

A. General Plan Consistency

The Moran Street Specific Plan has a direct relationship to the City of Westminster's General Plan and provides site-specific, detailed descriptions of regulations, standards, and guidelines for implementing General Plan goals and policies. To achieve this, the Specific Plan must demonstrate that it is consistent with the General Plan. The California Government Code states that a "Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan, and further, that it may not be adopted or amended unless found to be consistent with the General Plan."

Consistency with the General Plan is achieved when the various land uses within the Specific Plan are compatible with the goals, policies, and general pattern of land uses contained in the General Plan. Consistency is defined as follows: "An action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment." This statement from the Governor's Office of Planning and Research describes how a Specific Plan should be consistent with the General Plan.

A detailed discussion of the conformance of this Specific Plan with applicable goals and policies from the elements of Westminster's General Plan is contained in this Appendix. Only goals and policies applicable to the Moran Street Specific Plan are analyzed here for consistency. Goals and policies found to be unrelated to the Specific Plan have been intentionally omitted from this discussion.

IIA1: Image

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

Consistency Analysis:

The large concentration of Vietnamese residents and businesses in Westminster have been instrumental in establishing Little Saigon as a vibrant and prominent cultural enclave in the region and nation. Over 30 years ago, uses in the 20-acre Moran Street Specific Plan project area were developed as small scale, one- and two-story commercial and industrial businesses, many of which are still thriving and productive businesses. Prompted by the ongoing success and vitality of the area, the community's vision for Little Saigon, and specifically the Moran Street area, has evolved over time. The presence of the Asian Garden Mall, which is a focal point of activity along the Bolsa Corridor, and the recent construction of the Saigon Villas multigenerational residential project have continued to change the type and scale of development envisioned in the 20-acre project area. The new development prompted adjacent property owners to request new and revised zoning provisions that would provide them greater flexibility in the land uses that would be permitted. Specifically, the property owners wanted the ability to develop new retail businesses that would service the new residents of the Saigon Villas complex.

In preparing the Specific Plan, the City is responding to the community's request for a new mix of uses and is acknowledging the importance of establishing the Moran Street project area as a landmark destination in the City of Westminster and the Bolsa Avenue corridor. The Specific Plan provides flexibility of uses, which provides an ability of property owners to more easily respond to changing market conditions in the future without the need for a zone change in the future, which could be costly and time intensive. The Specific Plan also establishes new design guidelines, which create customized guidance for the project area in relation to: streetscape designs, parking, plaza and pedestrian spaces, and sidewalks. The Specific Plan also encourages future lot consolidation to allow for more intense development along Moran Street; ultimately maximizing the potential for new development in the project area. These new tools will help to support the community's desire for quality development and the creation of a landmark destination within the City of Westminster.

Associated General Plan Policies:

- 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.

- IIA1-7 Institute a City-wide unified streetscape program, such as signage, lighting and landscaping.
- IIA1-5 Encourage lot consolidation in new development in order to increase opportunities for innovative site design and avoid fragmented and inefficient development patterns.
- 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.
- IIA1-11 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.
- IIA1-15 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.

IIA2: Land Use Designations

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

Consistency Analysis:

The Specific Plan builds on Little Saigon’s existing cultural and residential fabric and presents a flexible development program designed to increase the intensity of the Moran Street area while respecting the scale of existing single-family neighborhoods to the east and south of the project site.

The Specific Plan will be implemented through a General Plan Amendment, which will designate the entire area as a Planned Development District. The Specific Plan will be adopted by Ordinance, and will serve as the zoning for the project area. To achieve efficient distribution and intensity of land uses, the Specific Plan allows any combination or mix of uses to be developed (under the Plan’s provisions) so long as the maximum number of AM and PM peak hour trips identified for the Specific Plan area in Chapter 3 is not exceeded. The regulatory guidance built into the Specific Plan provides developers flexibility to respond to changing market conditions. Specific development standards and design guidelines are presented in Chapters 4 and 5, respectively, to ensure conflicts with adjacent land uses are reduced or prevented.

The Specific Plan also outlines options to improve the efficiency of parking at the project site. Since parking is in such high demand and is very limited in

the project area, the Specific Plan pays special attention to ensuring adequate parking is provided for existing and proposed land uses. The Specific Plan offers a variety of strategies to resolve the parking issues, including providing parking structures and encouraging shared parking between different uses (see Chapter 4, Shared Parking section).

The Specific Plan has given careful consideration to how to buffer existing single-family residential neighborhoods adjacent to the east and south sides of the project area from new development. Strategies to soften the transition from existing neighborhoods to new development can be found in Chapter 4, Development Standards, and include appropriate setbacks between uses, limitations on the types of uses or activities that can be nearby residential uses, landscaping techniques to reduce potential light and glare impacts, screening and/or landscape buffers to hide incompatible uses (i.e., trash bins, rear entrances), and cutoff lighting fixtures to direct light away from residences.

The Specific Plan's flexibility, strategies for accommodating mixed-use projects, introduction of parking improvements and detailed design guidelines will result in efficient and intense development and redevelopment that values and protects the existing neighborhood identity.

Associated General Plan 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 setback, 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, fiscal impacts.
- IIA2-5 All land use developments shall not exceed the densities and intensities established in this General Plan unless to implement 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.
- IIA2-8 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.

