

## 2. Background

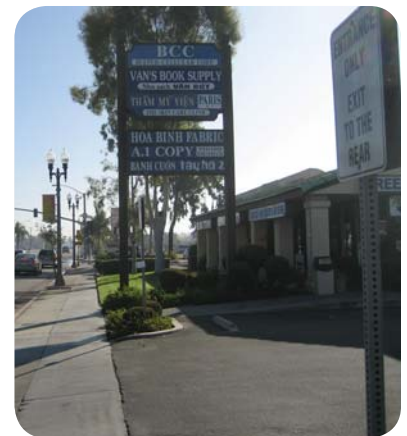
### Introduction

Before the provisions in the Moran Street Specific Plan could be developed, it was critical to establish a clear understanding of the existing conditions and provide decisionmakers and community stakeholders with the context, or the common starting point, for the analysis.

Evaluation of the existing conditions can identify the opportunities that will allow the Moran Street area to reach its maximum potential or constraints that could limit the types or intensities of uses that can occur.

This section will provide a brief overview of the existing conditions, opportunities, and constraints related to:

- Project Location
- Parcel Configuration and Property Ownership
- Land Use
- Circulation (Vehicular and Pedestrian)
- Parking
- Pedestrian Spaces



Existing commercial development in the Project Area.



## Project Location

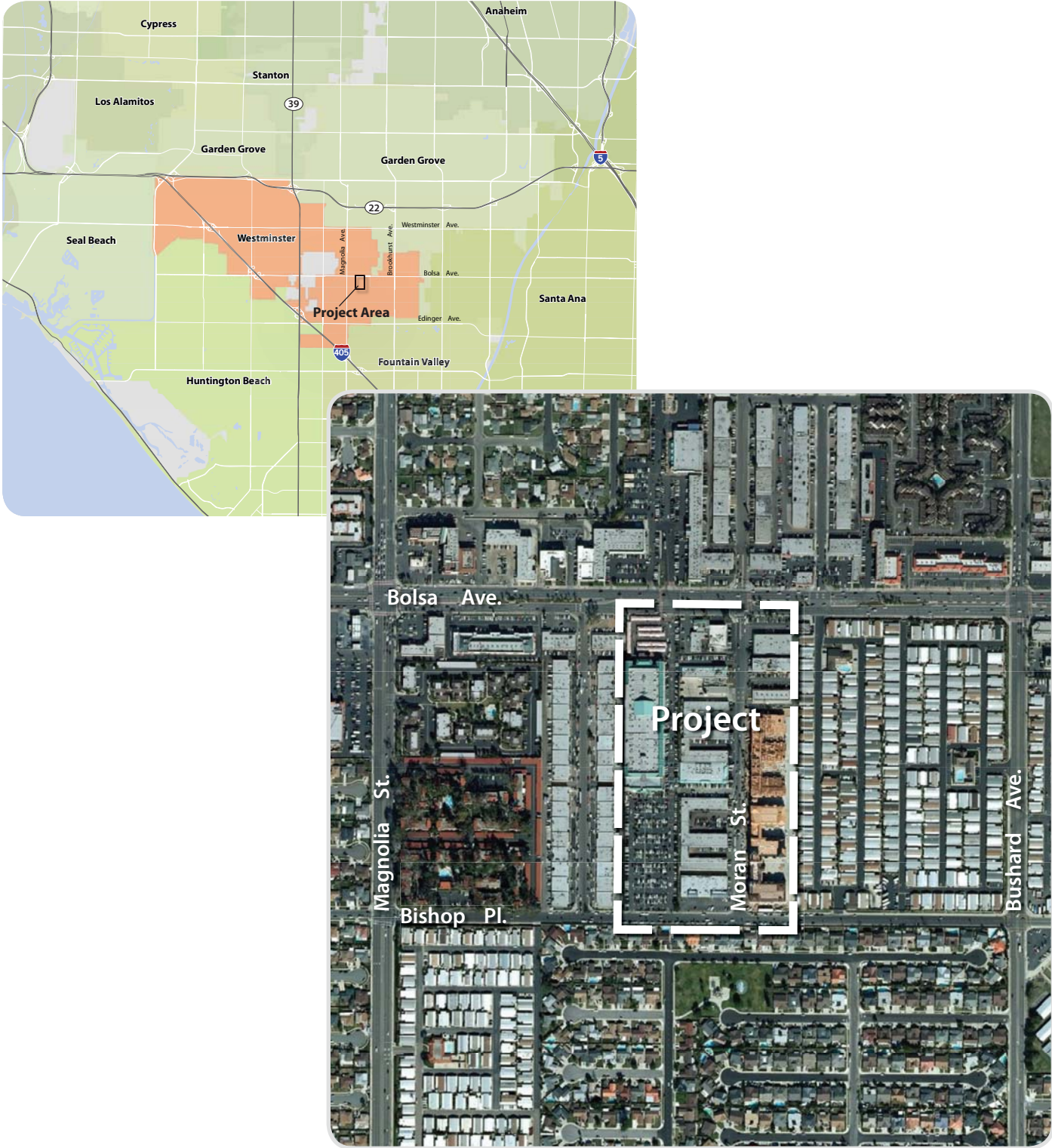
The Moran Street Specific Plan is located within the City of Westminster in Orange County, California. The approximately 20 acre Specific Plan site is located on the south side of Bolsa Avenue between Magnolia and Brookhurst, in the heart of Little Saigon. Moran Street serves as the primary north-south access to the project area, leading to Bishop Place, the southerly boundary. The Asian Garden Mall and surface parking lot properties serve as the western edge of the project area and various commercial properties and the Saigon Villas project on Moran Street serve as the eastern project boundary, as depicted on Figure 2.1.

