). 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

IVA1.2 *City of Westminster Street Classifications and Standards*

Objective: Adopt and maintain the Street Classifications and Standards shown in Figure IVA-2. The Classifications and Standards are identical to those adopted by the County of Orange (as of April 1993) and are consistent with those of neighboring jurisdictions.
Funding: General Fund
Timing: Ongoing
City Dept.: Public Works; Engineering

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

IVA1.4 *Traffic Count Program*

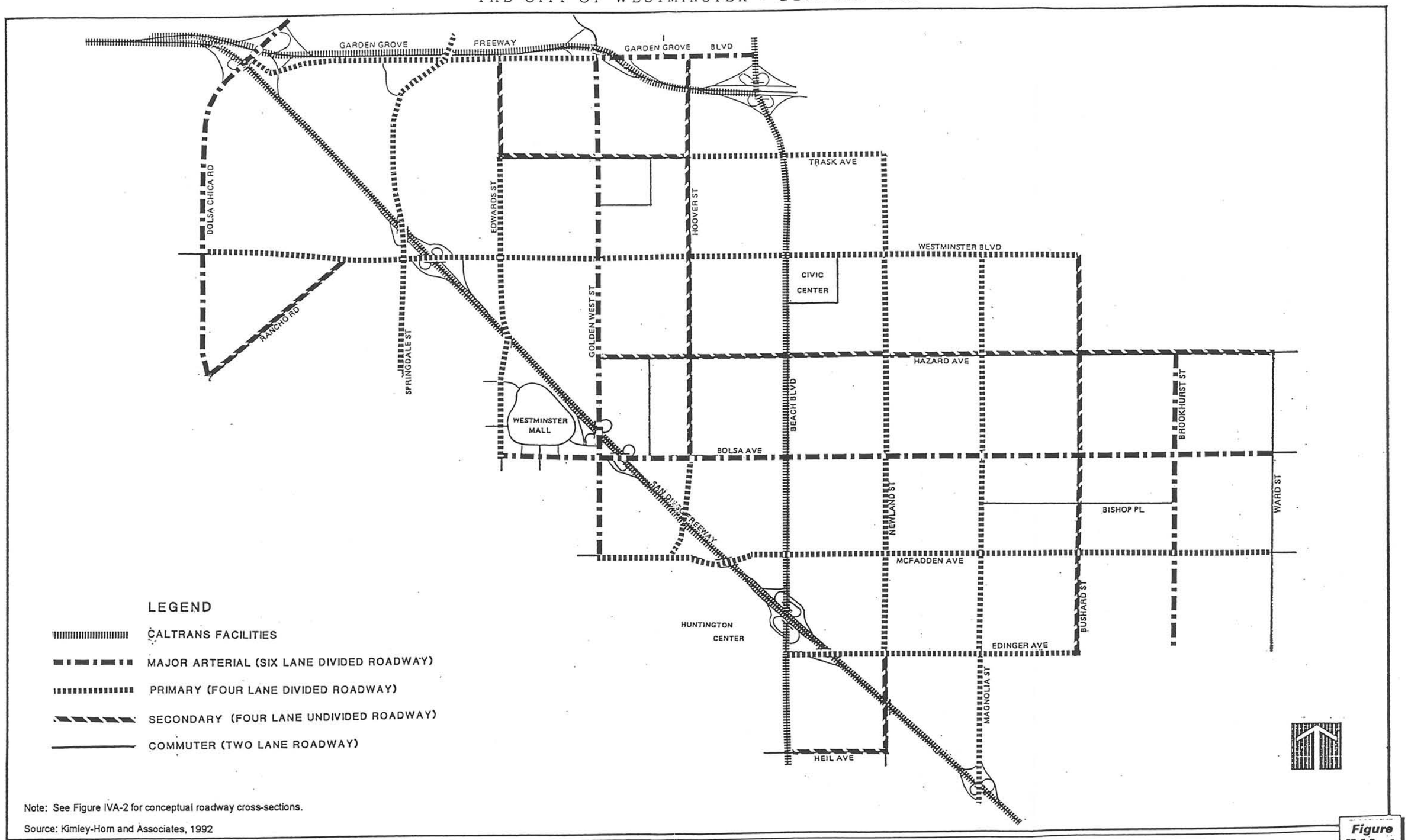
Objective: Maintain a Citywide traffic count program to ensure that current data is available for use in the planning and analysis of the City's roadway system.
Funding: General Fund
Timing: Annual or Semi-Annual
City Dept.: Public Works; Engineering

IVA1.5 *Development Review Process*

Objective: Require a full evaluation prior to project approval of potential traffic impacts associated with any new development projected to generate a significant number of trips. Further, require the implementation of appropriate mitigation measures as necessary, prior to, or in conjunction with project development.
Funding: General Fund
Timing: Ongoing
City Dept.: Engineering; Planning

IVA1.6 *Local Assessment Districts*

Objective: Review the feasibility of local assessment districts for the purpose of improving local streets, (those not identified on the Master Plan of roadways) curbs, gutters, and pedestrian amenities.
Funding: General Fund; Special Assessments
Timing: Five Years
City Dept.: Engineering; Planning; Public Works



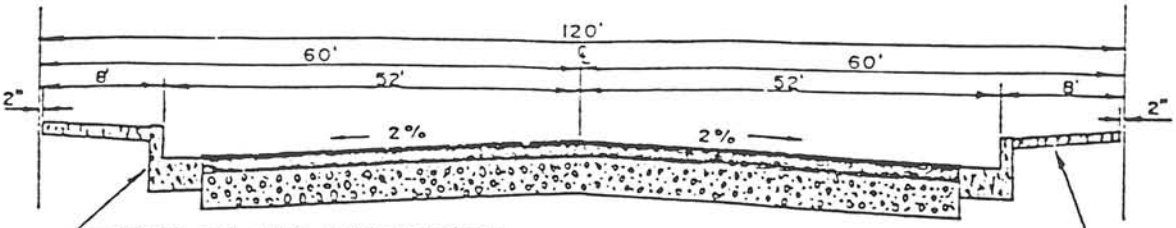
Note: See Figure IVA-2 for conceptual roadway cross-sections.

Source: Kimley-Horn and Associates, 1992

Figure IVA-1

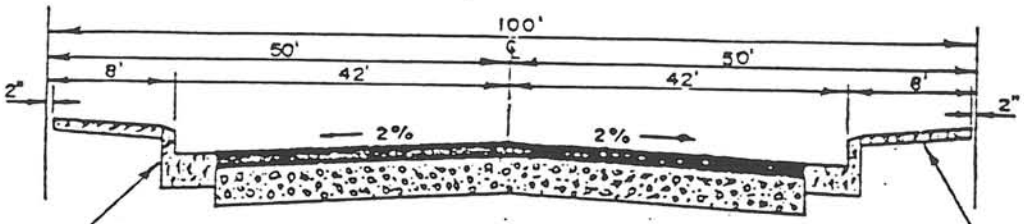
Master Plan of Roadways

Master Plan of Roadways



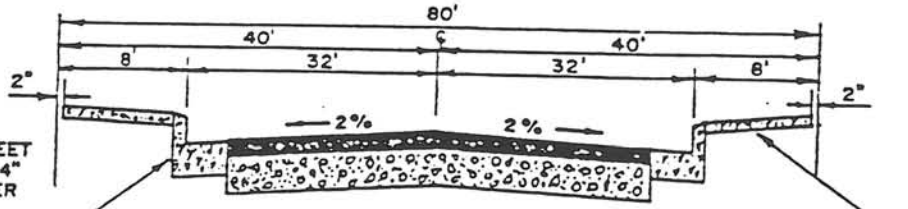
NOTE: MIN. STREET SECTION
4" A.C. OVER 10" A.B.

MAJOR STREET



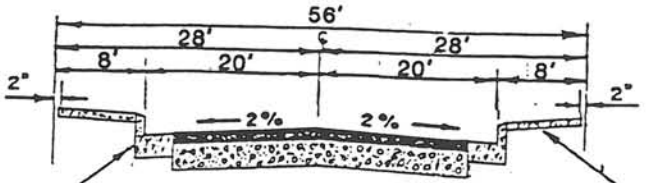
NOTE: MIN. STREET SECTION
4" A.C. OVER 10" A.B.

PRIMARY STREET



NOTE: MIN. STREET
SECTION 4"
A.C. OVER
8" A.B.

SECONDARY STREET



CONST. STD. CONC.
SIDEWALK PER CITY
STD. NO. 203

CONST. STD. CURB & GUTTER (8" C.F.)
PER CITY STD. NO. 201

COMMUTER ROAD

NOTES:

1. EDGE OF PAVING TO BE 3/8" HIGHER THAN LIP OF GUTTER.
2. STRUCTURAL SECTION SHALL BE DETERMINED BY MATERIALS REPORT. (MIN.-SEE NOTES ABOVE)
3. ALTERNATE STRUCTURAL SECTIONS MAY BE FULL DEPTH ASPHALT CONCRETE A MINIMUM 8" THICK PLACED ON PREPARED SUBGRADE, IF APPROVED BY THE CITY ENGINEER.
4. THESE STANDARDS ARE CONCEPTUAL. ALTERNATIVE ROADWAY DESIGNS MAY BE APPROVED BY THE CITY.

Figure IVA-2

Street Classification Standards

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

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.
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

IVA1.10 *Intersection Improvement Program*

Objective: Implement the Intersection Improvement Program to alleviate intersection congestion.
Funding: Traffic Impact Fee Program and Various State, County, and City Funds
Timing: Ongoing

City Dept.: Engineering; Planning; Public Works

Issue IVA2: 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 Street, Golden West Street, Brookhurst Street, Bolsa Avenue, Edinger Avenue, and Westminster Boulevard. The projected growth in surrounding jurisdictions is expected to significantly increase the traffic on each of these roadways in the City.

Goal: **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.**

Policies:

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.

Implementation Programs:

IVA2.1 *Monitor Activity in Neighboring Jurisdictions*

Objective: Monitor land use, circulation planning, and the development review process of neighboring

jurisdictions, so that the City has an opportunity to ensure that impacts to Westminster roadways are considered by those jurisdictions. Staff should ensure that the City of Westminster is on the appropriate mailing lists of neighboring jurisdictions to receive notice of development reviews, public hearings, as well as all appropriate meeting agendas.

Funding: General Fund
Timing; Ongoing
City Dept.: Planning; Engineering

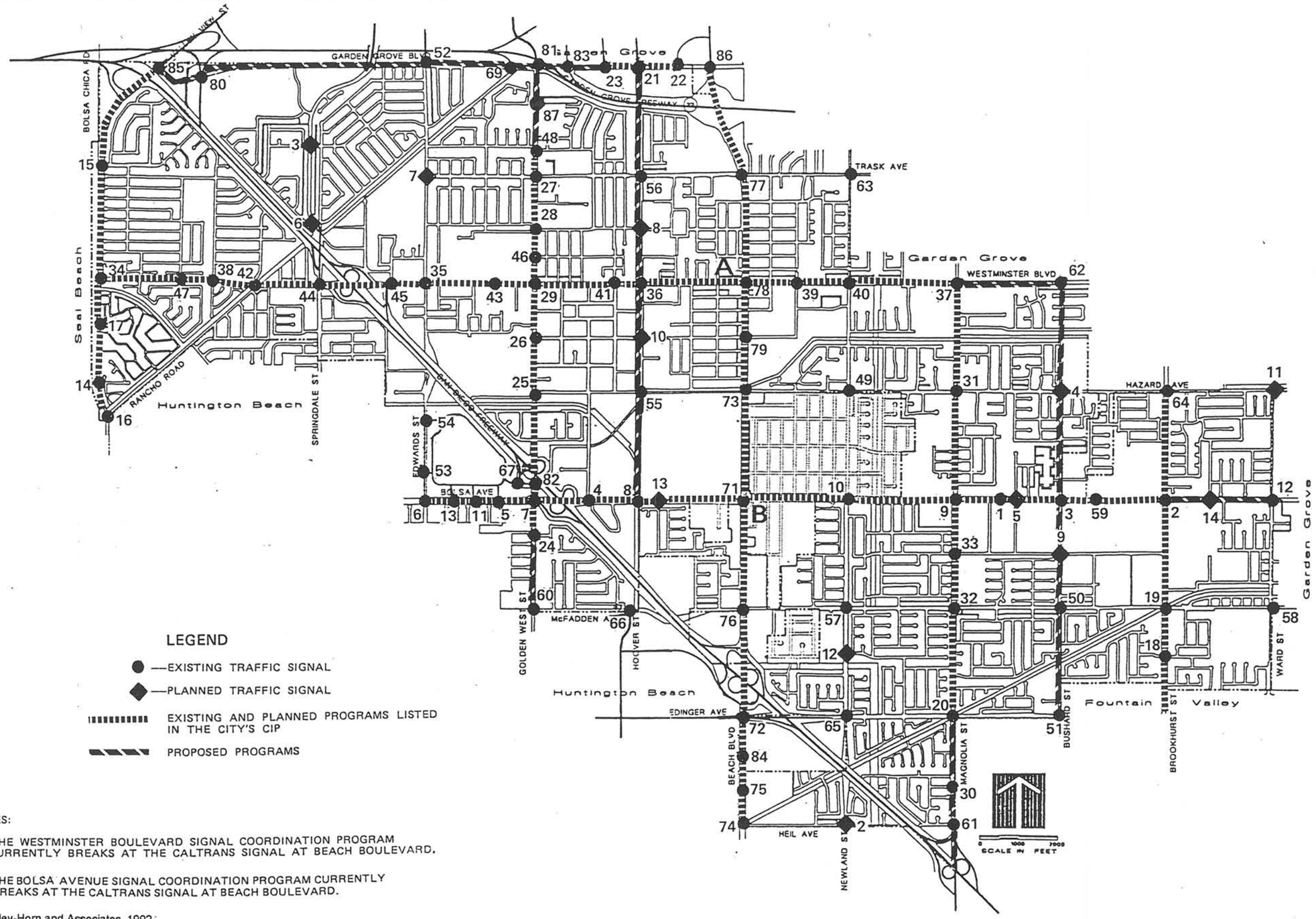
IVA2.2 *Participate in Regional Planning Forums*

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

Issue IVA3: 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.