IIA3: Redevelopment

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

Consistency Analysis:

The Moran Street Specific Plan serves as a blueprint for future redevelopment efforts in the project area and strives to establish a regulatory framework for private and public investment in one of Westminster's most unique and vibrant neighborhoods. The Specific Plan introduces mixed-use development opportunities and creates increased intensity standards for the Moran Street area which, over time, may increase commercial activity thereby increasing City revenues. The flexibility of uses built into the Specific Plan is intended to encourage reinvestment by individual property owners in the Moran Street area by allowing for a broader range of uses well suited to respond to changing market conditions.

Detailed design guidelines, presented in Chapter 5 of the Specific Plan, serve to recognize and improve upon the special visual character of Little Saigon and create a well-defined pedestrian district that can attract patrons from around the region. The Specific Plan provides tailored design guidelines based on land use (commercial, multifamily, mixed-use, or parking) which will give the project area a more refined look and feel as redevelopment occurs. Unique landscaping, lighting, building design, signage, and public art guidelines are all included in the Specific Plan and work together to create a dynamic image for Little Saigon.

Future development in the Specific Plan area will be required to pay development fees or provide the infrastructure necessary to support new residential or nonresidential uses.

The preparation of the Specific Plan document has been a joint effort of all city departments, primarily lead by Community Development and Public Works with support from Redevelopment, the City Manager's office, and the Police Department.

Associated General Plan 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 Actively encourage private investment in the redevelopment project area.

IJA4: Community Area Plans

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

Consistency Analysis:

The Little Saigon area is one of two Community Planning Areas (CPAs) in the City of Westminster (the other is the Civic Center District). The entire Moran Street Specific Plan project area is within the Little Saigon CPA. This Specific Plan is a comprehensive development plan for a portion of the Little Saigon CPA and in turn provides detailed development standards and design guidelines created especially for the Moran Street area of Little Saigon.

Chapter 4, Development Standards, provide clear direction for future development projects to meet the goals set forth in this Specific Plan. By organizing the development standards into five primary categories (public realm, private realm, parking, open space, and permitted/non-permitted uses) the Specific Plan is able to provide a very detailed planning program that includes standards for streetscapes, building frontages, building and site design, landscaping, fences and walls, outdoor lighting, outdoor dining and display areas, parking spaces, open space, and a variety of other elements. Chapter 5 proposes customized design guidelines to create quality development unlike any other area of the City. Where appropriate, the Specific Plan refers back to the City of Westminster's Design Guidelines Manual which provides additional details for the Little Saigon CPA that complement the standards and guidelines set forth in the Specific Plan.

The Specific Plan recognizes the current shortage of parking spaces in the project area and understands that a broader mix of uses and more intense development will create further demand for parking in an area where parking availability is extremely limited. In response to these conditions, a major objective of the Specific Plan is to provide new off-street parking spaces (potentially in a parking structure) that are easily accessible to the Specific Plan's nonresidential uses.

Associated General Plan Policies:

- IJA4-1 All development within CPAs must demonstrate the provision of adequate off-street parking.
- IJA4-2 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.
- IJA4-3 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.

IIA5: Public Facilities Improvement Fees

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

Consistency Analysis:

New projects proposed within the Moran Street Specific Plan will generate new demands for services, facilities, and other programs in the City. Projects will be conditioned at the time of approval to pay their fair share 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.

Associated General Plan 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.

IIB1: Development of Housing

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

Consistency Analysis:

The Moran Street Specific Plan increases the City's housing stock by allowing for the development of new residential units, including 144 completed units in Saigon Villas. Permitted residential uses for the project area include multifamily dwellings and home-based businesses (live/work units).

The Specific Plan encourages the development of a variety of unit sizes; studios, 1, 2, and 3+ bedroom units all play an important role in meeting the housing needs of Westminster's residents. In Chapter 4 the Specific Plan sets forth minimum residential unit sizes ranging from 500 square feet for a studio to more than 1,200 square feet for a 3-bedroom unit. The Specific Plan also envisions live/work units for the study area. Live/work units allow residents and the City to adapt to changes in the economy while meeting the need of special groups such as artists or new businesses that desire smaller work and housing space.

Adding residential development as a permitted/conditionally permitted use in an area that has been traditionally reserved for commercial and industrial uses increases opportunities for new housing. The City envisions that the additional flexibility in land uses that has been built into the Specific Plan may encourage property owners to reexamine the future potential for underutilized properties to foster redevelopment of sites which may include lot consolidation.

To ensure the development of high-quality housing options, the Specific Plan also provides standards for residential units that are part of larger mixed-use projects. By providing a complementary mix of residential opportunities the Moran Street Specific Plan is well positioned to address the needs of residents at varying economic levels, life stages, and lifestyles.

Associated General Plan 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.
- IIB1-5 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.

IIB2: Conservation of Housing Resources

General Plan Goal: Conserve the character and quality of the existing neighborhoods.

Consistency Analysis:

The Specific Plan has given careful consideration to how to preserve the character and quality of the existing single-family residential neighborhoods south of the project area. Strategies to soften the transition from existing neighborhoods to new development can be found in Chapter 4, Development Standards, and include appropriate setbacks between uses, limitations on the types of uses or activities that can be nearby residential uses, landscaping techniques to reduce potential light and glare impacts, screening and/or landscape buffers to hide incompatible uses (i.e., trash bins, rear entrances), and cutoff lighting fixtures to direct light away from residences.