The Specific Plan project area does not include the existing mobile home parks to the east, the single-family residences to the south, or the commercial and industrial businesses along Weststate Street that are located adjacent to the Specific Plan project area to the west.

Properties directly adjacent to Moran Street and the Asian Garden Mall are the focus of this Specific Plan because these properties are viewed as the sites where change is the most imminent and where property owners have asked the City for additional flexibility in the types of uses that could be permitted here. The majority of property owners located on Weststate Street expressed to City Staff that they do not have the same level of interest to redevelop existing businesses at this time and therefore have not been included in the project area.



Figure 2.1 Regional and Vicinity Map



## Parcel Configuration and Property Ownership

Figure 2.2 illustrates the configuration of existing parcels in the 20 acre Specific Plan area. Coordination with property owners will be a key component of any future plans for the area. The Moran Street Specific Plan area is currently divided into approximately 25 separate parcels with multiple owners. The properties on the western side of Moran Street are owned by 9 different property owners, with typical lots averaging half an acre in size. The Asian Garden Mall and parking area to the south are the largest parcels owned by a single entity and total approximately 6.35 acres.

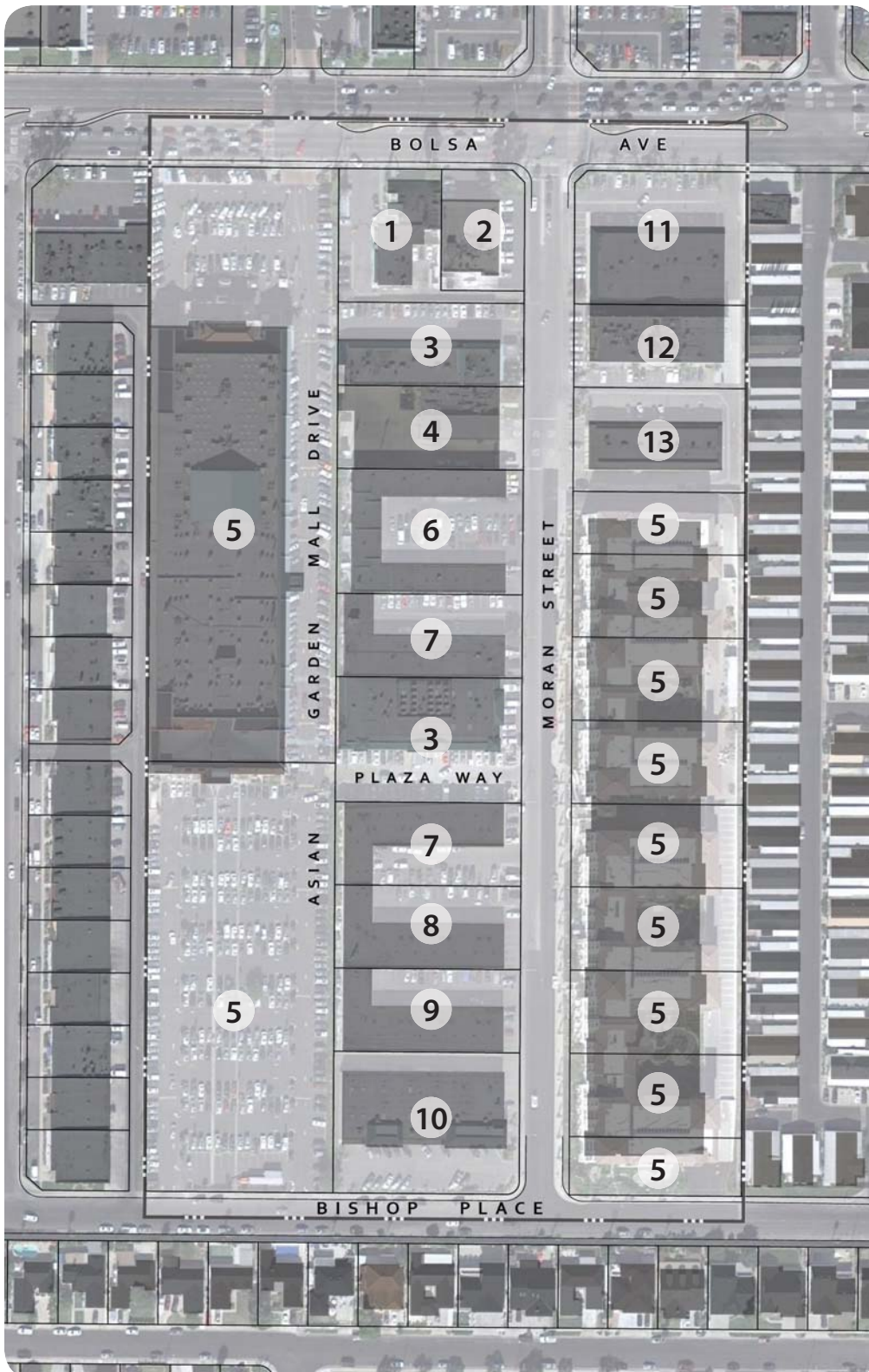
The parcels that make up the new multigenerational residential project, Saigon Villas (located on the east side of Moran Street) total approximately 4 acres in size.

One of the objectives of the Specific Plan is to recognize the existence of these different parcels and find a way to bring them together in a plan that is mutually beneficial to all property owners. The incremental development of individual properties without a unified vision may prevent the development of a unified neighborhood plan, including the streetscape and building scale. The Specific Plan allows for building heights and intensities that are similar to the scale of the Asian Garden Mall and the Saigon Villas projects.

The maximum development potential of properties in the Specific Plan will ultimately be limited to the size of the parcel - the larger the parcel size, the larger the development that can be accommodated there. Put another way, lot consolidation can facilitate the construction of larger building footprints that would otherwise not be able to be built on smaller, individual parcels. Collaboration between property owners resulting in lot consolidation could lead to more efficient high intensity development. As a result, further analysis by each property owner may determine that consolidating parcels with adjacent properties to accommodate a new form of development may provide more value or a higher return on the property.