LEGEND

- —EXISTING TRAFFIC SIGNAL
- —PLANNED TRAFFIC SIGNAL
- EXISTING AND PLANNED PROGRAMS LISTED IN THE CITY'S CIP
- PROPOSED PROGRAMS

NOTES:

A THE WESTMINSTER BOULEVARD SIGNAL COORDINATION PROGRAM CURRENTLY BREAKS AT THE CALTRANS SIGNAL AT BEACH BOULEVARD.

B THE BOLSA AVENUE SIGNAL COORDINATION PROGRAM CURRENTLY BREAKS AT THE CALTRANS SIGNAL AT BEACH BOULEVARD.

Source: Kimley-Horn and Associates, 1992

Figure IVA-3

Signal Coordination Program

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

Policies:

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 under-served 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.

Implementation Programs:

IVA3.1 *Parking Code Review and Update*

Objective: Review and update the City's parking code and other appropriate City documents and regulations to ensure that the code is kept current with the parking conditions throughout the City, and to ensure the provision of adequate parking for existing and future land uses.
Funding: General Fund
Timing: Ongoing
City Dept.: Engineering; Planning

Issue IVA4: 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.

Goal: **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.**

Policies:

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 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 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.

Implementation Programs:

IVA4.1 *Monitor Planning Activities of Transit Agencies*

Objective: Monitor the planning and development activities of all the appropriate transit agencies to ensure that the City has an opportunity to encourage the provision of safe and efficient transit service. Allow staff to work closely with the transit agencies to expand and improve transit service in and near the City.
Funding: General Fund
Timing: Ongoing
City Dept.: Public Works; Engineering

IVA4.2 *Investigate Funding Programs*

Objective: Monitor all Federal, State, and OCTA transit funding programs to identify potential sources of funds. Pursue any potential funding through the identified programs.
Funding: General Fund
Timing: Ongoing
City Dept.: Engineering; Public Works

IVA4.3 *Little Saigon Shuttle Service*

Objective: Coordinate and assist the Little Saigon business associations in reviewing the feasibility of providing shuttle service to remote parking areas.
Funding: Little Saigon Business Associations; General Fund
Timing: Five Years
City Dept.: Engineering; Planning

IVA4.4 *Potential Park-n-Ride Locations*

Objective: Work with the OCTA to explore the feasibility of using excess government right-of-way, purchased property, or land use arrangements for shared use with existing facilities, in order to provide park-n-ride services benefiting Westminster residents, workers, and visitors.
Funding: General Fund; OCTA
Timing: Five Years
City Dept.: Engineering; OCTA

IVA4.5 *Development Review Process*

Objective: Require the consideration of transit impacts and opportunities during the development review process. Require the incorporation of appropriate transit mitigations in conjunction with project development.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering

Issue IVA5: 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.

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

Policies:

IVA5-1 Implement the recommended Bicycle Master Plan (Figure IVA-4), 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.

Implementation Programs:

IVA5.1 *Master Plan of Bicycle Routes*

Objective: Adopt and, as the opportunity arises, strive to implement the Master Plan of Bicycle routes shown on Figure IVA-4, utilizing the City's bicycle route classification system and standards.
Funding: General Fund; Traffic Impact Mitigation Fees (where feasible)
Timing: Ongoing
City Dept.: Engineering; Planning; Community Services and Recreation

IVA5.2 *Coordinate with Regional Bike Facilities*

Objective: Coordinate bicycle system planning and development with neighboring jurisdictions and regional planning agencies.
Funding: General Fund
Timing: Ongoing
City Dept.: Engineering; Planning

IVA5.3 *Safe Route to School Program*

Objective: Work with local schools to study and, if feasible, implement a "Safe Route to School Program" to

encourage the safe and efficient use of bicycles for trips to and from schools.

Funding: General Fund

Timing: Five Years

City Dept.: Planning; Engineering; School Districts; Public Works

Issue IVA6: Pedestrians

The pedestrian is an integral part of the circulation system and requires appropriate attention in the overall circulation plan. The sidewalk should be an area of refuge that represents a convenient and safe route for pedestrian travel.

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

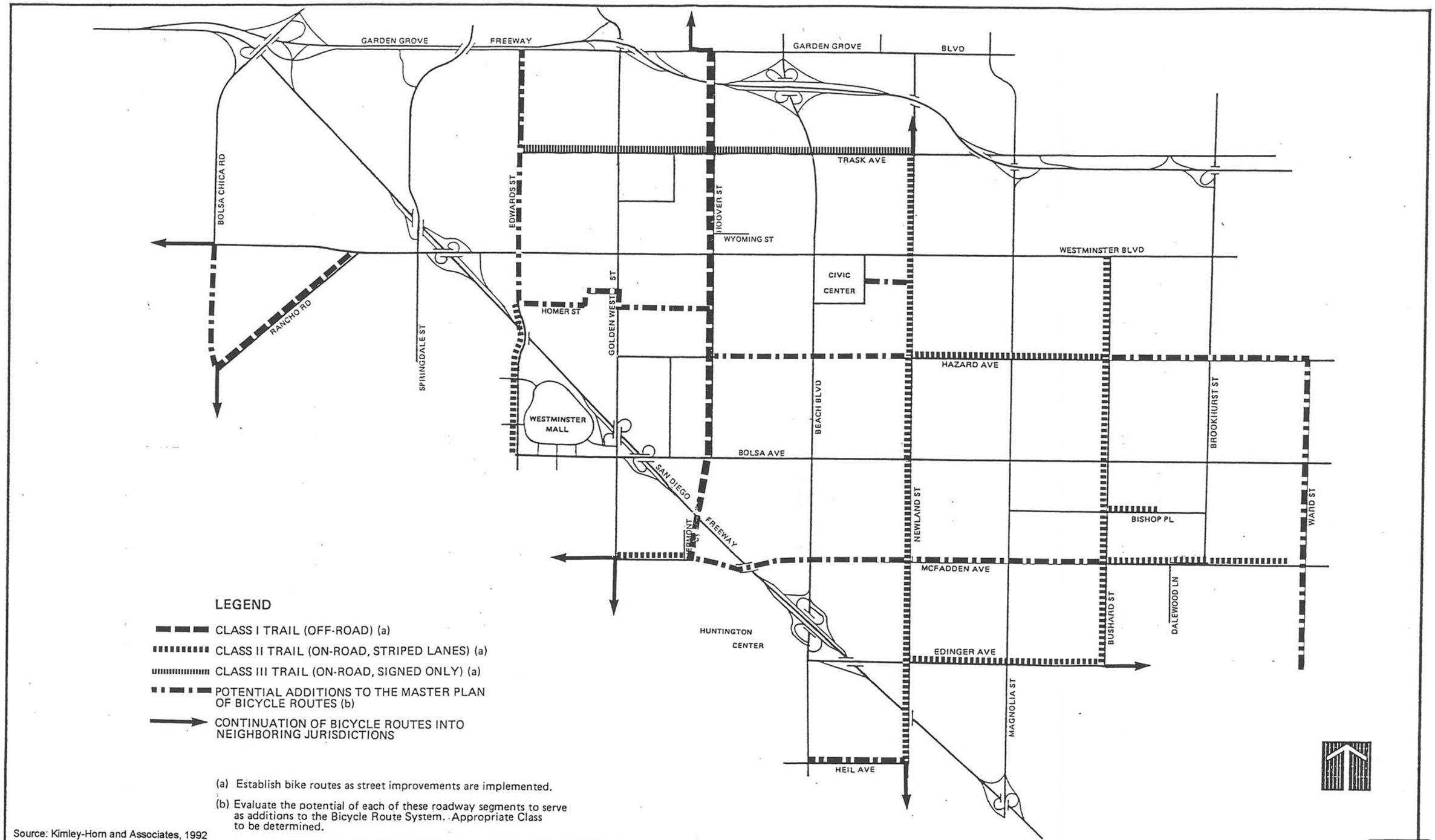
Policies:

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.

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.



Source: Kimley-Horn and Associates, 1992

Figure IVA-4

Master Plan of Bicycle Routes

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.

Implementation Programs:

IVA6.1 *Pedestrian Walkways*

Objective: Review, and implement wherever feasible, a system of pedestrian walkways, possibly including aerial walkways over heavily traveled roadways.
Funding: General Fund; Assessment District Funds (where feasible)
Timing: Five Years
City Dept.: Engineering; Planning; Public Works

IVA6.2 *Sidewalk Installation*

Objective: Ensure the installation of sidewalks on all future arterial widening or new roadway construction projects, in order to establish a continuous and convenient link for pedestrians. Require the continued provision of sidewalk, where applicable, in residential and commercial areas, including any missing sections, as property develops or redevelops. Require shopping areas to design facilities to allow convenient pedestrian access.

Funding: General Fund
Timing: Ongoing
City Dept.: Engineering; Planning; Public Works

IVA6.3 *Assessment Districts for Missing Sidewalk Sections*

Objective: Evaluate the feasibility of implementing assessment districts to provide missing sidewalk sections in existing residential neighborhoods.
Funding: Assessment District Funds
Timing: Five Years
City Dept.: Engineering; City Manager; Public Works

Issue IVA7: 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 entire circulation system. Selection of a truck routing system necessitates the determination of the impact of truck traffic on abutting land uses. Some land use categories 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.

Goal: **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.**

Policies:

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.

Implementation Programs:

IVA7.1 *Master Plan of Truck Routes*

Objective: Adopt and maintain the Master Plan of Truck Routs shown on Figure IVA-5.
Funding: General Fund
Timing: Ongoing
City Dept.: Engineering

IVA7.2 *Traffic Index Calculations*

Objective: Require traffic index calculations (consistent with the State Department of Transportation) for construction on streets that are designated as truck routes, in order to provide structural sections that will accommodate the projected truck volumes.
Funding: Gas Tax Revenue
Timing: Ongoing
City Dept.: Engineering

Issue IVA8: Interjurisdictional Consistency

Circulation issues, as well as planning and funding of improvements, often extends 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.

Goal: **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.**

Policies:

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.