Associated General Plan Policies:

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

IIC1: Energy Conservation

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

Consistency Analysis:

Chapter 5 of the Specific Plan includes design guidelines to encourage energy conservation practices and reduce the City-wide dependency on non-reusable energy sources. These sustainable guidelines are marked throughout Chapter 5 with a red flower symbol. Energy saving techniques provided in the Specific Plan include using renewable energy sources for lighting, using EPA "Energy Star" labeled windows with low-e coating, providing low-contrast lighting, using low-voltage fixtures and energy-efficient bulbs, and installing automatic timers at night to maximize personal safety while conserving energy.

Associated General Plan Policies:

IIC1-3 Encourage innovative building and site designs which reduce energy requirements (solar access, insulation of structures, shade trees, etc.).

IIC2: Water Conservation

General Plan Goal: Conserve water resources in the City.

Consistency Analysis:

In addition to continuing to implement and update the Urban Water Management Plan and enforce the provisions of the Westminster Municipal Code "Landscape and Irrigation Design Standards", Chapter 5 of the Specific Plan includes design guidelines to encourage water conservation practices in the City. These sustainable guidelines are marked throughout Chapter 5 with a red flower symbol. Examples of water-saving techniques provided in the Specific Plan include using lawn or turf only in areas that serve a functional purpose, using native and low water use plants in landscaping palettes, utilizing irrigation systems that incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors, and using grey water and/or collected rainwater for landscape irrigation.

As water resources become more limited, it will be critical to ensure that water resources are conserved to the greatest degree possible. New projects should follow the provisions of Ordinance No. 2449, Water Conservation Program, that provides limitations to watering hours, watering duration, and water runoff among other things.

Associated General Plan 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."

IIC3: Cultural Resources

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

Consistency Analysis:

The Moran Street Specific Plan seeks to promote Westminster's ethnic diversity and strengthen the role Little Saigon plays in both the immediate community and the region. The Specific Plan encourages a balance of architectural styles seeking to preserve the rich, historical context of Westminster's past while planning to accommodate new development in a rapidly growing region. The Specific Plan does not dictate the style of architecture to be implemented. In addition, Chapter 5 identifies features such as building ornamentation and color schemes that should be integrated into new projects to create a prominent sense of arrival and make the area attractive to visitors. Quality developments that are defined by their distinctive architecture of landmark features are strongly encouraged in the Specific Plan area. The intent is to create a destination that is architecturally distinctive from other communities creating an experience for visitors that is unparalleled in the City or the region.

The Specific Plan also promotes the introduction of restaurants and businesses into the area that have a unique quality and atmosphere complementary to the area's Vietnamese heritage. New development in the project area should strengthen Little Saigon's identity and advance its position as Westminster's major multi-cultural center.

Associated General Plan Policies:

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

IID1: Provision and use of Open Space

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

Consistency Analysis:

Chapter 4, Development Standards (Open Space Standards), of the Specific Plan sets forth public open space standards for commercial and mixed-use projects and private and common outdoor space for residential projects to enhance the livability and walkability of the Moran Street area.

The Specific Plan requires commercial and mixed-use projects to have a minimum 5 percent of the gross site area reserved for public open space (this number may be reduced if residential units are part of the project, see Chapter 4 for details). Standards regarding the size, landscape, and location are also provided to ensure that the highest quality of open space is developed for the residents of Westminster.

The Specific Plan requires residential projects to have a minimum of 160 square feet of private and common outdoor space per dwelling unit. A minimum of 60 square feet per unit shall be provided in the form of private outdoor space in a minimum of 75 percent of the dwelling units. Private space shall be directly accessible from the living area of the unit and may take the form of a fenced yard, patio, courtyard, balcony or roof garden. A minimum of 80 square feet per unit shall be provided in the form of common outdoor space. Common outdoor space may include courtyards, plazas, swimming pools, outdoor spas, rooftop decks, terraces, or other similar spaces. Additionally, projects with more than 20 units shall include at least one amenity, such as a community room, a swimming pool, outdoor cooking facility, or other recreation facility.

Pedestrians are important to the vitality and sustainability of the Little Saigon area. The introduction of plaza space, wide sidewalks, and other pedestrian activity space is a critical component of the Specific Plan. Plaza space is especially important element of the Specific Plan because of the more urbanized nature of new development in Little Saigon. Chapter 3 identifies the creation of a new plaza space in front of the Asian Garden Mall. The Plaza is envisioned to be the central public gathering space for the Moran Street Specific Plan area and be a focal point for activity. The plaza will be designed to provide areas for outdoor seating and special events, fostering social gathering. The design of outdoor furniture, landscaping, wayfinding signs, lighting, special paving, and artwork will be coordinated to create a unique and memorable place in Little Saigon.

All streets in the Specific Plan have extended sidewalk areas to encourage pedestrian activity. Chapter 4 sets the standards for each street section, including their pedestrian spaces. Asian Garden Mall Drive is specifically designed to

encourage pedestrian activity through wider sidewalks that can accommodate kiosks and outdoor sales and dining. Asian Garden Mall Drive can accommodate limited traffic, it is intended primarily as a pedestrian promenade. The Drive can also be closed off for temporary events including farmers markets, night markets, cultural festivals or other activities.