In light of the Specific Plan area's parcel configurations and multiple property owners, this document will provide guidance for cohesive development of the area. New projects will be able to develop while existing land uses will be accommodated in place - the specific plan will provide the direction to accommodate both new and existing development in an organized manner.

Figure 2.2 Existing Parcel Configurations



LEGEND

- ① Each number represents an individual property owner. Parcels shown with the same number indicate that multiple properties are owned by a single property owner.



Source: Assessors Parcel Data, 2008.



Businesses off of Moran Street, looking forwards the entrance to the Asian Garden Mall.

## General Plan Designations

### Existing Designations

Under the Westminster General Plan, the study area is designated with Commercial General and Planned Development land uses. The area is also located within a special overlay area—the Little Saigon Community Planning Area (CPA)—that has special provisions related to the types and maximum square footages of uses permitted and prohibited in the Moran Street Specific Plan project area.

#### COMMERCIAL

General commercial uses generally provide for all facets of retail and wholesale commercial activity; Floor Area Ratio (FAR) is 0.33. Commercial uses within the PD designation may exceed this intensity, so long as the applicant can demonstrate compliance with the performance standard goal provisions.

#### PLANNED DEVELOPMENT

Planned Development provides for mixed-use or single development based on performance standards goals. FARs and density limits may be exceeded in the Planned Development District so long as the project demonstrates compliance with the provisions of the performance standard goals. The Planned Development performance standard goals require a traffic assessment and possibly a traffic study to ensure that project related traffic does not adversely impact the City's transportation system. Planned Development proposals that meet the minimum site area criteria proposed in the zoning code but desire to develop according to the General Plan development intensities for the site are required to process a zone change application, per Chapter 17.250.030, *Planned Development*, of the Westminster Zoning Ordinance.

#### LITTLE SAIGON CPA (PLANNED DEVELOPMENT AREAS D, E, AND F)

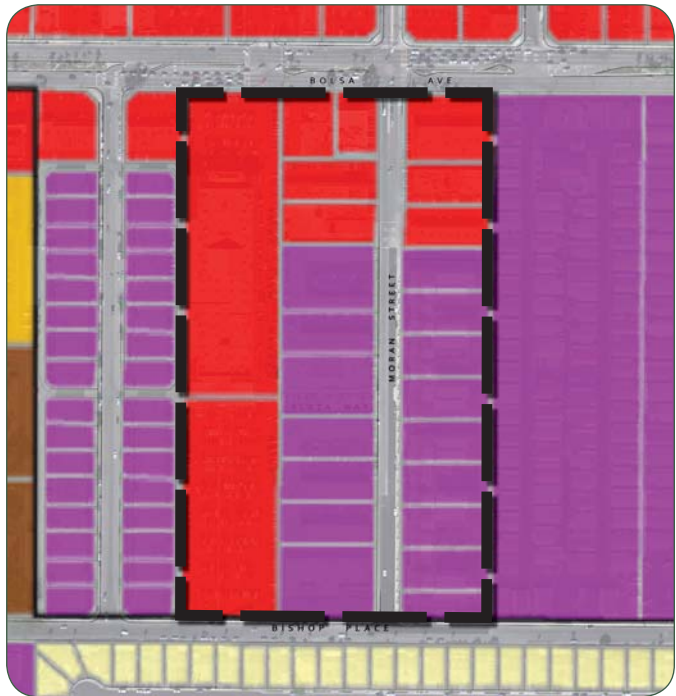
The Planned Development Buildout Matrix (Figure IIA-4 of the Westminster General Plan) allows for a total of 404,100 square feet of commercial uses in the study area and approximately 169,600 square feet of industrial uses. Per this section of the General Plan, residential uses are not permitted on the west side of Moran Street (only commercial and industrial uses are permitted).

### Proposed Designation

The existing General Plan will be revised to Planned Development District (PD) for the entire project area. In addition, Figure IIA-4, Planned Development Build-out Matrix, will also be revised to reflect new performance standard goals for Site Nos. D and E, using the revised square footage and permitted uses that are proposed as part of the Specific Plan (Figure 2.3). The total site trips that are identified in Figure IIA-4 will also be updated to reflect the maximum trips specified in this document (see page 3-22). The Performance Standard Descriptions for Sites D and E in the General Plan (Implementation Program IIA2.3 - *Little Saigon CPA: Planned Development Site Performance Standard Goals*) will also be revised to reflect new acreages, trip goals (changing from ADT to AM and PM Peak trips) and to revise permitted land uses to allow for a mix of uses including residential.

Figure 2.3 Existing and Proposed General Plan Land Use

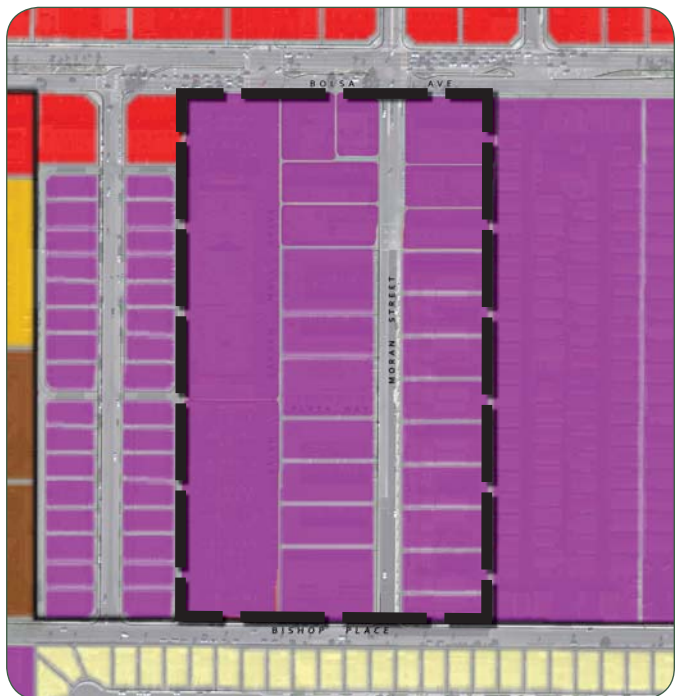
Existing General Plan Land Use



LEGEND

-  Commercial-general
-  Planned Development
-  Project Area

Proposed General Plan Land Use



LEGEND

-  Planned Development
-  Project Area



Auto shops along Moran Street.