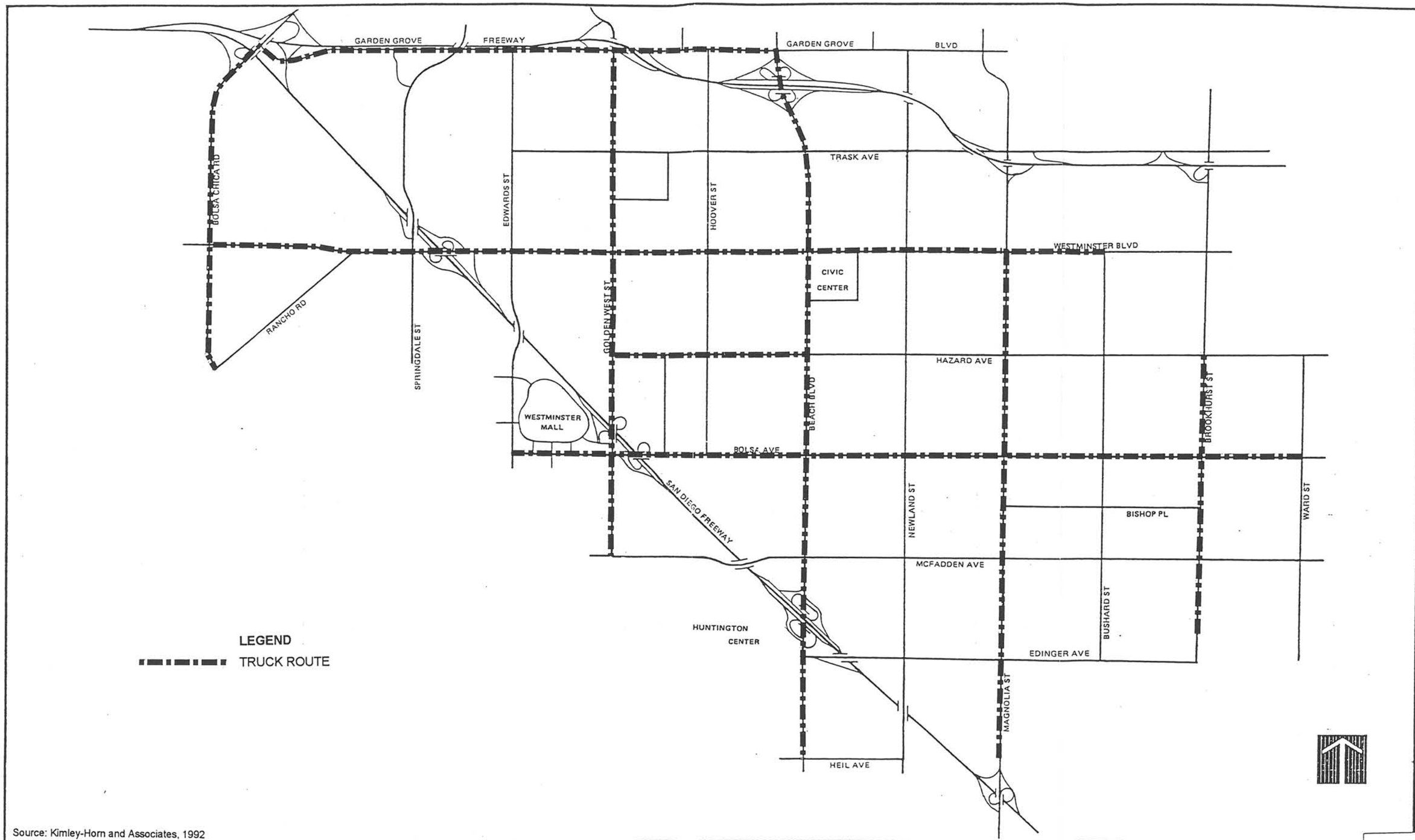
IVA8-3 Ensure that the city remains in compliance with the County, regional, and State Congestion Management Programs (CMP) through the appropriate consideration and planning for the following CMP intersections:

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.



Source: Kimley-Horn and Associates, 1992

Master Plan of Truck Routes

Figure IVA-5

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.

Implementation Programs:

IVA8.1 *Congestion Management Program (CMP)*

Objective: Prepare the City's annual CMP package for submittal to OCTA, incorporating all of the required elements to ensure that the City remains in compliance with the State, regional, and County CMP requirements.
Funding: General Fund
Timing: Annual
City Dept.: Public Works; Engineering

IVA8.2 *Growth Management Program (GMP)*

Objective: Prepare the City's annual GMP package for submittal to OCTA, incorporating all of the required elements to ensure that the City remains in compliance with the Orange County GMP requirements.
Funding: General Fund
Timing: Annual
City Dept.: Public Works; Engineering

IVA8.3 *CMP Traffic Impact Analysis (TIA) Process*

Objective: Require development to follow the CMP TIA process for analyzing project related traffic impacts, adopted by the Orange County CMP Policy Task Force, to ensure that potential impacts to the CMP highway system are identified and properly mitigated.
Funding: Traffic Impact Analysis - Proposed Development Review of TIA's - General Fund, Development Fees

Timing: Ongoing as development proposals occur
City Dept.: Public Works; Engineering

IVA8.4 *Traffic Signal Synchronization Program*

Objective: Cooperate with other jurisdictions to implement traffic signal synchronization programs on arterial roadways throughout the City and into neighboring cities.
Funding: General Fund; Gas Tax Revenues; Measure M; and other Regional Funding Sources
Timing: Ongoing, as each project is identified
City Dept.: Public Works; Engineering in conjunction with other jurisdictions

IVA8.5 *Construct the Hoover Street/Gothard Street Connection*

Objective: Implement the Hoover Street/Gothard Street Connection across the I-405, coordinating with Caltrans and the City of Huntington Beach.
Funding: Measure M, and other County and regional funding sources
Timing: Programmed in CIP for FY 96/97 and 97/98
City Dept.: Public Works; Engineering

Issue IVA9: Freeway Crossings and Access

The City of Westminster circulation system 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 potential development identified in the Land Use Plan is expected to exacerbate this problem.

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

Policies:

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.

Implementation Programs:

IVA9.1 *Improve Freeway Crossings and Access Locations*

Objective: Coordinate with Caltrans to evaluate, identify, and implement appropriate improvements to the freeway crossing and access locations throughout the City.
Funding: Caltrans; Gas Tax Revenue; Traffic Impact Mitigation Fees; General Fund
Timing: Annually
City Dept.: Public Works; Engineering

IVA9.2 *Development Review Process*

Objective: Ensure that the impacts of development on freeway crossings and access locations are considered during the development review process, and monitor development in neighboring jurisdictions to encourage the same with their development decisions.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering

B. Facilities and Utilities

California Government Code Section 65303 states that a city or county may address issues or topics which may have an influence on the physical development of the planning area. Infrastructure facilities and utilities are issues that the City of Westminster is incorporating into its General Plan.

Issue IVB1: Water Supply and Delivery

The City's water sources include local groundwater and imported water. Orange County Water District (OCWD) is responsible for management of the groundwater basin. Metropolitan Water District of Southern California (MWDSC) provides imported water from the State Water Project and the Colorado River Aqueduct. Municipal Water District of Orange County (MWDOC) is a member agency of MWDSC and acts as the local wholesaler to the City Water Department.

Under normal conditions, Westminster produces approximately 70 percent of its supply from groundwater wells and 30 percent from imported water connections. The groundwater wells are replenished by the OCWD. The City has developed a Water Facilities Master Plan (WFMP), which outlines deficiencies and recommends improvements of the distribution system. A phasing program is established in the WFMP.

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

Polices:

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 of 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.

Implementation Programs:

IVB1.1 *Water Facilities Master Plan*

Objective:	Periodically review and revise the Water Facilities Master Plan. Once complete, the City should implement the projects identified in the Plan.
Funding:	User Fees; Connection Fees; Water Agency Funds
Timing:	Ongoing
City Dept.:	Engineering; Public Works; Water Agency

Issue IVB2: Sewer Facilities

Midway City Sanitary District (MCSD) and Garden Grove Sanitary District (GGSD) provide sewer facilities for Westminster. Both districts deliver Westminster sewage and wastewater to the Orange County Sanitation District for treatment. The MCSD, which serves approximately 90 percent of Westminster, estimates the system currently operates at one-third capacity and has the ability to absorb anticipated City-wide growth. Although the GGSD has capacity, there are locations where overflows may occur. The MCSD expects its current sewer lines to last up to 100 years. The oldest portions of sewer lines (45 years) are located in the central areas of the City and should be monitored for adequacy.

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

Polices: IVB2-1 Encourage the establishment of 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 administration and control of sewer and trash collection from the Midway City and Garden Grove Sanitary Districts within the City of Westminster.

Implementation Programs:

IVB2.1 *Sewer Facilities Master Plan*

Objective: Working with the sewer service providers, the City shall coordinate the preparation of a Master Plan identifying existing and potential deficiencies, funding sources, and phasing of improvements. The report will review the feasibility of the City to provide sewer services. The Plan shall also include a sewer facilities monitoring program to ensure long-term system capacity.

Funding: General Fund; CDBG fund; Redevelopment; Sewer District Funds

Timing: Master Plan developed within five years; Ongoing review and monitoring

City Dept.: Engineering; Public Works; MCSD; GGSD

Issue IVB3: Public Buildings

As Westminster grows, there will be an increasing need for public meeting room space. Currently, Westminster cannot accommodate a public meeting in excess of 200 persons. The Senior Center is utilized for a variety of activities, but is limited by size. Increased enrollment in public activities and an expanded public event program, due to Citywide growth, is anticipated. Therefore, public building maintenance and expansion is an issue.

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

Polices:

IVB3-1 Monitor public building activities to determine demand and usage.

IVB3-2 Maintain, improve, and expand public buildings and properties to enhance the City image.

IVB3-3 Research and consider the expansion of the Civic Center complex, including the development of public meeting rooms capable of accommodating large groups and diverse functions.

Implementation Programs:

IVB3.1 *Public Buildings Report*

Objective: Complete a comprehensive inventory of public buildings and activities. Analysis shall include program usage to space adequacy, maintenance and enhancement strategies, and the feasibility of expanding the Civic Center Complex.

Funding: General Fund

Timing: Report completed within five years; Updated every two to five years

City Dept.: City Manager; Community Services and Recreation

IV. Infrastructure and Community Services

C. Community Services

Government Code Section 65303 states that a city or county may address issues or topics which may have an influence on the physical development of the planning area. Community Services, including Parks and Recreation, Police and Fire, Schools, and Solid Waste are issues that the City of Westminster is incorporating into its General Plan. The City believes that adequate public services are essential to maintaining the health, safety, and welfare of the community. The Land Use Plan projects a population increase in Westminster of approximately 1.0 percent per year for the 20 year General Plan program. With increased population, there is a commensurate increase in public service demands. The City strives to maintain public services that meet the needs of the community. This may include the establishment of new recreational areas or an increase in police and fire staffs to meet appropriate staff to population ratios.

Issue IVC1: Parks and Recreation

Westminster currently has 23 park sites totaling approximately 82 acres. Beyond the 82 acres of parkland, the City has numerous school sites and is located in close proximity to regional facilities that are not included in the parks and recreation inventory. Of the 23 parks, 6 are community parks, 11 are neighborhood parks and 6 are mini/special use parks. The Community Services and Recreation Commission (CSRC) is an advisory body to the City Council on community services and park and recreation matters. The Community Services and Recreation Department is the responsible City department for providing the facilities and programs. Through the CSRC, the City has established an extensive recreational program, including youth and adult classes and sports leagues, concerts in the park, gang prevention education, senior citizen programs, and excursions.

The National Recreation and Parks Association (NPRA) recommends a standards and classification system for local parks. Their park system standards call for the provision of 6.25 to 10.25 acres of parkland per 1,000 population. Understanding the built-out nature of Westminster, the achievement of this standard is not practical. The City realizes that its location within Southern California offers recreation and open space uses not afforded other locations. The Pacific Ocean, Mile Square Park, and numerous golf courses and other activities are within reasonable proximity to the City and should be considered in providing parks and recreation opportunities. Therefore, the General Plan recommends a more realistic local parkland ratio of 3.0 acres per 1,000 population. The City achieves parkland through the Westminster Subdivision Ordinance, which requires the payment of fees or the dedication of land in new developments.

Goals: **Provide sufficient and adequate parkland to meet the recreational needs of Westminster residents.**

Provide recreational and social activities for all Westminster residents.

Achieve a parkland to population ratio of 3.0 acres per 1,000 persons.

Polices:

IVC1-1 Pursue the establishment of Joint Powers Agreements with school districts for joint park usage of school sites.

IVC1-2 Retrofit and ensure new park improvements meet Americans with Disabilities Act of 1990 and Playground Safety requirements (CSB 2733).

IVC1-3 Continue implementation of Parkland Dedication Ordinance and monitor its effectiveness. If determined not to be effective in achieving City goals, amend the ordinance as necessary.

IVC1-4 Encourage multi-family and non-residential developers to provide on-site recreational facilities.

IVC1-5 Include any trails, improved active open space corridors, and Joint Powers Agreement land areas into overall City-provided parklands for parkland ratio achievement.

IVC1-6 Continue support of the Community Services and Recreation Department and Community Services and Recreation Commission programs.

IVC1-7 Pursue a site purchase from any school district that proposes to sell or develop an existing school facility in Westminster, or joint venture with the district to ensure long-term parkland availability.

IVC1-8 Improve public safety features at park sites, including night lighting and increased police patrols.

IVC1-9 Coordinate gang prevention and education programs between the Community Services and Recreation and Police departments.