Associated General Plan Policies:

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

IIIA1: Economic Vitality of the Community

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

Consistency Analysis:

Properties along Bolsa Avenue in the general vicinity of Moran Street and the Asian Garden Mall are widely regarded as the “heart” of Little Saigon. The Specific Plan builds on the area’s existing economic strength, particularly the importance Asian Garden Mall, and presents a flexible development program designed to enhance and strengthen the community’s economic vitality. Any combination or mix of uses may be developed under the provisions of this Specific Plan so long as the maximum number of AM and PM peak hour trips identified for the Specific Plan area in Chapter 3 is not exceeded. The regulatory guidance built into the Specific Plan provides developers flexibility to respond to changing market conditions. This flexibility coupled with strategies for accommodating mixed-use projects will make new development in the study area more economically sustainable.

New plaza space in front of the Asian Garden Mall and the creation of a pedestrian promenade along Asian Garden Mall Drive will also provide opportunities for additional entertainment activities in the project area. New entertainment options will draw in additional visitors and increase the vitality of the project area, Little Saigon, and the City.

Associated General Plan 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.

III A2: Business Development Opportunities

General Plan 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.

Consistency Analysis:

The mixed-use nature of the Specific Plan land uses will encourage the development of new commercial and office uses in proximity to residential uses (new and existing in adjacent mobile home community, single family neighborhoods, and nearby apartments). The Saigon Villas project provides an existing buffer on the east side of the project site allowing for intensification of buildings on the west side of Moran Street with minimal impact to existing residential uses. Any new construction south of the Asian Garden Mall (such as a parking structure) will need to be designed to minimize aesthetic impacts to adjacent single family residents units. Chapter 4 provides appropriate development standards and Chapter 5 presents detailed design guidelines for parking structures to ensure existing residential uses are well buffered from new parking development.

The larger Little Saigon area (Bolsa Avenue corridor) already draws people from Los Angeles and San Diego counties who come to Westminster for groceries, medical appointments or personal services on weekends. The mix of office, residential, retail and entertainment areas and concentration of uses is intended to build upon the success of existing uses in the area and the proximity of the Specific Plan area to Bolsa Avenue, a major roadway in the City, making it more visibly prominent and easily accessible to visitors.

Associated General Plan Policies:

- III A2-1 Encourage development projects and business activities which satisfy employment and consumer demands from beyond the existing City limits.
- III A2-4 Provide effective buffering and site design that ensures compatibility with adjoining residential land forms.
- III A2-5 Encourage development that provides business activities with freeway visibility or access, location along a major route, or at a major cross-street.

IIIA3: Retail Sector Growth and Competitiveness

General Plan 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.

Consistency Analysis:

The Moran Street Specific Plan recognizes that Little Saigon is already an important business activity center for the City of Westminster. The development standards and design guidelines presented in Chapters 4 and 5 of the Specific Plan work together to make the district a pedestrian-friendly mixed-use cultural activity center well-suited to attract businesses looking to locate in the region. A mix of local and regional retailers and services can cater to the needs of local residents as well as visitors from outside the community or even the City.

Lot consolidation is one strategy the Moran Street area can employ to strengthen its competitive position in the region and attract larger retailers. The Specific Plan recognizes that collaboration between property owners may result in lot consolidation that could lead to more efficient high intensity development. Lot consolidation can facilitate the construction of larger building footprints that would otherwise not be able to be built across several smaller parcels.

Chapter 3 includes street sections that call for wider sidewalks to encourage pedestrian activity, outdoor dining opportunities, and kiosks. In addition to having a very wide sidewalk, Asian Garden Mall Drive is designed to be able to close temporarily for events such as farmers markets and cultural festivals.

Associated General Plan 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 tenants 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.

IIIA6: Fiscal Solvency and Growth

General Plan 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.

Consistency Analysis:

As individual projects are proposed on properties within the Specific Plan boundaries the City shall review each proposed use to ensure that a balance of complementary uses is established in the project area. Ensuring that projects can be fiscally sustainable is essential in encouraging the reinvestment by private property owners into the project area.

Associated General Plan Policies:

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.

IVA1: Traffic Congestion

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

Consistency Analysis:

The Moran Street Specific Plan's circulation system is consistent with the circulation plan for the City of Westminster with minor modifications. The lane configurations for Bolsa Avenue, Moran Street, and Bishop Place are consistent with the City of Westminster's Circulation Plan. Modifications have been made to each street's parkway and sidewalk configuration. See Chapter 4, Development Standards, for more details and visual diagrams of each street section.

A separate traffic and parking analysis was conducted to identify which intersections would be impacted by future development in the project area and the improvements required to mitigate the impacts such as new turn lanes or additional right-of-way acquisition. Each individual development in the Specific Plan project area will be expected to help offset traffic impacts that are generated by the new development as part of the conditions of project approval.

Associated General Plan Policies:

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

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

- IVA1-6 Require a full evaluation of potential traffic impacts associated with proposed new development project 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.
- IVA1-10 Provide a circulation system consistent with current and future engineering standards to ensure the safety of the residents, workers and visitors of Westminster.
- IVA1-14 Require detailed traffic management plans prior to special events within the Little Saigon Community Plan Area (CPA).