## Zoning Designations

The Westminster zoning designations within the study area include C-M Commercial - Industrial, C-2 General Business, M-1 Light Industrial, and R-5 Multiple units at a density of 19-24 units/acre.

### Existing Zoning

#### C-M COMMERCIAL - INDUSTRIAL

C-M zoning allows for office, restaurant, auto repair and other similar uses and is predominantly designated on properties adjacent to Bolsa Avenue and Moran Streets. The entire Asian Garden Mall, including the parking area adjacent to Bishop Place, is designated as C-M. Commercial uses are not permitted in the C-M zone if the site is developed for industrial use.

#### C-2 GENERAL BUSINESS

C-2 allows for business and service retail, office, auto sales and other similar uses. The southeast corner of Moran Street and Bolsa Avenue is designated C-2. The maximum building height shall not exceed the width of the street.

#### M-1 LIGHT INDUSTRIAL

The majority of properties on the west side of Moran Street are designated M-1, which allows for auto repair, light manufacturing, and self-storage uses. The building height limit is two stories, not to exceed thirty-five feet.

#### R-5 RESIDENTIAL

R-5 Residential allows for single-family, duplex, and condominium/townhome uses. The Saigon Villas project is zoned R-5, providing the only residential zoning within the study area.

#### PARKING (P) AND PLANNED DEVELOPMENT (PD) OVERLAYS

Parking Overlay allows for residentially zoned properties to be developed exclusively as an off-street parking facility, and the PD Overlay allows for custom development standards and uses that vary from the Zoning Code with the approval of a comprehensive plan.

### Proposed Zoning

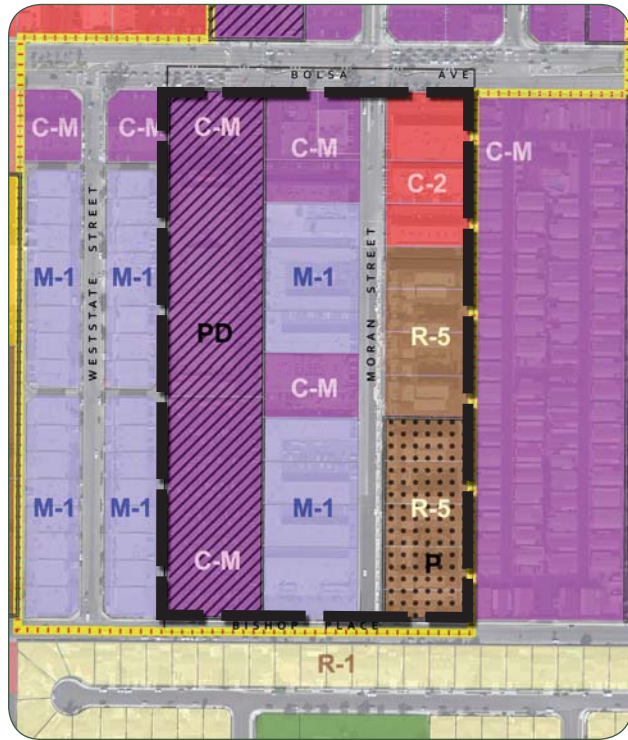
PD designations in the General Plan are implemented by Comprehensive Plans or Specific Plans. In this case, the Specific Plan will be adopted by ordinance and the zoning map will be amended to reclassify the project area as a Specific Plan. The Specific plan district will be denoted on the zoning map as "SP" followed by a number (SP-1). The development standards previously adopted as part of the PD overlay for the Asian Garden Mall (see Figure 2.4) have been incorporated into the Specific Plan. As such, the regulations of this Specific Plan replace the provisions originally specified in the PD for the Asian Garden Mall.

In addition, new off-street parking provisions have been included in the Specific Plan (see Chapter 4: Development Standards – Parking Standards), replacing the provisions of the Parking Overlay Zone originally approved on a portion of the Saigon Villas development. If there are differences between the provisions of the adopted PD or Parking Overlay Zone (for parcels within the project area) and the provisions of this Specific Plan, the provisions of the Specific Plan shall prevail.



