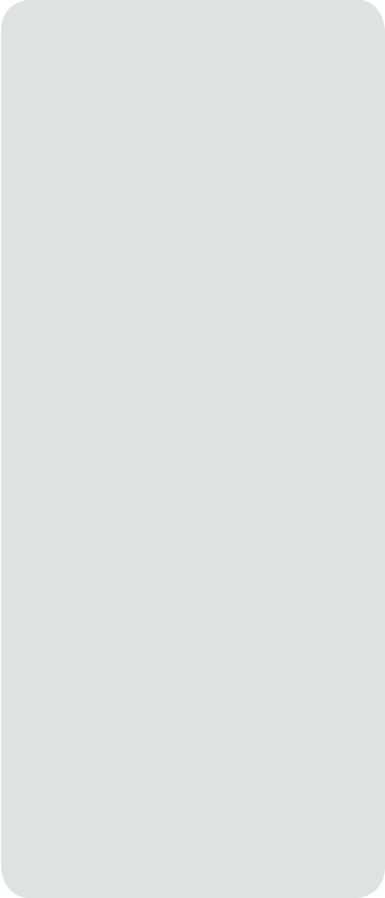
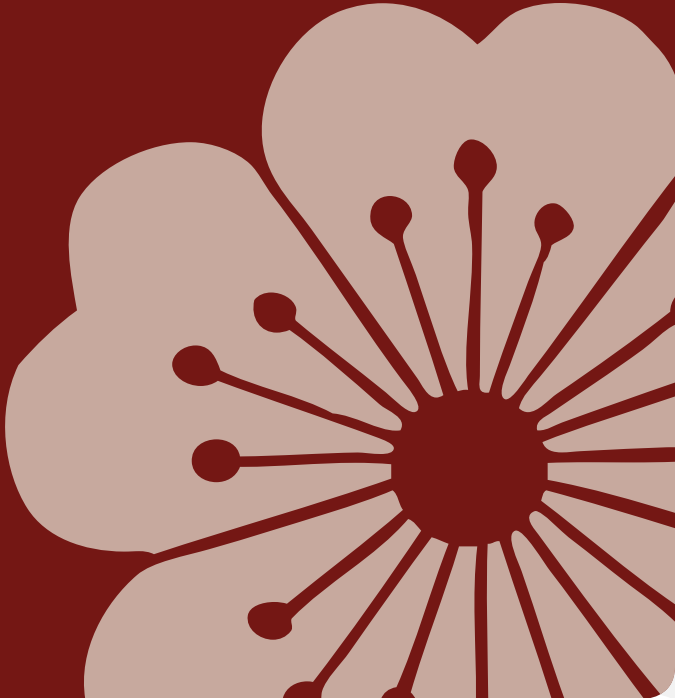


THE MORAN STREET SPECIFIC PLAN



CITY OF WESTMINSTER
CASE #: 2007-41
HEARING DRAFT JULY 28, 2011



THE MORAN STREET SPECIFIC PLAN

PREPARED FOR:

City of Westminster

8200 Westminster Boulevard
Westminster, CA 92683

City Council

Margie L. Rice, Mayor
Tyler Diep, Mayor Pro Tem
Tri Ta, Councilmember
Frank Fry, Councilmember
Andy Quach, Councilmember

City Staff

Mitch Waller, City Manager
Doug McIsaac, Community Development Director
Artashes "Art" Bashmakian, AICP, Planning Manager
Kelvin Parker, Senior Planner
Adolfo Ozaeta, Traffic Engineer
Chester Simmons, Economic Development Specialist
Ray Silver, Former City Manager
Donald Lamm, AICP, Former City Manager

PREPARED BY:

The Planning Center

1580 Metro Drive
Costa Mesa, CA 92626
(714) 966-9220

Staff

Wendy Grant, AICP, Senior Planner
Alice Houseworth, AICP, Senior Planner

CASE #: 2007-41

HEARING DRAFT JULY 28, 2011



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1. Introduction

Overview

Little Saigon is a dynamic cultural enclave and home to the country's most concentrated population of Vietnamese residents and business owners. Over the past 30 years, the Little Saigon district in Westminster has evolved into a vibrant social epicenter for the Vietnamese community and a distinctive tourist destination drawing visitors from across the country. Properties located 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 importance of this area for the City and the Vietnamese community cannot be understated - it is a focal point of social activity, personal services and commerce locally, regionally, and nationally.

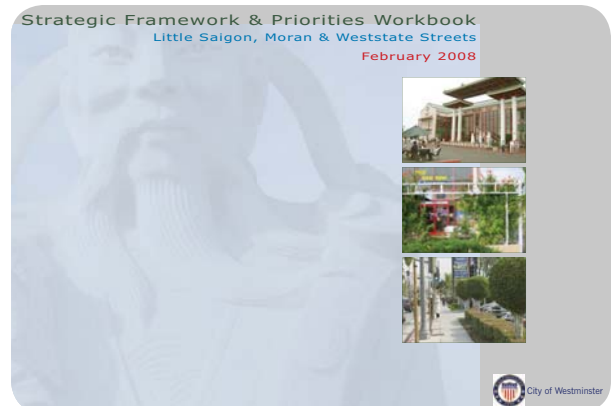
Since the area was experiencing a period of redevelopment, as demonstrated by the recent construction of Saigon Villas, a new 144-unit multigenerational residential project located on the southeast corner of Moran Street and Bishop Avenue, property owners along Moran Street saw an opportunity to rezone some of the existing industrial uses to commercial, office or residential uses to complement the new residential development.



Little Saigon Strategic Framework and Priorities Workbook

In 2008, at the request of several property owners along Moran Street, the City initiated a study to examine the feasibility of rezoning multiple properties on Moran Street from industrial to commercial or mixed-use, which could include residential. The *Little Saigon Strategic Framework and Priorities Workbook* was prepared later that year as a result of the interest expressed by the property owners.

The Workbook included an analysis of approximately 30 acres of land that included both Moran and Weststate Streets. The drawings in the Workbook were used to gain a sense of the land use, circulation and parking issues present in the area and to illustrate what future development could look like if new zoning codes were put in place that allowed for commercial or mixed-use development. The Workbook contained illustrations of street sections (sidewalks, landscaping and roadways) for Moran and Weststate Streets as well as the drive aisle adjacent to the Asian Garden Mall. Three dimensional illustrations were also included in the Workbook so that the community could gain a better understanding of what the area would look like with a different mix of uses and to assess the amount of parking that would be needed for each combination. The ideas presented in the Workbook served as the foundation for the development concept that is included in this Specific Plan document.



Community Outreach

As part of the initial planning efforts the City conducted an extensive outreach program with property owners in both the Moran and Weststate Street areas as well as the community at large. The intent of the outreach was to gain a better understanding of the community's vision for this area of Little Saigon and to provide a forum for the exchange of ideas between the City and stakeholders

Working group meetings or “charrettes” were first held with property owners along Moran and Weststate Streets, followed by a Town Hall meeting open to property owners within 500 feet of the study area. Hearing no major opposition to the initial concepts presented in the Workbook, staff invited property owners to attend one-on-one meetings with the City to provide any final input before proceeding with the Specific Plan effort. The City met with over 20 individuals during the final phase of outreach and received valuable input that significantly refined the project area. As a result of the feedback received during the final property owner meetings, it was determined that Weststate Street would not be included in the Specific Plan project area; property owners would pursue redevelopment separately, at a future undetermined date.

Discussions with the public and property owners served as the critical first step in defining (and refining) a development concept that is the focus of the Specific Plan document. The Specific Plan addresses streetscapes, parking, and land use densities and intensities that were all developed as a result of the feedback received during the initial outreach process.

The comments received through public outreach have shaped the future vision for the project area and will be incorporated into future planning efforts along Moran Street. Following is a summary of Specific Plan objectives that were developed as a result of the feedback provided by the community.



Specific Plan Objectives

The Specific Plan envisions that development within the Moran Street project area will contribute to the following objectives:

Create a cultural activity center and tourist destination

Under this specific plan, development that occurs along Moran Street and at the Asian Garden Mall will provide the quality in design and sense of place that are vital characteristics of destination places and community gathering spaces.

Traditional commercial strip center developments with minimal architectural interest and limited pedestrian amenities are common along Bolsa Avenue in Little Saigon. As the community has evolved over time, so too has the desire to attract high quality development into the area. The Specific Plan will not dictate the style of architecture to be implemented, but will identify features that should be integrated into new projects to create a prominent sense of arrival and make the area attractive to visitors. Plazas, outdoor dining opportunities and a walkable pedestrian experience will all play a prominent role in future development in the Moran Street Area.

Quality developments that incorporate distinctive architecture or landmark features are desired in the Specific Plan area. The intent is to create a destination that is architecturally distinctive from other communities creating an experience for residents and visitors that is unparalleled in the City or the region.



Encourage a diverse mix of uses

Attracting a diverse mix of uses to the Moran Street area will allow new development to be more sustainable over time. It is envisioned that a variety of local and regional retailers and services could be attracted to the project area and would cater to the needs of local residents as well as visitors from outside the community.

In addition, residential uses integrated with retail or office uses can foster pedestrian activity and fewer vehicular trips than stand alone uses. The total number of trips generated by the project area can be reduced if pedestrians are able to walk to different uses versus driving from one point to another in the same area.

The regulatory guidance built-in to the Specific Plan provides the flexibility to respond to changing market demands over time. As the market changes and demand for different uses changes over time, the specific plan will allow for flexibility to accommodate the new uses without the need for a potentially time-consuming or costly revision to existing zoning regulations. Allowing for a wider variety of uses and streamlining the regulatory process gives property owners the flexibility to develop their properties to the highest maximum potential.



Minimize conflicts between pedestrians and vehicles

Pedestrians are important to the vitality and sustainability of the Little Saigon area. Surrounded by single family, mobile home and apartment uses, the Moran Street project area has a significant opportunity to link surrounding residents to the amenities and businesses that are envisioned there. Since the Moran Street area is also envisioned as a destination location, a large number of visitors will arrive to the area by car. Because of the high level of both automobile and pedestrian trips that will be generated by the mix of uses encouraged by the Specific Plan, special provisions must be made to minimize the conflicts that are encountered by both.



Provide an adequate supply of parking spaces that are easily accessible

Parking is one of the major factors that will influence how, where and at what intensity any future development or redevelopment may occur. Based upon observations in the field, the City's Police Department estimates that the population of Little Saigon almost triples on weekends. This dramatic increase in visitors causes a parking shortage on both Moran and Weststate Streets, which are burdened with the overflow parking demand. The Specific Plan will allow for a broader mix of uses and more intense development will create further demand for parking in an area where parking availability is extremely limited. To respond to the immediate need for additional parking spaces, future development in the Moran Street Specific Plan envisions the construction of a new parking structure behind the Asian Garden Mall to serve non-residential uses in the area. Parking can be combined with additional uses, such as ground floor retail, to foster the walkable environment desired by the community. 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.



Incorporate gathering spaces, plazas and public amenities as prominent features of new development

Integration of new plaza spaces, cultural or entertainment uses are strongly encouraged with new development in the project area. Amenities such as these promote a walkable pedestrian environment that is an instrumental component of the vitality and sustainability of the Moran Street area. New development should create links to public spaces, allowing pedestrians to experience the environment without the use of an automobile. Gathering spaces can also include seating areas, fountains or public art that would further distinguish this area as the ceremonial heart of the community. Decorative bollards and other design features should protect pedestrians from cars, prevent conflicts and reduce driver confusion.

A new, landmark plaza is envisioned to replace the existing surface parking lot in front of the Asian Garden Mall, generating a highly visible focal point for social interaction. It is also anticipated that the drive aisle adjacent to the Asian Garden Mall will be redesigned with wider sidewalks on both sides of the street and will allow for temporary closures of the roadway for farmers markets, kiosks, or temporary community events.



Authority

The Moran Street Specific Plan provides customized regulatory guidance to enable development of land uses and building intensities that would not otherwise be allowed by the City's current development standards.

The Specific Plan is established through the authority granted to the City of Westminster by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. The Government Code authorizes cities to adopt specific plans either by resolution as policy or by ordinance as regulation. A Planning Commission hearing and City Council hearing are required to adopt the Specific Plan. This Specific Plan is both a policy and a regulatory plan: it establishes policy, including a conceptual land use plan, which guides the development of the site. Sections 3 and 4, Development Concept and Development Standards, respectively, serve as the property's zoning, adopted by ordinance. Development or site plans for this area must be consistent with this Specific 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." The Specific Plan appendix provides an analysis of the consistency of the Moran Street Specific Plan document with the City of Westminster General Plan goals and policies.

In response to government requirements, this Specific Plan has been prepared to provide an essential link between City of Westminster policies and actual development in the Specific Plan area. Functioning as a regulatory document, The Moran Street Specific Plan provides a means of implementing the City of Westminster's General Plan and detailing specific requirements and guidelines for future development in the Specific Plan area. In this regard, all future development plans, tentative parcel, and/or tract maps or other similar entitlements shall be consistent with regulations set forth in this document and with all applicable City regulations.

Environmental Assessment

This specific plan is prepared in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared, and it was determined that a program-level Environmental Impact Report (EIR) was needed to analyze the potential impacts that could result from the adoption of the Moran Street Specific Plan. Subsequent development projects within The Moran Street Specific Plan are anticipated. While the EIR has been prepared as outlined by §15080 through §15097 of the CEQA Guidelines, subsequent projects that are within the scope of this EIR may be subject to additional environmental review if the Director of Community Development determines it is necessary to comply with State requirements.

Specific Plan Organization

This entire document constitutes the Specific Plan for the project and property.

Chapter 1: Introduction, identifies the objectives of the Specific Plan.

Chapter 2: Background, presents the background necessary to understand the basis for the Specific Plan.

Chapter 3: Development Concept, describes the intended pattern of land use and supporting infrastructure.

Chapter 4: Development Standards such as, building height, density, parking and landscaping requirements, details the uses permitted, conditionally permitted, and precluded in the project area.

Chapter 5: Design Standards and Guidelines, details site planning and architectural standards and guidelines for the project's development.

Chapter 6: Administration and Implementation, describes the procedures applicable in administering the plan and steps to implement it.

Appendix A: General Plan Consistency shows how the Specific Plan implements the goals and policies of the City's adopted General Plan.

Additional analyses were conducted in association with The Moran Street Specific Plan and are available under a separate cover. They include the Initial Study and Environmental Impact Report, which incorporate the environmental documentation and traffic impact analyses prepared for the project, and a traffic and parking analysis that contains intersection counts and analysis of trips generated by existing and proposed land uses.

Actions and Expectations

Numerous statements occur in this plan in the form of standards and guidelines that define action expectations to achieve the desired results. The following terms clarify the level of commitment intended in the plan. They reflect the expectation or outcome desired. The application of each term to a particular policy or action is a deliberate application of these definitions.

Shall: We will always follow the policy or apply the standard. This is our absolute commitment to the direction expressed. Our expectation is that the direction will definitely be implemented under all circumstances.

Should: We will follow the policy or apply the standard in almost all cases. Exceptions or degrees of implementation are acceptable for good reason. Our expectation is that the direction will almost always be followed.

Allow: We will permit someone else's initiative and support it unless there is a very good reason not to. Our expectation is that the direction will generally be implemented, even though a party other than the City carries it out.

Consider: We will investigate the proposed action or standard to determine the actual level of commitment that is appropriate under the circumstances. Our expectation is that an open-minded effort will be made to evaluate the possibilities until facts are determined and a decision can be made based on those facts.

Restrict: We will take action within certain bounds to limit the direction defined. Our expectation is that implementation will occur, but at a constrained level or within specified limits.

Prohibit: We will actively prevent a specified condition, use or standard from occurring. Our expectation is that the condition or action described will not happen under any circumstance.

Other terminology may appear in certain policy statements. These terms are to be interpreted according to their similarity to the appropriate term described above.

2. Background

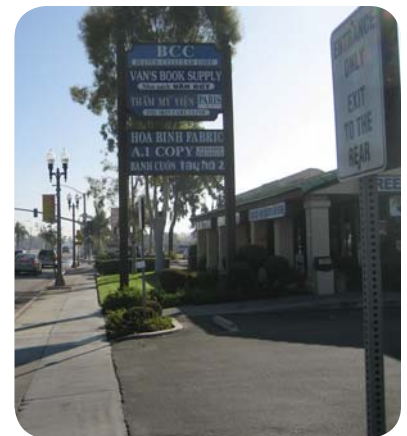
Introduction

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

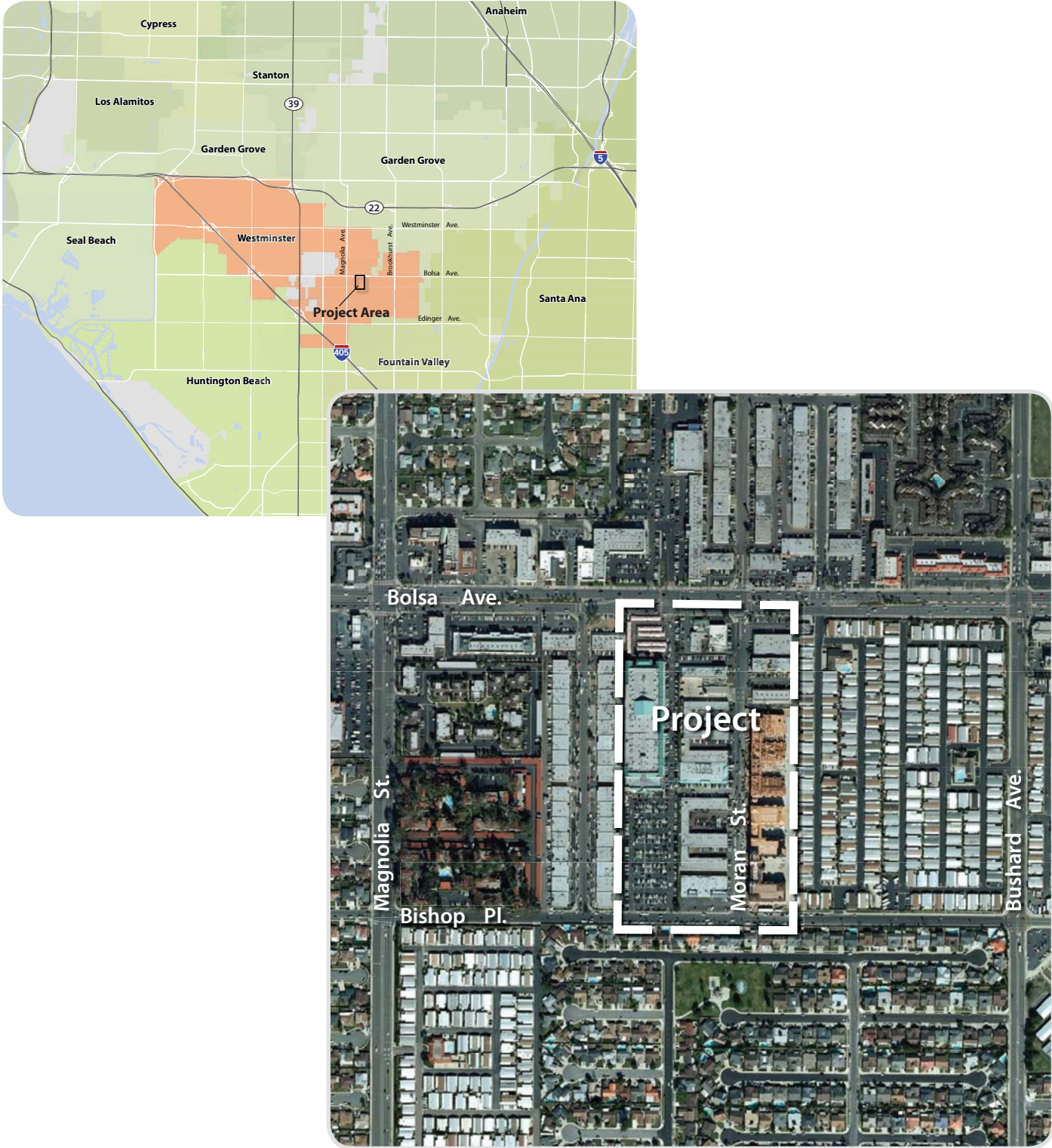
The Moran Street Specific Plan is located within the City of Westminster in Orange County, California. The approximately 20 acre Specific Plan site is located on the south side of Bolsa Avenue between Magnolia and Brookhurst, in the heart of Little Saigon. Moran Street serves as the primary north-south 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.

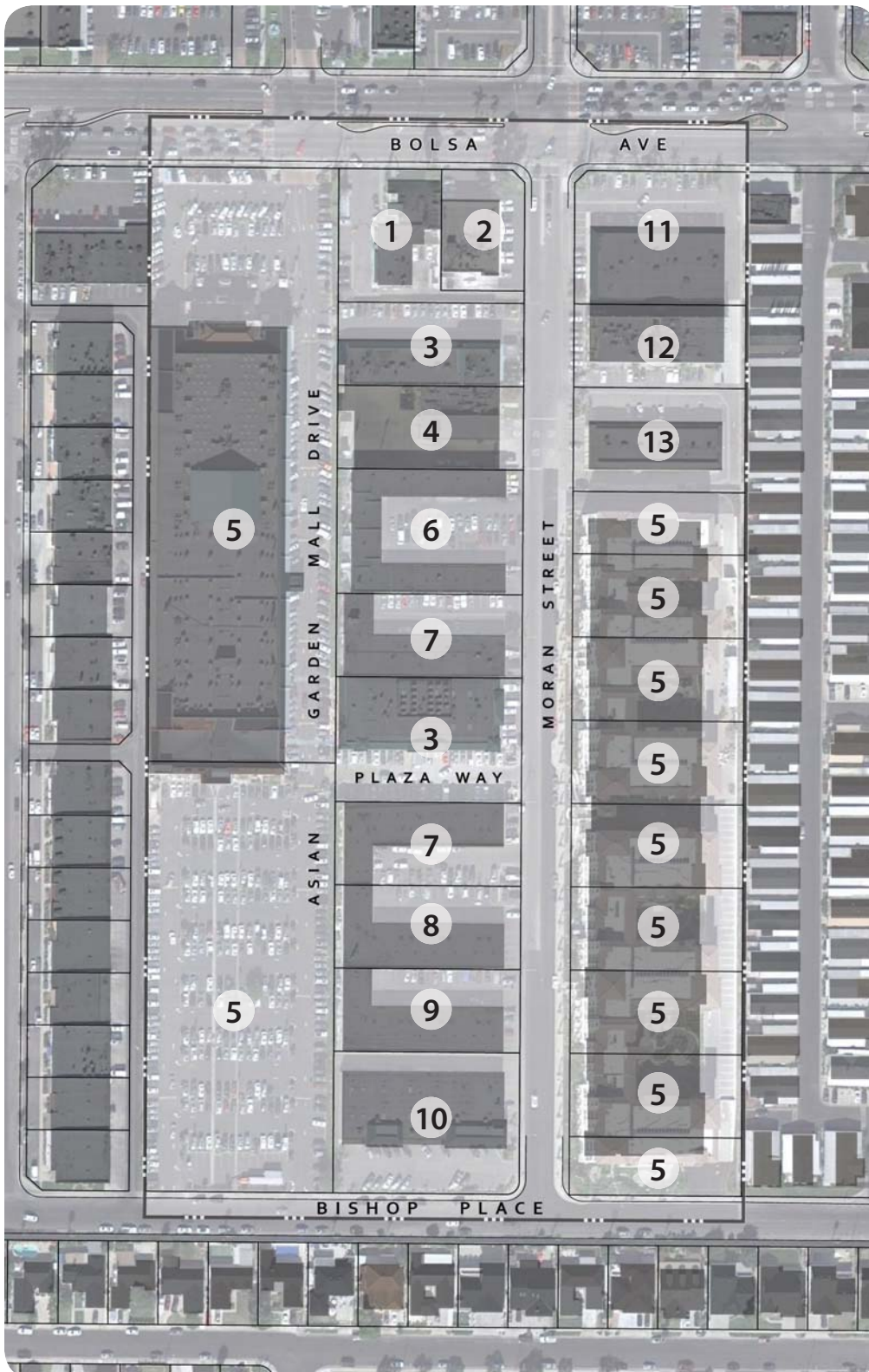
The parcels that make up the new multigenerational residential project, Saigon Villas (located on the east side of Moran Street) total approximately 4 acres in size.

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)

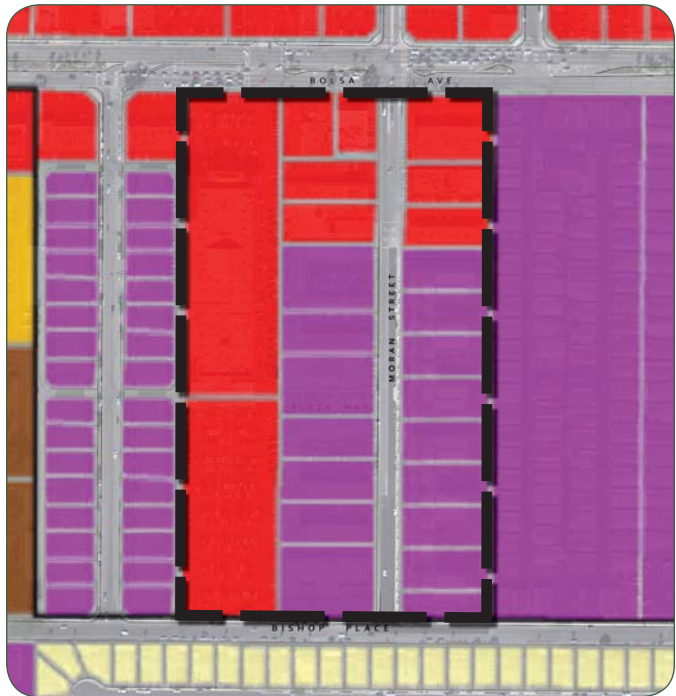
The Planned Development Buildout Matrix (Figure IIA-4 of the Westminster General Plan) allows for a total of 404,100 square feet of commercial uses in the study area and approximately 169,600 square feet of industrial uses. Per this section of the General Plan, residential uses are not permitted on the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

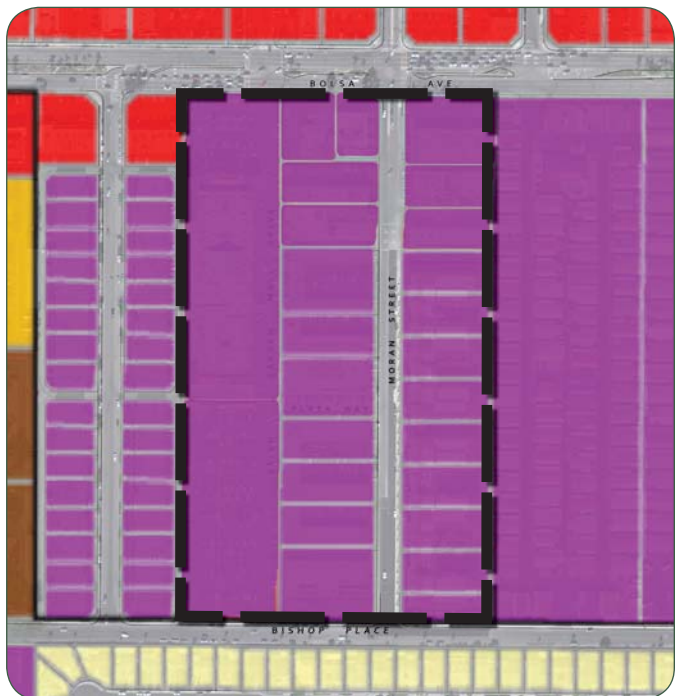
Existing General Plan Land Use



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.