IVA3: Parking

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

Consistency Analysis:

Since parking is in such high demand and is very limited in the project area, the Specific Plan pays special attention to ensuring adequate parking is provided for existing and proposed land uses. The Specific Plan offers a variety of strategies to resolve the parking issues, including providing parking structures and encouraging shared parking between different uses (see Chapter 4, Development Standards, Shared Parking section).

Table 4.2, Required Parking Spaces, quantifies the required number of parking spaces by land use to ensure that any future development scenario will provide sufficient parking based on its mix of uses. Parking for residential, hotel, motel, and bed and breakfast projects shall be provided on-site. Parking for commercial projects may be provided off-site per the off-site parking standards in Section 17.32.025 of the Westminster Zoning Ordinance.

Associated General Plan Policies:

- IVA3-1 Consider impact of land use decisions on the City's parking situation.
- IVA3-2 Require the provision of sufficient on-site parking in all new development.
- IVA3-4 Encourage shared parking arrangements among land uses that generate parking demand on different days or different time periods, to allow optimum use of available parking facilities.
- IVA3-5 Require the provision of additional parking to address underserved existing parking demand wherever feasible.
- IVA3-6 Ensure that an adequate supply of handicapped parking spaces are provided at all new developments in the City.

IVA4: Transit

General Plan 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.

Consistency Analysis:

The Orange County Transportation Authority provides public transportation service to the City of Westminster. The Moran Street Specific Plan is served by bus route 64, which travels along Bolsa Avenue between Huntington Beach and Tustin. Route 64 currently stops at the intersection of Bolsa Avenue and Moran Street. The Specific Plan identifies the opportunity to consider adding a bus turnout in front of the proposed Asian Garden Mall Plaza area.

A “park once” concept is encouraged for the area, a strategy that allows visitors to park one time with easy access to multiple businesses or venues within the district. This concept encourages walking throughout the site and supports concentrating a variety of uses in one location with easy access to parking facilities and transit.

Associated General Plan Policies:

- IVA4-3 Encourage the convenience of pedestrian linkages to and from the transit service to attract intermodal transit/walking trips.
- IVA4-9 Coordinate and assist Little Saigon business associations in the provision of remote parking areas and shuttle services to the CPA wherever feasible.

IVA5: Bicycle Facilities

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

Consistency Analysis:

Visitors to the Moran Street area arrive via a variety of transportation modes (cars, bikes, on foot, or public transit). Currently there are no bike lanes within any of the public streets in the Specific Plan area. The closest bike trail to the project area is a Class II trail located a quarter-mile to the east along Bushard Street. The Specific Plan recognizes that future development will increase the need for bicycle facilities. In addition to providing adequate parking for future development, projects in the Specific Plan area should also ensure that a significant number of bike racks are provided in the area, either on individual sites or in a larger area that serves the entire Specific Plan project, to encourage modes of transportation other than a private vehicle. Guidance for accommodating bicycles in the Specific Plan area is provided in Chapter 4.

Associated General Plan Policies:

- 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 as close to the bicyclists' work destination consistent with the City's TDM Ordinance NO. 2156.
- IVA5-3 Develop off-street bicycle paths in corridors, where appropriate, throughout the City.
- 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 project through the site plan review process.

IVA6: Pedestrians

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

Consistency Analysis:

Through specific development standards and design strategies the Specific Plan creates an environment that fosters pedestrian connectivity using walkways, plazas, and paseos. The Specific Plan delineates pedestrian zones with an unobstructed pedestrian walkway for all streets in the study area (see Chapter 4, Development Standards, Pedestrian Zones). The minimum unobstructed pedestrian walkway requirements are 10' on the west side of Moran Street, 6' on the east side of Moran Street, 10' on Bolsa Avenue, 6' on Bishop Place, 8' on Asian Garden Mall Drive, and 8' on Plaza Way.

Pedestrian and vehicle conflicts should be minimized throughout the Specific Plan area. The intersection of Asian Garden Mall Drive and Plaza Drive will be designed to ensure efficient vehicular circulation through the Specific Plan area while also providing safe pedestrian movement through the intersection. Traffic calming measures (i.e., blue-outs at intersection corners, raised crosswalks) will enhance the pedestrian experience. Wider sidewalks allow pedestrians to move about the site more easily without entering the traffic area. Limited curb-cuts and entrances/exits to any future parking structure will also minimize pedestrian/vehicular interaction. Chapter 5 presents design guidelines that emphasize walkability and a positive pedestrian experience.

Paseos are another way the Specific Plan improves the pedestrian experience. Chapter 3 identifies the need for east-west connections between Asian Garden Mall Drive and Moran Street (and ultimately the Moran Street Specific Plan and Weststate Street). While the Specific Plan specifies a east-west paseo should be provided both north and south of Plaza Way, the actual locations have not been determined. Paseos reduce pedestrian/vehicle interaction creating a safer environment for both parties. Paseos also link residences to parking areas, retail and office uses, and transit stations through an off-street system which protects the pedestrian and reduces walking time. All paseos should incorporate enhanced paving materials and street furnishing to add to the pedestrian ambiance.