Implementation Programs:

IVC1.1 *Naylor Act Rights*

Objective: The City shall pursue, if feasible, the acquisition of surplus school sites utilizing its Naylor Act Rights, when sites become available.
Funding: General Fund; Redevelopment
Timing: Ongoing
City Dept.: City Manager; Redevelopment Agency; Community Services and Recreation

IVC1.2 *Joint Powers Agreements*

Objective: Establish agreements between the City and school districts to provide for the use of school sites, during off-school hours, as public recreational areas.
Funding: General Fund; User Fees
Timing: Ongoing
City Dept.: City Manager; Community Services and Recreation

IVC1.3 *Civic Recreation Program*

Objective: Continue to fund recreational programs and advertise on a Citywide basis the programs available to the citizens.
Funding: General Fund; User Fees

Timing: Ongoing
City Dept.: Community Services and Recreation

IVC1.4 *Ordinance Review and Update*

Objective: Periodically review and revise the Parkland Dedication Ordinance. Priority shall be given to revisions addressing the following:

a. On-site recreational amenities within new developments;

b. Improved public safety features at park sites; and

c. Compliance with Americans with Disabilities Act of 1990 requirements.

Funding: General Fund
Timing: Ongoing
City Dept.: Community Services and Recreation; Planning

Issue IVC2: Police and Fire Services

Throughout the issue identification exercises, and interviews conducted in preparation of the General Plan, public safety was consistently identified as a critical issue to be addressed. The two most prominent City services involved in the safety and protection of people and property are police and fire. Overall City-wide attitudes toward these services are favorable. Westminster has determined that a City-wide commitment towards the maintenance and improvement of these services is important for the long-term well-being of the City.

Westminster achieves police services from the City's Police Department, while fire service is provided by the Orange County Fire Authority. Ongoing coordination between City and the police and fire providers is critical to the success of these services. Both providers require involvement in the development review process to ensure proper site planning and design that facilitates and improves crime and fire prevention efforts. Coordination is also important in regard to the projected growth of the City. The police and fire providers will have to continue to evaluate and make appropriate improvements to services to meet the changing population and demographic characteristics of Westminster.

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

Polices:

IVC2-1 Coordinate all development proposals with the Police Department and the Orange County Fire Authority to ensure that proposed projects incorporate crime and fire preventative measures. The departments will also determine if sufficient resources exist to meet any anticipated project-specific demand.

IVC2-2 Coordinate public gang prevention/suppression/education programs with police services, community based resources, the Community Services and Recreation Department, and local school districts.

IVC2-3 Coordinate water system upgrades, and project specific improvements, with the Orange County Fire Authority to ensure that fire suppression and water delivery requirements are met.

IVC2-4 Promote neighborhood watch programs.

IVC2-5 Evaluate and implement relocation or development of new fire stations, police substations, and other public safety related facilities, based on master planning, to provide adequate emergency assistance within reasonable response times.

IVC2-6 Coordinate animal control services with the Police Department.

IVC2-7 Coordinate the development of automated police and fire systems, such as computer communications and dispatching and other technological advances, on a local, regional, and State basis.

IVC2-8 Coordinate police and fire services that are amenable to regional functional consolidation with other agencies and jurisdictions, including items such as, but not limited to: helicopter usage, Special Weapons and Tactics (SWAT) services, traffic, and crime/fire investigations.

IVC2-9 Maintain and expand, if feasible, public fire prevention education programs.

Implementation Programs:

IVC2.1 *Community Based-Problem Oriented Policing and Fire Systems*

Objective: The success of the police and fire provider's efforts are, to a great extent, dependent upon community cooperation. Both functions utilize community based resources, including neighborhood groups and businesses, to implement various programs, such as the Neighborhood Watch and the Stop, Drop, and Roll programs. The City will continue to promote and coordinate crime and fire prevention and suppression programs with the community.
Funding: General Fund
Timing: Ongoing
City Dept.: Police; Orange County Fire Authority

IVC2.2 *Gang Prevention, Suppression, and Education Programs*

Objective: Continue and expand gang prevention, suppression, and educational programs. Programs shall be coordinated with local school districts.
Funding: General Fund
Timing: Ongoing
City Dept.: Police; City Manager; School Districts; Community Services and Recreation

IVC2.3 *Emergency System Review*

Objective: Periodically review, in report format, response times for fire and police services, adequacy of water pressure to fight fires, adequacy of development review, and staffing requirements. The report shall address these issues and detail recommendations.
Funding: General Fund
Timing: Annual Report
City Dept.: Police; Orange County Fire Authority; City Manager; Engineering; Public Works; Water Agency

IVC2.4 *Fire Prevention and Public Education*

Objective: Continue to educate residents and businesses on proper fire prevention techniques.
Funding: General Fund
Timing: Ongoing
City Dept.: Orange County Fire Authority

Issue IVC3: Schools

School services for Westminster are provided by four school districts: Westminster School District, Garden Grove Unified School District, Ocean View School District, and the Huntington Beach Union High School District. The four districts have 23 school facilities which primarily serve Westminster students and are located within Westminster City limits and Midway City. Because of the number of districts and facilities involved, the City realizes that coordination of development activities with the districts is a necessity.

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

Polices:

IVC3-1 Coordinate residential development proposals with affected school districts to ensure adequate school facility capacity.

IVC3-2 Review and amend school impact fee structures as necessary.

IVC3-3 Pursue Naylor Act rights if any school facility is determined to be surplus.

IVC3-4 Encourage City-district cooperation in the development of coordinated educational activities such as City drug prevention and gang suppression programs.

IVC3-5 Continue to promote community college or university satellite locations within the City.

Implementation Programs:

IVC3.1 *School District Coordination Program*

Objective: Appoint a staff representative to act as liaison with school districts. Liaison to review and coordinate development proposals, impact fee structures, community programs (gang prevention), and surplus school acquisitions for the City. Position may be established using existing staffing.
Funding: General Fund
Timing: Establish position within five years
City Dept.: Community Services and Recreation

IVC3.2 *Community College or University Satellite Program*

Objective: Encourage the continued operation of Community College or University satellite locations within Westminster. The City shall contact local educational institutions to determine land area requirements, locational needs, and other constraints.
Funding: General Fund
Timing: Five Years
City Dept.: Community Services and Recreation; Planning; City Manager

Issue IVC4: Solid Waste

To ensure that California's solid waste is managed in an effective and environmentally sound manner, State Assembly Bill 939 (AB 939) was signed into law in September, 1989. AB 939 is an essential part of the State's comprehensive program for solid waste management. The Bill establishes the California Integrated Waste Management Board (CIWMB) and requires the preparation of county-wide integrated waste management plans. AB 939 also requires all municipalities divert 25 percent of their solid waste from landfill disposal through source reduction, recycling, and composting, by January 1, 1995. Fifty percent of the waste stream must be diverted by the year 2000. The City of Westminster completed their Source Reduction and Recycling Element (SRRE), consistent with AB 939, in March 1992.

Goal: **Comply with Assembly Bill 939 solid waste management requirements.**

Polices:

IVC4-1 Review City waste collection fees with appropriate agencies to determine costs and possible funding sources for the development and implementation of the Solid Waste Management Plan and SRRE.

IVC4-2. Promote Citywide educational programs to inform citizens of the benefits of recycling efforts.

IVC4-3. Encourage the purchase and the use of recycled products for City projects, materials, and activities.

Implementation Programs:

IVC4.1 *Solid Waste Management Plan*

Objective: The completion of a comprehensive plan addressing the following items:

a. User fee structures;

b. Educational materials expounding benefits of recycling;

c. Establishment of City policies to purchase recycled materials when feasible; and

d. The feasibility of the City providing trash collection services.

Funding: General Fund; User Fees
Timing: Plan completed within five years; annual review
City Dept.: Engineering; Planning; Public Works; MCSD; GGSD

IVC4.2 *Source Reduction and Recycling Element (SRRE)*

Objective: Continued implementation of the SRRE to meet AB 939 requirements.
Funding: General Fund; User Fees
Timing: Ongoing
City Dept.: Public Works; MCSD; GGSD

V. Community Health and Safety

V. Community Health and Safety

A. Public Safety

The State of California requires cities to include Safety Elements in their General Plans. State Government Code Section 65302(g) states that Safety issues must be addressed for the protection of the community from any unreasonable risks associated with the effects of seismicity, flooding, and emergency preparedness. The fire protection aspects of the Safety Section are included in Chapter IV, Infrastructure and Community Services.

Issue VA1: Soils, Faulting, and Seismicity

Westminster is located within a region of historic seismic activity. Particular hazards which have the potential to occur within the City are: seismic shaking, ground displacement, and liquefaction. Additionally, the presence of peat deposits and expansive soils in the City could affect building and foundation stability.

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

Policies:

VA1-1 Collect and maintain current information on geologic hazards and update Citywide 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 addressing 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 recommendations 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.

Implementation Programs:

VA1.1 *Geotechnical Report Guidelines*

Objective: Prepare guidelines for the preparation of geotechnical reports and EIR sections stating preferred format, standard content requirements, requirements for areas of unique geologic hazards, Zoning Ordinance and Building Code requirements, and standard mitigation measures.
Funding: General Fund
Timing: Five Years
City Dept.: Planning; Engineering

VA1.2 *Building Code*

Objective: Review the Building Code on an annual basis or as required, to incorporate pertinent changes in the Uniform Building Code and State standards for structural safety.
Funding: General Fund
Timing: Ongoing
City Dept.: Building

VA1.3 *Geologic Hazards Map*

Objective: Prepare a comprehensive Citywide geologic hazards map that identifies areas with high liquefaction potential, peat deposits, or expansive soils.
Funding: General Fund
Timing: One year
City Dept.: Planning; Engineering

Issue VA2: Flood Hazard

The City of Westminster can be exposed to property damage and public safety hazards from overbank flooding of the Santa Ana River or failure of Prado Dam. Flooding is also a concern along the City's storm drainage channels and in identified areas of the City that lack local inlet or drain capacity.

Goal: **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.**

Policies:

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.

VA2-4 Set a high priority for funding and completing public improvement projects that address existing flood hazards and drainage constraints.

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.

VA2-6 Maintain dam failure evacuation plans in cooperation with the Orange County Flood Control District to ensure preparedness in the event of a failure at Prado Dam.

VA2-7 Update and implement a Citywide Master Drainage Plan, identifying deficiencies, improvement requirements, and funding sources.

Implementation Programs:

VA2.1 *Master Drainage Plan*

Objective: Routinely update the City-wide Master Drainage Plan as necessary to identify deficiencies, improvement requirements and priorities, and implementation strategies.

Funding: General Fund; Orange County Flood Control District Funds

Timing: Ongoing

City Dept.: Engineering; Public Works; Orange County Flood Control

Issue VA3: Water Quality

Non-point sources of water pollution, such as runoff from urban areas, grading, construction, and agricultural activities can significantly impact water resources. Particular areas of concern within the City are associated with the following: erosion-sedimentation problems from construction grading, inadequate subsurface sewage conveyance systems, and agricultural runoff heavy in silt, salts, fertilizers, or pesticides.

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

Policies:

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.

VA3-5 Industries or companies which plan to store hazardous or toxic materials in underground tanks shall obtain all necessary permits and comply with standards set forth by the Environmental Protection Agency and Regional Water Quality Control Board.

VA3-6 Projects located in areas with 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 (i.e. subdrains) required to control shallow ground water levels shall be completed.

Implementation Programs:

VA3.1 *Erosion and Sedimentation Control*

Objective: Develop and apply standard grading conditions that address erosion and sedimentation control, including pertinent measures required by the South Coast Air Quality Management District and the Regional Water Quality Control Board.
Funding: General Fund
Timing: Ongoing
City Dept.: Engineering

Issue VA4: Emergency Preparedness

Concerns for emergency preparedness in Westminster focus on large-scale incidents related to flooding, fire, earthquakes, and the discharge of hazardous materials. The ability to respond effectively to such incidents is dictated to a large degree by the City's Emergency Operations Plan which covers planned responses to all of the incidents listed above. Maintaining and updating the document and providing adequate staffing, equipment, and facilities are essential to carrying out effective planned responses to major emergencies.

Goals: **Minimize loss of life, injury, property damage and disruption of vital services from fires, earthquakes, dam failure, hazardous material incidents, and other natural and man-made disasters.**

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.

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 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.

VA4-7 Maintain, and if necessary, strengthen review of development proposals and upgrade prevention standards and mitigation measures in areas of high fire hazard throughout the City.

VA4-8 Continue efforts to reduce fire hazards associated with older buildings, multi-family housing, and fire-prone industrial facilities throughout the City.

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, transportation, 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 fire service provider 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.

VA4-12 Maintain communication, coordination, and procedures among the City, Southern Pacific Transportation Company, and the United States Navy to ensure a quick and efficient response in the event of a hazardous material incident along the railroad lines in the City.

VA4-13 Conduct a detailed review of any proposed building permit for projects located within the "Super Fund" site and discourage any grading until remediation of the site is complete.