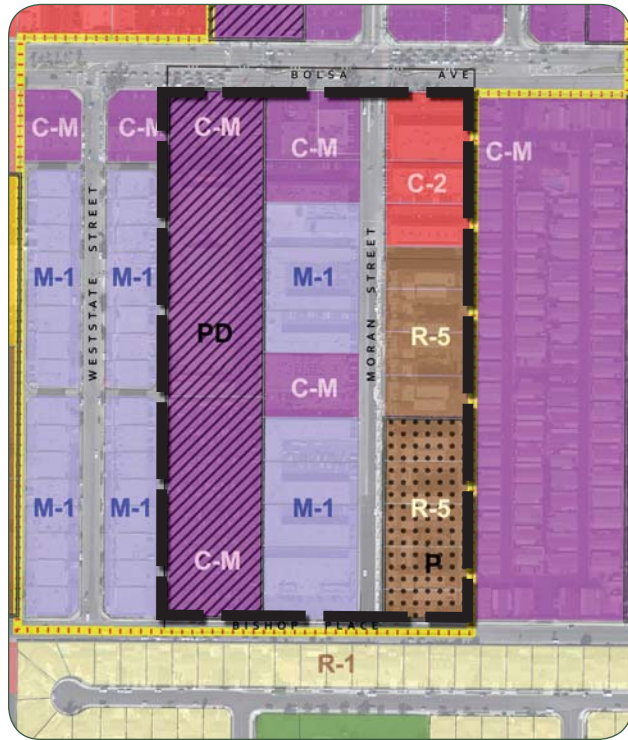
Proposed Zoning

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

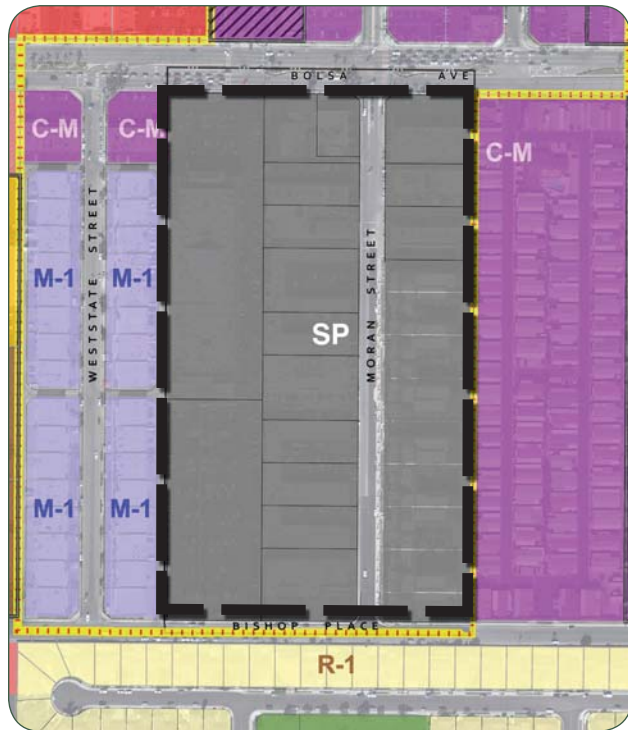
Existing Zoning



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)¹
- Planned Development Overlay (PD)²
- 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.

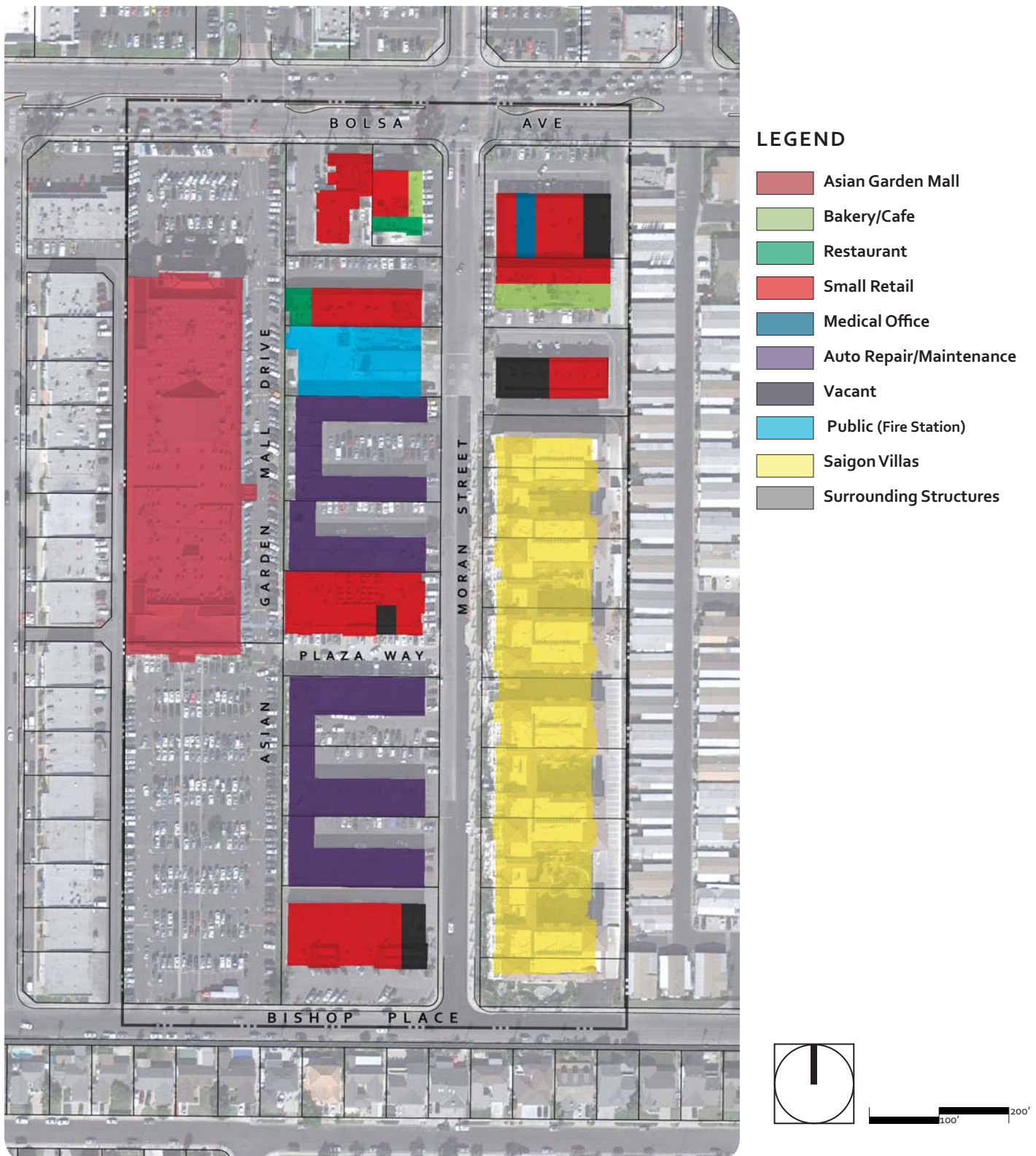
A portion of the surface parking area in front of the Asian Garden Mall has been creatively converted into a temporary plaza space for visitors. The space has become a ceremonial gathering space that provides seating areas for patrons and a space for visitors to meet and take photographs.

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.

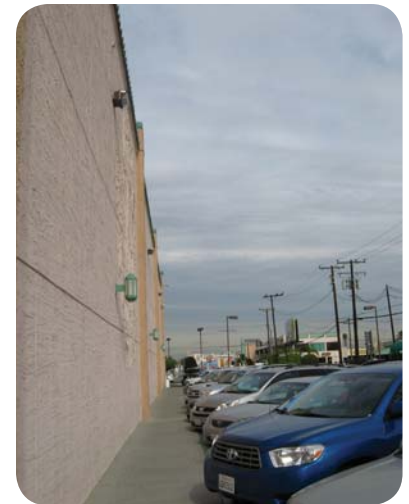
Streetscape elements such as fountains, landscaping, and sculptures are distributed throughout the study area. These types of pedestrian friendly features should be incorporated into any future building designs, and will support the area's strong sense of place.

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.

3. Development Concept

Introduction

The purpose of the Moran Street Specific Plan is to generate momentum and provide comprehensive direction for future improvements to the Specific Plan area. This Chapter describes the type and character of development the City of Westminster envisions for the project area.

The Specific Plan seeks to encourage lot consolidation and comprehensive planning for cohesive and efficient use of land. The development of the site will be guided by this Specific Plan to ensure that development will take place in an orderly fashion. The number of property owners and their disparate interests could inhibit the creation of a unified place without careful management by the City. The Specific Plan, therefore, requires that development plans submitted to the City for approvals must demonstrate, amongst other requirements, that the proposed project helps to achieve the objectives and design principles outlined in this Specific Plan.



The Moran Street Specific Plan aims to create a place for people to gather, play, and shop.





Outdoor spaces with amenities such as benches and landscaping help create vibrant places.



Appropriately scaled buildings, attractive storefronts, and wide walkways improve the pedestrian environment.

Design Principles

The primary goal of the Specific Plan is to establish the framework that will permit the orderly transformation of the project site into a unique and vibrant mixed-use district that provides places for people to live, shop, work, play, and gather in the heart of Little Saigon. Through collaboration with the City, property owners, and the existing community surrounding the Specific Plan area, the following design principles have been established to reinforce this goal.

Create vibrant public places. The placement of buildings can help transform outdoor spaces (streets, sidewalks, plazas, and paseos) into comfortable and memorable places.

Design buildings at a human scale. Interesting building forms and facades can positively influence the pedestrian experience and help in generating pedestrian activity and increasing a sense of security.

Create distinctive streets. Prominent street trees, attractive landscaping, decorative lighting, and pedestrian scale amenities help to establish quality neighborhoods.

Enhance pedestrian connectivity. Convenient and comfortable pedestrian paseos connecting residential, commercial, and open space uses improves pedestrian, as well as vehicular circulation.

Reduce the visual impact of parking. Parking lots and parking structures hidden behind buildings or articulated building facades emphasizes the importance of the pedestrian.

Incorporate sustainable design practices. The daylighting of buildings, the use of energy efficient appliances, and incorporating permeable surfaces are some of the ways to reduce energy demand and promote resource conservation.

Planning Areas

The Moran Street Specific Plan is divided into five planning areas based on the location of uses and potential impacts of development within the site (see Figure 3.1). The planning areas also allow for customized development standards and guidelines. This approach enables the Moran Street Specific Plan to create unique areas within the project, while ensuring compatibility with uses adjacent to the site.

The boundaries of the planning areas are approximate and generally follow streets and property lines. It should be recognized that the planning area boundaries are not absolute - as development concepts come in, they may overlap the planning area boundaries. Per Chapter 6 minor changes in boundary alignment and location are permissible with approval by the Community Development Director. However, the intended character of each Planning Area must be maintained.

This section describes the type and character of development envisioned for each Planning Area, in addition to any special opportunities or constraints that must be considered to ensure future development is complementary to adjacent development.

Planning Area A: Asian Garden Mall

Planning Area A is envisioned as the primary retail and entertainment destination in the Specific Plan area centered around the existing Asian Garden Mall. Planning Area A is approximately 4.8 acres and is located at the western edge of the Specific Plan area.

Asian Garden Mall occupies the north half of the planning area with an existing one-way private drive, referred to as Asian Garden Mall Drive, located on its east side. Asian Garden Mall Drive will become an attractive and lively street with expanded pedestrian sidewalks on both sides providing space for distinctive lighting, enhanced landscaping, benches, kiosk spaces, and other pedestrian amenities. As new development occurs buildings will be required to be placed adjacent to, and oriented toward, the street to create areas of pedestrian activity. The eastern facade of the Asian Garden Mall may be retrofitted to provide direct pedestrian access to mall shops from the street. Installation of new doors and windows will provide increased pedestrian activity along Asian Garden Mall Drive. Additional design details for Asian Garden Mall Drive can be found later in this Chapter as well as in Chapter 4, *Development Standards*.



Asian Garden Mall is a bustling retail center in Little Saigon.



Kiosks along Asian Garden Mall drive can complement the mall's retail shops.



A wide sidewalk allows for amenities such as bike racks and landscaping while still providing ample room for pedestrians.

ASIAN GARDEN MALL PLAZA

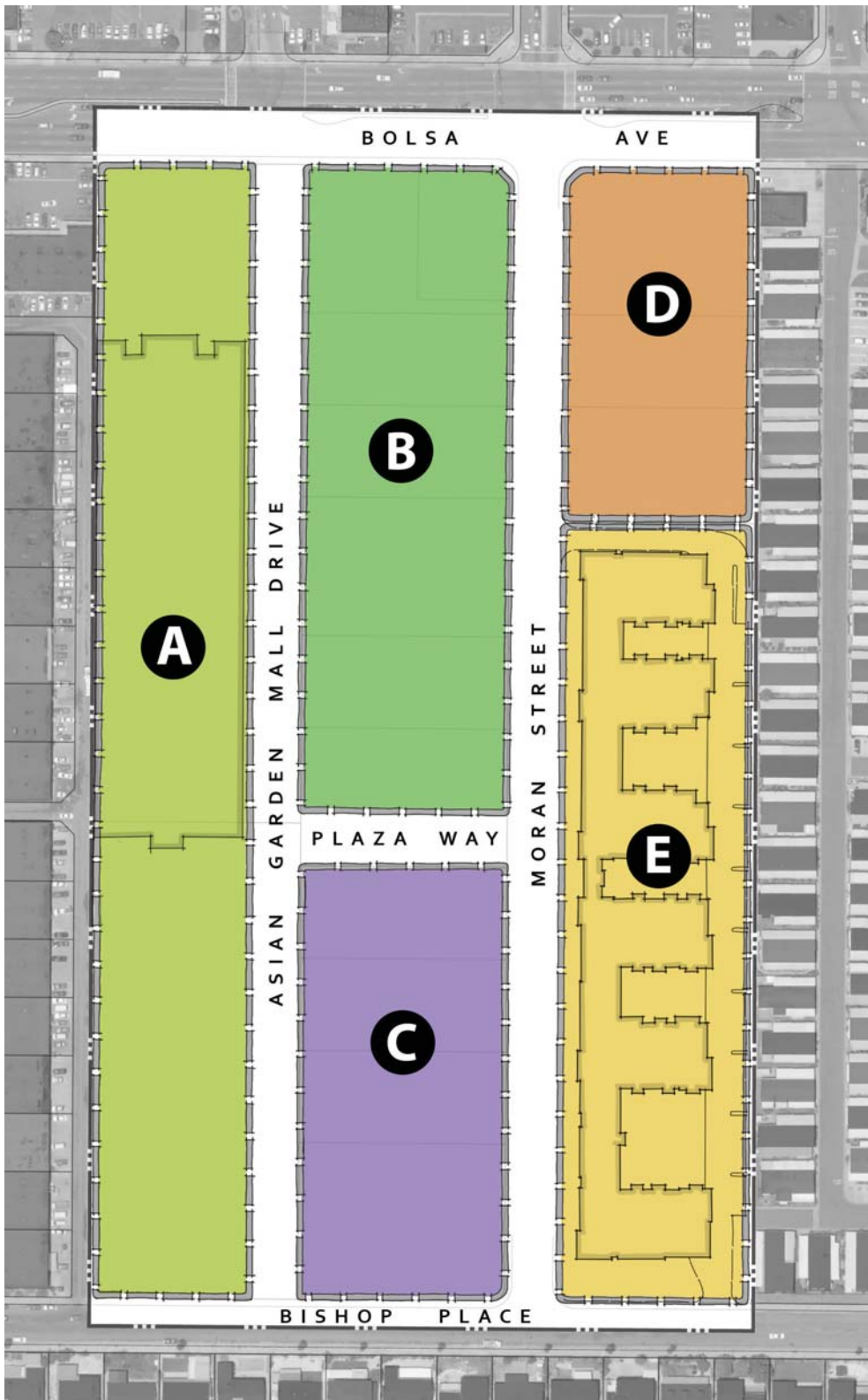
Asian Garden Mall Plaza is envisioned as a 0.6 acre public open space located north of Asian Garden Mall, replacing the surface parking lot located between the Mall and Bolsa Avenue. The Plaza is envisioned to be the central public gathering space for the Moran Street Specific Plan area and be a focal 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 should be coordinated with the theme of adjacent development to create a unique and memorable place in Little Saigon.

ASIAN GARDEN MALL DRIVE

The streetscene for Asian Garden Mall Drive is envisioned to be a lively, pedestrian-oriented space with wide sidewalks and mechanisms to limit car access during special events or activities. The drawing below provides a conceptual illustration of Asian Garden Mall Drive as envisioned by the Specific Plan. Pages 3-13 and 4-7 of this document provide additional information and development standards regulating the design of Asian Garden Mall Drive.

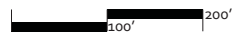
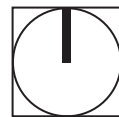
Asian Garden Mall Drive

Figure 3.1 Planning Areas



LEGEND

- A** Asian Garden Mall
- B** Moran St. North
- C** Moran St. South
- D** Moran St. East
- E** Saigon Villas





Parking should meet the needs of the community and be well concealed by interesting facades.



Gateway design elements will help welcome visitors into the project area.



Paseos and cut-throughs provide important pedestrian linkages within the project area.

FUTURE PARKING STRUCTURE

Due to the success of the Asian Garden Mall and the demand for additional parking, the construction of a parking structure is being considered to replace the surface parking lot behind the Asian Garden Mall to offset some of the area's parking needs.

To accommodate the increase in development throughout the Specific Plan, the Specific Plan envisions that a new parking structure will be constructed to the south of Asian Garden Mall.

Overall, most businesses and properties in the study area are located within a 1,500 foot radius of the parking lot behind the Asian Garden mall, further supporting the site as a logical location for a new parking structure, that may also be used by other non-residential uses in the Specific Plan area. This approach, called "shared parking" would require coordination with property owners and the City to ensure that it is effectively managed and monitored.

Depending on the number and locations of businesses that may possibly utilize spaces in the parking structure, it is encouraged that smaller concentrations of parking spaces be provided in close proximity to those businesses (near Moran Street and Bolsa Avenue, for example).

If a parking structure is constructed behind the Asian Garden Mall, it is important to create attractive, safe pedestrian paths between it and the surrounding uses. To minimize pedestrian conflicts in between the Asian Garden Mall and the proposed parking structure, a pedestrian plaza transitioning between the two uses is also encouraged.

Planning Area B: Moran Street (North of Plaza Way)

Planning Area B is a transitional area between the retail and entertainment uses in Planning Area A and the residential uses in Planning Area E. It is envisioned to include a hotel and a mix of residential and retail uses. Buildings should be placed adjacent to, and oriented toward, the street. Planning Area B is approximately 3.6 acres and is located in the northern half of the Specific Plan area.

The street corners where Bolsa Avenue intersects Asian Garden Mall Drive and Moran Street function as the primary gateways into the Specific Plan area. Buildings in Planning Area B located at these two corners should be given careful design consideration.

Future development in Planning Area B will be required to be placed adjacent to, and oriented toward, the east side of Asian Garden Mall Drive. Special coordination efforts between the property owners and City will be necessary to ensure a smooth and equitable planning process.

An existing two-way private drive, referred to as Plaza Way, is located on the planning area's southern edge. Plaza Way includes perpendicular parking on both sides and provides an important vehicular and pedestrian connection

from Moran Street to Asian Garden Mall Drive. Plaza Way will have expanded pedestrian sidewalks on both sides providing space for distinctive lighting, enhanced landscaping, and street trees. As new development occurs buildings should be placed adjacent to, and oriented toward, Plaza Way. Additional design details for Plaza Way can be found later in this Chapter.

Paseos providing east-west pedestrian connections between Moran Street and Asian Garden Mall Drive are required to improve overall pedestrian circulation in the Specific Plan area.

Planning Area C: Moran Street (South of Plaza Way)

Planning Area C is a transitional area between the retail and entertainment uses in Planning Area A and the residential uses in Planning Area E. It is envisioned to include a mix of retail and residential uses in mixed-use buildings, placed adjacent to, and oriented toward, the streets that surround it. Planning Area C is approximately 2.4 acres and is located in the southern half of the Specific Plan area.

Future development in Planning Area C will be required to be placed adjacent to, and oriented toward, the south side of Plaza Way. Special coordination efforts between the property owners and City will be necessary to ensure a smooth and equitable planning process.

Paseos providing east-west pedestrian connections between Moran Street and Asian Garden Mall Drive are required to improve overall pedestrian circulation in the Specific Plan area.

Planning Area D: Moran Street (South of Bolsa Avenue)

Planning Area D is envisioned to include a mix of retail and office uses with buildings placed adjacent to, and oriented toward Moran Street. Planning Area D is approximately 1.8 acres and is located in the northeast corner of the Specific Plan area. The street corner of Bolsa Avenue and Moran Street functions as a primary gateway into the Specific Plan area. Buildings in Planning Area D located at this corner should be given careful design consideration.

Planning Area E: Saigon Villas

Planning Area E is approximately 4.0 acres and is located in the southeast corner of the Specific Plan area. Saigon Villas is a 4 1/2 story 144 unit multigenerational living residential development. In addition to the parking required for the residential units, the Saigon Villas project provides approximately 322 additional parking spaces that are intended to support the adjacent commercial uses. The conceptual development plan assumes the surplus parking provided by Saigon Villas will be used by retail and office uses in other planning areas. This approach will require coordination between property owners and the City to ensure that adequate parking is provided for all uses in the Specific Plan area.



Iconic structures such as an arch can help identify the site to visitors and invoke a sense of arrival at the intersection of Bolsa Avenue and Moran Street.



The Saigon Villas multigenerational residential development provides residents with nearby access to shopping.



Paseos provide convenient pedestrian access within the Specific Plan area.

Circulation Plan

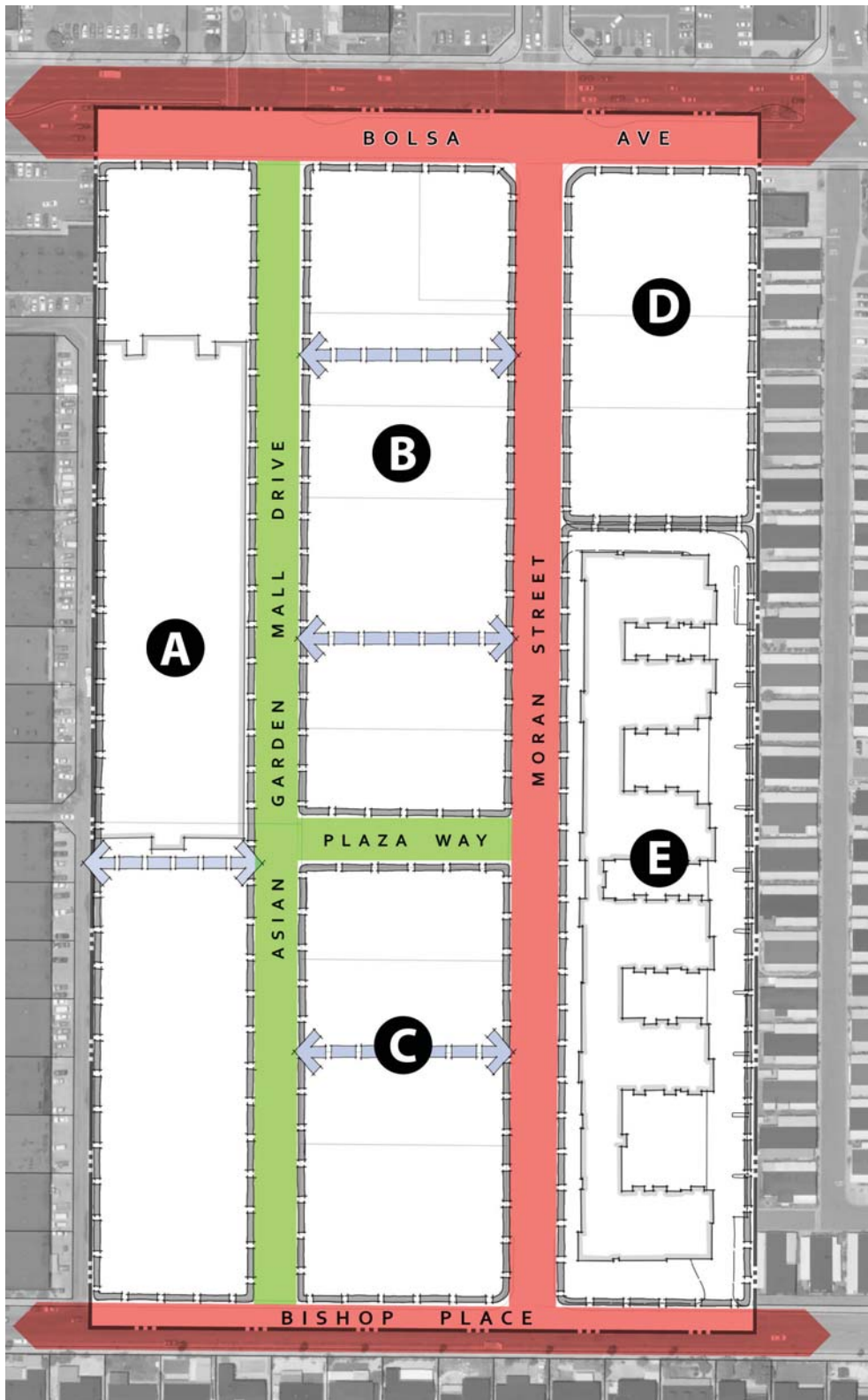
Achieving the objectives of the Moran Street Specific plan will require improvements to the existing pedestrian and vehicular circulation system. Circulation improvements are provided to ensure that streets and blocks are designed and built to improve connectivity, create safe and attractive streetscape environments, and to encourage walking. The Circulation Plan (Figure 3.2) delineates the public and private streets in the Specific Plan area and shows conceptual locations for pedestrian paseos. A summary of proposed vehicular and pedestrian improvements are provided in this section.

All streets shall comply with the Americans with Disabilities Act (ADA) regulations and Orange County Fire Authority (OCFA) standards. Private streets will be maintained by the property owner or through a property owner's association.



Existing bicycle parking at the project site is in high demand (above, left). Additional bicycle parking should be integrated into the development of future projects and should be decorative (above, right). This can be achieved through bicycle parking in a singular location, or in several different locations dispersed throughout the project area.

Figure 3.2 Circulation Plan



LEGEND

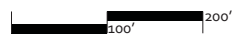
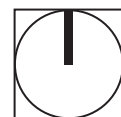
- Public Street
- Private Street
- Conceptual Locations for Pedestrian Access

NOTE:

If improvements are made to the Asian Garden Mall Drive and Plaza Way, the intersections of Asian Garden Mall Drive at Bolsa Avenue and Bishop Street, and Moran Street at Plaza Way should be constructed as full intersections (not driveway approaches).

Since Plaza Way and the Asian Garden Mall Drive are private streets, no closures are permitted in these areas without a special event permit from the City.

Specific locations of pedestrian access points will be determined on a case-by-case basis as individual development proposals are brought forward to the City for consideration.





Existing Moran Street streetscape.



Sidewalks on Moran Street should be wide enough to allow for uninterrupted pedestrian movement.



Enhanced intersections with special pavement or corner treatments should be used.

Public Streets

Public streets located in the Specific Plan include Moran Street, Bolsa Avenue, and Bishop Place. A summary of proposed vehicular and pedestrian improvements to these public streets are provided below.

MORAN STREET

Moran Street is envisioned as a two-lane street with an expanded area adjacent to the curb to provide space for street trees, decorative street lighting, wide sidewalks, and landscaping. The street consists of two travel lanes and on-street parallel parking. The General Plan Circulation Element classifies Moran Street as a commuter roadway.

On the west side of Moran Street a 4-foot wide area adjacent to the curb provides space for tree wells, street lighting, and landscape pockets. Adjacent to the 4-foot buffer is a 6-foot wide sidewalk that will allow for uninterrupted pedestrian movement. On the east side of Moran Street a 4-foot wide area adjacent to the curb provides space for street lighting and landscape pockets. Adjacent to the 4-foot buffer is a 6-foot wide sidewalk north of Saigon Villas and an existing 4-foot wide sidewalk in front of Saigon Villas.

Development standards for improvements in the vehicular zone and pedestrian zone for Moran Street are provided in Chapter 4. Guidelines for landscaping, lighting, and pedestrian amenities in the pedestrian zone are provided in Chapter 5.



Moran Street is envisioned to have an active streetscene with both vehicles and pedestrians. Landscaping and sidewalk amenities should be used along the street.

MORAN STREET: BEFORE AND AFTER



Existing streetscene of Moran Street looking northwest towards Plaza Way.



Street-level illustrative of Moran Street looking northwest towards Plaza Way.



Existing Bolsa Avenue streetscape.



Landscape pockets at the curb provide a visual buffer between pedestrians and automobiles.

BOLSA AVENUE

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. The Specific Plan does provide for an expanded area adjacent to the curb to provide space for street trees, decorative street lighting, wider sidewalks, and landscaping.

A 4-foot wide area adjacent to the curb provides space for tree wells, street lighting, and landscape pockets, and also functions as a buffer between pedestrians and automobiles. A 6-foot wide sidewalk will allow for uninterrupted pedestrian movement along Bolsa Avenue.

Development standards for improvements in the pedestrian zone for Bolsa Avenue are provided in Chapter 4. Guidelines for landscaping, lighting, and pedestrian amenities in the pedestrian zone are provided in Chapter 5.



Along Bolsa Avenue the Specific Plan provides for an expanded area adjacent to the curb to allow for street trees, decorative street lighting, wider sidewalks, and landscaping (see existing conditions picture top-right).

BISHOP PLACE

Bishop Place is classified in the General Plan as a commuter roadway with two travel lanes and on-street parallel parking. The Specific Plan provides for an area adjacent to the curb to provide space for street trees, street lighting, sidewalks, and landscaping.

A 4-foot wide area adjacent to the curb provides space for trees, street lighting, and landscape pockets and a 6-foot wide sidewalk will allow for pedestrian movement.

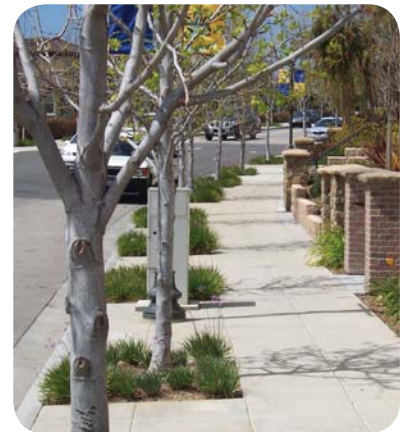
Development standards for improvements in the pedestrian zone for Bishop Place are provided in Chapter 4, *Development Standards*. Guidelines for landscaping, lighting, and pedestrian amenities in the pedestrian zone are provided in Chapter 5, *Design Guidelines*.