The Specific Plan also recognizes the need for a safe pedestrian connection between the Moran Street Specific Plan and commercial areas on the north side of Bolsa Avenue. Modifications to traffic signals, the implementation of pedestrian-friendly design strategies, and the construction of a pedestrian overpass are all methods that could be explore to improve pedestrian connectivity .

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

IVA7: Truck Routes

General Plan 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.

Consistency Analysis:

Bolsa Avenue is classified in the Westminster General Plan as a major arterial roadway and is designated as a truck route. The section of roadway adjacent to the Specific Plan area has 6 lanes of travel divided by a landscaped median. The Specific Plan does not propose any changes to the configuration of travel lanes along Bolsa Avenue and therefore remains consistent with the City’s General Plan. To buffer the traffic on Bolsa Avenue from existing and potential development in the project area the Specific Plan provides an expanded area adjacent to the curb for street trees, decorative street lighting, wider sidewalks, and landscaping.

Associated General Plan Policies:

- 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.

IVB1: Water Supply and Delivery

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

Consistency Analysis:

The Moran Street Specific Plan is served by existing water lines to the Asian Garden Mall and adjacent commercial properties. The Specific Plan requires 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.

The Moran Street Specific Plan includes water conservation measures that should be integrated into future development. See the consistency analysis for Goal IIC2 for further details.

Further details to be added upon EIR completion.

Associated General Plan Policies:

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.

IVB2: Sewer Facilities

General Plan Goal: Ensure adequate sewer facilities to meet long range demand requirements.

Consistency Analysis:

The Moran Street Specific Plan is served by sewer lines to the Asian Garden Mall and adjacent commercial properties. The Orange County Sanitation District 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 Specific Plan is not estimated to exceed the capacity for treatment plants in the Orange County Sanitation District. Any sewer connection or improvement costs necessary for any proposed projects will be paid by the project developer.

Associated General Plan Policies:

IVB2-2 Continue land use development coordination with sewer district to assure adequate service needs.

IVC1: Parks and Recreation

General Plan Goal: Provide recreational and social activities for all Westminster residents.

Consistency Analysis:

Chapter 4 of the Specific Plan sets forth public open space standards for commercial and mixed-use projects and private and common outdoor space for residential projects to enhance the livability and walkability of the Moran Street area. Commercial and mixed-use projects are generally required to have a minimum 5 percent of the gross site area reserved for public open space which may include paseos, plazas, courtyards or a variety of other amenities. Residential projects are required to have a minimum of 160 square feet of private and common outdoor space per dwelling unit. Common outdoor space may include courtyards, plazas, swimming pools, outdoor spas, rooftop decks, terraces, or other similar spaces. Additionally, projects with more than 20 units shall include at least one amenity, such as a community room, a swimming pool, outdoor cooking facility, or other recreation facility.

Associated General Plan Policies:

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

IVC2: Police and Fire Services

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

Consistency Analysis:

Fire protection service is provided to the City of Westminster by the Orange County Fire Authority (OCFA). OCFA Fire Stations #64, #65, and #66 serve the City of Westminster. The Specific Plan is not anticipated to require the need for additional fire protection services beyond that which is already provided.

Fire Station #66 is located on the west side of Moran Street. As the project area continues to intensify, it will generate increased conflicts (noise, access, walkability) with the fire station. Chapter 6, Implementation, encourages the City to explore opportunities to relocate the station.

The Westminster Police Department provides police protection services to the Moran Street Specific Plan site and throughout the City. Westminster's full-service Police Station is approximately 2.5 miles northwest of the site and some police services are available at the City Hall at the Mall site (Westminster Mall) 3 miles west of the site.

As a part of Development Review, new projects will be assessed to ensure they provide adequate fire and security measures and to confirm that the City has sufficient resources to service any new demand.

Associated General Plan Policies:

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

IVC₃: Schools

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

Consistency Analysis:

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. The Moran Street Specific Plan area falls within the Garden Grove Unified School District boundaries. Any new residential units built within the project area will be required to pay any applicable school development fees as determined by the Garden Grove Unified School District to accommodate the new students anticipated to be generated by the new development.

Associated General Plan Policies:

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

VA₁: Soils, Faulting, and Seismicity

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

Consistency Analysis:

There are no known active fault systems located within the City limits. Additionally, the City of Westminster is not listed on the California Department of Conservation, Division of Mines and Geology's list of cities affected by Alquist-Priolo Earthquake Fault Zones (California Department of Conservation, Division of Mines and Geology 1999).

The project could expose people and structures to potential impacts associated with seismic ground shaking. The most likely source of a strong seismic movement within the region would be a major earthquake on the San Andreas Fault located approximately 46 miles to the northeast. Other potentially active local fault systems that could also affect the city and the project site are the Newport-Inglewood Fault Zone approximately 5 miles away, the Compton Thrust Fault approximately 5 miles away, Elysian Park Thrust Fault approximately 10 miles away, the Palos Verdes Fault approximately 14 miles away, and the Whittier-Elsinore Fault Zone approximately 15 miles away.

Westminster is underlain by poorly consolidated alluvial deposits and is located in Zone C, a region of greatest shaking in the Orange County area (City of Westminster 1996). Additionally, the project site is located in a designated liquefaction zone (California Department of Conservation, Division of Mines and Geology 1999). Additionally, the City's general plan designates the project site as having High Liquefaction Potential (City of Westminster 1996). Additionally, the site is underlain by shallow groundwater, between 8 and 14 feet below ground level (Environmental Data Resources, Inc. 2004).