Implementation Programs:

VA4.1 *Emergency Operations Plan*

Objective: As a high priority, complete a comprehensive update of the City Emergency Operations Plan, incorporating all appropriate plans, procedures, and policies not currently addressed in the document.
Funding: General Fund
Timing: Five years
City Dept.: Orange County Fire Authority; Building; Planning; Police

VA4.2 *Super Fund Site*

Objective: Require detailed review of any proposals for projects located within the Super Fund site, in order to discourage any grading until remediation of the site is complete. All appropriate staff should be informed of the requirement.
Funding: General Fund
Timing: Upon General Plan Approval
City Dept.: Engineering; Planning; Building; Orange County Fire Authority

VA4.3 *Education and Self-Help Programs*

Objective: Assess the adequacy of education and self-help programs concerning emergency preparedness and safety hazards, and improve and update programs as necessary to support a high level of awareness within the community. Training of residents to respond to large-scale emergencies may be conducted.
Funding: General Fund
Timing: Ongoing
City Dept.: Engineering; Orange County Fire Authority; Police

B. Noise

Section 65302(g) of the California Government Code requires every City to adopt a Noise Element as part of the General Plan. Government Code Section 65302(f) further describes what is needed in the Noise Element. Among the issues to address are mobile noise sources, stationary noise sources, sensitive receptors, and other ground sources contributing to the community noise environment.

Issue VB1: Mobile Noise Sources

Automobile and truck traffic on I-405, Route 22, and on the City's major arterials (e.g., Westminster Boulevard, McFadden Avenue, Magnolia Street) is increasing, causing higher noise levels in surrounding areas. As the amount of mobile noise sources increases, more of the City will be exposed to high noise levels. Additionally, any increases in rail traffic along the two rail lines that pass through the City may generate noise levels that could significantly impact existing and future noise sensitive land uses (i.e. residential, schools, hospitals, convalescent homes, libraries, churches).

Goal: **Reduce and avoid noise impacts from mobile 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.

VB1-2 Consider the following noise mitigation measures when improvements occur along existing freeway and major arterial roadway segments:

- Alignment;

- Barriers;
- Lateral separation;
- Vertical profile; and
- Other appropriate noise attenuation techniques.

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 Authority 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.

VB1-6 Support enforcement of the California Vehicle Code relating to vehicle mufflers and modified exhaust systems.

VB1-7 Coordinate with the County of Orange and the cities of Seal Beach, Huntington Beach, Garden Grove, and Fountain Valley to minimize noise conflicts among land uses along the City's boundaries.

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.

Implementation Programs:

VB1.1 *Noise Ordinance*

Objective: Update the Noise Ordinance to ensure that regulations are consistent with the policies adopted in this section, as well as changing

conditions in the City, and the most recent State regulations.

Funding: General Fund
Timing: One year
City Dept.: Planning; Engineering

VB1.2 *Noise Ordinance Enforcement*

Objective: Assign one or more employees with the responsibility of overseeing regulation and enforcement of the Noise Ordinance and the review of new projects with the potential to create noise impacts. Responsibilities should include, but not be limited to the following:

a. Coordination with Caltrans, OCTA, County of Orange, Southern Pacific Transportation Company, and the United States Navy, to reduce noise impacts from transportation improvements and railroad operations;

b. Oversee periodic updates to the General Plan Noise Section and the Noise Ordinance;

c. Monitor noise complaints, responses, and abatement of noise nuisances;

d. Review acoustical studies and EIRs for the adequacy of noise mitigation;

e Monitor implementation of noise mitigation measures required for new projects; and

f. Effectively communicate City noise policies and regulations to interested and affected citizens.

Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering; Police; Code Enforcement

Issue VB2: Stationary Noise Sources

Stationary noise sources in Westminster are generally associated with short-term construction noise and industrial and commercial land uses. Construction can often result in very high noise levels for short-term periods. If located in close proximity and not properly regulated, both construction noise and stationary noise from industrial land uses can adversely affect sensitive receptors.

Goal: **Reduce and avoid noise impacts from stationary 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 of 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.

VB2-3 Address noise impacts during environmental review for discretionary projects to ensure City Noise Ordinance standards are met.

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. In addition to other issues, the Noise Ordinance shall include the following:

VB2-4a. Require all projects (new construction or additions) to meet the City Noise Ordinance standards as a condition of building permit approval; and

VB2-4b. Enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that an acoustical analysis be prepared for all new developments of multi-family dwellings, condominiums, hotels, and motels proposed for areas within the 60 db Ldn (or CNEL) contour of a major noise source. The analysis shall document that an acceptable interior noise level of 45 dB Ldn (or CNEL) or below will be achieved with the windows and doors closed. UBC Chapter 35 requires that common wall and floor/ceiling assemblies within multi-family dwellings comply with minimum standards for the transmission of airborne sound and structure-borne impact noise.

VB2-5 The City shall employ procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review, building permit, and construction monitoring process.

Implementation Programs:

VB2.1 *Noise Ordinance*

Objective: Update the Noise Ordinance to ensure that regulations are consistent with the policies adopted in this section, as well as changing conditions in the City, and the most recent State regulations.
Funding: General Fund
Timing: One year
City Dept.: Planning; Engineering

VB2.2 *Noise Ordinance Enforcement*

Objective: Assign one or more employees with the responsibility of overseeing regulation and enforcement of the Noise Ordinance and the review of new projects with the potential to create noise impacts. Responsibilities should include, but not be limited to the following:

a. Coordination with Caltrans, OCTA, County of Orange, Southern Pacific Transportation

Company and the United States Navy, to reduce noise impacts from transportation improvements and railroad operations;

b. Oversee periodic updates to the General Plan Noise Section and the Noise Ordinance;

c. Monitor noise complaints, responses, and abatement of noise nuisances;

d. Review acoustical studies and EIRs for the adequacy of noise mitigation;

e. Monitor implementation of noise mitigation measures required for new projects; and

f. Effectively communicate City noise policies and regulations to interested and affected citizens.

Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering: Police; Code Enforcement

Issue VB3: Neighborhood Noise Sources

Neighborhood noise is generated by human activity in the community. Sources of this type of noise include air conditioners, lawn mowers, leaf blowers, pool equipment, radio/stereo/television, schools, sports arenas, and other entertainment activities. Noise exposure from these sources can become excessive and present a nuisance to City residents.

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

Policies:

VB3-1 Review and update the Noise Ordinance periodically and work with City residents to ensure that proper controls are in place to limit excessive neighborhood noise.

VB3-2 Coordinate the issue of Temporary Event Permits with the Police Department to ensure noise considerations are taken into account.

Implementation Programs:

VB3.1 *Noise Ordinance*

Objective: Update the Noise Ordinance to ensure that regulations are consistent with the policies adopted in this section, as well as changing conditions in the City, and the most recent State regulations.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering

VB3.2 *Noise Ordinance Enforcement*

Objective: Assign one or more employees with the responsibility of overseeing regulation and enforcement of the Noise Ordinance and the review of new projects with the potential to create noise impacts. Responsibilities should include, but not be limited to the following:

a. Coordination with Caltrans, OCTA, County of Orange, Southern Pacific Transportation Company and the United States Navy, to reduce noise impacts from transportation improvements and railroad operations;

b. Oversee periodic updates to the General Plan Noise Section and the Noise Ordinance;

c. Monitor noise complaints, responses, and abatement of noise nuisances;

d. Review acoustical studies and EIRs for the adequacy of noise mitigation;

e Monitor implementation of noise mitigation measures required for new projects; and

f. Effectively communicate City noise policies and regulations to interested and affected citizens.

Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering; Police; Code Enforcement

Issue VB4: Sensitive Receptors

Sensitive receptors include residences, schools, hospitals, libraries, churches, convalescent homes, and other noise sensitive land uses. Increases in traffic and siting of noise intensive land uses, and new residential development, can cause land use conflicts which adversely affect sensitive receptors.

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

Policies:

VB4-1 Control noise at its source through the use of insulation, noise barriers, building design/orientation, setbacks, staggered operating hours, and other techniques to ensure that noise levels do not exceed the limits established in the Noise and Land Use Compatibility Guidelines (Figure VB-1).

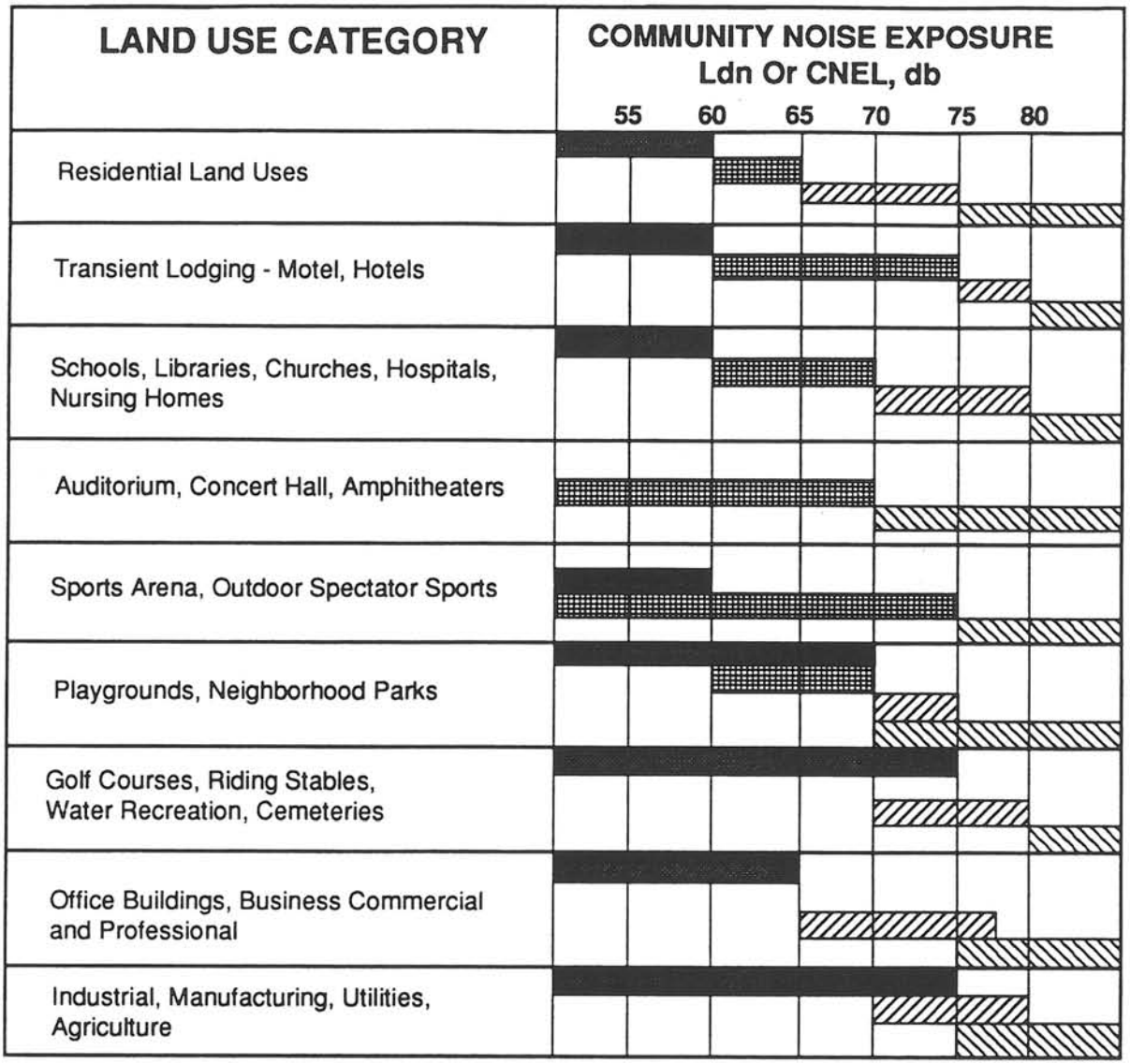
VB4-2 Review and update the Noise Ordinance periodically to ensure that exposure information and specific policies and regulations are consistent with changing conditions in the City and with the most recent control regulations.

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.

VB4-4 Eliminate or mitigate, through project review and enforcement of the Noise Ordinance, chronically high noise generating uses such as parking lots, outdoor speakers, equipment and truck deliveries, which occur near residential areas and sensitive land uses.

VB4-5 Protect the environment in existing residential areas by requiring the evaluation of mitigation measures for projects or developments which exceed standards set forth in the Noise and Land Use Compatibility Guidelines as measured at any affected land use.

VB4-6 Protect schools, hospitals, libraries, churches, convalescent homes, and sensitive facilities from noise levels exceeding those allowed in residential areas.



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 VB-1

Land Use Compatibility for Community Noise Environments

VB4-7 Locate sensitive facilities away from excessive sources of noise unless mitigation measures are included in project plans that reduce noise to acceptable levels.