Existing Bishop Place streetscape



The streetscape adjacent to the Saigon Villas development along Bishop Avenue (shown above) is an example of how future streetscape improvements along Bishop Avenue can buffer existing single-family residences from new development.



Sidewalks should be wide enough to let pedestrians move easily by landscaping and other features.



Street trees help soften the appearance of on-street parking.



Large potted plants may be used to separate vehicular traffic from pedestrians.



Sidewalks should use distinctive materials such as stone pavers.



Pedestrians should have an unobstructed path to move freely.

Private Streets

Asian Garden Mall Drive and Plaza Way are located on private property. Since these two drive aisles are busy vehicular corridors and are located at the center of the Specific Plan area, they warrant special design direction. The private street classification of these two roads also means that no street closures are permitted in these areas without a special event permit from the City. For additional information regarding Asian Garden Mall Drive and Plaza Way, refer to pages 3-3 and 3-4 of this Chapter and Chapter 4, *Development Standards*.

ASIAN GARDEN MALL DRIVE

Asian Garden Mall Drive is envisioned as an attractive, lively, and pedestrian-oriented corridor with wide sidewalks, shade trees, distinctive lighting, benches, special paving, and landscaping. However, it will also provide efficient vehicular access to businesses and parking areas. Neck-downs, bulb-outs, and other traffic calming measures contribute to pedestrian safety and comfort and should be used at strategic locations along the street.

The section of Asian Garden Mall Drive located north of Plaza Way is proposed to be a two-lane street for southbound travel only. This section has a second option that provides for parallel parking on one side.



Asian Garden Mall Drive will have an expanded sidewalk area to accommodate landscaping, street furniture and outdoor events.

The section of Asian Garden Mall Drive south of Plaza Way is proposed to be a three-lane street with two travel lanes for southbound travel and one travel lane for northbound travel. This section has a second option that provides for parallel parking on one side.

The property line location in each scenario varies, therefore as development occurs coordination between property owners and the City is essential to achieving the envisioned outcome. Development standards for improvements for Asian Garden Mall Drive are provided on Page 4-7. Guidelines for landscaping, lighting, and pedestrian amenities in the pedestrian zone are provided in Chapter 5.

A 4-foot wide area adjacent to the curb provides space for tree wells, street lighting, and landscape pockets, and also functions as a buffer between pedestrians and automobiles. A minimum 6-foot wide space is required to allow for uninterrupted pedestrian movement along the street. An additional 10 feet of expanded sidewalk is available for outdoor dining, kiosks, food carts, and flower stalls. Neck downs, bulb-outs, and mid-block pedestrian crossings contribute to pedestrian safety and comfort and should be used at strategic locations along the street.



Asian Garden Mall Drive should be framed by interesting buildings and complemented with distinctive landscaping and street furniture.



Outdoor dining adds interest to the streetscene.



Outdoor sales areas provide shop owners to sell their goods.



Street furniture and landscaping should be used to soften the parking structure at street level.

ASIAN GARDEN MALL DRIVE: BEFORE AND AFTER



Existing view of Asian Garden Mall Drive looking north toward Bolsa Avenue.



Proposed view of Asian Garden Mall Drive looking north toward Bolsa Avenue.

PLAZA WAY

Plaza Way is a key east-west corridor providing pedestrian and vehicular connections across the Specific Plan area. Plaza Way is envisioned as a two-lane street with diagonal parking on the north side only and an expanded area adjacent to the curb to provide space for street trees, decorative street lighting, wide sidewalks, and landscaping.

A 4-foot wide area adjacent to the curb provides space for tree wells, street lighting, and landscape pockets, and also functions as a buffer between pedestrians and automobiles. An 8-foot wide sidewalk will allow for uninterrupted pedestrian movement along Plaza Way. Currently, no sidewalk exists on the south side of Plaza Way, therefore the new sidewalk will require the provision of 12 feet for expansion.

Development standards for improvements for Asian Garden Mall Drive are provided in Chapter 4. Guidelines for landscaping, lighting, and pedestrian amenities in the pedestrian zone are provided in Chapter 5.



Plaza Way should include design features such as elevated walkways, potted plants or other decorative barriers that buffer pedestrians from on-street parking whenever practical.



Existing Plaza Way streetscape



Plaza Way will include on-street diagonal parking on one side of the street.



Decorative shade structures can provide relief from the sun and create an interesting pedestrian experience.



Enhanced intersection with design features such as bulb-outs improve the pedestrian experience.



Paseos help separate pedestrians and vehicles and link areas of a project together.



Pedestrian crosswalk located at the intersection of Moran Street and Plaza Way.

Community Structure

This section describes the elements of the development concept that are integral to creating an environment that fosters pedestrian connectivity throughout the Specific Plan area. These elements include gateways into the site, significant intersections, key pedestrian access corridors, and areas where ground floor retail uses are encouraged along the street. Figure 3.3 provides a diagrammatic illustration of the elements that form the community structure.

GATEWAYS

The majority of visitors to the project area will arrive via Bolsa Avenue, using either Moran Street or Asian Garden Mall Drive to access the site. The intersections of Bolsa Avenue with Moran Street and Asian Garden Mall Drive should be treated with design elements that signify importance and convey a sense of arrival to visitors. Design elements at these intersections may include a gateway arch, thematic trees, enhanced paving, and public art. Buildings located at the corners of these two intersections are required to have special architectural treatments (See Chapter 5)

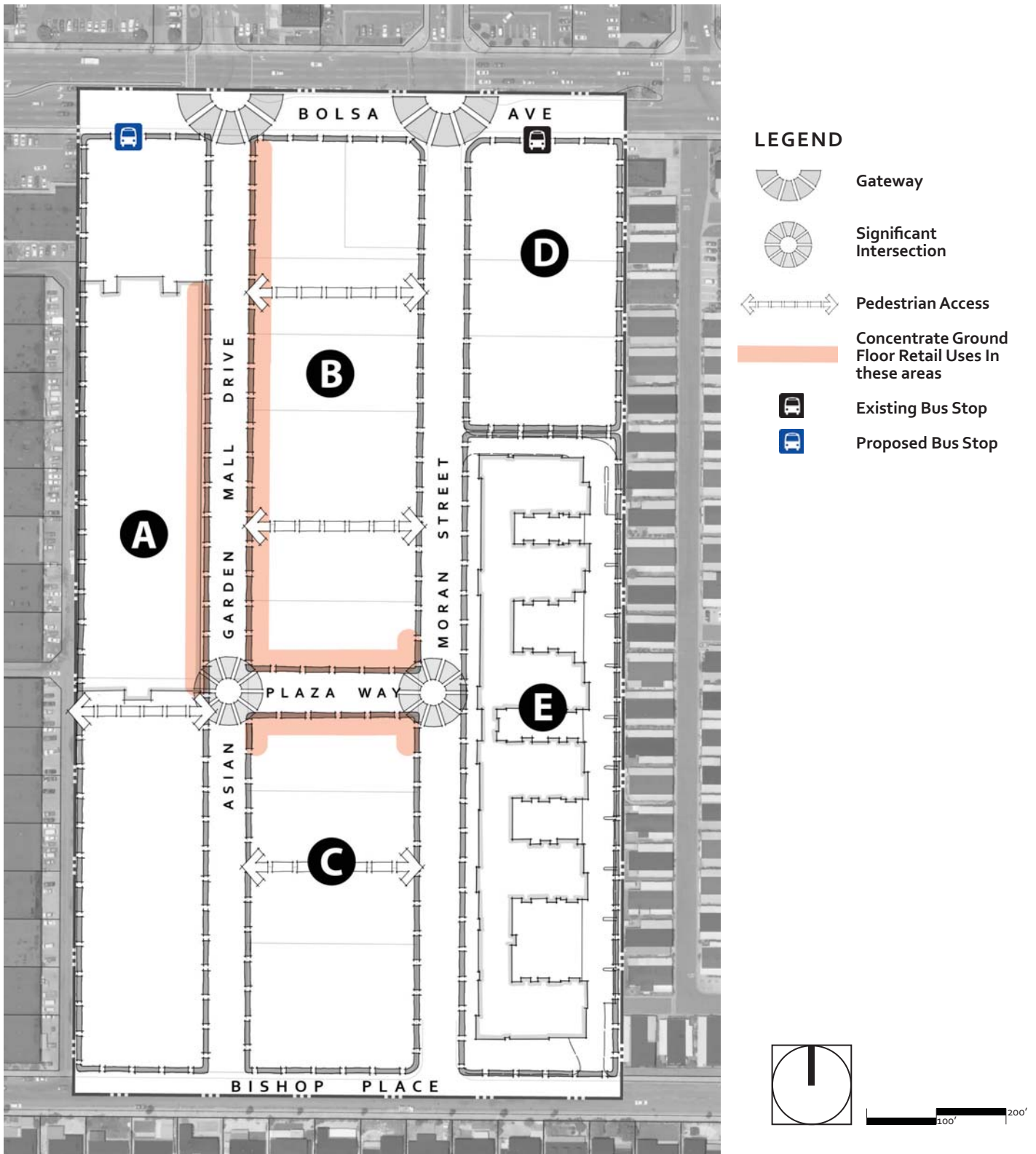
PEDESTRIAN CONNECTIVITY

As a general rule of thumb, most pedestrians will tolerate a 4 to 5 minute walk, approximately 1,500 feet, from one destination to another. The provision of paseos in the Specific Plan area will ensure that any point in the project area is within a 4 to 5 minute walk from any other point. In addition, paseos will help minimize pedestrian and vehicle conflict and direct pedestrian traffic away from vehicle traffic. Of particular importance is providing east-west pedestrian access across the Specific Plan area, linking the Saigon Villas multigenerational housing project on the east side of Moran Street with Asian Garden Mall. These links will reduce the number of pedestrian-vehicle conflicts. All paseos should incorporate enhanced paving materials and street furnishings. Figure 3.3 identifies conceptual locations for paseos in the Specific Plan area; however, specific locations will be determined on a case-by-case basis as individual development proposals are brought forward to the City for consideration. Development standards for paseos are provided in Chapter 4. Guidelines for paseos are provided in Chapter 5.

SIGNIFICANT INTERSECTIONS

Plaza Way provides the main vehicular access connecting Moran Street with Asian Garden Mall Drive and will also be a major pedestrian corridor connecting Saigon Villas to Asian Garden Mall. Therefore the intersections of Plaza Way and Asian Garden Mall Drive, and Plaza Way and Moran Street must be designed to ensure efficient vehicular circulation, as well as provide safe pedestrian movements. Traffic calming measures, such as bulb-outs at intersection corners and raised crosswalks, should be used to improve safety and enhance the pedestrian experience.

Figure 3.3 Community Structure Diagram





Visitors to the project site arrive a variety of ways including on bike and public transit.



Route 64 bus stop on Bolsa Avenue.

BICYCLE CIRCULATION AND PARKING

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. However, based on observations, there is a high demand for bicycle storage facilities in the Specific Plan area and it is expected that future development will increase the need for bicycle facilities. Proposed projects should accommodate cyclists through the provision of bike storage racks conveniently located adjacent to retail uses. Additional guidance for accommodating bicycles in the Specific Plan area is provided in Chapter 4.

TRANSIT ACCESS

The Orange County Transit Authority (OCTA) is the provider of public transit service within the City of Westminster. The Moran Street Specific Plan area is served by Route 64, which travels along Bolsa Avenue between Huntington Beach and Tustin. The buses are equipped with wheelchair lifts and bike racks, facilitating mass-transit travel for a wide variety of riders. Route 64 currently stops near the intersection of Bolsa Avenue and Moran Street. Potential exists to give transit riders improved access to Asian Garden Mall by relocating the bus stop adjacent to Asian Garden Mall Plaza at the time of its redevelopment.

OFF -SITE ACCESS

Pedestrians frequently cross Bolsa Avenue to patronize the Asian Garden Mall and the Asian Village shopping center to the north. Developers of parcels fronting on Bolsa Avenue should consult with the City regarding ways to improve pedestrian circulation and linkages across Bolsa Avenue, and to minimize conflicts between pedestrians and vehicles.

PREFERRED LOCATIONS FOR RETAIL USES

Retail uses should be concentrated to the greatest extent feasible to ground floor uses that front Asian Garden Mall Drive in an effort to facilitate an active pedestrian environment. If commercial uses can be concentrated in a common location, a focal point can be created at the heart of the Specific Plan project area, serving as the primary gathering space for visitors. Retail uses are also allowed in the remaining areas of the Specific Plan (Moran Street, for example); however, it is strongly encouraged that when siting new commercial uses, businesses should be directed to buildings fronting the Asian Garden Mall Drive (north of Plaza Way) first, with Moran Street serving as a secondary alternative.

Conceptual Site Plan

In this section a conceptual development plan is presented as an example of the varied mix of commercial and residential uses that could be developed in the Specific Plan area. It is important to note that the layout illustrated is not the only configuration of buildings or mix of uses permitted, but is an example of a single development alternative that is achievable through the provisions of this Specific Plan. Future plans may vary so long as they are consistent with this Specific Plan.

The conceptual site plan introduces residential, office, and retail land uses to the Specific Plan area, complimenting the Asian Garden Mall and Saigon Villas developments. Figure 3.4 identifies possible locations for these uses in relation to the design principles outlined previously. The combination and intensity of the mix of uses, integrated with strategically located and aesthetically pleasing plazas, outdoor dining spaces, and sitting areas will help to create a desirable walking, shopping, working, and living experience for visitors and residents.

Figure 3.4 Conceptual Development Plan Illustration



This illustration provides a birds-eye view of what future development in the Specific Plan area could look like (looking northwest towards Bolsa Avenue) using the development assumptions identified in Table 3.1.



Expanded sidewalks, street furniture, landscaping, and on-street parking all work together in the Moran Street Specific Plan.



Outdoor gathering spaces should compliment a mix of uses throughout the Specific Plan area.

The Moran Street Specific Plan provides for a potential mix of approximately 275,280 square feet of retail, restaurant, and entertainment uses, including the existing square feet of retail associated with the Asian Garden Mall; approximately 38,400 square feet of office uses; and up to 259 residential units, including the existing 144 units in the Saigon Villas development. Table 3.1 identifies the amount, type, and location of development by planning area.

Parking is often difficult to find in the Specific Plan area and providing for adequate parking is one of the most significant issues future development projects will have to address. The conceptual site plan assumes a shared parking arrangement where surplus parking found in the parking structure in Planning Area A and the Saigon Villas residential development in Planning Area E provides additional parking needed for retail uses in Planning Area B and D.

It should be noted that future development can apply shared or joint-use parking (multiple properties utilizing a singular parking facility). Alternatively, each individual development can provide their own parking on-site. Because mixed uses (office and residential, commercial and office, etc.) have different peak times for parking demand, the application of shared parking can potentially reduce the total number of parking spaces required at any given time, which in turn can provide a cost savings property owners and can help minimize the amount of space that is dedicated to parking only (as opposed to alternative uses such as plaza spaces or additional building square footage).

Table 3.1 Conceptual Development Plan Assumptions

	Retail	Office	Hotel	Residential
Planning Area	Square Feet	Square Feet	Rooms	Units
A	135,680	0	0	0
B	46,000; 20,000 (Banquet)	16,000	120	50
C	40,000	0	0	65
D	33,600	22,400	0	0
E	0	0	0	144
Total	275,280	38,400	120	259

Notes:

1. The 144 units shown in Planning Area E reflect existing units (Saigon Villas), no new construction is proposed.
2. The conceptual development plan assumptions for retail and office square footage, hotel rooms, and residential units will be used to analyze any potential environmental impacts that may result from build-out of the Specific Plan. However, these assumptions present only one example of a development concept that is achievable through the provisions of this Specific Plan, and are not meant to limit the amount of development that is permitted on individual parcels. A traffic analysis, using these assumptions, has determined a maximum number of trips that could be generated by all the uses in the Specific Plan at build-out. Potential development projects may deviate from these use and square footage assumptions provided that the maximum trip thresholds (as defined on page 3-24) are not exceeded.

Relationship Between Land Use and Traffic

Based upon the conceptual site plan represented in Table 3.1 and Figure 3.4, a traffic analysis determined that the proposed combination of uses would generate new trips to the area. The City is concurrently preparing a traffic analysis that will determine the maximum Average Daily Trips (ADT) that can be supported on the surrounding street system. This trip threshold serves as the primary controlling factor of the Specific Plan. Any combination or mix of uses may be developed under the provisions of this Specific Plan so long as the maximum ADTs identified for the Specific Plan area are not exceeded.

While ADT will serve as the primary threshold measurement for future development in the Specific Plan area, AM and PM peak hour trip generation will also be evaluated at the time of project submittal for individual development to ensure no additional impacts occur at these peak travel times that could be missed by evaluating ADT alone. This concurrent analysis of AM and PM peak trips is also necessary in the event a development is large enough to trigger a CMP TIA (Congestion Management Plan Transportation Impact Analysis); analysis of the AM and PM peak trips will satisfy the County’s CMP requirements.

Any future changes to the total dwelling units and non-residential square footage identified in the Specific Plan that exceed the trip thresholds would be required to conduct additional traffic analyses. Development intensity would be controlled through use of a vehicle trip cap consistent with the proposed zoning. ADT for each new land use type would be used to track the thresholds as defined in the specific plan. The AM and PM peak hour trip generation analysis would then be used during the analysis process to track project specific impacts.

A separate traffic and parking analysis was conducted to assess the efficiency of the circulation system after the implementation of the Specific Plan using a mix of uses as illustrated in Table 3.1, *Conceptual Site Plan Assumptions* and Figure 3.4, *Conceptual Site Plan*. Mitigation measures were identified in this analysis.

Maximum trip thresholds have been established for the project area based upon the traffic analysis prepared in association with the Specific Plan; additional information can be found in Table 5.4-9, *Project Trip Generation*, in the Environmental Impact Report.

Table 3.2 Maximum Trip Thresholds

WEEKDAY TRIPS		WEEKEND TRIPS	
Daily	14,892	Daily	17,161
AM Peak	1,141	Peak	2,337
PM Peak	1,346		

4. Development Standards

Introduction

The development standards presented in this Chapter are intended to provide clear direction for future development projects to meet the goals set forth in this Specific Plan. All projects should be designed and built to create a safe and walkable district with places for people to live, shop, work, play, and gather. Conformance with development standards is mandatory. Such provisions are indicated by use of the words “shall,” “must,” or “is/is not permitted.”

The development standards are organized into five primary sections.

- 1) Public realm development standards give direction to the design of the public right-of-way, as well as the area between the public right-of-way and the adjacent building facade;
- 2) Private realm development standards address specific aspects of site development, including building height, internal setbacks, lighting, landscaping, and signs;
- 3) Parking standards address the number of required parking spaces for permitted uses and methods for the provision for parking;
- 4) Open space standards address the required amount of public and private open space for commercial, residential, and mixed-use projects; and
- 5) Permitted and conditionally permitted uses in the Specific Plan area.

Applicability

The provisions of this Specific Plan shall supersede the provisions contained in the Westminster Zoning Ordinance (WZO). Where a conflict exists between the provisions in this Specific Plan and the provisions in the WZO, the provisions herein shall prevail. If the Specific Plan is silent on an issue, the provisions of the WZO shall be consulted. Design guidelines contained in Chapter 5 shall be used in concert with these development standards.



Development standards should foster a lively pedestrian lifestyle.



A structure is one way to accommodate required parking spaces.



The public realm includes the vehicular zone, pedestrian zone, and frontage zone.



Outdoor dining, street furniture, unobstructed sidewalk and landscaping can all be found in the public realm.

Public Realm Development Standards

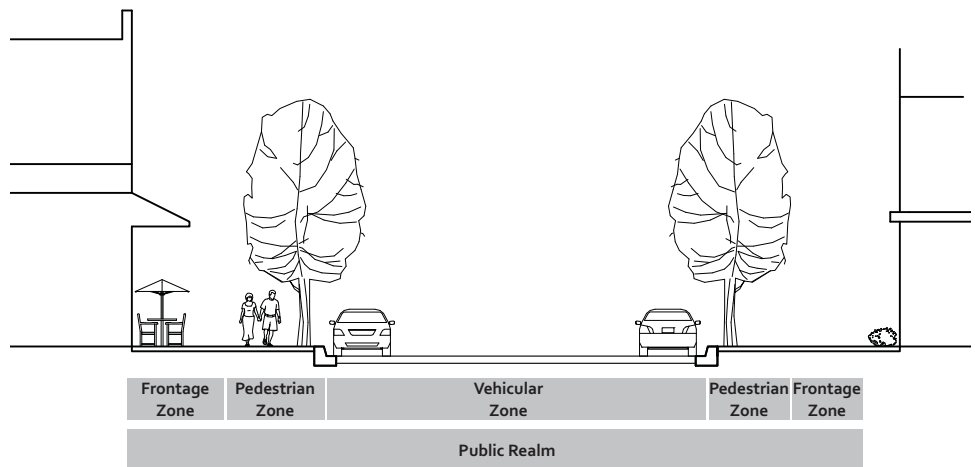
Public realm development standards control the frontage conditions along streets within the Specific Plan area. For the purposes of these development standards the public realm includes the public right-of-way, as well as the area between the public right-of-way and the adjacent building facade. The purpose of combining standards for both the public right-of-way and the adjacent private frontage is to clearly illustrate the design for this critical area. The public realm must provide sufficient space for window shopping, pedestrian through-traffic, outdoor dining, landscape planters, and streetlights.

The public realm is critical to the pedestrian experience and therefore the development standards section has been organized to address three specific areas that require detailed regulatory guidance. As shown in Figure 4.1, *Public Realm Zones*, these areas, or zones, include a vehicular zone, a pedestrian zone, and a frontage zone. The design of each zone will help contribute to the look and feel pedestrians and motorists experience along the street. A general description of each zone is provided below. For further information regarding these zones and how they relate to different building frontages please see Figure 4.13.

Vehicular Zone: The vehicular zone consists of vehicular travel lanes and may include bike lanes and parking lanes. The vehicular zone is located in the public right-of-way.

Pedestrian Zone: The pedestrian zone consists of the pedestrian walkway and an additional area adjacent to the curb for trees, planters, lighting, and other pedestrian amenities. A minimum 6-foot clear and unobstructed path shall be provided in this zone to accommodate pedestrian movement.

Figure 4.1 Public Realm Zones



Pedestrian zone improvements are required along all parcel frontages where existing conditions do not meet minimum requirements. The pedestrian zone is primarily located in the public right-of-way, however along some streets, such as Plaza Way and Asian Garden Mall Drive, a portion of the pedestrian zone may be located on private property. In these cases, the required pedestrian zone will necessitate the provision of additional sidewalk width within the adjacent private property.

As development occurs, the applicant is required to either provide vehicular and pedestrian zone improvements or pay an in-lieu fee to be decided by the City.

Frontage Zone: The frontage zone is the area between the primary building facade and the sidewalk. This area may include outdoor dining space, plaza space, or landscaping. Frontage zone standards regulate setback areas, encroachments, and the percent of the building facade required to be located along the setback line. The frontage zone is, in all cases, located on private property.

GREEN STREET DESIGNS

Roads present many opportunities for green infrastructure application. One principle of green infrastructure involves reducing and treating stormwater close to its source. Urban transportation right-of-ways integrated with green techniques are often called “green streets”. Green streets provide a source control for a main contributor of stormwater runoff and pollutant load. In addition, green infrastructure approaches complement street facility upgrades, street aesthetic improvements, and urban tree canopy efforts that also make use of the right-of-way and allow it to achieve multiple goals and benefits.

Moran Street, Asian Garden Mall Drive and Plaza Way shall be designed to be green streets. Green streets can incorporate a wide variety of design elements including street trees, permeable pavements, bioretention, and swales. Although the design and appearance of green streets will vary, the functional goals are the same: provide source control of stormwater, limit its transport and pollutant conveyance to the collection system, restore predevelopment hydrology to the extent possible, and provide environmentally enhanced roads. Successful application of green techniques will encourage soil and vegetation contact and infiltration and retention of stormwater (Source: California Regional Water Quality Control Board Order No. R8-2009-0030).



The vehicular zone can be enhanced through design techniques such as special paving.



Landscaping is required in the pedestrian zone.



Pedestrian amenities such as benches and landscaping should be provided in the pedestrian zone of Moran Street.

Moran Street

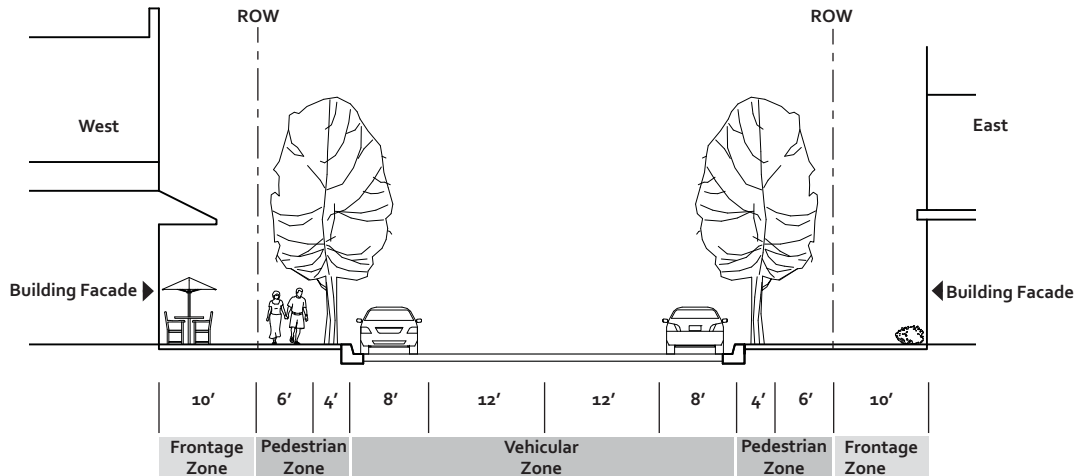
FRONTAGE ZONE

1. The building facade shall be setback a minimum of 20 feet from the back of curb along the west side of Moran Street; and a minimum of 20 feet from the back of curb along the east side of Moran Street north of Saigon Villas. This setback is hereafter referred to as the “front setback.”
2. 80 percent of the building facade is required to be located along the front setback line. Paseos, plazas, and forecourts may count toward the minimum percent of the building facade that is required to be located along the front setback line.
3. Awnings, entrance porticos, porches, stoops, stairs, balconies, bay windows, eaves, entrance overhangs, and arcades are permitted to encroach into the required front setback up to a maximum of 6 feet. Additional requirements particular to specific frontage types can also be found on page 4-21.
4. The frontage zone along commercial or mixed-use frontages shall be an extension of the sidewalk or used for outdoor dining space. The frontage zone along buildings without doors or windows shall be enhanced with potted plants, bench seating, or other pedestrian amenities.
5. Front setback areas along residential frontages shall provide pathways connecting the sidewalk to the front door and to any parking areas, and shall otherwise be landscaped across the entire property frontage, with the exception of a pedestrian walkway, as described below.

PEDESTRIAN ZONE

1. Landscape and street lighting shall be located within a minimum 4 foot wide area adjacent to the face of curb.
2. A 6-foot wide unobstructed pedestrian walkway shall be provided.

Figure 4.2 Moran Street Section



Note: A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of the public right-of-way.

Bolsa Avenue

FRONTAGE ZONE

1. Commercial and mixed-use building facades shall be setback a minimum of 20 feet from the back of curb. Residential building facades shall be setback a minimum of 24 feet from the back of curb. This setback is hereafter referred to as the "front setback."
2. Awnings, entrance porticos, porches, stoops, stairs, balconies, bay windows, eaves, entrance overhangs, and arcades are permitted to encroach into the required front setback up to a maximum of 6 feet. Additional requirements particular to specific frontage types can also be found on page 4-21.
3. Front setback areas along commercial or mixed-use frontages shall be an extension of the sidewalk or used for outdoor dining space. Setback areas along frontages without doors or windows shall be landscaped.
4. Front setback areas along residential frontages shall provide pathways connecting the sidewalk to the front door and to any parking areas, and shall otherwise be landscaped across the entire property frontage, with the exception of a pedestrian walkway, as described below.

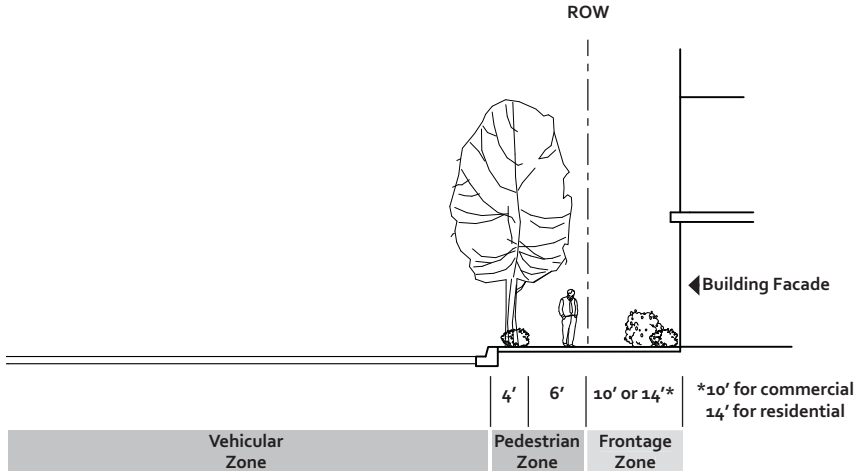


A minimum 8-foot-wide unobstructed pedestrian walkway shall be provided on Bolsa Avenue.