**Figure 2.4 Existing and Proposed Zoning Designations**

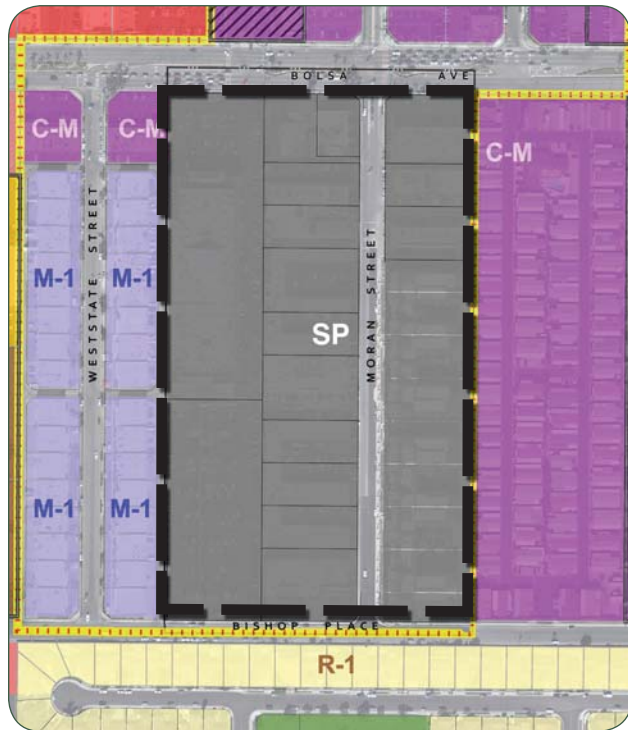
Existing Zoning



**LEGEND**

- General Business (C-2)
- Commercial-Industrial (C-M)
- Light Industrial (M-1)
- R-1 Residential, Single Family Residence (R-1)
- R-5 Residential, 19-24 units/acre (R-5)
- Park/Open Space (P/OS)
- Specific Plan (SP)
- Parking Overlay (P) <sup>1</sup>
- Planned Development Overlay (PD) <sup>2</sup>
- Project Area

Proposed Zoning



1. New off-street parking provisions have been included in the Specific Plan, eliminating the need for the Parking Overlay Zone.
2. The development standards of the PD overlay that are still appropriate for the project area have been incorporated into the Specific Plan.



Parking behind the Asian Garden Mall can be especially difficult.



Retail shops at the corner of Moran Street and Bolsa Avenue.



Entrance to the Asian Garden Mall.

## Existing Conditions

A site visit was conducted to gain an understanding of the existing conditions within the Specific Plan area and to catalogue the condition and types of existing uses, streetscapes, and parking areas. An overview of the existing uses is illustrated in Figure 2.5.

## General Observations

There is a general transition from retail and industrial uses from north to south on Moran Street. Retail and restaurant uses are generally located closer to Bolsa Avenue and transition to automobile repair uses closest to Bishop Place; it appears that this land use transition has occurred naturally over time.

Although there are some general commercial uses along the western edge of Moran Street, the majority of uses along these two streets are automobile repair shops.

The Asian Garden Mall is a unique land use because of the large mix of retail and restaurant uses it accommodates. The scale of the building, the large lot size and distinctive architecture all contribute to the landmark characteristics of the Mall and help to differentiate it from the surrounding retail shops.

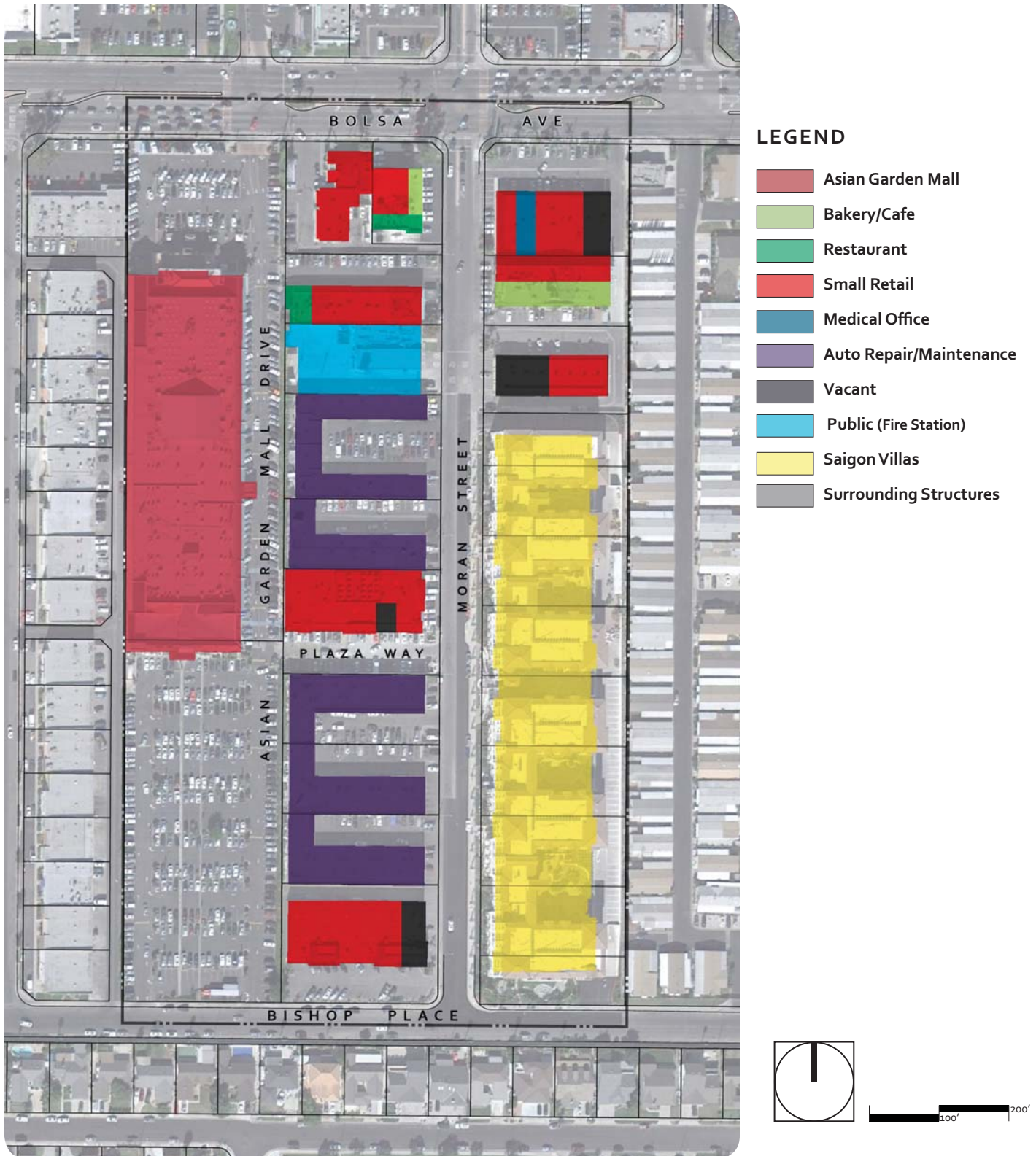
A portion of the surface parking area in front of the Asian Garden Mall has been creatively converted into a temporary plaza space for visitors. The space has become a ceremonial gathering space that provides seating areas for patrons and a space for visitors to meet and take photographs.