VB4-8 New residential development shall be discouraged, or conditioned with mitigation measures, where the ambient noise level due to commercial or industrial sources exceed the standards set forth in the Noise and Land Use Compatibility Guidelines.

VB4-9 Encourage site design techniques such as building setbacks, placement of parking, maintenance and utility areas, and orientation of buildings to minimize noise impacts.

Implementation Programs:

VB4.1 *Noise Ordinance*

Objective: Update the Noise Ordinance to ensure that regulations are consistent with the policies adopted in this element, as well as changing conditions in the City, and the most recent State regulations.
Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering

VB4.2 *Noise Ordinance Enforcement*

Objective: Assign one or more employees with the responsibility of overseeing regulation and enforcement of the Noise Ordinance and the review of new projects with the potential to create noise impacts. Responsibilities should include, but not be limited to the following:

a. Coordination with Caltrans, OCTA, County of Orange, Southern Pacific Transportation Company and the United States Navy, to reduce noise impacts from transportation improvements and railroad operations;

b. Oversee periodic updates to the General Plan Noise Section and the Noise Ordinance;

c. Monitor noise complaints, responses, and abatement of noise nuisances;

d. Review acoustical studies and EIRs for the adequacy of noise mitigation;

e Monitor implementation of noise mitigation measures required for new projects; and

f. Effectively communicate City noise policies and regulations to interested and affected citizens.

Funding: General Fund
Timing: Ongoing
City Dept.: Planning; Engineering; Police; Code Enforcement

VI. Regionalism

VI. Regionalism

A. Regional Concerns

California Government Code Section 65303 gives local governments the ability to address issues that relate to the physical development of its jurisdiction. The Regionalism Chapter has the same force and effect as other sections of the General Plan.

Issue VIA1: Air Quality

Westminster, as every other jurisdiction in the region, contributes emissions that affect the South Coast Air Basin's air quality. The largest pollution generators are motor vehicles and other transportation modes. The City of Westminster can reduce vehicle trips and air quality impacts by implementing the Air Quality Management District's Air Quality Management Plan.

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

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.

VIA1-4 Record actions taken to reduce vehicle trips so that periodic implementation reports can be prepared to support expeditious implementation of the AQMP.

VIA1-5 Participate in the preparation of sub-regional, regional, or county-wide congestion management and growth management plans.

VIA1-6 Cooperate with surrounding jurisdictions in the preparation and adoption of air quality measures to ensure mutual benefit and not place any jurisdiction at an economic disadvantage.

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.

VIA1-10 Encourage energy conservation practices and recycling to reduce emissions and improve air quality.

VIA1-11 Incorporate energy conservation practices to reduce overall energy use within public buildings and facilities.

VIA1-12 Adopt incentives and/or regulations to reduce emissions from residential and commercial water heaters, swimming pools, and spas.

VIA1-13 Encourage the protection of solar access for both existing and new property owners for the use of solar collectors. Support legislation advocating the use of solar energy and other equivalent technologies that reduce energy use and improve air quality.

VIA1-14 Promote recycling of wastes and use of recycled materials. Additionally, implement regulations and procedures in compliance with Assembly Bill 939 to divert waste from landfills.

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.

Implementation 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

VIA1.2 *Air Quality Coordinator*

Objective: 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.
Funding: General Fund
Timing: Ongoing; Annual Progress Reports
City Dept.: Planning

VIA1.3 *City Fleet Vehicles*

Objective:	Reduce emissions from local government fleet vehicles by equipping vehicles with enhanced emission controls and by purchasing new fleet vehicles which use electricity, methanol, compressed natural gas, or other clean alternative fuels.
Funding:	Equipment Replacement Fund
Timing:	Ongoing
City Dept.:	Public Works

VIA1.4 *Reduce Emissions Associated with Government Energy Consumption*

Objective:	The City shall prepare a study in cooperation with Southern California Gas Company to initiate a program for retrofitting City buildings with a full range of energy conservation measures.
Funding:	General Fund
Timing:	Five Years
City Dept.:	City Manager

VIA1.5 *Particulate Matter and Fugitive Dust*

Objective:	Adopt incentives, regulations, and procedures to reduce particulate matter and fugitive dust emissions from agriculture, construction, demolition, debris hauling, street cleaning, and utility maintenance.
Funding:	General Fund
Timing:	Five Years
City Dept.:	Planning; Building; Public Works; Engineering

Issue VIA2: 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 Westminster portion of gas tax revenue, approved under Proposition 111, is estimated to be $9.8 million over the 20-year period. In order to qualify for the gas tax

subventions, each jurisdiction must adopt a CMP and annually demonstrate an integration and application of CMP requirements into the land use decision-making process.

Goal: **Coordinate transportation improvement requirements and land use decision making.**

Policies:

VIA2-1 Maintain up-to-date traffic inventories, including coordination with surrounding jurisdictions that impact Westminster roadways.

VIA2-2 Review transportation impacts for any new development expected to contribute over 2,400 trips per day. All projects within a Planned Development designation shall provide documentation of compliance with the site's Performance Standard.

VIA2-3 Publicize and educate the public on alternative modes of transportation, including public transportation, carpooling, bicycling, walking, etc.

VIA2-4 Coordinate with the County and State and participate in the Smart Street program to improve Beach Boulevard. Review traffic conditions and, if warranted, apply for Smart Street status on other City roadways.

VIA2-5 Encourage a mix of housing types, affordable to all segments of the population and near job opportunities, to further reduce vehicle trips and VMT.

VIA2-6 Encourage merchants to provide incentives to customers that shift from single occupancy vehicles to transit, carpools, bicycles, foot or other appropriate modes.

VIA2-7 Encourage transportation demand measures which promote biking, ridesharing, telecommuting, and the use of mass transit or other appropriate modes.

VIA2-8 Promote the use of alternative work weeks and flextime among employers.

VIA2-9 Promote voluntary programs which would establish alternative work schedules for new business development that generate 25 or more employees. Where possible, encourage existing

businesses with 25 to 99 employees to establish alternative work schedules. (Businesses with 100 or more employees are required to be in compliance with SCAQMD Regulation XV).

VIA2-10 Encourage the formation of Transportation Management Associations (TMA) for large companies and or groups of companies. Provide potential TMA's with administrative guidelines and technical assistance during formative stages.

VIA2-11 Cooperate with the Orange County Transportation Authority and other mass transit purveyors to improve the area transit system.

VIA2-12 Require operators of major outdoor events to submit a trip reduction plan which applies to both patrons and employees during the course of the event.

VIA2-13 Encourage businesses with 25,000 square feet of floor area to establish telecommuting centers and work at home programs.

VIA2-14 Coordinate with the trucking industry to reduce peakhour deliveries. Furthermore, reevaluate any restrictions that currently hinder non-peak hour delivery.

VIA2-15 Participate with RAQAC, SCAG, OCTA, Orange County, and Caltrans in the establishment of High Occupancy Vehicle (HOV) lanes on the regional freeway, arterial, and highway system.

VIA2-16 Cooperate with neighboring jurisdictions in assessing the need for park-and-ride facilities along major commuter routes.

VIA2-17 Support OCTA in efforts toward establishing the Smart Street program, light rail program, and bus system.

VIA2-18 Encourage mixed-use and multiple use development projects that create a pedestrian scale environment, facilitate use of mass transit, and reduce dependency on the automobile.

Implementation Programs:

VIA2.1 *Congestion Management Program*

Objective: Comply with Congestion Management Program requirements by annually preparing and

submitting a local CMP package to the Orange County Transportation Authority (OCTA) with all required components.

Funding: General Fund; CMP Funds
Timing: Ongoing
City Dept.: Engineering

VIA2.2 *Transportation Management Associations*

Objective: Promote the formation of Transportation Management Associations for large companies or groups of companies and provide potential TMA's with administrative guidelines and technical assistance during formative stages.

Funding: General Fund
Timing: Ongoing
City Dept.: Engineering

Issue VIA3: Growth Management

On November 6, 1990, Orange County voters approved Measure M, the Revised Traffic Improvement and Growth Management Ordinance, providing funding for needed transportation improvements. The half-cent sales tax, for a 20-year period, will provide Westminster with $500,000 to $1 million annually. Measure M requires each city to include, within its General Plan, Traffic level of service (LOS) standards, development mitigation programs and development phasing and monitoring programs.

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

Policies:

VIA3-1 Require adequate public infrastructure and transportation facilities be provided, or will be provided during construction of the project or within an approved time period, prior to permitting development.

VIA3-2 Prohibit development that contributes traffic impacts that would reduce levels of service at intersections under sole control of the City to below LOS D, unless approved mitigation measures are provided to obtain the standard within three years of building permit issuance.

VIA3-3 Require new development to pay its share of public costs associated with that development, including but not limited to, required traffic mitigation measures.

VIA3-4 Impose traffic mitigation fees for improvements within City limits and coordinate activities through inter-jurisdictional planning forums to determine minimally acceptable impact fee levels for application within Growth Management Areas.

VIA3-5 Measure M tax revenues shall not be used to replace private developer funding required or committed for any project or normal subdivision obligations.

VIA3-6 Pursue the development and adoption of a comprehensive phasing program for new development, including public infrastructure and transportation facility improvements. A performance monitoring program will evaluate compliance with the phasing program.

Implementation Programs:

VIA3.1 *Infrastructure and Transportation Facility Improvements*

Objective:	Pursue the development and adoption of a comprehensive phasing program for new development, including public infrastructure and transportation facility improvements. A performance monitoring program will evaluate compliance with the phasing program.
Funding:	General Fund; Measure M Funds
Timing:	Ongoing
City Dept.:	Engineering; Planning; Building; Public Works

Issue VIA4: Jobs/Housing Balance

Jobs to housing balance is the idea of matching the location, intensity, and nature of jobs to housing in a particular geographical area 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. It is assumed that when the distance between home and the work place 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 objective of jobs/housing balance.

Goal: **Improve air quality and reduce traffic congestion through a more efficient jobs to 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 development patterns which locate residential uses near commercial and employment centers.

VIA4-4 Improve subregional jobs/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).

Implementation Programs:

VIA4.1 *Monitor Jobs/Housing Ratios*

Objective: Prepare a report identifying the City's jobs/housing ratio on a periodic basis. The report shall identify the number of housing units in the City in relation to the number and type of local jobs. The analysis will incorporate recommendations and policies to assist the City in achieving regional jobs/housing goals.

Funding: General Fund

Timing: Every five years in conjunction with Housing Section

City Dept.: Planning; City Manager; Redevelopment Agency

VII. Implementation Programs Summary

VII. Implementation Programs Summary

A. Introduction

Implementation of Westminster's General Plan is an ongoing, comprehensive process that requires a great deal of effort over many years. The General Plan sets the policy framework for further actions by the City, including the development and/or updating of ordinances, continuation and establishment of programs, budgeting, capital improvement programming, coordination with other governmental agencies, and day-to-day actions of staff.

Because the General Plan is Westminster's "blueprint" for the future, State law requires that all ordinances and other City actions be consistent with the document.

The purpose of this Chapter is to summarize the Implementation Programs identified in the previous Chapters. The matrix table indicates those City divisions, departments, or agencies that are expected to have functional responsibility for implementing the programs. This Chapter is primarily a checklist to assist the City in identifying the actions needed to implement the stated policies of the General Plan. Since all City actions are required to be consistent with the General Plan, this checklist is by no means exhaustive. All subsequent ordinances, programs, budgets, and plans should be reviewed to determine consistency with the General Plan. Future courses of action, including the delegation of functional responsibility, funding, and timing, different than those identified here, may present themselves as more advantageous to implement certain policies of the General Plan. So long as the course of action is consistent with the goals and policies, there is no requirement to amend the General Plan.

The General Plan is amendable, by City Council approval, and should be reviewed on an annual basis for applicability and reference to changing City-wide circumstances.

B. Description of Matrix

The matrix table lists the Implementation Programs of the General Plan in a "shorthand" description. The complete Issue, Goal, and Policy Section of the Plan should be referenced in order to determine the exact nature of the program. Where more than one City division or department is identified, City management may choose to assign a primary agent to carry the actions forward. Coordination or input should then be obtained from the other divisions or departments identified for that particular action. The identification of a City division or department is a recommendation and not necessarily exhaustive. In the future, the City may determine that a particular program is better implemented by a division or department other than identified here.