PEDESTRIAN ZONE

1. Landscape and street lighting shall be located within a minimum 4 foot wide area adjacent to the face of curb.
2. An 8-foot wide unobstructed pedestrian walkway shall be provided.
3. Access to new development shall not be taken directly from Bolsa Avenue. New curb cuts are prohibited.

Figure 4.3 Bolsa Avenue Section



Note: A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of the public right-of-way.



The frontage and pedestrian zones of Bishop Place should function as a transition between existing residential uses and new development.

Bishop Place

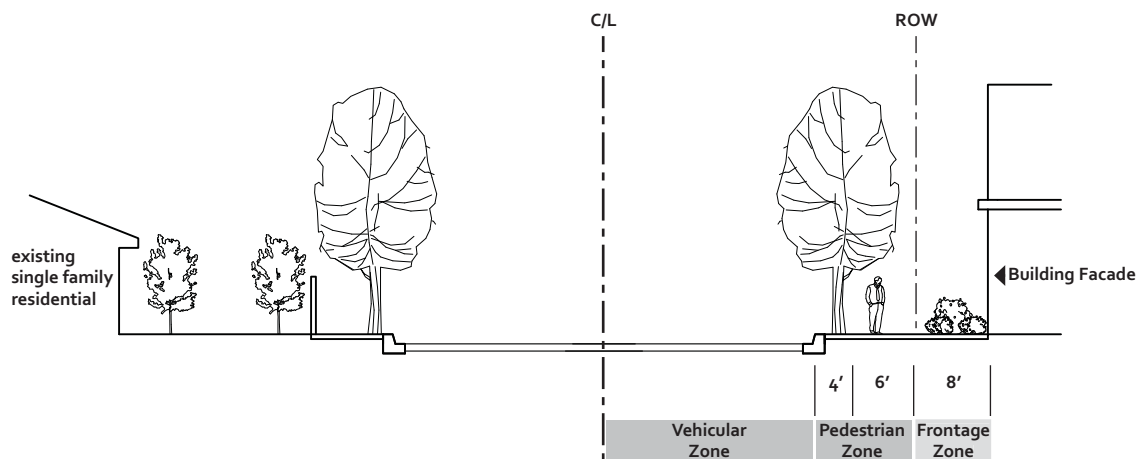
FRONTAGE ZONE

1. The building facade shall be setback a minimum of 18 feet from the back of curb. Portions of the building facade that are on the fourth story or higher shall have a 30 foot setback from the back of curb.
2. Awnings, entrance porticos, porches, stoops, stairs, balconies, bay windows, eaves, entrance overhangs, and arcades are permitted to encroach into the required front setback up to a maximum of 6 feet. Additional requirements particular to specific frontage types can also be found on page 4-21.
3. Uses along Bishop Place shall provide pathways connecting the sidewalk to the business or residence and to any parking areas, and shall otherwise be landscaped across the entire property frontage with the exception of a pedestrian walkway, as described below.

PEDESTRIAN ZONE

1. Landscape and street lighting shall be located within a minimum 4 foot wide area adjacent to the face of curb.
2. A 6 foot wide unobstructed pedestrian walkway shall be provided.

Figure 4.4 Bishop Place Section



Note: A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of the public right-of-way.

Asian Garden Mall Drive

FRONTAGE ZONE

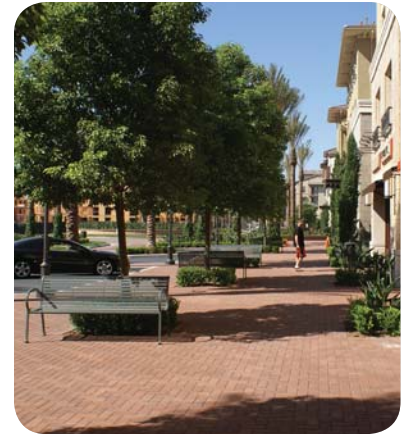
1. The building facade shall be setback a minimum of 20 feet from the back of curb. This setback is hereafter referred to as the “front setback.”
2. 80 percent of the building facade is required to be located along the front setback line. Paseos, plazas, and seating areas may count toward the minimum percent of the building facade that is required to be located along the front setback line.
3. To promote an active and interesting pedestrian environment retail uses oriented towards the street frontage are strongly encouraged at the ground floor along Asian Garden Mall Drive north of Plaza Way. These areas are the primary focus of pedestrian activity. Retail uses are also allowed along Moran Street and Bolsa Avenue, but can be intermixed with other uses (office or residential, for example) to allow for the greatest land use flexibility and ability to respond to changing market conditions. Refer to Table 4.3, *Permitted Uses*, for a list of preferred retail uses.
4. Awnings, entrance porticos, porches, stoops, stairs, balconies, bay windows, eaves, entrance overhangs, and arcades are permitted to encroach into the required front setback up to a maximum of 6 feet. Additional requirements particular to specific frontage types can also be found on page 4-21.
5. Front setback areas along commercial or mixed-use frontages shall be an extension of the sidewalk or used for outdoor dining space. Setback areas along frontages without doors or windows shall be landscaped.
6. Front setback areas along residential frontages shall provide pathways connecting the sidewalk to the front door and to any parking areas, and shall otherwise be landscaped across the entire property frontage.

PEDESTRIAN ZONE

1. Landscape and street lighting shall be located within a minimum 4 foot wide area adjacent to the face of curb.
2. A 10 foot wide unobstructed pedestrian walkway shall be provided.

VEHICULAR ZONE

1. The configuration for the vehicular zone varies. The four possible configurations include:
 - a) North of Plaza Way with parking (Figure 4.5)
 - b) North of Plaza Way without parking (Figure 4.6)
 - c) South of Plaza Way with parking (Figure 4.7)
 - d) South of Plaza Way without parking (Figure 4.8)

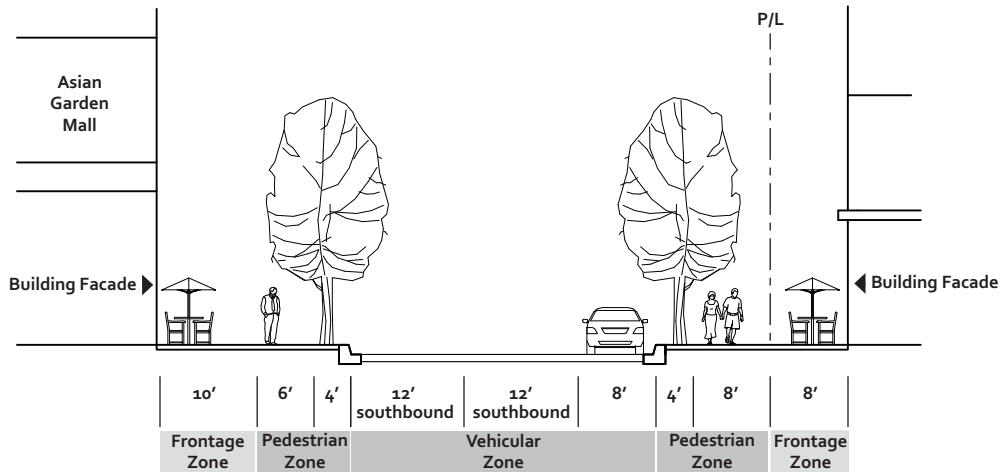


To enhance a pedestrian environment, building facades along Asian Garden Mall Drive shall have a minimum setback of 20 feet from the back of curb.



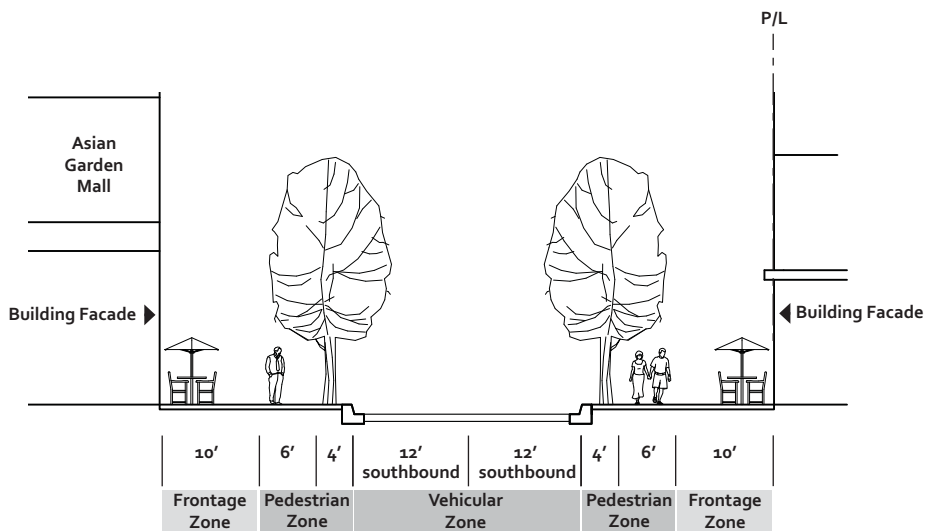
An expansive public realm on Asian Garden Mall Drive will help create a vibrant pedestrian promenade like atmosphere.

Figure 4.5 Asian Garden Mall Drive North (with Parking) Section



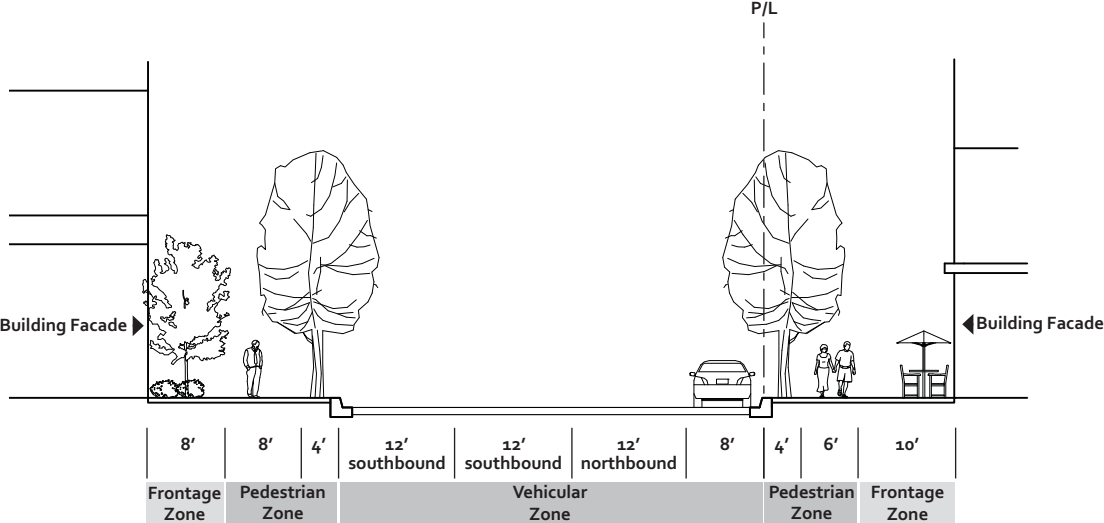
Note: A landscape maintenance and access agreement must be recorded when a pedestrian and/or frontage zone is located along their common border.

Figure 4.6 Asian Garden Mall Drive North (without Parking) Section



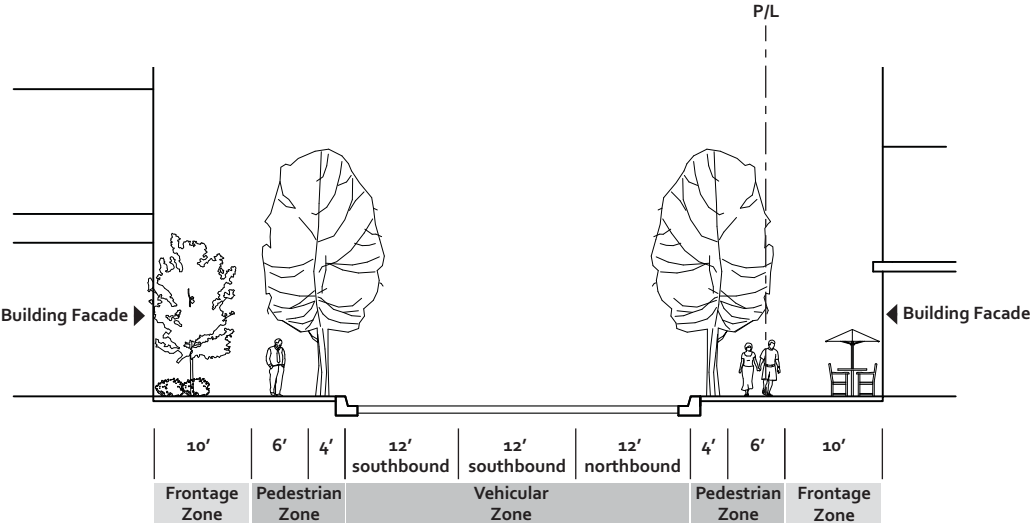
Note: A landscape maintenance and access agreement must be recorded when a pedestrian and/or frontage zone is located along their common border.

Figure 4.7 Asian Garden Mall Drive South (with Parking) Section



Note: A landscape maintenance and access agreement must be recorded when a pedestrian and/or frontage zone is located along their common border.

Figure 4.8 Asian Garden Mall Drive South (without Parking) Section



Note: A landscape maintenance and access agreement must be recorded when a pedestrian and/or frontage zone is located along their common border.



Building entrance elements, such as awning, may encroach 6 feet into the pedestrian zone.



Landscape, lighting, and other pedestrian amenities shall be located adjacent to the curb face.

Plaza Way

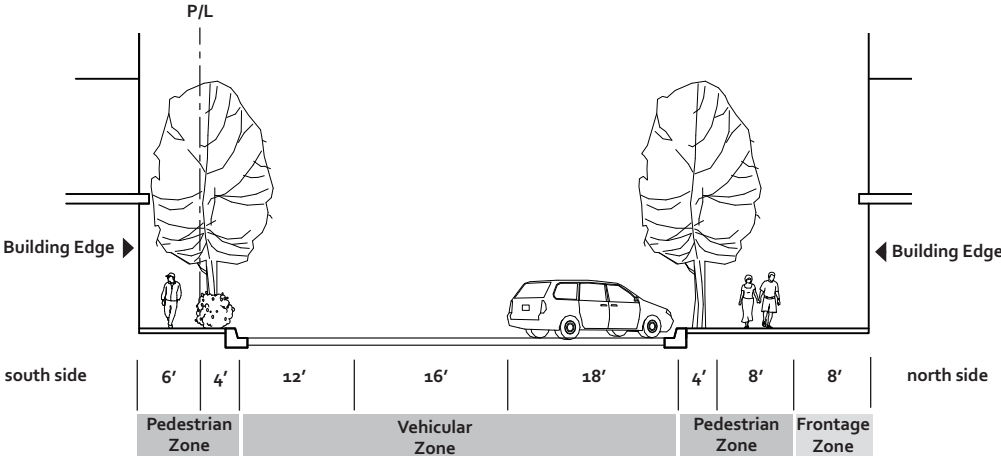
FRONTAGE ZONE

1. Commercial and mixed-use building facades shall be setback a minimum of 12 feet from the back of curb. Residential building facades shall be setback a minimum of 20 feet from the back of curb. This setback is hereafter referred to as the "front setback."
2. 80 percent of the building facade is required to be located along the front setback line. Paseos and plazas may count toward the minimum percent of the building facade that is required to be located along the front setback line.
3. To promote an active and interesting pedestrian environment retail uses oriented towards the street frontage are strongly encouraged at the ground floor along Plaza Way. Refer to Table 4.3, *Permitted Uses*, for a list of preferred retail uses.
4. Residential entrance porticos, porches, stoops, stairs, balconies, bay windows, eaves, and entrance overhangs are permitted to encroach into the required front setback up to a maximum of 6 feet. Additional requirements particular to specific frontage types can also be found on page 4-22.
5. Storefront awnings may encroach 6 feet into the pedestrian zone and arcades may encroach 8 feet into the pedestrian zone so long as they do not cross property lines or right-of-way boundaries per the building frontage type standards in this Specific Plan.
6. Front setback areas along commercial or mixed-use frontages shall be an extension of the sidewalk or used for outdoor dining space. Setback areas along frontages without doors or windows shall be landscaped.
7. Front setback areas along residential frontages shall provide pathways connecting the sidewalk to the front door and to any parking areas, and shall otherwise be landscaped across the entire property frontage with the exception of a pedestrian walkway, as described below.

PEDESTRIAN ZONE

1. Landscape and street lighting shall be located within a minimum 4 foot wide area adjacent to the face of curb.
2. A 8 foot wide unobstructed pedestrian walkway shall be provided.

Figure 4.9 Plaza Way Section (view from Moran Street looking toward Asian Garden Drive)



Note: A landscape maintenance and access agreement must be recorded when a pedestrian and/or frontage zone is located along their common border.



Benches are a type of street furniture that should be included throughout the Specific Plan area.



Decorative cast iron tree grates add to the ambiance of the street.



Special paving should be used at prominent intersections to add interest and calm traffic.

General Public Realm Standards

The following standards address items placed within the pedestrian and frontage zones including landscaping, lighting, street furniture, traffic calming mechanisms, outdoor dining, outdoor display areas, and carts and kiosks. In addition to the street-specific standards presented earlier in this chapter, the following standards shall apply to all streets within the Specific Plan area.

LANDSCAPING AND LIGHTING

1. Each block shall have a single species of large, deciduous trees in planting wells with tree grates a maximum spacing of 40 feet on-center.
2. Pedestrian-scale decorative street lighting in sidewalk a maximum spacing of 80 feet on-center. Light source should be located 12-14 feet above finished grade.

STREET FURNITURE

1. Street furniture includes items such as benches, bus shelters, trash receptacles, plant containers, tree grates and guards, bicycle racks, and bollards.
2. The design and selection of street furniture shall include considerations for the security, safety, comfort and convenience of pedestrians, including the handicapped.
3. Street furniture shall be conservative in use of sidewalk space, and maintain a clear width sufficient to accommodate pedestrian flows.
4. All street furniture shall be constructed of long wearing, vandal resistant materials.
5. The selection, siting and layout of street furniture shall insure that each item or structure is designed and situated to be in harmony with both the surrounding furnishings and the area as a whole. All street furniture to be installed by private parties as part of a development shall be subject to approval by the City.
6. Appropriate materials for street furniture may include stucco, concrete, painted metal or anodized aluminum. Decorative tiles may be used as an accent.
7. Freestanding trash receptacles shall be bolted into the ground, have a plastic liner and rounded cover.
8. Large plant containers and planters shall be open to the ground below. A permanent irrigation system shall be installed.
9. Tree grates and tree guards shall be made of cast iron.
10. Tree grates shall be expandable, so that the inner rings can be broken out as the tree grows.

TRAFFIC CALMING

- 1. Special paving with distinctive patterns shall be used at significant intersections and at gateways into the Moran Street Specific Plan area. Refer to Chapter 3 for locations of significant intersections and gateways. Figure 4.10 illustrates special paving at the intersection of Plaza Way and Asian Garden Mall Drive.
- 2. Special paving with distinctive patterns should be used mid-block where streets intersect with paseos or parking structure entrances. The distinctive paving will alert motorists that this is an area of pedestrian activity.

Figure 4.10 Plaza Way/Asian Garden Mall Drive Intersection



Distinctive crosswalks call attention to pedestrians and enhance their safety.



Bulb-outs are a traffic calming technique used to improve the pedestrian experience.



Each block shall have a single species of large, deciduous trees.



Outdoor dining space shall be adjacent to its associated eating establishment.



A physical barrier such as a slotted-fence can separate outdoor eating areas from pedestrians.

OUTDOOR DINING

The following standards apply to outdoor dining associated with eating and drinking establishments.

1. The sale of alcohol shall be subject to the review and approval of a Conditional Use Permit.
2. Outdoor dining shall be an extension of an existing or proposed eating establishment on contiguous property and shall be located directly adjacent to the eating establishment.
3. Outdoor dining areas that are located along public or private streets shall be located within the frontage zone and shall not encroach into the pedestrian zone.
4. There shall be a clear distinction between dining area and the sidewalk through the use of planters and/or physical barriers.
5. A minimum 3 foot high physical barrier shall surround any outdoor dining where alcoholic beverages are served.
6. All tables and chairs shall be of sturdy construction and made of quality materials.
7. Food service carts shall adhere to the standards contained in Section 17.40.070 of the WZO.
8. The applicant or operator shall pay all fees and deposits required by the Westminster Zoning Ordinance prior to operation of the outdoor dining use.
9. Additional parking spaces for the outdoor dining portion of the restaurant are not required provided the outdoor dining portion does not exceed 25 percent of the restaurant gross floor area or 1,000 square feet, whichever is smaller.

OUTDOOR SALES DISPLAY

Outdoor sales displays allow businesses additional opportunities to sell their products, and simultaneously enhancing the pedestrian experience by creating interesting outdoor spaces. These areas are encouraged in the Specific Plan, particularly along Asian Garden Mall Drive, and they should be used in a manner that promotes the character and visual appearance desired by the community in this Specific Plan.

Outdoor sales display shall be subject to the standards below. Outdoor exhibit events, including art, cultural, and educational displays and arts and crafts exhibits on nonresidential properties, as well as seasonal sales lots and outdoor sales events are reviewed separately and require approval of a Temporary Use or Event Permit per Chapter 17.540 of the WZO.

1. The owner or primary lessee of the private property that immediately abuts the sidewalk or plaza (the Frontage Zone) is the only one who possesses the right sell or display goods.
2. Display areas may extend up to 4 feet from the edge of a building into the Frontage Zone, and may not exceed 60 percent of the width of the business frontage, or 30 linear feet, whichever is smaller. Display areas may not encroach into the Pedestrian Zone.
3. Outdoor sales display areas shall be used by merchants to provide a sample of merchandise that is available inside the store, and are limited to flowers and produce (fruits and vegetables). They are not intended to provide additional retail space or locations for clearance/damaged items.
4. Uses other than flowers or produce may be allowed within the outdoor sales display area subject to the approval of a resolution from Planning Commission permitting such use.
5. Outdoor sales displays shall be limited to the regular hours of operation of the respective business. All items placed outside shall be removed each evening, unless otherwise approved.
6. Outdoor sales areas shall not restrict the free movement of pedestrians.
7. Outdoor sales display areas shall not interfere with access to any commercial establishment. All required exits and access ways, including disabled access, to the tenant space shall be maintained clear of obstructions.
8. Display merchandise shall not obscure or interfere with any official notice, public safety sign, or device.
9. Display merchandise shall not extend into the safe line-of-sight distances at intersections, as determined by the City Engineer.



Outdoor sales or display areas shall be well-maintained aesthetically pleasing.



Outdoor sales shall provide a sample of merchandise available inside the store.



Carts and kiosks are one factor in creating a lively streetscene.



A unique cart or kiosk design can be appropriate for special uses.

10. Outdoor sales display areas shall be maintained in an orderly, uncluttered, and aesthetically pleasing condition.
11. Outdoor storage in conjunction with any outdoor use shall be prohibited.
12. Display of merchandise from cars, trucks, or other vehicles is prohibited.
13. Noise shall not be generated by outdoor merchandise.
14. All temporary signs shall be consistent in design to the primary business and shall be professional in appearance.
15. Signs shall not be posted outside of the designated display area.
16. Sales to motorists or persons in vehicles in vehicles is prohibited.
17. Personal services, such as tattoos, hair braiding, and massages, are not permitted outdoors, except for table service of food in conjunction with approved outdoor seating, or as approved by the Director.
18. Incidental outdoor uses shall not require additional parking beyond that which is otherwise required for the primary permanent use.

CARTS AND KIOSKS

Carts and kiosks are permitted on private property zoned for commercial purposes, subject to approval by the Community Development Director and compliance with the following standards. Carts and kiosks may be permitted as a temporary use on public property subject to approval by both the Community Development and Public Works Directors.

1. No portion of a cart or kiosk shall overhang the property line.
2. The placement of carts or kiosks shall not:
 - a) Obstruct access to or occupy a parking space
 - b) Interfere with access to public property or any adjoining property
 - c) Interfere with maintenance or use of street furniture
3. The cart or kiosk shall be a maximum of 4 feet in width excluding any wheels, a maximum of 8 feet in length including any handle, and a maximum of 6 feet in height excluding canopies, umbrellas or transparent enclosures unless a larger size is approved by the Community Development Director.
4. The number, location and storage of kiosks shall be evaluated as part of the development review process.

5. The following factors shall be considered regarding the location of carts or kiosks:
 - a) The width of the sidewalk or paseo
 - b) The location of building entrances
 - c) Physical obstructions including, but not limited to signposts, light standards, benches, newsstands, utilities and landscaping
 - d) Vehicle activity in the adjacent street including but not limited to bus stops, truck loading zones, passenger loading or parking spaces
 - e) Pedestrian traffic volumes
 - f) Handicapped accessibility
6. The following factors shall be considered regarding the design of cart or kiosks:
 - a) Appropriateness of the cart or kiosk design, color scheme, and character relative to its location
 - b) Appropriateness and location of signing and graphics
7. During hours of operation, the cart or kiosk must remain in the location specified on the approved site plan
8. Sales to motorists or persons in vehicles in vehicles is prohibited.
9. The cart or kiosk operator shall pay all fees and deposits required by the Westminster Municipal Code prior to the establishment of the use.
10. The sale of alcoholic beverages shall be prohibited.
11. Fire extinguishers may be required at the discretion of the Fire Department.
12. All cart and kiosk uses shall be self contained for water, waste, and power to operate.
13. A cart or kiosk operator shall provide a method approved by the Community Development Director for disposal of business related wastes.



Carts and kiosks shall not interfere with pedestrian flow.

Private Realm Development Standards

Private realm development standards address specific aspects of site development, including building height, internal setbacks, lighting, landscaping, and signs.

Site Development

The following section presents site development standards applicable to all types of uses in the Moran Street Specific Plan.

BUILDING-TO-BUILDING SETBACKS

1. There is no minimum setback from the side property line to the primary building of a commercial or mixed-use development.
2. The minimum setback from the side property line to a solely residential development shall be 10 feet.
3. New development located in Planning Areas D and E shall have a 10 foot building setback from the eastern property line.
4. New development located in Planning Area A shall have a 10 foot building setback from the western property line.
5. If a developer is building multiple buildings on a single property, the required minimum building separation shall be 10 feet. Building separation is defined as the distance measured between the primary building mass of two adjacent buildings on a single property as shown.

MINIMUM DWELLING UNIT SIZE

The minimum residential dwelling unit sizes, as shown in Table 4.1, are computed by calculating the living areas as measured from the outside of walls and exclude garages, carports, exterior courtyards, patios or balconies.

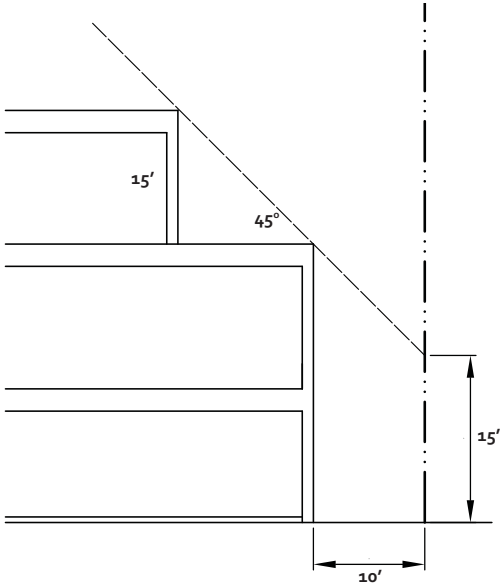
Table 4.1 Dwelling Unit Sizes

Number of Bedrooms	Minimum Dwelling Unit Size
Studio	650 sq. ft.
1	650 sq. ft.
2	800 sq. ft.
3	1,000 sq. ft.
3+	1,200 sq. ft.

BUILDING HEIGHT

- 1. Building height is measured from the average finished grade to the top of a cornice, parapet, eave line of a peaked roof, or a mansard roof ridge line. The maximum building heights in the Specific Plan area are as follows:
 - a) 45 foot maximum for developments with less than 25,000 square feet of site area
 - b) 60 foot maximum for developments with a net site area of 25,000 square feet or greater.
 - c) Where new development in Planning Area D and E is proposed to abut existing single-family residences on the eastern property line, the permitted height of new development shall be determined by a 45 degree slope originating at a height of 15 feet along the property line (creating a 1 to 1 height to setback ratio) as shown in Figure 4.11.
- 2. Chimneys, vent pipes, cooling towers, flagpoles, spires, domes, cupolas, roof deck trellises, transmission antennae, and necessary mechanical equipment may exceed the permitted height by a maximum of 10 feet.