The retail stores and restaurants in this area serve as a major draw for locals and tourists. The area is especially active starting at lunchtime and continues to be active through the afternoon and into the evening. Many stores exhibit quality appearance with maintenance of storefront awnings, sculpture, fountains, landscaping, and other streetscape elements.

The new Saigon Villas multigenerational residential project located at the corner Moran Street and Bishop Place will introduce many new residents to the area, potentially increasing demand for retailers within the study area.

Orange County Fire Station No. 66 is located on the west side of Moran Street. The location of Orange County Fire Station No. 66 may provide conflicts with street improvements and increased traffic volumes that would be created should development intensify in the study area. Alternative locations for Fire Station No. 66 should be evaluated for a potential relocation of the facility in the future to minimize conflicts between pedestrians and trucks responding to emergency calls. If the fire station remains, special design considerations must be put in place to ensure any future development in the study area does not affect the City's fire response times and that conflicts with vehicular and pedestrian traffic are minimized.

Figure 2.5 Existing Uses





A block wall on Bishop Place separates residential uses from the Asian Garden Mall.



Asian Garden Mall drive aisle is one of the major north-south connections between Bolsa Avenue and Bishop Place.



Service road and loading area off of Moran Street.

## Surrounding Uses

Across Bolsa Avenue to the north, the Asian Village shopping center also attracts a large number of visitors to Little Saigon and is comprised of a large number of restaurant and retail uses. The recently remodeled Hoa Binh Plaza is located west of the study area along Bolsa Avenue. The Bolsa Verde Estates mobile home park is east of the study area.

Single-family homes are situated to the south of the study area across Bishop Place; any new development along this edge of the study area must provide logical transitions (building massing, landscaping, etc.) between the two areas.

Development on Moran Street is evolving from traditional suburban surroundings - single family residential uses and a mobile home park. The Asian Garden Mall and the recently-constructed Saigon Villas multigenerational residential project are much larger in scale than the majority of buildings along Moran Street, which are comprised of predominantly one and two story buildings.

## Circulation

Observations regarding the existing circulation patterns within the Moran Street Specific Plan project area are summarized below.

### VEHICULAR CIRCULATION

There are two signalized intersections along Bolsa Avenue that serve the study area: one at the entrance to the Asian Garden Mall, and the other at the intersection with Moran Street. They are controlled by one traffic signal controller; their proximity (approximately 300 feet apart) along with a high volume of vehicular and pedestrian traffic contributes to traffic congestion along Bolsa Avenue.

Moran Street and the Asian Garden Mall drive aisle provide the main north-south connections between Bolsa Avenue and Bishop Place within the Specific Plan project area. The Asian Garden Mall drive aisle currently provides one-way north-south vehicular circulation from Bolsa Avenue to Bishop Place, while Moran Street provides two-way north-south vehicular circulation. Plaza Way provides the Specific Plan's single east-west vehicular connection between the Asian Garden Mall drive aisle and Moran Street. Bishop Place currently accommodates automobile, bus and truck traffic.

While Weststate Street is not included in the Specific Plan boundary, it is inevitable that some of the traffic generated by the Specific Plan will utilize Weststate Street for vehicular access. Currently, Weststate Street has no vehicular or pedestrian connections to the rest of the Specific Plan project area; a landscape buffer and block wall separates the Weststate Street service alley from the Asian Garden Mall. If development in the Specific Plan project area is

intensified, traffic volumes on Bolsa Avenue, Weststate and Moran Streets, and Bishop Place must be carefully evaluated to ensure that the streets can support additional development.

## PEDESTRIAN CIRCULATION

Pedestrians actively cross Bolsa Avenue to access retail shops on both sides of the street. Most pedestrian activity in the area is concentrated at the north-south crosswalk at the intersection of Bolsa Avenue and Asian Garden Mall.

Pedestrian circulation along Moran Street and the Asian Garden Mall drive aisle are limited to either narrow sidewalks or no sidewalks along the length of the roadways.

East-west connections between Moran Street and the Asian Garden Mall are present, but are generally limited. Curbs, gutters, and sidewalk improvements are absent on portions of Moran Street, specifically on the west side.

Sidewalks immediately adjacent to the eastern side of the Asian Garden Mall are minimal in size and are limited to a 5-foot walkway directly abutting the eastern mall wall. The massing of the building, the narrow width of the sidewalk, and the proximity of vehicular parking spaces prevent this area from providing a positive pedestrian experience. Future planning efforts should look to expand the sidewalk and create activity adjacent to the mall.



Pedestrian connectivity between the Asian Garden Mall and businesses located east of the Mall.



Enhanced pedestrian crossing across Bolsa Avenue in front of the Asian Garden Mall.



Portions of Moran Street lack curb, gutters, and sidewalks.



Parking on Moran Street.



Parking on Asian Garden Mall Drive.

## Parking

Due to the success and vitality of the existing businesses in the area, parking can be difficult to find during a weekday, and even more so on weekends. The existing parking conditions within the study area are summarized below:

### MORAN STREET

There is limited on-street parking on Moran Street due to lack of curb, gutter and sidewalk; parking provided for individual businesses along of Moran Street is typically located on individual lots in front of or between buildings.