The following codes are utilized throughout the table to identify Chapter reference and the City division or department having functional responsibility:

<u>Implementation Program Chapter Reference</u>

Program Number IIA1.1 means:

- II : Chapter II (Community Development)
- A : Section A (Land Use)
- 1 : Issue Number 1 (Image)
- .1 : Program Number 1 (Neighborhood Improvement Program)

<u>City Division or Department Having Functional Responsibility</u>

P	: Planning	CM	: City Manager
B	: Building	R	: Redevelopment Agency
E	: Engineering	CE	: Code Enforcement
GH	: Grants and Housing	F	: Orange Co. Fire Authority
CSR	: Community Services and Recreation		
PW	: Public Works		
Pol	: Police	Other	: See notes following matrix

Community Development													
Program	**Description**	**P**	**B**	**E**	**CSR**	**PW**	**POL**	**F**	**CM**	**R**	**CE**	**GH**	**Other**
IIA1.1	Neighborhood Improvement	P		E		PW				R			
IIA1.2	Unified Streetscape	P		E		PW				R			
IIA1.3	Ordinance Review and Update	P	B	E						R			
IIA1.4	Property Rehabilitation and Cleanliness	P	B							R	CE		
IIA2.1	Ordinance Review and Update	P	B	E						R			
IIA2.2	Annexation Report	P		E	CSR		POL	F	CM				
IIA2.3	PD Performance Standards	P		E						R			
IIA3.1	Redevelopment Expansion Report									R			
IIA3.2	Redevelopment Promotion									R			
IIA3.3	Commercial Property Improvement									R			
IIA4.1	Ordinance Review and Update	P		E						R			
IIA4.2	Little Saigon District Maintenance	P	B							R	CE		
IIA4.3	Little Saigon Desired Develop. Table	P								R			
IIA4.4	Little Saigon Design Standards	P	B	E						R			
IIA5.1	Public Facilities and Services Plan	P		E	CSR	PW	POL	F	CM	R			1
IIA5.2	Impact Fee Program			E		PW			CM				1
IIA5.3	Facilities Improvement	P		E		PW			CM				
IIB1.1	Identification of Adequate Sites	P											
IIB1.2	Lot Consolidation	P								R			
IIB1.3	Redevelopment- Land Acquisition									R			
IIB1.4	Emergency Shelter	P			CSR					R			
IIB1.5	Transitional Housing	P								R		GH	
IIB1.6	Land Improvement Subsidies									R		GH	
IIB1.7	Ordinance Review and Update	P	B	E									
IIB1.8	Density Bonus	P											
IIB1.9	Mortgage Revenue Bonds									R		GH	
IIB1.10	Waiver of Fees	P							CM				
IIB1.11	Housing Construction Monitoring	P	B										
IIB2.1	Housing/Rental Rehabilitation											GH	
IIB2.2	Building Code Enforcement		B								CE		
IIB2.3	Public Facilities Monitoring			E	CSR	PW				R			

Community Development (cont.)

Program	Description	P	B	E	CSR	PW	POL	F	CM	R	CE	GH	Other
IIB3.1	Section 8 Rental Assistance											GH	2
IIB3.2	Condominium Conversion	P											
IIB3.3	Mobile Home Conversion Ordinance	P											3
IIB3.4	Preservation of "At Risk" Affordable Hsg.											GH	4
IIB4.1	Rehabilitation for Handicapped Access											GH	
IIB4.2	Senior Rental Subsidies											GH	
IIB4.3	Home Ownership Opportunity Assistance											GH	
IIB4.4	"Shelter for the Homeless" Housing Grant									R		GH	
IIB4.5	Fair Housing Council											GH	
IIB4.6	Housing Directory											GH	
IIB4.7	Large Family Rehabilitation/Construction	P	B							R		GH	
IIB4.8	Staff Resources								CM	R		GH	
IIC1.1	Energy Plan	P		E									5
IIC1.2	Ordinance Review and Update	P	B										
IIC1.3	Source Reduction and Recycling Element					PW			CM				6,12
IIC2.1	Urban Water Management Plan	P		E		PW					CE		7
IIC2.2	Public Information	P		E									7
IIC3.1	Demolition Review	P	B										
IIC3.2	Cultural Participation				CSR				CM				8
IID1.1	Ordinance Review and Update	P			CSR								
IID1.2	Government Coordination				CSR								

Economic Resources

Program	Description	P	B	E	CSR	PW	POL	F	CM	R	CE	GH	Other
IIIA1.1	Community Leadership and Focus	P	B	E	CSR	PW	POL	F	CM	R	CE	GH	9
IIIA2.1	Ordinance Review and Update	P	B	E						R			
IIIA2.2	Development Review Process	P								R			9
IIIA2.3	Redevelopment Assistance	P	B	E		PW			CM	R			
IIIA3.1	Development Review Process	P	B							R			9
IIIA3.2	Cooperative Training				CSR		POL	F	CM				10
IIIA3.3	Commercial Rehabilitation/Revitalization	P	B							R			

Economic Resources (cont.)

Program	Description	P	B	E	CSR	PW	POL	F	CM	R	CE	GH	Other
IIIA3.4	Redevelopment Assistance	P	B			PW			CM	R			
IIIA4.1	Development Review Process	P	B	E						R			
IIIA4.2	Redevelopment Assistance	P	B			PW			CM	R			
IIIA5.1	Ordinance Review and Update	P	B							R			
IIIA5.2	Housing Assistance, Rehab., and Develop.	P	B						CM	R			
IIIA6.1	Development Review Process	P							CM	R			
IIIA6.2	Annexation Report	P		E	CSR		POL	F	CM				

Infrastructure and Community Services

Program	Description	P	B	E	CSR	PW	POL	F	CM	R	CE	GH	Other
IVA1.1	Master Plan of Roadways	P		E		PW							
IVA1.2	Street Classification and Standards			E		PW							
IVA1.3	Traffic Mitigation Fee	P		E		PW							
IVA1.4	Traffic Count			E		PW							
IVA1.5	Development Review Process	P		E									
IVA1.6	Local Assessment Districts	P		E		PW							
IVA1.7	Transportation Demand Management	P		E									
IVA1.8	Capital Improvement Program			E	CSR	PW			CM				
IVA1.9	Traffic Signal Coordination			E		PW							
IVA1.10	Intersection Improvement Program	P		E		PW							
IVA2.1	Monitor Activity in Neighboring Cities	P		E									
IVA2.2	Regional Planning Forums	P		E									
IVA3.1	Parking Code Review and Update	P		E									
IVA4.1	Monitor Plan Activities of Transit Agency			E		PW							
IVA4.2	Investigate Funding			E		PW							
IVA4.3	Little Saigon Shuttle Service	P		E									
IVA4.4	Park-N-Ride			E									11
IVA4.5	Development Review Process	P		E									
IVA5.1	Master Plan of Bicycle Routes	P		E	CSR								
IVA5.2	Coordinate with Regional Bike Facilities	P		E									
IVA5.3	Safe Route to School	P		E		PW							8

Infrastructure and Community Services (cont.)													
Program	**Description**	**P**	**B**	**E**	**CSR**	**PW**	**POL**	**F**	**CM**	**R**	**CE**	**GH**	**Other**
IVA6.1	Pedestrian Walkways	P		E		PW							
IVA6.2	Sidewalk Installation	P		E		PW							
IVA6.3	Assessment District for Missing Sidewalks			E		PW			CM				
IVA7.1	Master Plan of Truck Routes			E									
IVA7.2	Traffic Index Calculations			E									
IVA8.1	Congestion Management			E		PW							
IVA8.2	Growth Management			E		PW							
IVA8.3	CMP- Traffic Impact Analysis			E		PW							
IVA8.4	Traffic Signal Synchronization			E		PW							
IVA8.5	Hoover/Gothard Connection			E		PW							
IVA9.1	Improve Freeway Crossings			E		PW							
IVA9.2	Development Review Process	P		E									
IVB1.1	Water Facilities Master Plan			E		PW							7
IVB2.1	Sewer Facilities Master Plan			E		PW							6,12
IVB3.1	Public Building Report				CSR				CM				
IVC1.1	Naylor Act Rights				CSR				CM	R			
IVC1.2	Joint Powers Agreements				CSR				CM				
IVC1.3	Civic Recreation				CSR								
IVC1.4	Ordinance Review and Update	P			CSR								
IVC2.1	Community Based Police and Fire						POL	F					
IVC2.2	Gang Prevention/Suppression and Education				CSR		POL		CM				8
IVC2.3	Emergency Systems Review			E		PW	POL	F	CM				7
IVC2.4	Fire Prevention and Education							F					
IVC3.1	School District Coordination				CSR								
IVC3.2	Community College/University Satellite	P			CSR				CM				
IVC4.1	Solid Waste Management Plan	P		E		PW							6,12
IVC4.2	Source Reduction and Recycling Element					PW							6,12

Community Health and Safety													
Program	**Description**	**P**	**B**	**E**	**CSR**	**PW**	**POL**	**F**	**CM**	**R**	**CE**	**GH**	**Other**
VA1.1	Geotechnical Report Guidelines	P		E									

Community Health and Safety (cont.)

Program	Description	P	B	E	CSR	PW	POL	F	CM	R	CE	GH	Other
VA1.2	Building Code		B										
VA1.3	Geologic Hazard Map	P		E									
VA2.1	Master Drainage Plan			E		PW							13
VA3.1	Erosion and Sedimentation Control			E									
VA4.1	Emergency Operations Plan	P	B				POL	F					
VA4.2	Super Fund Site	P	B	E				F					
VA4.3	Education and Self Help			E			POL	F					
VB1.1	Noise Ordinance (VB2.1,VB3.1, VB4.1)	P		E									
VB1.2	Noise Ordinance Enforcement (VB2.2, VB3.2, VB4.2)	P		E			POL				CE		

Regionalism

Program	Description	P	B	E	CSR	PW	POL	F	CM	R	CE	GH	Other
VIA1.1	Transportation Demand Management	P		E									
VIA1.2	Air Quality Coordinator	P											
VIA1.3	City Fleet Vehicles					PW							
VIA1.4	Reduce Emissions								CM				
VIA1.5	Particulate Matter and Fugative Dust	P	B	E		PW							
VIA2.1	Congestion Management			E									
VIA2.2	Transportation Management Associations			E									
VIA3.1	Infrast. and Transp. Facilities Improv.	P	B	E		PW							
VIA4.1	Monitor Jobs/Housing Ratio	P							CM	R			

"Other" notes:

1. Individual Service Agencies and Districts (Sewer, Water, Schools, etc.)
2. Orange County Housing Authority
3. Mobile Home Park Commisison
4. Department of Housing and Urban Development
5. Southern California Edison; Southern California Gas Company
6. Midway City Sanitary District (MCSD)
7. Water Agencies
8. School Districts
9. City Council, Planning Commission, and all other City Boards and Commissions
10. Chambers of Commerce; Bolsa Corridor Merchants Association
11. Orange County Transportation Authority (OCTA)
12. Garden Grove Sanitary District (GGSD)
13. Orange County Flood Control District

VII. Glossary of Terms

A. Glossary of Terms

The following is provided to clarify terms used throughout the General Plan. Because there are no standardized lists of necessary definitions, this glossary is not exhaustive. The definitions given are by no means the only acceptable or complete available. These definitions were extracted from The California General Plan Glossary, published by The California Planning Round Table, 1990, and other resources.

ADT:	Average Daily Trips
AQMP:	Air Quality Management Plan
CARB:	California Air Resources Board, sometimes abbreviated as ARB
CDBG:	Community Development Block Grant
CEQA:	California Environmental Quality Act
CFR:	Code of Federal Regulations
CIP:	Capital Improvements Program
CMP:	Congestion Management Plan
CNEL:	Community Noise Equivalent Level
DEIR:	Draft Environmental Impact Report
EIR:	Environmental Impact Report
FAR:	Floor Area Ratio
FEIR:	Final Environmental Impact Report
FEMA:	Federal Emergency Management Agency
HCD:	Housing and Community Development Department of the State of California
LAFCO:	Local Agency Formation Commission
LOS:	Level of Service
NOP:	Notice of Preparation
NPPA:	Native Plant Protection Act
NSR:	New Source Review
SIP:	State Implementation Plan
SO_2:	Sulfur Dioxide

SO_x:	Sulfur Oxides
SPRR:	Southern Pacific Railroad
TDM:	Transportation Demand Management
TDS:	Total Dissolved Solids
TSM:	Transportation Systems Management
TSP:	Total Suspended Particulates
USFWS:	U.S. Fish and Wildlife Service
V/C:	Volume to Capacity Ratio
VMT:	Vehicle Miles Traveled

A-Weighting
A weighting scheme applied to sound level measurements; corresponding approximately to human hearing sensitivity. Expressed as decibels. A-weighted (dBA).

Acres, Gross
The entire acreage of a site, including easements.

Active Fault
Evidence of Holocene surface faulting that is in the last 200 years

Adaptive Reuse
The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact
A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing
Housing capable of being purchased or rented by a household with a very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

Air Basin
Jurisdictional boundary influences by physiographical barriers for the regulation of air pollutants of South Coast Air Basin.