Figure 4.11 Permitted Building Height Adjacent to Existing Residential Uses





Landscaping can be used for screening or provide a visual transition or buffer between uses.

BUFFERS TO EXISTING RESIDENTIAL USES

In addition to standards for screening in Section 17.300.035 of the WZO, the following standards apply to new development located adjacent to existing residential neighborhoods on the eastern and southern boundary of the Specific Plan area.

1. The following activities associated with commercial businesses are not permitted within 50 feet of residential properties adjacent to the Specific Plan area:
 - a) Loading docks
 - b) Service areas
 - c) Noise- or odor-generating operations
2. The following activities associated with a commercial business are not permitted within 20 feet of residential properties adjacent to the Specific Plan area:
 - a) Trash and recycling enclosures
 - b) Mechanical equipment
3. Landscaping shall be used in conjunction with other features to reduce potential light and glare impacts.
4. Screening and/or landscape buffers shall be required to hide trash and recycling enclosures, rear entrances, utility and service areas, and other incompatible uses.
5. Cutoff lighting fixtures shall be used and the fixtures shall be shielded and directed downward to direct light away from adjacent residences.

Building Frontage Types and Standards

Building frontages define the relationship between a building facade and the street. The particular building frontage type used will depend on the primary use of the ground floor abutting the frontage zone. As a result, a single building facade may utilize several different frontage types to add dimension to the building and create a dynamic pedestrian and street environment. For example, to best meet the needs of the ground floor use and add dimension to the building's exterior, a building facade may transition from a forecourt, to a storefront, to an arcade or gallery as shown in Figure 4.12. While the frontage type may vary, a clear pedestrian path of travel shall be maintained at all times.

A description of each building frontage type is provided on the following pages. Parking structure entrances or stalls located on the ground floor must comply with additional design guidelines as specified on page 5-34.

Figure 4.12 Building Frontage Types





STOREFRONT

Storefronts are facades placed at or close to the sidewalk with the entrance at sidewalk grade. This type of frontage is common for retail uses.

Standards

1. Any setback area must be treated as an extension of the sidewalk space.
2. 14 foot minimum ground floor plate height for all development that is not exclusively residential.
3. 65 percent of the ground floor facade shall be transparent windows and doors that allow views of the indoor space.
4. Windows shall be transparent. Opaque or reflective glazing is not permitted.
5. A combination of design elements must be used on the building facade and/or in relationship to the building at street level to animate and enliven the street. These design elements may include but are not limited to ornamentation, molding, changes in material or color, architectural lighting, awnings, balconies, porches, landscaped planter boxes, trellises, columns, cornices, arches, and decorative tiles.
6. Awnings shall have a 10 foot minimum ground clearance.
7. Awnings shall not be wrapped around building corners.
8. All awnings on a single building shall have a consistent material, color, size, and style regardless of a different tenant or use.



GRAND ENTRY

Grand entries are a primary entrance with a grand architectural expression. A grand entry should be prominent and easy to identify. Entries may be inset slightly from the primary building wall and are typically raised above the sidewalk. This frontage type is appropriate for office and multi-family residential uses accessed from a common lobby.

Standards

- 1. Setback areas may be landscaped, paved, or be a combination of landscaping and paving.



ARCADE OR GALLERY

Arcades are facades with attached colonnades, covered by upper stories. Galleries are similar to arcades; however, they are designed as covered walkways in which the upper stories do not extend over the covered area (the only projection from the primary building massing is the covered walkway). These two types are ideal for retail uses, but only when the sidewalk is fully enclosed within the arcade or gallery so that a pedestrian cannot bypass it. Arcades can encroach into the pedestrian zone.

Standards

1. Minimum arcade or gallery width is 10 feet, and maximum column spacing along the street is 15 feet.
2. Setback areas must be treated as an extension of the sidewalk space.
3. Arcades or galleries can only be used in areas where the structural columns do not encroach into the public right-of-way or cross a property line.



STOOP

Stoops are elevated entry porches/stairs placed close to the sidewalk, with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with short setbacks.

Standards

- 1. Setback areas may be landscaped, paved, or be a combination of landscaping and paving.

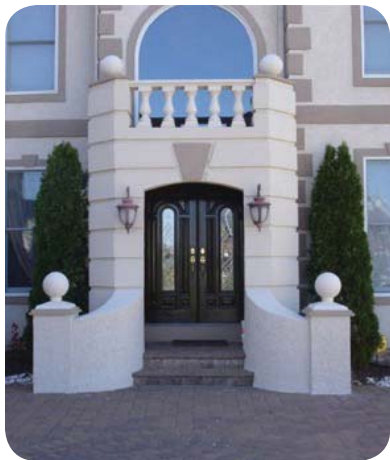


GRAND PORTICO

Porticos are roofed structures supported by columns leading to the entrance of a building. A grand portico is a portico expressed at a civic scale, meant to project the image of an important community building. A grand portico is an appropriate frontage for civic buildings, as well as for quasi-civic buildings such as hotels.

Standards

1. Setback areas must be landscaped for non-commercial buildings and may be paved for commercial buildings.
2. The portico may encroach into the front setback area.



FORECOURT

Forecourts are recessed areas along the building frontage forming a courtyard. A forecourt can be appropriate for ground floor or upper floor residential uses. A forecourt can also be combined with storefronts for retail and office developments.





Double-paned windows will reduce noise impacts on residential units in mixed-use projects.



Solar access should be considered in the final design and placement of buildings.

Mixed-Use Projects

Mixed-use projects combine commercial, office, and/or residential uses into one single development. Mixed-use projects can be vertically mixed, where each use is located on a separate floor, or horizontally mixed, where each use is located in a separate building. Mixed-use projects present many interesting design opportunities and challenges, in particular, the necessity to balance the needs of residential uses with the needs of commercial and/or office uses. The following standards are intended to ensure the compatibility of residential uses with that of commercial and/or office uses in a mixed-use project.

1. All residential parking shall be provided on the project site.
2. Parking spaces specifically designated for non-residential and residential uses shall be marked by the use of posting, pavement markings, and/or physical separation.
3. Horizontal mixed-uses, when located on the same site and in separate buildings, shall provide landscaped pedestrian walkways or multi-use paths to connect the uses, structures, and open space.
4. Solar access and noise attenuation should be a consideration in the final design and placement of buildings.
5. Vehicular access to each site must be designed to minimize conflicts between pedestrians and automobiles. Sight lines, pedestrian walkways, and lighting are factors to consider in final site designs.
6. Site planning must take the location of residential units into consideration and must screen or cover service areas to minimize noise levels and visual impacts.
7. Residential units must be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the nonresidential uses and are directly accessible to resident parking areas.
8. Residential portions of the project must be designed to limit the interior noise caused by the commercial and parking portions of the project. Proper design may include, but must not be limited to, building orientation, double- or extra-strength windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means must be provided for ventilation/cooling to provide a habitable environment.
9. No use shall produce continual vibrations or noxious odors that are perceptible by the average person at the property lines of the site or within the interior of residential units on the site. Commercial uses with residential units either above or attached shall provide ventilation systems to prevent odors from adversely affecting residential units.

10. 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.
11. No use may allow loading or unloading of heavy trucks between the hours of 8 p.m. and 6 a.m.
12. Outdoor lighting associated with commercial uses shall be shielded so as not to not adversely impact surrounding residential uses, but shall provide sufficient illumination for access and security purposes.
13. Outdoor lighting shall not blink, flash, oscillate, or be unusually bright or intense. Landscaping shall be used with other features to reduce potential light and glare impacts.
14. Covered trash enclosures are required due to the urban nature of mixed-use environments. Since residential units have the potential to be close together and will most likely be designed as multistory, covered structures can minimize the visual impact of unsightly trash bins from dwelling units.
15. Utility structures become a larger design issue as density increases. The various structures and boxes must be carefully sited and coordinated with landscaping before final engineering plans are done. Major utilities and pull-boxes should be out of the line of sight.

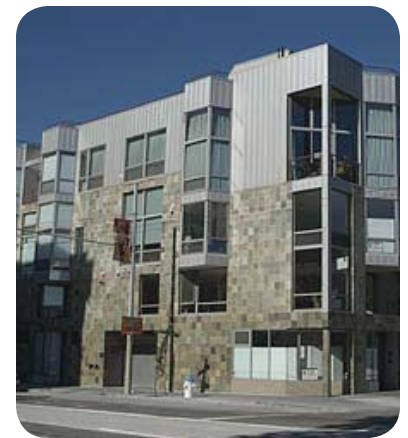
Live/Work Projects

Live-work units are a unique type of mixed-use development that combines residential living space and commercial or office space for a single owner. Live-work uses enable the City to adapt to changes in the economy and meet the needs of special groups such as artists or new businesses that need smaller, affordable work and housing space. Live-work units and buildings are subject to the following standards:

1. The minimum total floor area of a live/work unit shall be 800 square feet.
2. The commercial area is permitted to be a maximum of 50 percent of the area of each live/work unit.
3. The commercial area approved for the live-work unit shall not be converted into a residential use.
4. The commercial use shall be limited to the first or main floor only of the live/work unit.
5. A maximum of 1 non-residential worker is allowed to occupy the commercial area at any one time.
6. Dwelling units that include an office that is less than 10 percent of the area of the dwelling unit shall not be classified as a live/work unit.
7. Each live/work unit fronting a street, and located at street level, shall have a frontage that publicly displays the interior of the commercial area of unit.



Major utilities and pull-boxes should be out of the line of sight.



Loading areas shall be screened or covered.



Live/work units shall have a frontage that publicly displays the interior of the commercial area.



The portion of a residential project's frontage zone not used for pedestrian access shall be landscaped.



A design feature shall be provided along a wall or fence every 12 feet to add interest.

General Private Realm Standards

The following standards address items in the private realm including storage, loading, utility and equipment areas, landscaping, fences and walls, outdoor lighting, refuse and recyclable material storage, public art, signs, and outdoor advertising. These standards are applicable to all types of projects developed within the Specific Plan area.

STORAGE, LOADING, UTILITY, AND EQUIPMENT AREAS

1. Screening of outdoor equipment, storage, and loading areas shall be screened per the Section 17.300.35 of the WZO.
2. Outdoor storage that is not enclosed within a structure is not permitted.
3. All new and existing public and private utility lines and distribution facilities, on street frontages, including but not limited to electric, communications, street lighting, and cable television lines, shall be installed underground.
4. Surface mounted transformers, pedestal-mounted terminal boxes, meter cabinets, concealed ducts and other equipment appurtenant to underground facilities located on private property or installed pursuant to a franchise or other agreement need not be installed underground.

LANDSCAPING

In addition to the landscaping standards contained in Chapter 17.310 of the WZO, the following standards shall apply.

1. In residential projects, the portion of the frontage zone that is not used for pedestrian access shall be landscaped with grass or groundcover. Trees or shrubs may be planted in this area.

FENCES AND WALLS

In addition to the fence and wall standards contained in Section 17.300.030 of the WZO, the following standards shall apply.

1. All fences and walls shall have a maximum height of 6 feet.
2. Fences and walls located with any required setback area shall have a maximum height of 3 feet.
3. Both sides of all fences and walls shall be articulated with materials and colors that are similar or complementary to the development's buildings.
4. A pilaster, change in wall plane, or other design feature shall be provided a minimum of every 12 feet to avoid presenting a blank wall when visible from the public or private streets.

OUTDOOR LIGHTING

In addition to the outdoor lighting standards contained in Section 17.300.040 of the WZO, the following standards shall apply.

1. Multiple-family developments shall provide lighting on all vehicular access ways and along major walkways.
2. Lighting shall be installed within all cover and enclosed parking areas, and light control switches shall not be controlled or be accessible to residents.
3. Security lighting fixtures shall not project above the fascia or roof line of the building.

REFUSE AND RECYCLABLE MATERIALS STORAGE

In addition to the standards for storage and loading of recyclable materials and refuse in Section 17.300.045 of the WZO, the following standards shall apply.

1. Refuse and recyclable materials storage areas shall not face public streets.
2. Refuse and recyclable materials storage areas shall be located in order to minimize noise and visual intrusion on adjacent properties.

ENERGY CONSERVATION

1. Installation of Energy Star-labeled appliances to the greatest extent feasible is strongly encouraged.

SIGNS

Signs shall comply with the development standards contained in Chapter 17.330 of the WZO, with the following exception:

Non-commercial murals, non-commercial large graphic designs, and statuary shall be subject to review by the Community Development Director for the sole purpose of ensuring that such displays will not pose a hazard to public health, safety or welfare.



Lighting shall be provided along major walkways throughout multifamily projects.



Refuse and recyclable material storage areas shall not face public streets.

Parking Standards

This section contains standards to ensure that parking throughout the Moran Street Specific Plan area is convenient and accessible, accommodates all uses, and maintains the character envisioned for the area. Providing for adequate parking is one of the most significant issues for the Specific Plan area. Parking is often difficult to find at all times during the week, but can be particularly difficult to find on weekends or during special events. The Moran Street Specific Plan offers a variety of strategies to resolve the parking issue, including providing for parking structures and encouraging shared parking between different land uses. Parking standards not addressed in this Specific Plan shall be required per Chapter 17.320 of the WZO.

Parking Spaces Required

1. Each use shall be provided the number of parking spaces as required in Table 4.2 Required Parking Spaces. Any use classification not specifically addressed in this section shall be subject to the off-street parking requirements in chapter 17.320 of the WZO.
2. References to parking spaces per square foot (sf) shall be calculated on the basis of gross floor area.
3. Parking for residential projects shall be provided on-site.
4. Parking for commercial projects and hotels may be provided off-site per the off-site parking standards in Section 17.320.025 of the WZO.

Table 4.2 Required Parking Spaces

Use	Required Parking Spaces
RESIDENTIAL	
Per Section 17.320.020 of the WZO except as noted below.	
Multifamily dwellings (two or more units)	<ul style="list-style-type: none"> • Studio and 1 bedroom units: 1 garage space per unit and 0.5 guest space per unit • 2 bedroom units: 1 garage space per unit and 1 guest space per unit • 3 or more bedroom units: 2 garage spaces per unit and 0.5 guest space per unit <p>Note: Required multifamily dwelling parking spaces may be provided as either an enclosed garage structures (typical with townhome projects) or as spaces in a parking structure (similar to the parking provided as part of the Saigon Villas project).</p>
EATING AND DRINKING ESTABLISHMENTS	
Per Section 17.320.020 of the WZO except as noted below.	
Outdoor Dining	Additional parking spaces for the outdoor dining portion of the restaurant are not required provided the outdoor dining portion does not exceed 20 percent of the restaurant gross floor area or 500 square feet, whichever is smaller. If the outdoor dining area exceeds the requirement then the portion of the outdoor dining area that exceeds the requirement shall provide parking at 1 space per 100 square feet.
Hotel/Motel	1.1 spaces per room, plus 1 space per passenger transport vehicle (minimum 2 spaces). Other uses shall provide spaces as required by this Section and Section 17.320.020 of the WZO.
RETAIL AND SERVICE	
Per Section 17.320.020 of the WZO except as noted below.	
Live/Work	1 space per 500 sf of non-residential floor area in each unit. The residential portion of the unit shall comply with the Section 17.320.020 of the WZO for required parking spaces for residential uses.
INDUSTRY, MANUFACTURING, AND PROCESSING	
Per Section 17.320.020 of the WZO.	
TRANSPORTATION AND COMMUNICATIONS	
Per Section 17.320.020 of the WZO.	
RECREATION, EDUCATION, AND PUBLIC ASSEMBLY	
Per Section 17.320.020 of the WZO.	



Window-like openings along a parking structure's facade help it blend with other projects.



Parking structures shall be screened with vertical landscaping to soften their appearance.

Parking Methods

There are multiple parking methods that can be applied within the Specific Plan area to supply adequate parking for existing and new development. Since it is envisioned that, over time, the uses in the Moran Street Specific Plan project area will intensify, some of the properties may eventually be used exclusively for parking to accommodate future development. Off-site parking is a permitted use in the Specific Plan, and can take the form of stand alone parking structures or surface parking lots. All off-site parking is subject to the provisions of Section 17.320.025 of the WZO.

PARKING STRUCTURES

1. Maximum height of parking structures shall not exceed the maximum building height requirement and shall be measured from the adjacent street grade, without restrictions on the number of internal floors.
2. Setbacks for all above grade parking structures shall comply with the building setback requirements in this Specific Plan.
3. All setback areas shall be landscaped in accordance with the landscape standards contained in Chapter 17.310 of the WZO.
4. Parking structures shall be screened with vertical landscaping.
5. Parking structures facing Moran Street, Bolsa Avenue, and Plaza Way are encouraged to be wrapped at the ground floor with commercial space.
6. Parking structure facades facing streets, plazas, or paseos shall be designed with pedestrian scale architectural features and details.
7. Parking structure facades over 150 feet in length shall incorporate at least one or more of the following:
 - a) Differentiation of the ground floor from upper floors
 - b) Varying the arrangement, proportioning and/or design of garage floor openings at regular intervals
 - c) Incorporating changes in architectural materials
 - d) Projecting forward or recessing back portions or elements of the parking structure facade
8. Facades of parking structures shall be designed without continuous horizontal parking floor openings. For example, openings shall be constructed to form a pattern of window-like openings.
9. Parking structure top floor wall designs must conform to two or more of the following options:

- a) A top floor wall with an architectural focal point such as a stair tower or top floor line trellis structure
 - b) A top floor wall line articulated through variation in cornice height or detail
 - c) A top floor wall line with an articulated parapet
10. Views into the upper floors of parking structures facing a public right-of-way shall be minimized through one or more of the following methods:
- a) The use of planters integrated into the upper floors of parking structure facade design
 - b) Decorative trellis work and/or screening as architectural elements on the parking structure upper floor facades
 - c) Openings designed to reflect traditional building window patterns
11. External elevator towers and stair wells shall maintain openings for public view.
12. Subterranean parking areas shall include antennas to ensure that emergency personnel can receive and transmit information from inside the structure.

SHARED PARKING

There is a potential for shared parking in the Specific Plan area between uses that have hours of operation that do not substantially coincide with each other. Shared parking is also based upon the “park once” concept, whereby visitors park in one place and visit multiple businesses within the project area (versus driving to each new use). Shared parking arrangements have typically been shown to reduce needed parking spaces in a mixed-use district by 20 to 30 percent. Shared parking reduces the amount of land needed for parking, creating opportunities to provide more pedestrian friendly features such as plazas and paseos, and landscaping. Section 17.320.025 of the WZO provides shared parking provisions that may be used to consolidate parking in the Specific Plan area.

1. Residential projects shall be excluded from shared parking arrangements and must provide parking spaces specifically dedicated for residents.
2. Shared parking is allowed subsequent to a shared parking analysis approved by the Director. As part of the study, the applicant will have to demonstrate that the proposed uses have differing peak-hours of parking demand or that the total parking demand at any one time will be adequately served by the total number of parking spaces proposed.



A landscape planting strip can separate parking areas and public street.



Projects in the Specific Plan area must accommodate bicycle parking.

TANDEM PARKING

Tandem spaces, though physically sufficient to accommodate resident vehicles, are less convenient and functionally flexible than side-by-side parking spaces therefore, they require special consideration. Tandem parking can be provided within enclosed garages typical to townhomes and can also be applied to structured parking provided in association with a residential project. Tandem parking is not permitted for non-residential uses such as commercial or office. The following standards apply to tandem parking for residential uses.

1. The preferred ratio of units designed with tandem spaces is up to 30 percent (each project shall have no less than 70 percent of its units designed with side-by-side parking).

SURFACE PARKING

In addition to the parking screening standards contained in Sections 17.300.035 and 17.310.015 of the WZO, the following standards shall apply.

1. A continuous barrier shall be provided to screen off-street uncovered surface parking spaces at the street periphery.
2. A 36-inch high hedge or other landscaping screen combined shall be placed along the frontage adjacent to parking spaces to screen surface parking areas at the street periphery.
3. Screening shall not conceal or hide but rather soften the visual impact of the parking area. Parking areas shall remain visible to passersby and police.
4. Parking areas for nonresidential uses adjoining public streets shall be designed to provide a minimum 5-foot wide (inside dimension) landscaped planting strip between the back of sidewalk and the parking area.
5. Screening methods must be approved by the Director.

BICYCLE PARKING

Bicycle parking shall be provided per the standards in Section 17.320.035 of the WZO.

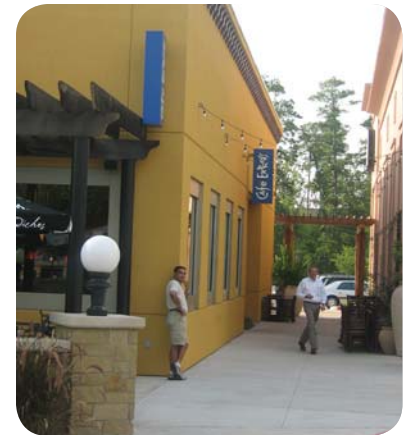
Open Space Standards

The standards in this section are provided to ensure that a network of interconnected paseos, plazas, and smaller open spaces are provided to enhance the livability and quality of the Specific Plan area.

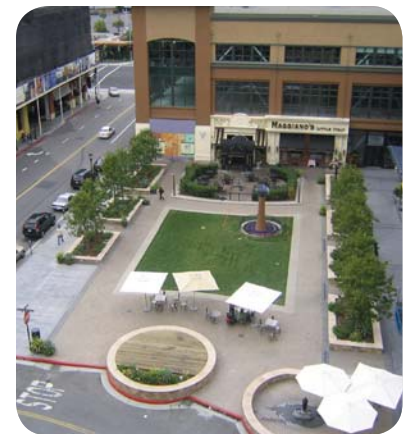
Public Open Space for Commercial and Mixed-Use Projects

The purpose of establishing standards for public open space for commercial and mixed-use projects is to establish safe and inviting areas where the public may gather, interact, and rest within an attractive and vibrant pedestrian environment. These areas may be publicly or privately owned and maintained. Commercial and mixed-use projects shall conform to the following public open space standards:

1. A minimum 5 percent of the gross site area for all non-residential development shall be reserved for public open space. Mixed-use development that includes residential units may reduce the public open space requirement to 3 percent of the gross site area but must provide all private and common open space for residential projects as required in this Specific Plan.
2. Public open spaces shall have a minimum dimension 15 feet in any direction and a minimum area of 400 square feet.
3. Public open spaces shall be accessible to the general public and may include plazas, pedestrian paseos, balconies, and/or terraces. A maximum of 25 percent of the required public open space may be provided above the street level.
4. A minimum of 30 percent of the public open space area shall contain landscaping, including shade trees, accent trees, potted plants, and other landscaping. Hard surfaced areas and specialty paving shall also be incorporated into the public open space design.
5. Public open spaces shall exclude areas designated as vehicular or pedestrian zones, and parking areas. An exception shall be granted to private properties that include Asian Garden Mall Drive and Plaza Way. They may count the pedestrian zones located within their property toward the public open space requirement.
6. A maximum 50 percent of the public open space area may be used for outdoor sales/display areas in accordance with standards for outdoor display areas on pages 4-14 and 4-15.
7. Public open spaces shall incorporate a variety of pedestrian amenities to promote regular use. Pedestrian amenities may include, but are not limited to, seating, lighting, bicycle racks, special paving, fountains or water features, landscaping, artwork, and/or special urban recreational features.



Storefront windows can increase a sense of security in public spaces.



Projects are encouraged to combine their required open space to provide larger, more usable spaces.



Public space with interactive activities fosters a lively environment.



Public open space shall be accessible to the general public.



Special paving may be incorporated into public open space to create a visually dynamic appearance.



Open space shall incorporate pedestrian amenities such as seating, water features, or landscaping.

8. To ensure the visibility and security of public open spaces, buildings adjacent to an existing or planned pedestrian plaza or paseo shall provide at least one of following elements along the building facade abutting the public open space:
 - a) Storefronts with windows,
 - b) Outdoor seating areas or cafes,
 - c) Upper floor balconies, or
 - d) Features that the Director finds will bolster security and encourage pedestrian use of the public open space.
9. In instances where small or awkwardly shaped properties make the provision of on-site public open spaces impractical, the Director may permit the in-lieu payment of the cost to construct the required amount of usable open space off site.
10. At the discretion of the Director, required public open space may be constructed off site and/or as part of a larger public open space provided by the City or other private development.
11. Public open space requirements do not need to be located immediately next to their individual buildings, and are instead encouraged to coordinate with other projects to provide larger outdoor spaces that are centrally located and serve multiple buildings.
12. Public open space requirements of a proposed project may be added to an existing open space area, so long as the proposed open space area is contiguous to the existing open space area and permission is granted by the existing property owner.
13. Public open spaces may count up to 50 percent of a site's required landscape area as required in Section 17.31.020 of the WZO.

Private and Common Outdoor Space for Residential Projects

The following standards shall apply to residential only projects and the residential portion of mixed-use projects. Projects that include residential units shall provide a minimum of 160 square feet of private and common outdoor space per dwelling unit as described below.

PRIVATE OUTDOOR SPACE

1. 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; the remaining 25 percent of the units may use common open space only to satisfy this requirement if desired.
2. Private outdoor space shall have a minimum dimension of 5 feet in any direction.
3. Private outdoor space shall be accessible directly from the living area of the unit, in the form of a fenced yard, patio, courtyard, balcony, or roof garden.

4. Private outdoor space shall be open on a least one side but need not be open to the sky.
5. A 3 foot minimum height wall or hedge shall physically separate private outdoor space from common areas.
6. A 5 foot minimum height wall, hedge, or planted vine shall physically separate individual private outdoor spaces.

COMMON OUTDOOR SPACE

1. A minimum of 80 square feet per unit shall be provide in the form of common outdoor space.
2. Common outdoor space may include courtyards, plazas, swimming pools, outdoor spas, rooftop decks, terraces, or other similar spaces that are substantially open to the sky.
3. Usable common outdoor space shall have a minimum level surface dimension of 15 feet in any direction and a minimum area of 400 square feet.
4. The dimensions for usable common outdoor space areas shall be measured from the outside of any private open space attached to a unit at ground level.
5. The dimensions for usable common outdoor space may include the building setback area if the buildings facing the open space area display a high degree of articulation and the building setback area is heavily landscaped. Landscaping may consist of in-ground or potted plants.
6. Usable common outdoor space shall not include:
 - a) Any area counted as private outdoor space;
 - b) Sidewalks and paved pathways within setback areas;
 - c) Any portion of open and enclosed parking areas, garages, streets, driveways, automobile turning aisles, or turnaround areas;
 - d) Storage areas (refuse or otherwise) or any area fenced or otherwise inaccessible to the residents;
 - e) Slope areas exceeding 8 percent; or
 - f) Areas within public rights-of-way.
7. 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. Such common amenity spaces shall count toward the common outdoor space requirements.

FLEX SPACE

1. A minimum of 20 square feet per unit (referred to as "flex space") shall be provided that can be added to either the private or common open space areas. This additional 20 feet is needed to achieve the 160 square feet total outdoor space requirement.



Paseos shall have lighting and low level landscaping to ensure visibility and enhance safety.



Pedestrian amenities such as seating and landscaping should be provided along paseos.



Common outdoor space may include courtyards, plazas, or similar spaces open to the sky.



Common outdoor space in residential projects can serve as social gathering places.

PASEOS

The purpose of establishing standards for paseos is to provide for safe and convenient east-west pedestrian access between Moran Street and Asian Garden Mall Drive. Refer to Chapter 3 for conceptual paseo locations.

1. One paseo is required per 250 feet of street frontage along Moran Street and Asian Garden Mall Drive. Property owners should cooperate in the planning and design of their projects to provide paseos at their mutual property lines.
2. Paseos shall have a minimum 10 foot pedestrian clear space, but larger widths are encouraged to provide spaces for landscaping, benches, outdoor dining, focal points, and water features designed with consideration of conserving water.
3. Paseos shall include pedestrian amenities such as seating, decorative lighting, bicycle racks, special paving, fountains or water features, landscaping, artwork, and/or special urban recreational features.
4. Paseos should incorporate focal points such as architectural structures, public art, and interactive water fountains.
5. Building facades adjacent to paseos shall be architecturally detailed to complement the front of the building.
6. To ensure the visibility and security of paseos adjacent buildings should provide ground floor windows and doors, outdoor seating areas or cafes, and/or upper floor balconies.
7. Paseos shall be designed to avoid configurations that create blind spots or areas hidden from public view.
8. Paseos shall have lighting and low level landscaping to ensure visibility and enhance safety.

Permitted Uses

Permitted uses (P), administratively permitted uses (AUP), conditionally permitted uses (CUP), and prohibited (-) uses are listed in Table 4.3, and are subject to the provisions of Article 5 of the WZO. All proposed uses must respect the intent of the plan and the conditions encountered in each portion of the Specific Plan area.