Due to lack of curb, gutter and sidewalk along the west side of the street, many of the perpendicular parking spaces on Moran Street are partially on private property and partially within the street right-of-way.

Should roadway improvements be made to Moran Street, off-street parking in front of buildings could be impacted since the remaining space available for perpendicular parking between the new sidewalk and existing building wall may not be deep enough to satisfy zoning code requirements.

### ASIAN GARDEN MALL

The largest concentration of parking is provided in surface lots at the Asian Garden Mall. Because of the success of the businesses in the study area and the volume of customers the businesses are generating, parking lots are generally full for the majority of the day. In some cases, service and loading areas along Weststate Street appear to be used as parking areas for adjacent businesses because parking areas are so limited.

Removing parking in front of the Asian Garden Mall to create a new plaza space for visitors along Bolsa Avenue would further impact the availability of parking in the study area.

Bishop Place has become a location for chartered buses to pick up patrons of casinos located in other cities.

Casino parking limits the number of spaces available to Mall patrons and requires heightened monitoring and enforcement to ensure existing parking is used by visitors to the Asian Garden Mall only.

## Pedestrian Environment

The commercial success of the Moran Street project area is represented by the large number of visitors drawn to the site. The pedestrian environment for these visitors as they move through the site is varied. Following is a brief summary of the current pedestrian environment within the study area:

Pedestrian pathways within the project area are disjointed. Many individual retail stores and shopping centers have pedestrian walkways and plaza areas that are disconnected from adjacent uses.

The pedestrian arcade located mid-block on the west side of Moran Street is one of the primary east-west pedestrian access routes in the study area. It is envisioned that this area will be more heavily used by pedestrians walking to the Asian Garden Mall once the Saigon Villas residential project is completely occupied. Pedestrians also frequently use the north-south pedestrian crosswalk at the intersection of Bolsa Avenue and Asian Garden Mall.

The popularity of the plaza in front of the Asian Garden Mall (temporarily created by blocking off existing parking spaces in front of the entrance) has prompted discussions about the potential to eliminate all parking in front of the Mall completely to create a larger, permanent gathering space.

Amenities such as bicycle parking areas are actively used and are an indicator that bicycle facilities and circulation are also a critical component of this study area.

Street lamps and banners along Bolsa Avenue can enhance the pedestrian experience, and can create a consistent design theme throughout the Moran Street Specific Plan area.

Streetscape elements such as fountains, landscaping, and sculptures are distributed throughout the study area. These types of pedestrian friendly features should be incorporated into any future building designs, and will support the area's strong sense of place.

There are few pedestrian amenities along Moran Street, with no curb, gutter, or sidewalk and sparse landscaping for the majority of the length of the street.

Pedestrian access to the project area is desired by residents along Bishop Place, as demonstrated by the gates installed in the block walls that allow residents direct access to the Asian Garden Mall from the backyard of their homes.

Many stores have narrow pedestrian sidewalks. Restaurants and shops would benefit from a more pedestrian friendly streetscape with wider sidewalks.

Some businesses utilize the sidewalks in front of their stores to display product and inventory to entice potential customers to enter.



Pedestrian environment along the eastern side of the Asian Garden Mall.



The pedestrian area outside of Saigon Villas incorporates new landscaping.



Plaza space in front of the Asian Garden Mall.

## Public Facilities and Utilities

### Water

The City of Westminster Water Division provides water service throughout the City. In 2006 approximately 13,000 acre-feet or 4.2 billion gallons of water were used in Westminster (Filippelli 2008). The supply is a blend of groundwater from wells managed by the Orange County Water District and imported water from Northern California and the Colorado River managed by the Municipal Water District of Orange County. A natural underground aquifer that is replenished with water from the Santa Ana River, local rainfall, and imported water is accessed by 12 wells in Westminster. Groundwater accounts for approximately 80 percent of the City's drinking water. The remaining 20 percent is provided through three import water connections also located in Westminster.

The site is currently served by existing water lines to the Asian Garden Mall and adjacent commercial properties. The proposed plan calls for improvements to the existing water delivery system to accommodate the potential for more commercial and domestic users. The specific plan provides for distribution mains to be sized according to estimated demand and fire flow requirements and fire hydrant locations to be spaced and located as determined by the Orange County Fire Authority.

### Wastewater

The Orange County Sanitation District (OCSD) collects, treats, and disposes of wastewater generated by approximately 2.5 million people in a 479-square mile area of central and northwest Orange County, including all of the City of Westminster. OCSD daily treats 230 million gallons of wastewater, of which approximately 80 percent comes from residential uses and 20 percent from business and industrial uses.

The site is currently serviced by existing sewer lines to the Asian Garden Mall and adjacent commercial properties. OCSD has two treatment plants in the service area; one in Fountain Valley approximately 5 miles southeast of the site and one in Huntington Beach approximately 8 miles south of the site. The proposed plan is not estimated to exceed the capacity for treatment plants in the OCSD. Any sewer connection or improvement costs necessary within the Specific Plan area will be paid by future development projects.



## **Drainage**

Development in the Moran Street Specific Plan project area would not alter the existing drainage pattern of the site or cause substantial erosion or siltation. For the most part, the project area is impermeable to stormwater due to existing buildings and paved surfaces along Moran Street and adjacent to the Asian Garden Mall. Stormwater runoff currently runs into the surrounding streets and existing storm drains. Site drainage would continue to be channeled into storm drains in the surrounding streets. As part of any future project development, erosion and sediment controls would be implemented. Sediments would be greatly reduced from the runoff, thereby improving the water quality. In addition to surface drainage facilities, it is recommended that future development within the Moran Street Specific Plan incorporate sustainable drainage systems to contain and percolate drainage on site with the use of pervious paving or drainage swales whenever possible.