Air Pollution
Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Air Quality Management Plan (AQMP)
Outlines rules and regulations for improving and maintaining the quality of air in the region.

Ambient
Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air, and other environments.

Ambient Noise
A mix of all the existing sound within a given location, room, etc.; background noise.

Arterial
Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assessment District
(See "Benefit Assessment District")

Aquifer
A body of rock that is sufficiently permeable to conduct ground water and to yield economically significant quantities of water to wells and springs.

Bedrock
The rock that underlies gravel, soil, or other superficial material.

Benefit Assessment District
An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets and Highway Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the

construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

British Thermal Unit (BTU)
A measure of energy. The quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at a specified temperature.

Buildout; Build-out
Development of land to its full potential or theoretical capacity as permitted under current or proposed planing or zoning designations.

California Environmental Quality Act (CEQA)
A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

Caltrans
California Department of Transportation

Capital Improvements Program (CIP)
A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Collector
Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial
A land use classification that permits facilities for the buying and selling of commodities and services.

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

Community Facilities District
Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)
A 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Redevelopment Agency (CRA)
A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Compatible
Capable of existing together without conflict or ill effects.

Condominium
A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP)
A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and

jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Conservation
The management of natural resources to prevent waste, destruction,or neglect. The State mandates that a Conservation Element be included in the general plan.

Consistent
Free from variation or contradiction. Programs in the general plan are to be consistent, not contradictory or preferential. State law requires consistency measures such as the zoning ordinance.

Cultural Resource
Places or objects important for scientific, historical, and religious reasons to cultures, communities, and individuals.

Cumulative Impacts
Two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects.

dB
Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA
The "A-weighted" scale for measuring sound decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually 10 times more intense.

Density, Residential
The number of permanent residential dwelling units per area of land. Densities specified in the General Plan are expressed in units per gross acre.

Density Bonus
The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the

maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Design Review, Design Control
The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee.

Development
The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Dwelling Unit
A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Emergency Shelter
A facility that provides immediate and short-term housing and supplemental services for the homeless. Supplemental services may include food, counseling, and access to other social programs.

Encourage, v.
To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Animal Species
Any animal species in danger of extinction throughout all or a significant portion of its range. This definition excludes species of insects that the Secretary of the Interior determines to be pests and whose protection under the Endangered Species Act of 1973 would present an overwhelming and overriding risk to man.

Endangered Plant Species
Species of plants in danger of extinction throughout all or a significant portion of their ranges. Existence may be endangered because of the destruction, drastic change, or severe curtailment of habitat, or because of overexploitation, disease, predation, or unknown reasons. Plant taxa from very limited areas, e.g., the type localities only, or from restricted fragile habitats are usually considered endangered.

Enhance, v.
To improve existing conditions by increasing the quantity of beneficial uses.

Environment
CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)
A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Family
(1) Two or more persons related by birth, marriage, or adoption (U.S. Bureau of the Census). (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping, sorority, club, or other group of persons occupying a hotel, lodging house, or institution of any kind (California).

Fault
A fracture or fracture zone along which there has been displacement of the sides relative to one another.

Final Environmental Impact Report (FEIR)
The Final EIR includes all comments made to the Draft EIR as well as the responses of the proposer to those comments and is submitted to the state government and the public for review of a proposed project.

Fiscal Impact Analysis
A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report (FIR)
A report projecting the public costs and revenues that will result from a proposed program or development. (See "Fiscal Impact Analysis.")

Flood Plain
The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floor Area Ratio (FAR)
The gross area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, a FAR of 1.5 would allow 15,000 sq. ft. of floor area; a FAR of 2.0 would allow 20,000 sq. ft.; and a FAR of 0.5 would allow only 5,000 sq. ft. Commonly used in zoning.

Fossiliferous
Containing fossils.

Freeway
A high-speed, high-capacity, limited-access transportation facility serving regional ad county-wide travel. Such roads are free of tolls, as contrasted with "turn-pikes" or other "toll roads" now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

gpd
Gallons per day. A measure of flow rate.

gpm
Gallons per minute. A measure of flow rate.

General Plan
A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use Noise, Open Space, and Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Goal
A general, overall, and ultimate purpose, aim, or end toward which the city or county will direct effort.

Groundwater
Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Basin
Underground formation with sides and bottom of relatively impervious material in which groundwater is held or retained. Aquifer or system of aquifers with well defined boundaries.

Growth Management
The use by a community of a wide range of techniques in combination to determine the amount, type,and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standard for levels of service, and other programs.

Habitat
The place where an animal or plant normally lives, often characterized by a dominant plant and codominant form, such as pinyon-juniper habitat.

Hazardous Material
Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the work place or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic; Historical
An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation
The preservation of historically significant structures and neighborhood until such time as, and in order to facilitate, restoration, and rehabilitation of the building(s) to a former condition.

Household
All those persons - related or unrelated - who occupy a single housing unit. (See "Family.")

Housing and Community Development Department of the State of California (HCD)
The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Element
Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current Housing Element as part of the community's general plan in order to attain a statewide goal of providing "decent housing and a suitable living environment for every California family." Under State Law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD)
A cabinet-level department of the federal government that administers housing and community development programs.

Impact
The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Implementation
Actions, procedures, programs, or techniques that carry-out policies.

Improvement
The addition of one or more structures or utilities on a parcel of land.

Industrial
The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development
Development of vacant land (usually individual lots or left-over properties) within area that are already largely developed.

Inversion
A layer of air in the atmosphere in which the temperature increases with altitude at a rate greater than normal (adiabatic). Pollutants tend to be trapped below the inversion.

Issues
Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio
The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio greater than 1.0 indicates a net in-commute, less than 1.0 indicates a net out-commute.

L_{dn}
The day/night average sound level, defined as the 24-hour period L_{eq} with 10 dBA added to the nighttime average level, L_n.

Land Use
The occupation or utilization of land or water area for any human activity or any purpose defined in the general plan.

Land Use Classification
A system for clarifying and designating the appropriate use of properties.

Land Use Element
A required element of the general plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The Land Use Element serves as a guide to the structuring of zoning and subdivision controls, urban renewal, and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Level of Service (LOS)
(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A
Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
Level of Service B
Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in single signal cycle.
Level of Service C
Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
Level of Service D
Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
Level of Service E
Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.
Level of Service F
Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Low-Income Household
A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey on incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Mandatory Element
A component of the general plan mandated by State law. California State law requires that a general plan include elements dealing with seven subjects - circulation, conservation, housing, land use, noise, open space, and safety - and specifies to various degrees the information to be incorporated in each element. (See "Land Use Element.")

Midden
A refuse stock pile associated with a prehistoric cultural resource site.

Mitigation Measure
Method or procedure undertaken for the purpose of avoiding or reducing potential impact(s) of an action.

Mixed-Use
Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

National Register of Historic Places
A list of significant historic and prehistoric sites and districts which provides procedural protection of these properties.

Nitric Oxide (NO)
A molecule of one nitrogen and one oxygen atom. Results usually from combustion of organic substances containing nitrogen and from recombination of nitrogen decomposed in air during high temperature combustion.

Nitrogen Dioxide (NO_2)
A molecule of one nitrogen and two oxygen atoms. Results usually from further oxidation of nitric oxide (NO) in the atmosphere. Ozone accelerates the conversion.

Nitrogen Oxides (NO_x)
Poisonous and highly reactive gases produced when fuel is burned at high temperatures, causing nitrogen in the air to combine with oxygen.

Notice of Preparation (NOP)
A notice prepared and mailed to all responsible agencies and interested parties informing the agencies of the proposed project and inviting comments regarding the scope of issues to be addressed in the EIR. Required by the California Environmental Quality Act.

Noise
Any sound that is undesirable because it interferes with speech and hearing, or its intense enough to damage hearing, or is otherwise annoying. Noise, simply is "unwanted sound."

Objective
A specific statement of desired future condition toward which a City or County will expend effort in the context of striving to achieve a broader goal.

One-Hundred-Year-Flood
This is the flood which has a one (1) percent probability of occurrence in a given year.

Ordinance
A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overlay
A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone (O_3)
A colorless gas formed by a complex series of chemical and photochemical reaction of reactive organic gases, principally hydrocarbons, with the oxides of nitrogen, which is harmful to the public health, the biota and some materials.

PM_{10}
Particulate matter less than 10 micron in size, which is small enough to be inhaled deeply into the lungs and cause disease.

Parcel
A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Performance Standards
Regulations that permit uses based on a particular set of standards of operation rather than on a particular type of use. Performance standards may provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planned Community
A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planning Commission
A body, usually having five or seven members, created by a city or county in compliance with California law (65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy
A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Potentially Active Fault
Evidence of Late Quaternary surface faulting that is in the last 11,000 years.

Poverty Level
As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Program
An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how," and "when" for carrying out the "what" and "where" of goals and objectives.

Project
The whole of an action, which has a potential for resulting in a physical change in the environment.

Public and Quasi-public Facilities
Institutional, academic, governmental, and community service uses, either publicly owned or operated by non-profit organizations.

Rare Species
A species which, although not presently threatened with extinction, is in such small numbers throughout its range that it may become endangered if its present environment worsens.

Recycle
The process of extraction and reuse of materials from waste products.

Residential
Land designated in the city or county general plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family
Usually three or more dwelling units on a single site, which may be in the same or separate building.

Residential, Single-Family
A single dwelling unit on a building site.

Right-of-Way
A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian
The area or zone along the banks of a stream or lake that is not covered by water.

Section 8 Rental Assistance Program
A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Sensitive Receptor
That segment of the population that because of age or weak health is more susceptible to the effects of air pollution, noise, etc., than the population at large.

Sensitive Species
Generic term for any plant or animal species which is recognized by the government or by any conservation group as being depleted, rare, threatened, and/or endangered.

Setback
The horizontal distance between the property line and any structure.

Shall
That which is obligatory or necessary.

Should
Signifies a directive to be honored if at all possible.

Shrink-swell Potential
The expansion or contraction of primarily clayrich soils during alternating wetting and drying cycles.

Significant Effect
A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Significant Environmental Impact
As defined by CEQA, Chapter 3, Article 1, Section 15002 (g), it is "a substantial adverse change in the physical conditions which exist in the area affected by the proposed project."

Single-Family Dwelling, Attached
A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-Family Dwelling, Detached
A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Soil Liquefaction
A condition where soil strength is greatly reduced because of excessive pore water pressure buildup, especially in saturated sandy soils that are subject to compaction remolding triggered by earthquake vibrations.

Solid Waste
General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

State Implementation Plan (SIP)
A document required periodically from each county by EPA that indicates the progress and the planning of the country for improving the quality of its air.

Street Tree Plan
A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Subsidence
The settling or sinking of soil layers due to water or oil extraction resulting in compaction and uneven surface elevations.

Sulfur Dioxide (SO_2)
A corrosive and poisonous gas produced from the complete combustion of sulfur in fuels.

Sulfur Oxides (SO_x)
The group of compounds formed during combustion or thereafter in the atmosphere of sulfur compounds in the fuel, each having various levels

of oxidation, ranging from two oxygen atoms for each sulfur atom to four oxygen atoms.

Terrestrial
Related to or living on land. Terrestrial biology deals with upland areas as opposed to shorelines or coastal habitats.

Threatened Species
Species which, although not presently threatened with extinction, is likely to become endangered in the foreseeable future in the absence of special protection and management efforts.

Total Suspended Particulates (TSP)
Solid or liquid particles small enough to remain suspended in air. PM_{10} is the portion of TSP that can be inhaled.

Tourism
The business of providing services for persons traveling for pleasure. Tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Traffic Model
A mathematical representation of traffic movement within and area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

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

Transportation Systems Management (TSM)
A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and

quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip
A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end'" (or origin - often from home, but not always) and one "attraction end" (destination). (See "Traffic Model.")

Trip Generation
The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route
A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Tsunami
A long gravity wave generated by sudden movements of the ocean bottom during submarine earthquakes, landslides or volcanic activity.

Use
The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the city or county zoning ordinance and general plan land use designations.

Utility Corridor
A strip of land, or an easement, on which utility or pipelines are constructed.

Vehicle Miles Traveled (VMT)
A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-Income Household
A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Visual Resource
The physical features of a landscape which can be seen (e.g., land, water, vegetation, structures, and other features).

Volume to Capacity Ratio (V/C)
A measure of the capacity of a roadway. When V/C is 100 percent, no more traffic can be accommodated.

Watershed
The area contained within a drainage divide above a specified point on a stream.

Wetland
Lands transitional between obviously upland and aquatic environments. Wetlands are generally highly productive environments with abundant fish, wildlife, aesthetic, and natural resource values. For this reason, coupled with the alarming rate of their destruction, they are considered valuable resources, and several regulations and laws have been implemented to protect them.

Zoning
The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas. A program that implements policies of the general plan.