It should be noted that new land uses may be phased in over time, as market conditions dictate. The provisions of the Moran Street Specific Plan make it possible to accommodate commercial uses in the short term, and transition to higher intensity uses in future phases. Land uses and land use regulations in the Specific Plan have been structured to accommodate a mix of uses, which can be applied horizontally (on individual properties) or vertically (on multiple stories of a building).

Those uses not specifically listed in the table are prohibited. Uses that are not specifically listed but are similar in nature to those listed are subject to review based on the consistency within the purpose and intent of the planning areas and are subject to the approval of the Director. The Director may refer uses or interpretation of permitted uses to the Planning Commission.

Preferred Uses

As discussed in chapter 3, Asian Garden Mall Drive is intended to be the primary spine of pedestrian activity in the project area, with Plaza Way serving as an important east-west pedestrian access way. To promote an active and interesting pedestrian environment in the Specific Plan area, retail uses are strongly encouraged to be located on the ground floor of development located along the street frontages of Asian Garden Mall Drive north of Plaza Way and Plaza Way (Figure 4.13). However, this does not preclude retail uses from being located along other streets within the Specific Plan area. Table 4.3 identifies specific retail uses that are strongly encouraged on the ground floor of development.

Figure 4.13 Ground Floor Retail Uses

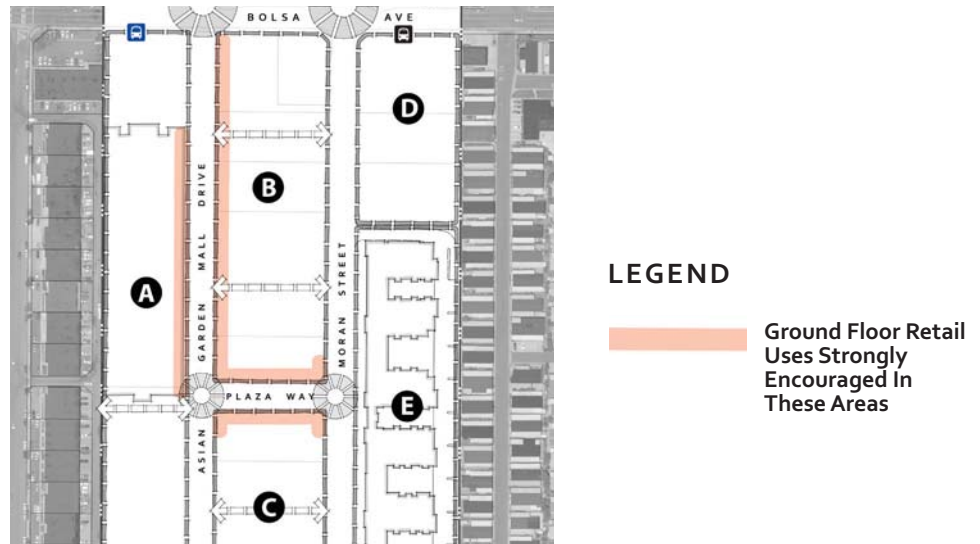


Table 4.3 Permitted Uses

Use ¹	Permit Requirement	Notes
RESIDENTIAL		
Boarding and Lodging House	CUP	
Multiple-family dwellings, two-family dwellings and bungalow courts	P	
Home based business-Level 1	P	Refer to Section 17.400.75 and Chapter 17.530 of the WZO
Home based business-Level 2	CUP	Refer to Section 17.400.75 and Chapter 17.530 of the WZO
Live/Work	AUP	Refer to Chapter 4 for specific standards related to live/work
One family dwelling	–	
Residential care facilities, 6 or fewer clients	P	
Residential care facilities, 7 or more clients	CUP	
Secondary Dwelling Units	–	
Senior housing	CUP	Refer to Section 17.400.085 of the WZO
INDUSTRY, MANUFACTURING, AND PROCESSING		
Catering (for offsite consumption)	CUP	
Laundry facilities, commercial - carpet and upholstery	CUP	
Manufacturing, assembly, welding, and/or fabrication	–	
Printing - commercial and wholesale	CUP	
Research and development	CUP	
Self storage	–	
Warehousing and distribution facilities	–	
Wholesale sales	–	

P = Permitted Use

AUP = Administrative Use Permit Required

CUP = Conditional Use Permit Required

– = Prohibited Use

Notes:

¹Refer to Article 7 of the WZO for definitions of the land uses listed.

Table 4.3 Permitted Uses (Continued)

Use ¹	Permit Requirement	Notes
RETAIL		
Alcohol sales (off-site consumption)	CUP	
Alcohol sales (on-site consumption)	CUP	
Antique stores	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Apparel	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Art/photography stores and galleries	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Bakery or delicatessen	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Bars and night clubs	CUP	
Book and stationary stores	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Cafe, coffee house, and teahouses	CUP	Refer to Section 17.400.030 of the WZO. Cafes, coffee houses, and tea houses are permitted without a CUP if found in compliance with the provisions of Section 17.400.030 of the WZO.
Convenience stores	P	
Department stores	P	
Drive-in and drive-through facilities	—	
Drug stores and pharmacies	P	
Equipment sales and rentals (excluding vehicles)	P	
Florist/flower shop	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Food service cart (incidental to host use)	AUP	
Furniture, furnishings, and appliance stores	P	
General retail stores	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Grocery store	P	
Home improvement stores	P	
Liquor store	CUP	
Outdoor storage	CUP	
Pet shop	P	Refer to Section 17.400.025 of the WZO
Plant nurseries (retail) and garden supply stores	P	
Restaurants	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Second-hand stores	AUP	
Shopping center	P	
Sporting goods and equipment store	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Stationary and office supplies	P	Preferred ground floor use. Refer to Figure 4.13 for location.
Vehicle sales	—	
Warehouse retail stores	—	

P = Permitted Use

AUP = Administrative Use Permit Required

CUP = Conditional Use Permit Required

— = Prohibited Use

Notes:

¹Refer to Article 7 of the WZO for definitions of the land uses listed.

Table 4.3 Permitted Uses (Continued)

Use ¹	Permit Requirement	Notes
SERVICE		
Acupuncture	P	
Automated-teller machines	P	
Banks and financial institutions	P	
Bicycle repair, sales, and rental	P	
Business and consumer-support services	P	
Car wash facility, full service	CUP	
Car wash facility, self service	CUP	
Check cashing businesses	CUP	
Child day care facilities	CUP	
Government offices	P	
Hotels and motels	CUP	All conditional use permits for hotels and motels shall require City Council review and approval, following a public hearing review and recommendation by the Planning Commission.
Laundromat (coin operated)	P	
Massage establishments	CUP	Refer to Section 17.400.095 of the WZO
Medical services	P/CUP	Medical or dental offices are permitted by right; clinics and hospitals require a CUP
Professional offices	P	
Pawnshops	CUP	
Personal services	P	
Pet day care	P	
Public-safety facilities	CUP	
Public-utility facilities	CUP	
Recycling facility (reverse vending machine)	CUP	Refer to Section 17.400.115 of the WZO
Recycling facility (small collection)	CUP	Refer to Section 17.400.115 of the WZO
Service/gas stations	—	
Veterinary clinics/animal hospitals	CUP	

P = Permitted Use

AUP = Administrative Use Permit Required

CUP = Conditional Use Permit Required

— = Prohibited Use

Notes:

¹Refer to Article 7 of the WZO for definitions of the land uses listed.

Table 4.3 Permitted Uses (Continued)

Use ¹	Permit Requirement	Notes
Vehicle maintenance/repair	–	
TRANSPORTATION AND COMMUNICATIONS		
Bus depot	CUP	
Stand alone parking structure; public surface parking; off-site parking facilities developed in conjunction with another use	CUP	
Wireless communications facilities	CUP	Refer to Section 17.400.175 of the WZO
RECREATION, EDUCATION, AND PUBLIC ASSEMBLY		
Amusement center/park	CUP	
Bowling alley	AUP	
Clubs, lodges, and fraternal organization	P	
Entertainment in conjunction with eating and drinking establishments	CUP	
Entertainment (limited) in conjunction with eating and drinking establishments	AUP	Refer to Section 17.400.055 of the WZO
Farmers Market	AUP	City shall approve entertainment, hours, and duration (days)
Health/fitness facilities	P	
Ice/Roller skating rink	AUP	
Outdoor commercial recreation	CUP	
Public recreational and cultural facilities	P	
Pool hall/billiards room	CUP	
Private school	CUP	
Religious places of worship	CUP	
Studios (art, dance, music, photography, etc.)	P	
Theater	CUP	
Tutoring centers	P	
Vocational and trade schools	CUP	

P = Permitted Use
 AUP = Administrative Use Permit Required
 CUP = Conditional Use Permit Required
 – = Prohibited Use

Notes:
¹Refer to Article 7 of the WZO for definitions of the land uses listed.

5. Design Guidelines

Introduction

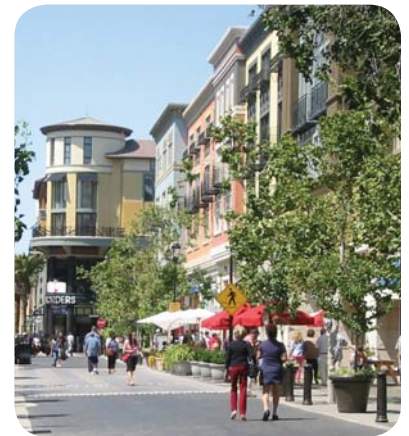
The goal of these design guidelines is to provide a general framework for the physical design of the Moran Street Specific Plan and to ensure the creation of a high quality pedestrian friendly district. As the future heart of Little Saigon, it is important to establish a strong set of design criteria that will create a place of distinction in the City of Westminster. The design guidelines are organized into three main sections.

- 1) Commercial design guidelines
- 2) Multi-family design guidelines
- 3) Project specific design guidelines

The design guidelines are intended to provide guidance to builders, engineers, designers, City staff, and decision makers to obtain a high level of design quality. The guidelines may be used to provide direction in the formulation of Covenants, Conditions, and Restrictions (CC&Rs) for the use of land in the Specific Plan area. These guidelines will also provide the City of Westminster with the necessary assurances that the Moran Street Specific Plan area will be developed in accordance with the quality and character set forth in this document.

The design guidelines shall be used in conjunction with the development standards in Chapter 4 to evaluate proposed developments. While the design guidelines promote a quality design, they are not a set of rigid requirements. They are general and illustrative in nature and are intended to provide a wide range of flexibility to encourage creativity and variety on the part of designers. In some instances, one guideline may be relaxed in order to accomplish another, more important, guideline. The overall objective is to ensure that the intent and spirit of the design guidelines are followed to attain the best possible design solutions.

Development within the Specific Plan area is encourage to integrate, where feasible, principles and practices of sustainability and green design. Incorporating sustainable design from the earliest stages has benefits for both the builder and future occupants. Guidelines contained within this chapter that incorporate sustainable principles and practices are marked with a flower 🌸 symbol.



Appropriate use of landscaping, color, and pedestrian amenities can define an area.



Outdoor dining facilities should be introduced to create a dynamic streetscene.



Continuous building street frontages enhance the pedestrian experience.



Paseos linking Moran Street and Asian Garden Mall Drive provide convenient pedestrian access.

Commercial Design Guidelines

This section provides guidelines for the design of commercial development in the Moran Street Specific Plan area. These guidelines should be used in conjunction with the Commercial Design Guidelines and the Little Saigon Design Guidelines found in the City of Westminster’s Design Guidelines Manual.

Site Design

Site design guidelines address the design and layout of buildings, streets, plazas, and paseos and the effective movement of vehicular and pedestrian traffic that is critical to ensuring a cohesive and pedestrian oriented district.

SITE LAYOUT

1. Buildings should be sited close to the street, with parking behind, to better define the urban space and to create pedestrian interest. Continuous building street frontages are encouraged, but can be relieved with occasional courtyards, plazas, and setbacks.
2. Storefronts and major building entries should be oriented toward streets and active pedestrian areas, such as plazas and paseos.
3. Functional and aesthetic vehicular and pedestrian connections to adjacent sites should be considered during site plan development.
4. Plazas, landscaped areas, fountains, public art, textured pavement, and vertical building features should be combined to create focal points and identity.
5. Building design should consider adjacent low density residential uses, such as avoiding balconies overlooking rear yards.
6. Buildings and public open spaces should be oriented to enhance access to sunlight and views.
7. An engaging pedestrian environment should be provided by placing indoor uses outdoors by moving interior space (dining areas) adjacent to plazas and paseos, and bringing the outdoors into the building by opening up interior spaces (such as atriums) to views and sunshine.
8. Wrought iron fences should be used where fences or walls are necessary for security. Attractive wrought iron fences provide a barrier while still allowing visibility into and from the property.

9. Paseos and walkways should be designed as a part of large developments, providing safe and convenient pedestrian connectivity.
10. Paseos and walkways should have a clear line of sight with sufficient well-planned and maintained lighting.
11. Bike racks or lockable bicycle storage facilities should be placed at convenient locations in the development and should be creatively designed.
12. The placement of windows, doors, and open spaces should respect the views of existing buildings, when possible.
13. Drainage should be directed to permeable areas such as landscaped planters, avoiding discharge to roads, the storm drain system, and trash collection areas, where possible.
14. Developments should incorporate as many low impact development best management practices (BMPs) as possible. Common storm water BMPs include:
 - a) Vegetated swales
 - b) Porous pavements
 - c) Infiltration basins
 - d) Rain gardens

CIRCULATION AND PARKING

1. The visibility of surface parking lots from streets should be minimized and, where appropriate, parking lots should be located behind buildings.
2. Parking lots on corner sites should not be placed adjacent to the street edge.
3. Vehicular access to each site must be designed to minimize conflicts between pedestrians, autos, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in final site designs.
4. Parking lot access points should be located as far as possible from street intersections to allow adequate stacking room.
5. Dead end drive aisles should be avoided.
6. The on-site pedestrian circulation system should be directly connected to off-site public sidewalks.
7. Convenient and safe pedestrian connections should be provided to link surface parking lots or parking structures with retail stores and pedestrian plazas.



Bike racks should be located throughout the development.



Parking lot surfaces using porous materials help reduce stormwater runoff.



Low hedges help screen vehicles from the street.



Service areas should be attractively designed so as not to detract from the site.

8. Lighting and lower height landscaping should be used to allow pedestrians to see clearly ahead and around non-linear paseos and walkways.
9. Parking lots should be screened from adjacent street views but should not be hidden from the view of passersby and police.
10. Parking areas shall be screened from street views with raised landscaped planters, low hedges, or headlight walls.
11. Headlight walls used to screen parking should provide breaks to allow pedestrian circulation. The walls should be low enough for safety and security purposes.

SERVICE AND LOADING AREAS

1. Service and loading areas should be carefully designed, located, and integrated into the site plan so they do not detract from the street scene or create a nuisance for adjacent property owners or vehicle traffic.
2. Service and loading areas should be located behind the primary structure out of public view whenever possible. Otherwise, they shall be shielded with berms, landscaping, attractive walls, or decorative screening.
3. When commercial properties are located adjacent to residential properties, loading and delivery facilities should be located away from the residences or screened with vegetation.
4. The location of the service and loading areas should consider noise impacts to adjacent properties, which may necessitate enclosing the service or loading area.
5. Service and loading areas should be designed so service vehicles have clear and convenient access and do not block adjacent vehicular or pedestrian circulation.

PUBLIC OPEN SPACE

1. Public open spaces, such as plazas, arcades, paseos, and rooftop gardens should be incorporated into development projects.
2. Public open spaces should be surrounded by attractively designed buildings and landscape elements, as well as uses that promote pedestrian activity.
3. Public open spaces should be thoughtfully planned and not be a result of “left over” areas between buildings.
4. Where possible, larger public spaces should be located near the main pedestrian access to a development.
5. Buildings, signs, landscaping, and outdoor furniture should work together to create a pleasant pedestrian environment.
6. Public outdoor spaces should be a part of an interconnected pedestrian system throughout the development and adjacent land uses.
7. Paseos and pedestrian walkways should be provided between buildings, public open spaces, and parking areas and should be visually emphasized through the use of landscaping, lighting, and/or distinctive paving.
8. Trees that provide shade should be incorporated within public outdoor spaces.
9. Site amenities, such as benches, drinking fountains, provisions for bicyclists, water features, and public art, should be incorporated into developments and should complement its architectural character.



Well designed public open spaces can promote pedestrian activity.



Water fountains can create focal points and enhance the look of public spaces.



Through-traffic and on-street parking

Parkway, landscaping, bollards, seating

Path of Travel

Outdoor dining space, plaza space, outdoor display, or landscaping

Vehicular Zone

Pedestrian Zone

Frontage Zone

The vehicular zone, pedestrian zone, and frontage zone work together to create a continuous pedestrian environment despite transitions in building frontage types.

Landscaping and Lighting

Landscaping and lighting will play a prominent role in establishing an identity and theme for the Specific Plan area and will act as an overall unifying element, transcending parcel boundaries and defining open space areas.

LANDSCAPING

1. To reinforce the architectural style of Little Saigon, the plant materials used in the Specific Plan area should be drawn from the plant palette for Little Saigon outlined in the City's Design Guidelines Manual.
2. The use of small oriental style gardens is an important design element in Little Saigon. Refer to the City's Design Guidelines Manual for basic design principles for oriental gardens.
3. Landscaping should consist of a combination of trees, shrubs, and ground cover in a variety of sizes.
4. The selected plant species and design and placement of landscaping should provide for natural surveillance of pedestrian areas and should avoid the creation of hiding places.
5. Trees and shrubs should be located and spaced to allow for mature and long-term growth of canopies and root spaces.
6. Trees should be used to create an intimate scale, enclose spaces, and frame views.

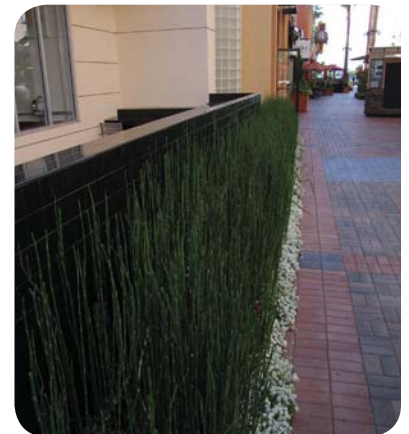


Street trees provide seasonal shading, enclose spaces, and help create an intimate scale.

- 7. Seasonal shading from trees and shrubs should be considered when developing planting schemes for plazas and streetscapes on south and west facing facades. Deciduous trees should be used to provide solar control during summer and winter while providing fall color, seasonal flowers, and other desired effects.
- 8. Accent planting should be used around entries and key activity hubs. Subtropical plants should be used in small areas for high impact at building entrances.
- 9. Formal planting designs are encouraged in courtyards, plazas, and tree wells along the street frontages. Water features should be used with landscaping and natural materials in courtyards and plazas.
- 10. Vines, espaliers, and potted plants should be used to provide wall, column, and post texture and color and to accentuate entryways, plazas, and paseos.
- 11. Lawn or turf should be limited to areas that serve a functional purpose.
- 12. Native and low water use plants should be considered when developing the landscaping palette.
- 13. Irrigation systems should be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.
- 14. Irrigation systems should incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors.
- 15. The use of grey water and/or collected rainwater for landscape irrigation is highly encouraged.
- 16. Landscaping should be used to screen trash enclosures, parking areas, storage areas, loading areas, and public utilities.
- 17. Walls and fences should be made of durable yet attractive materials that complement the adjacent architecture.
- 18. Both sides of all perimeter walls or fences should be articulated.
- 19. Walls should have breaks, recesses, and offsets, especially at entries and important intersections. Long walls shall be made more attractive and visually interesting through the incorporation of surface articulation, pilasters, and view fencing where appropriate.



A combination of trees, shrubs, and groundcover can help enliven the streetscene.



Landscaping should be used to provide wall texture and color around entryways and paseos.



Paving treatments provide clear identification of pedestrian walkways.



The use of natural stone pavers promotes a feeling of quality and permanence.

20. Paving treatments should be used to provide clear identification of pedestrian access points and walkways, entry drives, prominent intersections, and pedestrian crossings. Appropriate treatments include:

- a) Scored patterns in smooth or rock salt finish concrete;
- b) Rectangular granite or concrete block pavers in irregular sizes;
- c) Natural stone pavers set in mortar; and
- d) Materials consistent with the architectural style of Little Saigon (to be reviewed on a case-by-case basis).

20. Durable, smooth, non-slip, even surfaces should be used in well-traveled areas

✿ 21. Where possible, use permeable or open grid paving. The use of pervious paving materials reduces the negative effects of stormwater runoff and facilitates groundwater recharge.

✿ 22. The reuse of materials such as brick and flagstones should be applied where possible.

23. Tile or metal inlays should be used to create visual interest, as well as to provide public or functional art, such as directional markers.

PARKING LOT LANDSCAPING

- 1. Areas not used for vehicle parking or maneuvering, or the movement of pedestrians to and from vehicles should be used for landscaping.
- 2. Flowering trees and shrubs should be used to add color to parking areas.
- 3. Parking lot trees shall be located in the parking lot in such a manner that the trees do not cast shadows over vehicles or do not interfere with the effectiveness of the lights.

LIGHTING

1. Light fixtures should be architecturally compatible with the main structure or theme of the development. Light fixtures should be decorative and enhance the character of the area.
2. Reduce light pollution by avoiding outdoor lighting where it is not needed, providing adequate as opposed to excessive lighting. The quality of light, level of light as measured in footcandles, and type of bulb or source should be carefully considered.
3. Exterior lighting should be designed and located so as not to project off-site or into adjacent residential areas. Exposed bulbs should not be used. Cut-off lighting is preferred.
4. Provide low-contrast lighting, and use low-voltage fixtures and energy-efficient bulbs.
5. Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk and dawn.
6. Uplighting of building elements and trees should use the lowest wattage possible to minimize impacts to the night sky. Light sources for wall washing and tree lighting should be hidden.
7. Landscape lighting should be used to accent walkways and entries and/or seating areas and specimen plants.
8. Exterior lighting should be located on all walkways and alcoves.
9. Walkways and paseos should be lit to ensure safe nighttime conditions. Consider the amount and color temperature of the light provided.
10. Wall-mounted lights should be utilized to the greatest extent possible to minimize the total number of freestanding light standards.
11. Light fixtures should relate to the human scale, especially in pedestrian areas.



Light fixtures should be compatible with the building architecture.



Lighting along paseos should provide adequate light to ensure pedestrian safety.



The use of horizontal bands and ornamentation on the building facade can help reduce its bulk.



Variation in the wall plane helps to make the building appear smaller in scale.

Building Design

Building design guidelines are intended to provide a general framework for the design of buildings and to ensure a high level of architectural quality and attention to detail. The guidelines promote a unique style of building design achieved through the creative use of massing, roof forms, and facades. However a consistency in architectural styles should be employed throughout the Specific Plan area.

These guidelines do not dictate the use of any particular architectural style but does encourage the use of architectural elements similar to those found on buildings constructed in Vietnam in the early 1900s in the French Colonial tradition. Design elements and details that follow a traditional Chinese architectural theme may also be used. The guidelines that follow provide a list of design elements that are appropriate to these two styles. These guidelines should be used in tandem with the Little Saigon Design Guidelines in the City's Design Guidelines Manual.

MASSING, SCALE, AND FORM

1. Buildings should be divided into distinct massing elements. Building massing addresses wall plane location, wall heights, and roof levels. Repetitive elevations should be avoided by using a variety of building masses and forms.
2. Monolithic building wall facades should be broken by horizontal and vertical articulation. Desirable massing includes:
 - a) Variation in the wall plane (projecting and recessing elements)
 - b) Variation in wall height
 - c) Roofs containing different forms and located at different levels.
3. Exterior wall planes should be varied in depth and/or direction. Wall planes should not run in one continuous direction for more than 50 feet without a significant offset.
4. Building facades should be detailed in such a way to make the structure appear smaller in scale. Building scale can be reduced by articulating the separate floor levels with horizontal bands, reveals, trims, awnings, eaves, and overhangs or other ornamentation.
5. Buildings over three stories should be made less imposing by stepping back from the street level on elevations above the ground floor.
6. Courtyards and atriums should be used to bring light and air into interior spaces, where appropriate.
7. Surface detailing should not serve as a substitute for distinctive massing.
8. Pedestrian-scale architectural elements, such as awnings, large windows, architectural projections, and first-floor building articulation, should be applied to buildings.

9. Articulated storefronts with carefully arranged doors, windows, arches, trellises, or awnings should face onto plazas, paseos, and streets, creating active street frontages.
10. Entries should be proportional to the overall building massing.
11. The ratio of height, width, and depth of arches should emphasize the building's strength and balance.
12. The relationship between the height of a column and its mass or thickness should be appropriate to the weight of the overhead structure the column supports.
13. Building rhythm is the repetitive use of a group of visual elements to create a unified appearance of a single building along a street. Rhythms should be more complex than simply the repetition of one or more architectural details.
14. Rhythm should be expressed by using elements such as columns and pilasters or by changing materials or color.
15. Horizontal rhythm intervals should not exceed 30 feet at the ground level, irrespective of the building's total width.
16. Where appropriate, a single large building may be designed to look like multiple buildings through the use of horizontal articulation.

ARTICULATION

1. Buildings should incorporate 360-degree architecture, whereby each side of a building is treated with architectural details such as windows, overhangs, trellises, arcades, projections, awnings, insets, materials, textures, and colors.
2. The highest level of articulation should occur on the front facade and facades visible from public streets. However, similar and complementary massing, materials, and details should be incorporated into side and rear facades.
3. Building facades should incorporate wall surfaces constructed with patterns, changes in materials, building pop-outs, columns, and recessed areas to create depth and shadow patterns.
4. Storefronts should convey an open, inviting appearance through the use of windows, doors, wall composition, colors, and materials.
5. Storefronts should include a minimum of 60 percent glass.
6. Vertical focal elements, such as towers, spires, and domes, become landmarks and serve as orientation points for the community. Vertical focal elements are encouraged, especially for buildings adjacent to Bolsa Avenue.
7. Murals, trellises, or vines and espaliers should be placed on large expanses of walls at the rear or sides of buildings to soften the wall and create interest.



Awnings can add interest to the streetscene.



Changes in materials and wall surface patterns can enhance the building facade.



A taller, prominent rooftop element conveys the feeling of importance.



The use of prominent corner entries should be used at significant intersections.



Doors may be recessed to provide for free pedestrian movement.

CORNER BUILDINGS

1. Buildings with special architectural elements should be positioned on corners of significant intersections, entries, or near the center of grouped buildings. Elements may include:
 - a) Clock towers
 - b) Diagonal walls at the corner
 - c) A substantial art form or fountain
 - d) A taller, prominent rooftop element
2. Renovations to existing corner buildings with blank walls should include additional articulation and detail, display windows, and extended facade material, colors, and treatments.

ROOF FORMS

1. A variety of roof planes and ridge heights should be used.
2. Large roof overhangs should be used, whenever feasible.
3. Mansard roofs, if used on commercial structures, should wrap around the entire building perimeter where feasible. For buildings located on a property line, a full roof may not be feasible.
4. Rooftop equipment should be screened from public view.
5. When mechanical equipment is placed on a rooftop, it should be located below the highest vertical element of the building wherever possible to avoid the use of penthouse structures or other special screening devices.
6. When mechanical equipment is added to an existing building, it should be screened in such a way as to match the architectural style and materials of the existing building without giving the appearance of being added on.
7. Roof drains should be designed as an integral part of the structure and should not be exposed on building.
8. Refer to the Little Saigon Design Guidelines in the City's Design Guidelines Manual for additional guidelines related to appropriate roof forms and roof materials in Little Saigon.

BUILDING ENTRIES

1. The main entrance to a building should be clearly identifiable. Emphasize the customer entrance through the use of canopies or porticos, recesses or projections, arcades, tiled entrance, change in material or detailing, arches, or towers.
2. Awnings or signs should be used to help clearly demarcate building entries and help orient pedestrians.
3. Doors should be in scale with the building elevation.
4. Secondary entries should be clearly identifiable and distinctly designed while complementing the main building entry.

WINDOWS AND DOORS

1. Window type, material, shape, and proportion should complement the architectural style of the building entry.
2. The appropriate design of door and window openings is critical to establishing the architectural character of Little Saigon. Therefore, traditional designs should be used, especially on the main building facades facing streets and parking lots.
3. Maximum visibility should not be the determining factor in dealing with retail display windows. Balance and the effect on the overall facade design should be carefully considered.
4. Doors and windows should be used to establish rhythm and harmony within the overall building design. Uniform sizes and spacing should be employed as this reinforces the idea of symmetry.
5. Desirable door design elements include:
 - a) Recessed doors to convey appearance of thick walls;
 - b) Wood construction with single-pane windows;
 - c) Metal door frames with dark anodized finish or painted to match building trim;
 - d) Double door entries; and
 - e) Ornate hand pulls (wood or brass).
6. Storefront display windows may be large but should not extend from floor to ceiling. At ground level, a bulkhead of approximately 24 inches should be provided.



Doors and windows should be used to establish rhythm and harmony in the building facade.



A bulkhead of approximately 24 inches in height should be used below store windows.



Recessed windows provide depth and interest in the building facade.



Awnings should be used to add architectural interest to the building facade.