To address these concerns all future structures on the site will be constructed in accordance with the Uniform Building Code (with State of California modifications) and state seismic safety standards. Additionally, the Moran Street Specific Plan EIR will include appropriate mitigation to address any potential seismic-related ground failure.

Further details to be added upon EIR completion.

Associated General Plan Policies:

- 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.

VA2: Flood Hazard

General Plan 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.

Consistency Analysis:

The project would not expose people to significant flooding hazards. Westminster is located within the alluvial plains of the San Gabriel and Santa Ana Rivers, which are both outside city limits. The project site is located in Flood Zone X, which is outside a 100-year flood hazard area. Westminster is located entirely within the dam inundation zone of Prado Dam, approximately 20 miles northeast. The entire city is within the 500-year flood zone; however, floods depths would be less than 1 foot in the event of dam failure and not considered a significant risk.

Further details to be added upon EIR completion.

Associated General Plan Policies:

- 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.
- VA2-5 Control surface runoff from new development using on-site measures including, but not limited to the following:
 - a. Structural controls
 - b. Restricting changes in topography, removal of vegetation, and limiting areas of impervious surfaces to reduce runoff and the need for flood and drainage control improvements.

VA3: Water Quality

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

Consistency Analysis:

Chapter 5 of the Specific plan includes design guidelines to protect and improve water quality. These sustainable guidelines are marked throughout Chapter 5 with a red flower symbol. For example, the Specific Plan recommends developments to incorporate as many low impact development best management practices (BMPs) as possible. Common storm water BMPs include vegetated swales, porous pavements, and infiltration basins. The use of pervious paving materials reduces the negative effects of stormwater runoff and facilitates groundwater recharge. Irrigation systems should also incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors to reduce runoff.

Associated General Plan Policies:

- 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 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.

VB1: Mobile Noise Sources

General Plan Goal: Reduce and avoid noise impacts from mobile sources.

Consistency Analysis:

To reduce and avoid impacts from mobile sources the Moran Street Specific Plan requires appropriate building facade setbacks from back of curb depending on street type and the building use. For example, on Bolsa Avenue, a major arterial roadway, commercial and mixed-use building facades are required to have a minimum setback of 20 feet and residential building facades are required to have a minimum setback of 24 feet. See Chapter 4, Development Standards for required setbacks on each street.

Landscaping along the street can also reduce noise impacts from street traffic. The Specific Plan identifies a 4-foot-wide curb-adjacent landscape area on all streets where landscaping, lighting, and other pedestrian amenities can be placed, further reducing the impacts of noise from traveling vehicles.

If a parking structure is built noise mitigation strategies will be employed to insulate the structure from adjacent uses. It can also be anticipated that a parking structure will impact the internal vehicular circulation in the project and that mitigation measures would need to be taken to address the flow of traffic through the project site.

Furthermore, by encouraging a variety of uses in one location, and applying a “park once” concept, the total number of trips generated by the project area can be reduced if pedestrians are able to walk to multiple uses versus driving from one point to another in the same area. Accommodating different access modes (cars, bikes, walking, and public transit) and creating an environment that is pedestrian-friendly will generally result in fewer vehicular trips (than stand alone uses that are more spread out) and helping to maintain noise impacts on existing and new uses to a minimum.

Associated General Plan Policies:

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.

VB2: Stationary Noise Sources

General Plan Goal: Reduce and avoid noise impacts from stationary sources.

Consistency Analysis:

The Moran Street Specific Plan sets forth several standards to reduce and avoid the noise impacts from stationary sources. The Specific Plan requires that any site planning for nonresidential uses must take the location of residential units into consideration and must screen or cover services areas to minimize noise levels and visual impacts. Additionally, the Specific Plan does not permit loading docks, services areas, or noise- or odor-generating operations within 50 feet of residential uses to reduce noise impacts. Commercial uses must be designed and operated, and hours of operation limited where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic, trash collection, routine deliveries, or late-night activity.

The Specific Plan also requires that residential portions of a project must be designed to limit the interior noise caused by the commercial and parking portions of the project. Proper design examples include building orientation, double or extra-strength windows, wall and ceiling insulation, and orientation and insulation of vents.

The Moran Street Specific Plan EIR will include appropriate mitigation to address noise impacts during construction and operation. Examples of mitigation measures may include limiting construction activity, installing acoustic barriers around stationary sources of construction noise, using alternative equipment or construction methods that produce less noise, installing acoustically rated windows, and avoiding sound transmission paths through vents or other openings in the building shell.

Associated General Plan 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 the 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 project to ensure City Noise Ordinance standards are met.

VB4: Sensitive Receptors

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

Consistency Analysis:

The Specific Plan protects sensitive receptors from excessive noise generators. Building setbacks and landscaping requirements presented in Chapter 4 can reduce the noise impacts of passing vehicles. If a parking structure is built noise mitigation strategies will be used to insulate the structure from adjacent uses. By concentrating a variety of uses in one location, following a “park once” concept, accommodating different access modes (cars, bikes, walking, and public transit) and creating an environment that is pedestrian-friendly the Specific Plan encourages less vehicular trips. Fewer vehicular trips will result in reduced noise impacts on existing and new uses.