Future redevelopment in the project area would result in approximately the same amount of impermeable surfaces as on the project site; therefore, there would be little change in the absorption rates and the amount of surface runoff. Because of the urban character of the area substantial amounts of stormwater are not readily absorbed into the soil. Future development would not increase flooding potential.

Future development would generate approximately the same amount of stormwater flowing off the site during wet weather conditions as existing development does currently; therefore, existing drainage facilities within the area are expected to have adequate capacity to accommodate stormwater flows from the site development without contributing to flooding. The Specific Plan project area is located outside the 100-year flood zone. No impacts would occur.

Some polluted runoff would be generated from driveways and other onsite locations with impermeable surfaces, and from possible dewatering activities. However, as part of new development, new runoff control structures would be constructed and would conform to Best Management Practices (BMPs) that incorporate Low Impact Development (LID) principles.

## **Solid Waste**

Non-recyclable and recyclable solid waste collection in the City of Westminster is provided by the Midway City Sanitary District (MCSD). Landfills for Orange County cities are operated by the Orange County Integrated Waste Management Department. The majority of waste generated by the proposed project, along with other residential and commercial waste in Westminster, will be transferred to the Frank R. Bowerman Landfill in Irvine, Olinda Alpha Landfill in Brea, or the Prima Deshecha Landfill in San Juan Capistrano.

In accordance with Assembly Bill 939, the City's recycling program seeks to recycle, reduce at the source, or compost 50 percent of its solid waste. Recycling is encouraged in Westminster and recycling services will be provided to the proposed project. The MCSD will provide separate bins for non-recyclable and recyclable goods. The MCSD website contains clear guidelines to assist residents and businesses in determining which items are appropriate for recycling. The proposed project will also benefit from free bulky service disposal for furniture and nonhazardous appliances. Household hazardous waste items can be disposed of at Rainbow Disposal approximately 4 miles southwest of the project site and small quantities of used motor oil can be disposed of at the MCSD office approximately 2 miles northwest of the site.

## **Dry Utilities**

Telephone services will be provided to the Moran Street Specific Plan project by Pacific Bell, natural gas service will be provided by the Southern California Gas Company, and electricity will be provided by Southern California Edison. Cable television and internet services in the project area are provided by Time Warner Communication. Other private entities may also provide internet service to the Moran Street Specific Plan site.

## **Public Services**

### **Parks and Recreation**

The City of Westminster maintains a total of 81.45 acres of parkland in 25 parks, including the civic center. Park amenities include shade structures, picnic areas, active sports fields and courts, playground equipment, and a skate park. Four parks, Coronet, Elden F. Gillespie, Newcastle, and Westminster, are located within one-mile (walking) of the Moran Street Specific Plan site. Between these four parks the proposed project is served by an activity building, barbecues, basketball courts, handicap accessible children's play areas, handball courts, picnic tables, softball fields, and tennis courts.

Park fees are charged to subdivided residential projects. The City's park fees are based upon a formula which multiplies 108.9 square feet of parkland per person by the number of units in the development, then by the most recent State Department of Finance persons per household estimate for the City to determine the total land area needed for park dedication. The total land area is then multiplied times the land cost (based upon a land appraisal of the site) to determine the gross park fee. In addition, 40 percent of a project's open space can be credited towards the total land area needed for dedication.

### **Library**

Public library service is provided to the project site and throughout the City of Westminster by the Orange County Public Library. The Westminster Library is located approximately 2 miles northwest of the Moran Street Specific Plan. Library fees will be collected to offset the costs generated by new development.

### **Schools**

School services are provided in the City of Westminster by the Westminster School District, Garden Grove Unified School District, Ocean View School District, and the Huntington Beach Union High School District. Any new students that are generated from new development within the Moran Street Specific Plan will be serviced by the Garden Grove School District.



Orange County Fire Station No. 66 is located on Moran Street within the project area.

## Fire Protection

Fire protection service is provided to the City of Westminster by the Orange County Fire Authority (OCFA). OCFA serves 22 cities in Orange County and all unincorporated areas through 20 fire stations.

OCFA Fire Station #66 (Westminster #2)  
15601 Moran St.  
Westminster, CA 92683

OCFA Fire Station #25 (Midway City)  
8171 Bolsa Ave.  
Midway City, CA 92655

OCFA Fire Station #64 (Westminster #1)  
7351 Westminster Blvd.  
Westminster, CA 92683  
Police Protection

## Police Protection

The Westminster Police Department provides police protection services to the Moran Street Specific Plan site and throughout the City. The Westminster Police Department operate several services including community outreach, patrol, traffic, and records. The Police Department operates a substation in Little Saigon on the northeast corner of McFadden Avenue and Magnolia Street to address local concerns and a city-wide Police Station is approximately 2.5 miles northwest of the site. Additionally, some police services are available at the City Hall at the Mall (Westminster Mall) site 3 miles west of the site.

## Alternative Transportation Modes

The 2007 Congestion Management Plan (CMP) published by the Orange County Transportation Authority (OCTA 2007) designated CMP roadways and set levels of service for those roadways. Bolsa Avenue is a CMP roadway; there are no CMP intersections on Bolsa Avenue in the study area. All of the County's CMP guidelines apply, no exceptions are made for specific plan developments.

Public transportation service is provided in the City of Westminster by the Orange County Transportation Authority. One bus route directly serves the Moran Street Specific Plan site. Stop ten of route 64 is in front of the site on Bolsa Avenue. This route carries passengers between the cities of Huntington Beach and Tustin via Westminster, Garden Grove, and Santa Ana. Route 33 has stops along Magnolia Avenue, approximately 0.4-mile from the project site, providing service between Fullerton and Huntington Beach. Two other routes, 35 and 66, have stops approximately 0.8-mile from the site, providing services between Fullerton and Huntington Beach and Huntington Beach and Irvine, respectively.