7. Use clear glass (88% light transmission) on the first floor. Tinted glass allowing a minimum of 50% light transmission should be considered only for use in second floor windows and above and on an Individual case basis. The use of reflective glass is prohibited.
8. Desirable window design elements include:
 - a) Wood frames;
 - b) Metal frames with dark anodized finish or painted to match building trim; and
 - c) Clear glass to 30% tinted.
9. Recessed windows provide depth and should be used where appropriate to the architectural style.
10. Awnings, landscaping, spectrally selective glass, and controllable blinds should be provided to reduce heat gain through windows.
11. South and west facing windows should be shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.

AWNINGS

1. Awnings and umbrellas should be made of a durable matte finish vinyl, commercial grade fabric, canvas or similar cloth material.
2. Fabric awning colors which are least susceptible to fading are blue, green and neutral. Fabric awning colors that are most susceptible to fading are brown, yellow, orange and red and should not be used.
3. Glossy, shiny plastic, metal, and Plexiglas awning materials are strongly discouraged. Internally illuminated awnings are discouraged.
4. Use awnings and canopies on buildings to add architectural interest. They provide an excellent means of breaking up large walls that otherwise may be left blank. The addition of fabric awnings over doors and windows is a simple way to update the appearance of a building as part of a renovation or facade remodel.
5. The design of awnings should relate to the overall facade on which they are to be placed in terms of size, shape, scale and color.
6. Awnings on contiguous buildings should be the same color, form, and general location.
7. Signs may be printed on the awnings but should be restricted to the awning flap (valance) or to the end panels of shed, curved or box awnings. Awning signs should be included in the calculation of total sign area.

BUILDING APPURTENANCES

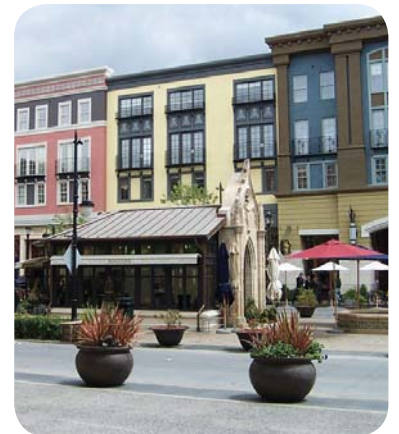
1. Exterior stairways should be designed as an integral part of the overall architecture of the building and should complement its massing and form.
2. Exterior stairways should be designed with decorative features such as tile risers and rails to create visual interest while meeting functional needs.
3. Exterior stairways should be visible from the surrounding area and well lit.
4. Chimneys, guardrails, gutters, downspouts, vents, and other protrusions on the exterior of the building should be decorative or designed to integrate with the building facade.
5. Common mailbox enclosures should be designed similar in form, materials, and color to the main building and should be located away from high traffic pedestrian areas.

MATERIALS AND COLORS

1. Materials and colors can affect the apparent scale and proportion of buildings and should be carefully considered in relation to the overall design of the building and other structures in the immediate area.
2. The predominant colors of exterior walls should be neutral earth tones; light beige, buff, tan. Brighter colors may be used for accent trim. For buildings in the French Colonial style, light pastel yellow and off-white are also appropriate colors.
3. Materials that are undesirable and should not be used include:
 - a) Concrete block;
 - b) Simulated wood or masonry;
 - c) Heavy troweled stucco finish;
 - d) Clapboard;
 - e) Glass curtain walls;
 - f) Imitation 'rock work' and other thin masonry (brick) veneers;
 - g) Corrugated metal or plastic; and
 - h) Standing seam metal walls.
4. Appropriate trim colors from the traditional Chinese style include bright red, dark green, black, and to a limited extent, gold. Appropriate trim colors from the French Colonial style are generally white or medium to dark green.
5. Colors that are undesirable and should not be used for exterior walls include shades of blue, violet, pink, dark brown.



The use of appropriate building colors adds variety and interest to the streetscene.



A variety of roof planes and ridge heights should be used.



Creative use of materials can enhance the appearance of a building.

6. The dominant color of new buildings should relate to the inherent color of the primary building's finish materials.
7. Subdued colors should be used for the overall color scheme. A bright trim color may be appropriate if it can be shown to enhance the general appearance of the building.
8. The color palette chosen for a building should be compatible with the colors of adjacent buildings.
9. The number of colors appearing on the building exterior should be minimized. Generally, small commercial buildings should use no more than three colors; however exceptions can be made if the application of multiple colors is used sparingly to add interest.
10. Flashing, sheet metal, vent stocks, pipes and other mechanical equipment should be painted to match adjacent surfaces.
11. Subtle accent colors should be used to identify special areas such as entries, courtyards, alcoves, etc.
12. Color accented window and door frames should be used.
13. Neon lighting may be used as an architectural accent.
14. Large areas of intense white color should be avoided.
15. Bright neon paint colors should be avoided.
16. Non-toxic, recycled-content materials should be used whenever possible.

If buildings are overly regulated for consistency, the outcome can be uninteresting and not attractive to pedestrians (top photo).



The color palette of adjacent buildings should be compatible, but variation in color, placement of awnings, signage and lighting can create a more lively streetscape that is more desirable to visitors (bottom photo).



Utility, Service, and Loading Areas

Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection, and other service functions are necessary elements of commercial development. These guidelines are intended to minimize visual and noise impacts on surrounding development.

UTILITY, SERVICE, AND LOADING AREAS

1. All utility equipment including, but not limited to, electric and gas meters, electrical panels, cable boxes, and junction boxes should be located in a utility room within the building.
2. Any outdoor equipment, whether on a roof, on the side of a structure, or on the ground should be appropriately screened. The method of screening should be architecturally integrated with the adjacent structure in terms of materials, color, shape, and size.
3. Exterior on-site utilities must be installed underground. Utilities and connections that are located above ground should not interfere with or adversely impact access, visibility, appearance, or the character of the structures near which these elements are located.
4. Where screening is required, a combination of elements should be used, including solid masonry walls, berms, and landscaping.
5. Roof access should be provided from the interior of the building. Exterior roof access ladders are not appropriate.
6. Access for fire apparatus should be part of the planning process to avoid disrupting the visual integrity of a project.

TRASH AND RECYCLING ENCLOSURES

1. Similar or the same materials should be used on the trash and recycling enclosure as the building. The enclosure should have a solid roof structure that is designed to be architecturally compatible with the buildings.
2. Half of the trash and recycling area should be dedicated to recycling containers.
3. Where applicable, a pedestrian entrance should be provided to the trash and recycling enclosure so that access gates do not have to be opened often.
4. Trash and recycling enclosures located in parking lots should be separated from adjacent parking stalls by minimum three-foot wide planters with low-growing plant materials.



Trash enclosures located in parking lots should be separated from adjacent stalls by planters.



Signs reflecting the type of business through design are encouraged.



Signs should be consistent with the proportion and scale of the building elements in the facade.



Art pieces are an integral part of the streetscene.

Signs

Signs play an important role in advertising commercial development, as well as giving directional information to residents, shoppers, and visitors. These guidelines are intended to balance the advertising needs of businesses with the need to prevent visual clutter. In addition to the guidelines below, refer to the City's Design Guidelines Manual for design criteria related to signs.

GENERAL SIGN DESIGN

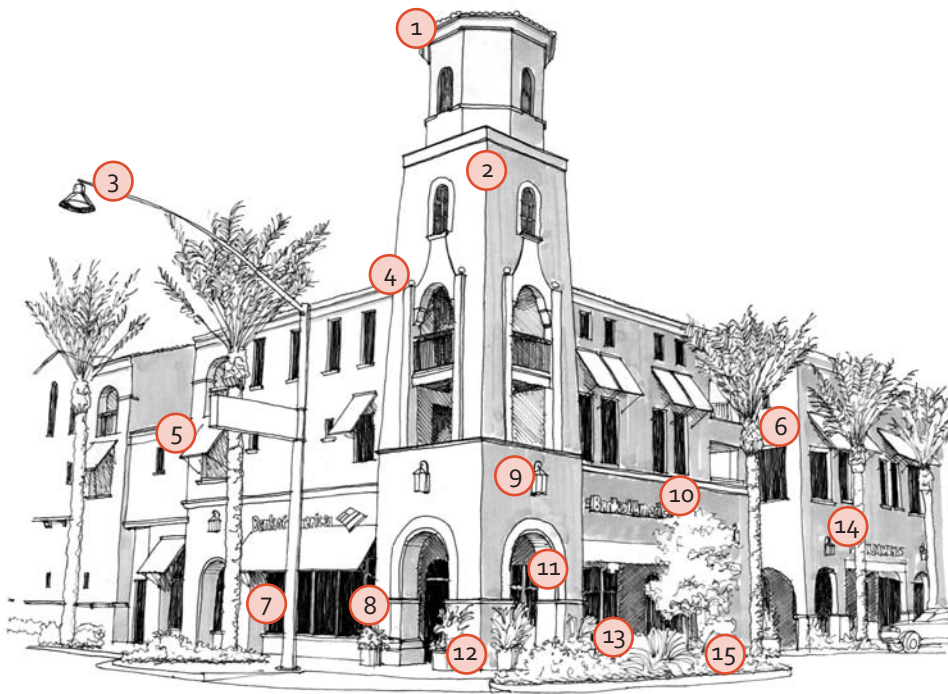
1. Signs should be consistent with the proportion and scale of building elements within the facade.
2. Figurative signs, or signs reflecting the type of business through design, shape, or graphic form are encouraged.
3. Creative signs that identify and accentuate building entries are encouraged.
4. To conserve energy, there should be a standard shutoff time for illuminated signs for businesses that do not operate at night.
5. As a general rule, letters should not appear to occupy more than 75 percent of the sign area.
6. For signs on awnings, the sign or logo areas should not occupy more than 30 percent of the awning panel.

Public Art

1. All forms of original visual art are encouraged, including, but not limited to:
 - a) Painting of all media, such as portable and permanently affixed works such as murals;
 - b) Sculpture, which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, architectural, etc. in any material or combination of materials; and
 - c) Other visual media including, but not limited to: prints, drawings, stained glass, artistic lighting, mosaics, photography, clay, wood, metals, paving, plant materials, plastics, or other durable and weather-resistant materials.
2. Artwork siting and its visibility are important design considerations. The artwork shall be easily visible to the general public and be located in an area specifically designated on the approved building plans. Appropriate locations may include entryways, greenbelts, pathways and building exteriors.
3. A wide range of styles, materials and types of artworks is encouraged to assure a balanced and interesting collection.
4. Exterior artwork(s) should be adequately lit to be clearly visible from sidewalks during evening hours. Interior artworks should be adequately lit during all hours of public access.
5. To provide diversity in artwork and opportunity among artists, generally not more than five pieces by the same artist are permitted.
6. Artwork should be an integral part of the landscaping and/or architecture of the building.

Figure 5.1 Building Form and Design Elements

The illustration below depicts how buildings can incorporate a variety of design elements to create an attractive streetscape. These components should be applied to commercial, residential, and mixed-use buildings.



1. Combine vertical building features with other elements to create focal points and identity.
2. Orient storefronts and major building entries toward streets and active pedestrian areas.
3. Exterior lighting should be located on all walkways and alcoves.
4. Divide buildings into distinct massing elements.
5. Awnings and canopies on buildings add architectural interest.
6. Vary exterior wall planes in depth and/or direction.
7. Storefronts should include a minimum of 60 percent glass. Windows may be large but should not extend from floor to ceiling.
8. Design elements on building facades create depth and shadow patterns.
9. Utilize wall-mounted lights to minimize use of freestanding light standards.
10. Signs should match the proportion and scale of building elements within the facade.
11. Storefronts should convey an open, inviting appearance through use of windows, doors, and entrance features.
12. Apply pedestrian-scale architectural elements to buildings.
13. Trees, shrubs, and ground cover should be used in a variety of sizes.
14. Use accent planting around entries and key activity hubs.
15. Direct drainage to permeable areas such as landscaped planters.



Direct access to individual residential units should be elevated from the street.



Buildings should incorporate porches, landscaping, and other features at the street level.



Pedestrian linkages

Multi-Family Design Guidelines

This section provides guidelines for the design of multi-family developments in the Moran Street Specific Plan area. These guidelines should be used in conjunction with the Commercial Design Guidelines and the Little Saigon Design Guidelines found in the City of Westminster's Design Guidelines Manual. Please refer to Figure 5.1 for an illustration of some of these guidelines.

Site Design

Site design guidelines address the design and layout of buildings, streets, plazas, and paseos and the effective movement of vehicular and pedestrian traffic that is critical to ensuring a cohesive and pedestrian oriented neighborhood. A key part of these guidelines in the strategy of crime prevention through environmental design (CPTED). Fundamentals of the strategy include the promotion of natural surveillance, use of unique security features, and the definition of different spaces within the community. For example, the orientation of buildings and the integration of interactive elements into building layout and design provide natural surveillance and contribute to pedestrian safety. Also refer to the Residential Design Guidelines in the City's Design Guidelines Manual for common security issues and general design principles related to security in multi-family developments.

SITE LAYOUT

1. Buildings should be placed close to, and oriented toward, the street. Building placement and orientation should be designed to create visual interest along streets.
2. Dwellings should incorporate porches, trellises, landscaping, and other features to extend the living area toward the street and soften the transition between the street and the dwelling. When placed correctly, these elements can also provide shading.
3. Cluster buildings to preserve land for other uses such as plazas and paseos.
4. Developments should avoid long "barrack-like" structures. Where possible, use courtyards or other methods to break up the building mass and provide natural ventilation.
5. Buildings should emphasize pedestrian access and connections to sidewalks, paseos, plazas, and other pedestrian spaces.
6. The need for pedestrians to cross parking aisles should be minimized. Landscape island walkways should be used to connect parking and building entries.
7. Pedestrian linkages to nearby neighborhoods, commercial projects, and open spaces should be provided.
8. Provide easily identifiable and direct pedestrian access from public sidewalks to the on-site pedestrian circulation system.

9. Where feasible, pedestrian paths should be made from permeable materials, such as decomposed granite, to soften the built environment and allow for stormwater percolation.
10. Buildings should be configured and oriented to afford a sense of privacy and create small-scale open spaces. Window placement should respect the privacy of adjacent residential structures.
- ❁ 11. Building placement should not limit solar access by shading adjacent rooftops.
- ❁ 12. Buildings should be oriented on an east/west axis to maximize the use of natural light, however west-facing windows should be protected from excess solar heat in the summer season.

CIRCULATION AND PARKING

1. The site area adjacent to the street should not be dominated with parking. Parking should be concentrated in areas behind buildings and away from the street when possible.
- ❁ 2. Large projects should break up parking areas into a series of smaller connected parking areas to create visual interest and reduce “heat island” effects.
3. Parking areas should be separated from a building with both a minimum four foot wide raised pedestrian sidewalk and a minimum eight foot wide landscape strip.
4. Garages and parking areas should be located to have the least amount of visual impact on the street.
5. Garages should be designed as an integral part of the architecture of the development. They should be the same in materials, color and detail to the principal buildings of the development.
6. Garage doors should be recessed into, rather than flush with, the exterior wall.
- ❁ 7. Shade trees and shade structures should be provided in parking lots to reduce the amount of heat absorbed by paved parking surfaces.
8. Accessible, secure, and lockable bicycle parking should be provided at strategic locations throughout the development.
9. Landscape planters should be provided adjacent to garage entries along drive aisles to help soften the built environment.
- ❁ 10. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of stormwater runoff and to facilitate groundwater recharge.



Garage doors should be recessed into, rather than flush with, the exterior wall.



Landscape planters along drive aisles help to soften the built environment.



Entry drives should have an accent feature such as enhanced paving.



Common open spaces should provide a safe environment for residents.



Common open spaces should be functional and encourage social activity.

ENTRY DRIVES

1. The main vehicular access into a multi-family development should be through an entry drive rather than a parking drive. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
2. A combination of the following accent features shall be incorporated into a project entry drive:
 - a) Ornamental landscaping
 - b) Landscaped medians
 - c) Water features
 - d) Architectural monuments
 - e) Decorative walls
 - f) Enhanced paving (colored, textured, and/or permeable)
3. Project entry features should reflect the overall architectural character of the development.
4. Driveway entries should align with existing or planned median openings and adjacent driveways.
5. The number of site access points should be minimized.

COMMON OPEN SPACE

1. Residents of multi-family developments should have safe, efficient, and convenient access to usable open space, whether public or private, for recreation and social activities.
2. Convenient access to public or private open spaces should be incorporated into the project by way of bicycle and pedestrian pathways.
3. Open spaces should focus on areas that are usable to the residents and not merely remainder parcels with marginal utility.
4. Buildings, parking areas, and open space should be arranged to minimize the use of sound walls next to arterial and/or collector streets.

Landscaping and Lighting

Landscaping and lighting will play a prominent role in establishing an identity and theme for the Specific Plan area and will act as an overall unifying element, transcending parcel boundaries and defining open space areas.

LANDSCAPING

1. In keeping with the architectural style of Little Saigon and in order to help reinforce its overall character, the plant materials palette should be drawn from the Little Saigon Design Guidelines in the City's Design Guidelines Manual.
2. The use of small oriental style gardens is an important design element in Little Saigon. Refer to the City's Design Guidelines Manual for basic design principles for oriental gardens.
3. Trees should be used to create an intimate scale, enclose spaces, and frame views, but placement should respect the long-range views of surrounding neighbors.
4. Seasonal shading from trees and shrubs on southern and western facades should be used when developing planting schemes for courtyards and required setback areas. Deciduous trees provide solar control during summer and winter while providing fall color, seasonal flower, and other desired effects.
5. Vines and potted plants should be used to provide facade texture and color, as well as to accentuate entries, plazas, and paseos.
6. Accent planting should be used around entries and key activity hubs.
7. Lawn areas should be planted to serve a functional purpose. Sod should be used for turf installation.
8. Drought tolerant grasses should be used for lawn areas where possible.
9. Incorporate roof gardens where possible.
10. Soil depths, roof drainage, and waterproof membranes should be considered during the structural design of the building.
11. Drip irrigation systems should be used with roof gardens to conserve water.
12. Irrigation systems should be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.
13. Irrigation systems should incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.



Deciduous trees help with solar control during summer and winter on southern and western facades.



Potted plants can provide facade texture and color, and accentuate entries.



Accent plantings should be used at building entries and pathways.



Natural stone pavers should be used to provide clear identification of pedestrian walkways.



Parking lot landscape islands should have ~~be~~ a minimum curb to curb width of five feet ~~wide~~ to accommodate landscaping and sidewalks.

14. Landscaping located directly below the eaves or at a rain gutter outlet should be sturdy and be able to tolerate heavy sheet flow and periodic saturation.
15. Urban runoff can be greatly reduced by diverting storm water from impervious areas, such as concrete surfaces, to landscaped areas. Infiltration basins where water can seep into the ground should be used.
16. Large expanses of single plant varieties should be avoided due to the potential for complete loss of landscaping if struck with disease.
17. Landscaping should be used to screen trash enclosures, parking areas, storage areas, loading areas, and public utilities.
18. Paving treatments should be used to provide clear identification of pedestrian access points and walkways, entry drives, prominent intersections, and pedestrian crossings. Appropriate treatments include:
 - a) Scored patterns in smooth or rock salt finish concrete;
 - b) Rectangular granite or concrete block pavers in irregular sizes;
 - c) Natural stone pavers set in mortar; and
 - d) Materials consistent with the architectural style of Little Saigon (to be reviewed on a case-by-case basis).
19. Durable, smooth, non-slip, even surfaces should be used in well-traveled areas.
20. Where possible, use permeable surfaces, such as paver blocks, lattice blocks, or grasscrete. The use of pervious paving materials encourages pedestrian traffic and facilitates groundwater recharge.
21. The reuse of materials such as brick and flagstones should be applied where possible.
22. Light colored paving should be incorporated near buildings to reduce the amount of heat radiating onto buildings and people.

PARKING LOT LANDSCAPING

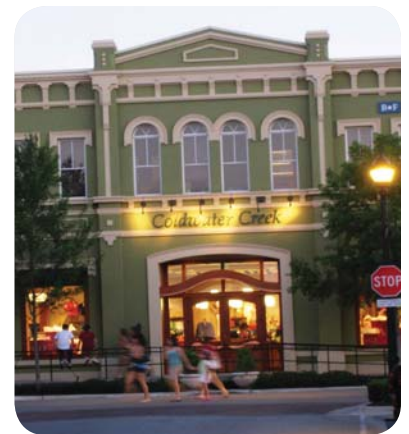
1. Parking lot trees with 30-foot to 40-foot canopies should be planted to shade parked cars and create a more attractive environment.
2. For trees planted within the vicinity of parking lot lights, ensure that tree canopies do not create shadows from the lights and do not interfere with the effectiveness of the lights.
3. Consideration of plant materials adjacent to parking spaces should be a priority. Thorns, stickers, and sharp leaves should be avoided.
4. Landscape islands should be a minimum of five feet wide to allow tree growth and to avoid hitting tree trunks.
5. Parking spaces should be allowed to overhang into a landscaped area a maximum of two feet. However, the two feet encroachment and the required protective curb area should be counted only as a part of the length of the parking stall and should not be calculated as landscaped area or setback.

LIGHTING

1. Light fixtures should be architecturally compatible with the main structure or theme of the development. Light fixtures should be decorative and enhance the character of the area.
2. Reduce light pollution by avoiding outdoor lighting where it is not needed, providing adequate as opposed to excessive lighting. The quality of light, level of light as measured in footcandles, and type of bulb or source should be carefully considered.
3. Exterior lighting should be designed and located so as not to project off-site or into adjacent residential areas. Exposed bulbs should not be used. Cut-off lighting is preferred.
4. Provide low-contrast lighting, and use low-voltage fixtures and energy-efficient bulbs.
5. Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk and dawn.
6. Uplighting of building elements and trees should use the lowest wattage possible to minimize impacts to the night sky. Light sources for wall washing and tree lighting should be hidden.
7. Landscape lighting should be used to accent walkways and entries and/or seating areas and specimen plants.
8. Walkways and paseos should be lit to ensure safe nighttime conditions. Consider the amount and color temperature of the light provided.
9. Recreational amenities and courtyards should be well lit to enhance the pedestrian experience and create a safe environment.
10. Where landscaping is lit, low-voltage lighting should be used whenever possible to conserve energy. Energy efficient lamps and ballasts, controlled by photoelectric methods or timers, should be incorporated.
11. Wall-mounted lights should be utilized to the greatest extent possible to minimize the total number of freestanding light standards.
12. Light fixtures should relate to the human scale, especially in pedestrian areas.
13. Use renewable energy sources for lighting.



Lighting should be used to accent seating areas.



Decorative light fixtures can enhance the character of the area.



Repetitive elevations should be avoided by using a variety of building masses and forms.



Building wall facades should be broken by horizontal and vertical articulation.



Windows, overhangs, fixtures and other details reduce a building's scale.

Building Design

Building design guidelines are intended to provide a general framework for the design of buildings and to ensure a high level of architectural quality and attention to detail. The guidelines promote a unique style of building design achieved through the creative use of massing, roof forms, and facades. However a consistency in architectural styles should be employed throughout the Specific Plan area.

These guidelines do not dictate the use of any particular architectural style but does encourage the use of architectural elements similar to those found on buildings constructed in Vietnam in the early 1900s in the French Colonial tradition. Design elements and details that follow a traditional Chinese architectural theme may also be used. The guidelines that follow provide a list of design elements that are appropriate to these two styles. These guidelines should be used in tandem with the Little Saigon Design Guidelines in the City's Design Guidelines Manual.

MASSING, SCALE, AND FORM

1. Buildings should be divided into distinct massing elements. Building massing addresses wall plane location, wall heights, and roof levels. Repetitive elevations should be avoided by using a variety of building masses and forms.
2. Monolithic building wall facades should be broken by horizontal and vertical articulation. Desirable massing includes:
 - a) Variation in the wall plane (projecting and recessing elements)
 - b) Variation in wall height
 - c) Roofs containing different forms and located at different levels
3. Combinations of different building heights should be used to create visual interest and variation in the massing and building height.
4. Upper stories of multi-family buildings should be stepped back to reduce the scale of facades that face the street, plazas, or pedestrian areas.
5. To reduce building massing adjacent to existing single-story development, use of single-story elements and stepping back multi-story development is encouraged.
6. Vertical elements such as towers may be used to accent horizontal massing and provide visual interest.
7. Building scale should be reduced through the proper use of window patterns, structural bays, roof overhangs, wall materials, awnings, fixtures, and other details.
8. Architectural details that relate to a human scale, such as arches, trellises, or awnings, should be used on lower walls.
9. Orient porches, verandas, balconies, patios and decks towards open spaces to increase visibility of these areas and enhance their safety.

ARTICULATION

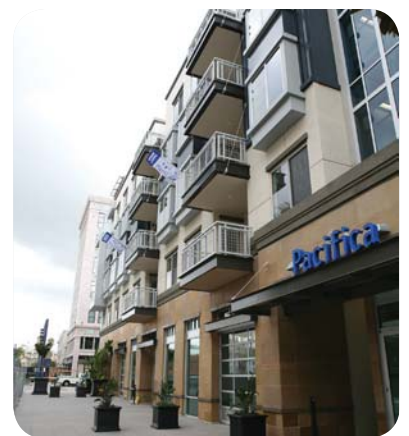
1. Building facades should be detailed in a way that makes them appear smaller in scale. Facades should be articulated with significant use of architectural elements and details: by articulating the separate floors with horizontal bands or by increasing the detail on the building at the street or ground level. All buildings should have a visual base that allows the building to appear more human in scale.
2. Long, unbroken facades and box-like forms should be avoided. Elements such as balconies, porches, arcades, dormers, and cross gables should be used to add visual interest.
3. To the extent possible, each of the dwelling units should be individually recognizable. The following methods could be used to break up building massing:
 - a) Vary front setbacks within same structure
 - b) Stagger and jog unit planes
 - c) Design a maximum of two adjacent units with identical wall and roof lines
 - d) Vary building orientations to avoid monotony and long garage door corridors
4. Buildings should incorporate 360-degree architecture, whereby each side of a building is treated with windows, wall articulations, moldings, pilasters, trellises, exposed chimneys, variation of building materials, etc. Blank walls should be avoided.
5. The highest level of articulation should occur on the front facade and facades visible from public streets. However, similar and complementary massing, materials, and details should be incorporated into side and rear facades.
6. Buildings should be designed with the integration of varied texture, relief, and design accents on all walls.
7. There should be a change in wall planes on all sides of the structure visible from a public street. Wall planes should not run in one continuous direction for more than 50 feet without a significant offset.
8. Architectural elements that add visual interest, scale, and character, such as recessed or projecting balconies, trellises, recessed windows, insets, verandas, and porches are strongly encouraged.



The top floors of multi-family buildings should be set back to make them appear more human in scale.



Long, unbroken facades can be avoided by using balconies, porches or other elements.



Projecting balconies add visual interest to a building.



Variation in roof planes enhance a building's aesthetics.



Window articulation should be used where appropriate to improve the facade of a building.

9. Building elements and details should be consistent with the chosen architectural style.
10. Surface detailing should not serve as a substitute for well integrated and distinctive massing.
11. Chimneys should be exposed as architectural features rather than hidden within a wall surface. Chimney caps should be decorative and conceal spark arrestors.

ROOF FORMS

1. A variety of roof planes and ridge heights should be used.
2. Large roof overhangs should be used, whenever feasible.
3. Rooftop equipment should be screened from public view.
4. When mechanical equipment is placed on a rooftop, it should be located below the highest vertical element of the building wherever possible to avoid the use of penthouse structures or other special screening devices.
5. When mechanical equipment is added to an existing building, it should be screened in such a way as to match the architectural style and materials of the existing building without giving the appearance of being added on.
6. Roof drains should be designed as an integral part of the structure and should not be exposed on building
7. Refer to the Little Saigon Design Guidelines in the City's Design Guidelines Manual for additional guidelines related to appropriate roof forms and roof materials in Little Saigon.

WINDOWS AND DOORS

1. Maximize daylighting and views through window placement and design. Passive solar design can be used to reduce heating requirements by 30 percent to 50 percent, thus saving money and energy.
2. Window articulation, such as sills, trim, kickers, shutters, or awnings, should be applied, where appropriate to the architectural style, to improve the facade of the building.
3. For organization of the facade, primary upper and lower windows should stack vertically whenever possible.
4. To enhance privacy, windows on side elevations of adjacent structures should be staggered whenever possible. Windows should not be positioned directly opposite of windows in the adjacent structure.
5. Any faux shutters should be proportional to the adjacent windows to create the appearance of real and functional shutters.