The Moran Street Specific Plan EIR will include appropriate mitigation to address noise impacts during construction and operation. Examples of mitigation measures may include limiting construction hours, changing the location of stationary noise-generating equipment, shutting off idling equipment, rescheduling construction activity, installing acoustic barriers around stationary sources of construction noise, using alternative equipment or construction methods that produce less noise, installing acoustically rated windows, and avoiding sound transmission paths through vents or other openings in the building shell.

Associated General Plan 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 establish in the Noise and Land Use Compatibility Guidelines (Figure VB-1).
- 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.
- VB4-9 Encourage site design techniques such as building setbacks, placement of parking, maintenance and utility areas, and orientation of buildings to minimize noise impacts.

VIA1: Air Quality

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

Consistency Analysis:

Encouraging a variety of uses in one location, and applying a “park once” concept, the total number of trips generated by the project area can be reduced if pedestrians are able to walk to multiple uses versus driving from one point to another in the same area. Accommodating different access modes (cars, bikes, walking, and public transit) and creating an environment that is pedestrian-friendly will generally result in fewer vehicular trips (than stand alone uses that are more spread out) and helping to maintain noise impacts on existing and new uses to a minimum. By encouraging pedestrian activity, the Moran Street Specific Plan also promotes good air quality and implements measures to contribute to the reduction of pollution in the South Coast Air Basin.

Chapter 5 of the Specific Plan includes design guidelines to encourage energy conservation practices and recycling to reduce emissions and improve air quality. These sustainable guidelines are marked throughout Chapter 5 with a red flower symbol.

The Moran Street Specific Plan EIR will include appropriate mitigation to address air quality impacts during construction and operation. Examples of mitigation measures may include limiting architectural coating activities such as painting and stucco application, to coating a maximum of 4,000 square feet of surface per day or implementing NOX-reducing practices during all construction activities.

Further details to be added upon EIR completion.

Associated General Plan Policies:

- VIA1-7 Utilize land use and zoning practices, including the siting of development projects, to minimize air quality impacts and protect sensitive receptors.
- VIA1-10 Encourage energy conservation practices and recycling to reduce emissions and improve air quality.

VIA2: Congestion Management

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

Consistency Analysis:

The mixed-use nature of the Specific Plan land uses will encourage the development of new commercial and office uses in proximity to residential uses (new and existing in adjacent mobile home community, single family neighborhoods, and nearby apartments). By concentrating a variety of uses in one location, following a “park once” concept, accommodating different access modes (cars, bikes, walking, and public transit) and creating an environment that is pedestrian-friendly. The mixing of uses can help to limit the vehicle miles travelled to the area; by applying a “park once” concept, the total number of trips generated by the uses in the project is less overall if pedestrians are able to walk between each use versus driving from one point to another in the same area.

Wider sidewalks, an active streetscene, techniques to enhance pedestrian safety, and a human-scale development pattern will encourage pedestrian activity throughout the Specific Plan area. Additionally, the Moran Street Specific Plan is served by OCTA bus route 64, which travels along Bolsa Avenue between Huntington Beach and Tustin. Route 64 currently stops at the intersection of Bolsa Avenue and Moran Street providing easy access to the Specific Plan area.

Associated General Plan Policies:

- VIA2-2 Review transportation impact 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.
- VIA2-5 Encourage a mix of housing types, affordable to all segments of the population and near job opportunities, to further reduce vehicle trips and VMT.
- VIA2-14 Coordinate with the trucking industry to reduce peakhour deliveries. Furthermore, reevaluate any restrictions that currently hinder non-peak hour delivery.
- 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.

VIA3: Growth Management

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

Consistency Analysis:

Visitors arrive to the project site via a variety of transportation modes including private vehicles, walking, biking, and public transit. Since the car is the primary mode of transportation most people will use to get to Little Saigon, parking is in high demand and is very limited in the project area. As a result, the Specific Plan pays special attention to ensuring adequate parking is provided for existing and proposed land uses. The Specific Plan offers a variety of strategies to resolve the parking issues, including providing parking structures and encouraging shared parking between different uses (see Chapter 4, Development Standards, Shared Parking section). The Specific Plan also encourages the development of a pedestrian-friendly environment and requires new development to provide adequate bicycle facilities. The project area is also easily accessible from OCTA route #64 and the Specific Plan encourages the exploration of linkages between the bus stop and the project area.

New projects proposed within the Moran Street Specific Plan will generate new demands for services, facilities, and other programs in the City. Projects will be conditioned at the time of approval to pay their fair share 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.

Associated General Plan 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 measure 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.

VIA4: Jobs/Housing Balance

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

Consistency Analysis:

The mixed-use nature of the Specific Plan land uses will encourage the development of new commercial and office uses in proximity to residential uses (new and existing in adjacent mobile home community, single family neighborhoods, and nearby apartments). The Specific Plan presents a flexible development program designed to bring together jobs, new housing and existing residential neighborhoods. Any combination or mix of uses may be developed under the provisions of this Specific Plan so long as the maximum number of AM and PM peak hour trips identified for the Specific Plan area in Chapter 3 is not exceeded. The regulatory guidance built into the Specific Plan provides developers flexibility to respond to changing market conditions and introduce housing, jobs, or both into the project area as necessary.

Associated General Plan Policies:

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.

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