- 6. EPA "Energy Star" labeled windows with low-e coatings are encouraged.
- 7. Window type, material, shape, and proportion should complement the architectural style of the building entry.
- 8. The appropriate design of door and window openings are critical to establishing the architectural character of Little Saigon. Therefore, traditional designs should be used, especially on the main building facades facing streets and parking lots.
- 9. Desirable door design elements include:
 - a) Recessed doors to convey appearance of thick walls;
 - b) Wood construction with single-pane windows;
 - c) Metal door frames with dark anodized finish or painted to match building trim;
 - d) Double door entries; and
 - e) Ornate hand pulls (wood or brass).
- 10. Desirable window design elements include:
 - a) Wood frames;
 - b) Metal frames with dark anodized finish or painted to match building trim; and
 - c) Clear glass to 30% tinted.
- 11. Recessed windows provide depth and should be used where appropriate to the architectural style.
- 12. Awnings, landscaping, spectrally selective glass, and controllable blinds should be provided to reduce heat gain through windows.
- 13. South and west facing windows should be shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.

DWELLING UNIT ACCESS

- 1. Access points to units should be clustered in groups of four or less. Long, monotonous access balconies and corridors that provide access to five or more units should be avoided.
- 2. The entrances to individual units should be visible from public areas where possible. Building entrances should be emphasized through the use of lighting, landscaping, and architecture.
- 3. Simple, clean, bold projections of stairways should be used to complement the architectural massing and form of multi-family structures.
- 4. Stairways should be constructed of smooth stucco, plaster, or wood, with accent trim of complementary colors. Stairwells that are open and have visibility into and from the stairwell are recommended. Thin-looking, open metal, prefabricated stairs are discouraged.



Recessed windows provide depth to a building's exterior.



Building entrances should be emphasized.



Smooth stucco and painted concrete and wood should be the primary exterior materials.



Neutral earth tones should be used as the predominant color for exterior walls.



Changes in material should occur at a change in plane.

MATERIALS AND COLORS

1. Utilizing a variety of materials on a wall plane is encouraged.
2. Material changes should occur at a change in plane where the changes tend to appear substantial and integral to the structure, preferably at an inside corner. Material changes not occurring at a change in plane appear “tacked-on” and should be avoided.
3. Materials should be aesthetically pleasing but very durable and should require low maintenance.
4. The primary exterior building materials should be smooth finish stucco, painted concrete and wood.
5. Materials should be used that reduce the transfer of heat into and/or out of the building.
6. Non-toxic, recycled-content materials should be used whenever possible.
7. The use of light-colored roofing materials to reflect heat and reduce cooling in buildings is encouraged.
8. Natural materials, such as brick, stone, copper, etc., should be left the natural color.
9. The exterior use of wood should be limited to columns, posts, beams, roof overhangs and supporting brackets. Large wall surfaces of wood should be avoided.
10. Wood should be painted or stained. Unfinished wood is not appropriate.
11. Building materials and colors should be kept simple and uncluttered. Subtle accent colors should be used to identify special areas such as entries, courtyards, alcoves, etc.
12. The predominant colors of exterior walls should be neutral earth tones; light beige, buff, tan. Brighter colors may be used for accent trim. For buildings in the French Colonial style, light pastel yellow and off-white are also appropriate colors.
13. Materials that are undesirable and should not be used include:
 - a) Concrete block;
 - b) Simulated wood or masonry;
 - c) Heavy troweled stucco finish;
 - d) Clapboard;
 - e) Glass curtain walls;
 - f) Imitation ‘rock work’ and other thin masonry (brick) veneers;
 - g) Corrugated metal or plastic; and
 - h) Standing seam metal walls.

14. Appropriate trim colors from the traditional Chinese style include bright red, dark green, black, and to a limited extent, gold. Appropriate trim colors from the French Colonial style are generally white or medium to dark green.
15. Colors that are undesirable and should not be used for exterior walls include shades of blue, violet, pink, dark brown.

Utility, Trash, and Recycling Areas

UTILITY AREAS

1. Any outdoor equipment, whether on a roof, side of a structure, or the ground, should be appropriately screened from view. The method of screening should be architecturally integrated with the adjacent structure in terms of materials, color, shape, and size.
2. Utility service areas, such as electrical panels, should be placed within enclosures that are architecturally integrated into the building design.
3. A combination of elements should be used for screening, including solid masonry walls, berms, and landscaping.
4. Screen walls should be designed to blend with the site's architecture.
5. Guardrails should complement the architectural style of the building.
6. Access for fire apparatus should be part of the planning process so as not to disrupt the visual integrity of a project.
7. Gutters and downspouts on the exterior of the building should be decorative or designed to integrate with the building facade.
8. Drainage should be directed to permeable areas to minimize discharge to the storm drain system.
9. Common mailbox enclosures should be designed similar in form, materials, and color to the surrounding buildings.

TRASH AND RECYCLING ENCLOSURES

1. Similar or the same materials should be used on the trash and recycling enclosure as the building. The enclosure should have a solid roof structure that is designed to be architecturally compatible with the buildings.
2. Trash and recycling enclosures should be screened with landscaping and wall materials that are architecturally compatible to the building design.
3. Half of the trash and recycling area should be dedicated to recycling containers.
4. Trash and recycling enclosures located in parking lots should be separated from adjacent parking stalls by minimum three-foot wide planters with low-growing plant materials.
5. Trash and recycling bins should be conveniently accessible for collection and maintenance and should not block access drives during loading operations.
6. Drainage from adjoining roof and pavement should be diverted around the trash and recycling area.



Trash receptacles should be enclosed and screened from view.



Multiple buildings in a mixed-use development should vary in height.



Architectural styles and materials shall be consistent throughout an entire mixed-use project.



Secured entrances and exits for residential units must be provided in mixed-use projects.

Project Specific Design Guidelines

The design guidelines in this section are intended to provide additional guidance in the design of mixed-use projects, hotels, and parking structures, however each of these project types should follow the relevant guidelines stated in previous design guidelines sections of this document. For example, the design of storefronts in a mixed-use building should be consistent with the commercial section of this document. Please refer to Figure 5.1 for an illustration of some of these guidelines.

Mixed-Use

1. Where multiple buildings are planned in a mixed-use development, the structures should be of varying heights to create visual interest from the street.
2. Site planning must take the location of residential units into consideration and must screen or cover service areas to minimize noise levels and visual impacts.
3. Where commercial and residential uses are on the same level, different design methods may be used to clearly distinguish between public and private (commercial versus residential) spaces and access points. These methods could include vertical separation by raising the residential unit slightly above grade or applying distinguishing materials, textures, colors, or other physically clear demarcations at a common grade level.
4. The residential units must be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the nonresidential uses and are directly accessible to resident parking areas.
5. Utility structures become a larger design issue as density increases. The various structures and boxes must be carefully sited and coordinated with landscaping before final engineering plans are done. Major utilities and pull-boxes shall be out of the line of sight.
6. Parking in the mixed-use areas includes public and private facilities, surface and structured parking. Parking for residents must be secure, accessible, and separated from that open to the general public.
7. Mixed-use projects with residential uses should use a minimal amount of commercial signs and place signs only where most appropriate.
8. Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project, however variations in materials and details may be used to differentiate between the residential and commercial portions of the project.

Hotel

1. Buildings and not parking areas should establish the image and character of the project along the street frontage.
2. Short term parking or valet service should be provided in close proximity to the hotel lobby/check-in area.
3. Valet parking is encouraged to promote compact parking solutions.
4. Delivery and loading areas should be located away from the main entry to the hotel.
5. All sides of the hotel building visible to the public should be architecturally detailed.
6. Exterior corridors on multi-level buildings are strongly discouraged. Structures over two stories should incorporate interior access to guest rooms. Room entrances directly adjacent to parking lots exterior walkways are discouraged.
7. Pedestrian oriented uses such as restaurants and retail should be located along the street level of the hotel.

Parking Structures

Parking structures often dominate the surroundings in which they are located and can negatively impact the visual quality of adjacent streets and pedestrian movement along it. The following parking structure types may be used in the Moran Street Specific Plan area.

- **Parking Structure (Exposed).** An above-ground parking structure that is fully or partially exposed to the front street on the ground level.
- **Parking Structure (Wrapped Ground Level).** An above-ground parking structure where non-parking uses are integrated into the ground level of the building along the parcel's entire street frontage. The parking structure may be exposed to the building's street frontage on upper levels.
- **Parking Structure (Wrapped All Levels).** An above-ground parking structure where non-parking uses are integrated into the building along the parcel's entire street frontage on all levels of the building. The parking structure is totally hidden behind non-parking uses.
- **Parking Structure (Partially Subterranean).** A parking structure built below the main building mass and partially submerged underground. The parking podium may project above the sidewalk or average finished grade by a maximum of 5 feet.
- **Parking Structure (Subterranean).** A parking structure that is fully submerged underground and is not visible from the street.



Parking structure exposed on all levels with landscape screening at the ground floor.



Parking structure wrapped on all levels by residential uses.



Parking structure wrapped on the ground floor level by retail shops.



Screening and/or landscape buffers can be used to mask a parking structure.



Parking structure exposed on all levels with landscape screening at the ground floor.

The following guidelines are intended to guide the design of parking structures and to ensure they achieve high level of design quality.

1. Parking structure proportions should reflect those of a regular building. Openings should look more like window openings than long, horizontal parking garage openings. Openings should include framing that mimics windows with vertical members to de-emphasize the horizontal lines of the structure.
2. Substantial massing should be applied to the corners of parking structures to anchor the building and give the structure proportions more similar to a commercial building. Corner massing should incorporate relief to add visual interest.
3. Horizontal openings should be broken up with vertical columns to create a rhythm of openings.
4. Pedestrian-scale architectural elements, such as awnings, should be applied to vehicular and pedestrian entrances.
5. Where appropriate, parking structures along a pedestrian streets should be designed to offer ground level retail or office space.
6. Where retail is not provided on the ground floor, the structure should not directly abut paved areas. A minimum 5-foot wide landscape area should be provided between the structure and paved areas. The landscaped area should be designed to provide storm water retention.
7. Consider providing landscaping and vines on building facades to help reduce the visual impact of the structure.
8. Landscaped berms at the perimeter of the garage can be used to screen lower levels without concealing activity or compromising public safety.
9. Surveillance cameras are recommended at the entrances and exits of the structure.
10. Elevator locations should be visible from passersby, with signs clearly placed directing pedestrians to the elevator.
11. Elevator areas and stairwells should be well lit and recorded via surveillance cameras.
12. Lighting should be placed to minimize shadows projected from vehicles, columns, and corners.
13. Energy-efficient lighting should be used where possible.
14. Natural light should be used as possible.
15. Interior walls should be painted white to add more light to the structure by reflection.

6. Administration and Implementation

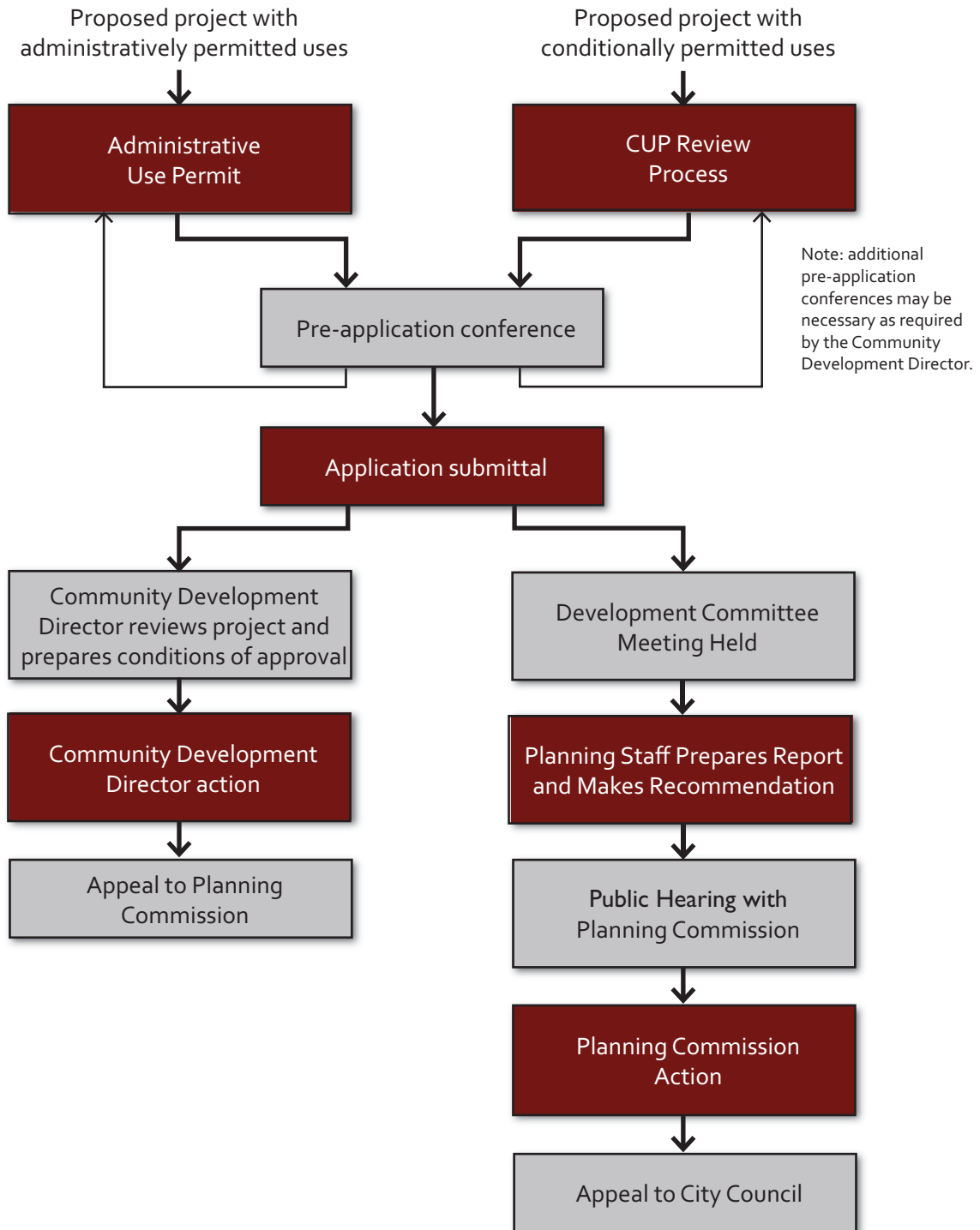
Projects proposed within the Moran Street Specific Plan project area may require the approval of discretionary entitlements or other implementation mechanisms during different phases of project buildout. This chapter outlines the procedures necessary to implement the provisions of the Specific Plan, and provides an overview of the mechanisms or actions that may be required throughout the process. In addition, Chapter 17.560 of the Westminster Zoning Ordinance provides procedures for preparing, processing, reviewing, adopting and amending the Specific Plan that apply to the Moran Street Specific Plan project area.

Review Process

Proposed projects within Moran Street Specific Plan may apply for either Administrative Use Permit (AUP) for a permitted use that complies with intent and provisions of the Specific Plan, or a Conditional Use Permit (CUP) for a conditionally permitted use as identified in Table 4.3. Uses that are exempted from a land use permit requirements are listed in Chapter 17.110 of the Westminster Zoning Ordinance.

The AUP application may be acted upon by the Community Development Director, and the Conditional Use Permit (CUP) application must be acted upon by the Planning Commission. All new projects are required to conduct a pre-application conference with the Community Development Director, and also submit site plans, elevations, and landscape plans for approval through either the AUP or CUP processes. The flowchart in Figure 6.1 outlines the steps for each process:

Figure 6.1 Review Process for Projects within the Moran Street Specific Plan



Pre-Application Conference

A pre-application conference with the Community Development Director or the Director's designee should be held before a proposed project can be submitted and accepted for processing. More than one such conference may be necessary.

Application Submittal

Any new entitlement application within the project area is subject to the provisions of the Moran Street Specific Plan, in addition to the findings identified in Section 17.550.020, *Administrative and Conditional Use Permits*, of the Westminster Zoning Ordinance.

A Development Review application shall be submitted and processed for any project implementing (complying with) all the provisions of the Specific Plan. The Development Review application shall satisfy:

- 1) Policies, Standards and Guidelines of the Specific Plan;
- 2) Applicable provisions of Chapter 17.550 (Conditional Use Permit) regarding uses that are conditionally permitted;
- 3) Provisions of Title 16 of the Westminster Municipal Code if the subdivision of land or air space involves a tentative tract or parcel map.
- 4) Applicable provisions of the Westminster Zoning Ordinance where a topic is not covered here.

Administrative Amendments, Administrative Adjustments, and Specific Plan Amendments

Approval of this Specific Plan indicates acceptance by the City Council of a general framework for community development. Part of that framework establishes specific development standards that constitute the zoning regulations for the Moran Street Specific Plan. It is anticipated that certain minor adjustments or modifications to the Specific Plan text, exhibits, and/or project may be necessary over the lifetime of the project. These modifications, should they occur, are divided into two categories: Administrative Amendments and Adjustments to the Specific Plan and Specific Plan Amendments.

Administrative Amendments

Administrative Amendments allow for administrative approval and interpretation of minor modifications to the Specific Plan text, graphics, and/or project design that do not change the meaning or intent of the Specific Plan. The following are examples of issues that may be considered for Administrative Amendments:

- 1) Modification of design criteria such as paving treatments, architectural details, landscape treatments, sidewalks, fencing, lighting, and entry treatments.
- 2) Changes to the Conceptual Phasing Plan (pg. 6-8), provided infrastructure is available to serve the phase as determined by the City Engineer.
- 3) Modifications to Design Guidelines, such as variations of materials within the particular architectural style and minor variations in colors.
- 4) Revisions to graphics that do not substantially change the intent of the Moran Street Specific Plan.
- 5) Specific modifications of a similar nature to those listed above, which are deemed minor by the Director of Community Development, which are in keeping with the intent of the Specific Plan and which are in conformance with the General Plan.
- 6) Any other proposed changes that are determined by the Director of Community Development to be minor modifications.

Administrative Adjustments

Through the Administrative Adjustment process, a project may be found to be consistent with the provisions of this Specific Plan and may be approved, conditionally approved or denied by the Director of Community Development without a public hearing. The Director of Community Development shall also have the discretion to refer any such request for an Administrative Adjustment to the Planning Commission. The following are examples of issues that may be considered for Administrative Adjustments:

- 1) Realignment or modifications of streets serving the project, lot lines, easement locations, and grading adjustments, if also approved by the City Engineer.
- 2) Minor changes to or substitutions of types of amenities provided so long as they are consistent with the overall intent of the Specific Plan.
- 3) Modifications to architecture, plotting, and unit size that have been previously reviewed and approved through the design review process.

Specific Plan Amendments

If it is determined that a proposed project exceeds the flexibility, rules, and intent of the Specific Plan allowed through the Administrative Amendment or Administrative Adjustment process, an amendment to the Specific Plan would be necessary.

Specific Plan Amendments become necessary when events such as changes in the market that could not have been reasonably foreseen (new residential housing types or other features) and therefore necessitate significant changes to the specific plan provisions. Any modifications to the Specific Plan shall occur in accordance with the City's Specific Plan Amendment process (Chapter 17.560 of the Zoning Code) and are required to be reviewed for approval by the Planning Commission and the City Council. In all cases, Specific Plan Amendments must be found to be in conformance with the objectives and intent of the Moran Street Specific Plan.

Non-Conforming Uses

The Moran Street Specific Plan area site is currently comprised of a mix of commercial and industrial development. Existing uses that do not comply with the provisions of this Specific Plan will be considered non-conforming. To contribute to the improvement of living conditions and economic vitality in this area, and to ensure that land uses are consistent with the goals, policies, and programs of the General Plan, the conditions and period under which nonconforming uses may continue is limited. Nonconforming uses shall be subject to the provisions of Section 17.610 of the Westminster Municipal Code, for the continuation or modification of, or additions and alterations of nonconforming uses and structures.

Interpretation

In case of uncertainty or ambiguity to the meaning or intent of any provision of this Specific Plan, the Community Development Director (or the Director's designee) has the authority to interpret the intent of the provision. The Community Development Director has the authority to make interpretations and approve modifications to this Specific Plan. If it is determined that a proposed project exceeds the flexibility, rules, and intent of the Specific Plan allowed through the Administrative Amendment process, an amendment to the Specific Plan would be necessary.

The Director's determination shall be rendered within 15 working days of a request for interpretation. The Community Development Director may, at his/her discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by an analysis of issues related to the interpretation. All interpretations made by the Community Development Director may be appealed to the Planning Commission, and subsequently the City Council, in accordance with the appeal procedures set forth in Section 17.64 of the City of Westminster Municipal Code.

Severability

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the plan.

Environmental Review

The California Environmental Quality Act (CEQA) was adopted to maintain the quality of California's environment. Its purpose is to inform decision makers, staff, and the public about the potential environmental impacts of development. Compliance with CEQA Statutes (Public Resources Code, Section 21000) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000) requires that a project be evaluated for potential impacts before being approved. Adoption of a specific plan is a project subject to CEQA. CEQA Statute states "that the public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects." The purpose of an environmental impact report (EIR) is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided. (CEQA Statute § 21002, 12002.1).

Where a phased project is undertaken and where the project may have significant environmental effect, the Lead Agency shall prepare a program EIR for the ultimate project (CEQA Guidelines § 15165). A program EIR has been prepared for the Moran Street Specific Plan under a separate cover.

Once an EIR has been certified and the specific plan adopted, any development project, including any subdivision, or zone change that is undertaken to implement and is consistent with the specific plan is exempt from the requirements of CEQA, as long as subsequent projects are (1) within the scope of the program approved earlier, and (2) the program EIR adequately describes the activity for the purposes of CEQA (CEQA Guidelines § 15168).

Additional CEQA compliance is required if, after the adoption of the specific plan, one or more of the following events occurs: (a) Substantial changes are proposed

in the project which require major revisions to the EIR; (b) Substantial changes to the circumstances under which the project is being undertaken which require major revisions to the EIR; or (c) New information, which was not known and could not have been known at the time the EIR was certified, becomes available. If any of these events occur certification of a subsequent EIR, supplemental EIR, addendum to the EIR, or adoption of a negative declaration, is required depending on the environmental impacts identified.

Implementation

Implementation of the Moran Street Specific Plan will require communication between the City and property owners to allow for redevelopment of existing land uses. Because several of the parcels in the project boundary are owned by different property owners who may have different plans for the future use of each individual site within the Specific Plan area, it is likely that development will occur in phases. To accommodate these factors, the following actions must be taken to facilitate implementation of the Specific Plan objectives:

- 1) Continue to encourage and collaborate with private property interests to implement the concepts and objectives of the Specific Plan.
- 2) Encourage property assembly between multiple property owners to facilitate larger-scale development and building footprints which are less likely to be achieved if parcels are developed independently.
- 3) Develop a strategy to complete curb, gutter and sidewalk improvements along the west side of Moran Street to improve pedestrian access and linkages within the project site and to the residential uses in the surrounding area.
- 4) Determine the nature and extent of the City's participation in new streetscape improvements and/or property assembly.
- 5) Establish a trip budget tracking system to insure that maximum trip count is observed as the Specific Plan builds out.
- 6) Condition projects within the Moran Street Specific Plan project areas to comply with the mitigation measures specified in the Environmental Impact Report.
- 7) Coordinate with Caltrans on all plans, activities, and projects that may affect CMP facilities.
- 8) Explore the possibility of creating a Business Improvement District (BID) for the upkeep, improvement, and enhancement of Moran Street and the surrounding area. The BID could also be used to facilitate activities in the Specific Plan project area that would benefit the community as a whole.
- 9) Explore opportunities to relocate OCFA Fire Station No. 66 to another location in the vicinity to maximize development potential in the Moran Street area and minimize conflicts with pedestrians and the station's ability to maintain adequate response times.

- 10) Evaluate the need for a Parking Management Plan (PMP) for the Moran Street Project area. The PMP could evaluate the demand for, and effectiveness of, paid parking, metered parking, surface parking and parking structures in addition to the application of shared parking practices.
- 11) Develop a strategy to underground existing above ground utilities located within the project area.
- 12) Create regulations or guidelines (as appropriate) to manage outdoor retail displays and kiosks. Mechanisms can be developed to address outdoor vendor licensing, inspections and permitting.

Public and Private Improvements

Public and private improvements constructed within the Moran Street Specific Plan will be maintained through a combination of public and private entities, as described below. If roadways internal to the project remain under private ownership, then those roadways will be privately maintained by one or more of the owner associations.

- 1) All streets within the specific plan area that are dedicated as public streets to the City will be maintained by the City.
- 2) Landscape improvements within the public street rights-of-way and all public streetlights will be installed by the developer and maintained through a landscape and lighting district or some other special maintenance district established by the City.
- 3) Infrastructure improvements such as water, sewer, and storm drain facilities shall be the responsibility of the property owner.
- 4) On-site storm drains should connect to the existing public storm drain system at Bishop Place and Magnolia Avenue. This would require the construction of storm drain facilities under Bishop Place from the Specific Plan project area to Magnolia Avenue.
- 5) Off-site infrastructure improvements such as water, sewer, and storm drain facilities shall be constructed by the developer and maintained by the designated utility provider.

Conceptual Phasing Plan

It is anticipated that redevelopment along the west side of Moran Street (primarily north of Plaza Way) will constitute the initial phase of redevelopment within the Specific Plan project area. The central area of the site (Planning Area A - Asian Garden Mall) will likely be the second phase, and the remaining commercial uses (Planning Areas C and D) will be the third phase as properties in this area slowly

change ownership over time. It is anticipated that completion of the latter two phases may take place as market forces dictate.

Right-of-way improvements along Moran Street shall be constructed during the first phase of development proposed within the Specific Plan. The City may enter into a reimbursement agreement with the first phase developer or may construct portions of the improvements itself.

Specific Plan Cost Recovery

Pursuant to California Government Code Section 65456, after adopting a specific plan, a City may impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan. The fees shall be established so that, in the aggregate, they defray but do not exceed the cost of preparation, adoption, and administration of the specific plan. The fee charged shall be a prorated amount in accordance with the applicant's relative benefit derived from the specific plan.

The City may, at some point in the future, put mechanisms in place to recover costs for the preparation and implementation of the Moran Street Specific Plan. This may be done by collecting appropriate fees as development occurs in the project area, or by cost-sharing with individual property owners or developers.

Shared Parking and Parking Management

Shared parking may be employed within the Specific Plan area to provide parking for non-residential uses. If off-site parking or implementation of shared parking mechanisms are proposed, they shall be consistent with the Alternative Parking Provisions of the Westminster Zoning Code (Chapter 17.320.025).

Covenants, Conditions, and Restrictions (CC&Rs) for the Specific Plan site should address the shared nature of parking for the overall project. Mechanisms shall be instituted in the residential CC&R's that clearly define shared parking relationships and how the parking will be managed throughout the project.

Parking management will entail a combination of providing physical spaces for parking and managing those spaces so that they are properly allocated to and used by residents, visitors, and businesses. Parking management can help prevent situations such as permanent residents using guest parking spaces instead of the enclosed parking spaces allocated to them.

Funding

Various techniques are available for financing the required improvements for The Moran Street Specific Plan project. A detailed financing plan should be prepared in order to successfully implement the improvements and programs proposed in the Specific Plan. Along with establishing specific goals and policies, the financing plan should analyze a series of methods to finance infrastructure and other improvements, recommend preferred alternatives, and develop a process for enacting financing methods. The appropriate mechanism for each particular improvement shall be tied to the phasing, established Conditions of Approval and site plan/design review approval. The following is a summary of possible methods that could be used to finance Specific Plan improvements.

Development Agreements

A development agreement is a tool for establishing a vested right to proceed with development in conformance with the policies, rules, and regulations in effect at the time of approval (California Government Code Section 65864). Development agreements provide a developer with assurances for a specified length of time that his/her project may proceed as originally approved, and not be affected by future changes in land use regulations. A specific plan facilitates the administration of a development agreement by separating the development policies and regulations applied to a project site from those of the jurisdiction as a whole. This enables a local agency to revise its jurisdiction-wide plans and ordinances without affecting the policies and regulations “frozen” by an agreement. A specific plan adopted with an associated development agreement would only be amended when corresponding changes are made to the agreement.

Public Financing

Typically, financing of project improvements is based upon a combination of public and private methods. Public funds are used to finance community-wide public improvements such as urban arterial, major and collector streets, schools, parks, and other infrastructure elements. Private funds are generally used to finance facilities or infrastructure within the project boundaries that serve the commercial or residential uses proposed as part of the project development.

It is intended that public financing be used to fund infrastructure improvements through such mechanisms as Special Assessment Districts or Community Facilities Districts (CFDs). By using public conduit financing, no burden will be placed upon existing development within the City of Westminster to fund improvements in the Moran Street Specific Plan project area.

MELLO-ROOS COMMUNITY FACILITIES DISTRICT (CFD)

A Mello-Roos Community Facilities District (CFD) may be created to fund infrastructure and other public improvements of a much broader type than those that can be funded by traditional Special Assessment Districts. Not only improvements that have direct benefit, but improvements that have general benefit such as schools, police stations, fire stations, and libraries can be constructed with proceeds from CFD bonds as well as streets, water lines, and other traditional types of public improvements.

Additionally, CFDs can be formed for the purpose of public facility maintenance. When a CFD is formed, bonds may be issued that are sold to private investors who purchase them for tax-free interest income. A CFD can be formed and either the property owners or registered voters (depending upon the type of CFD created) authorize bonds to be sold to generate capital for the initial infrastructure improvement costs. The money raised through the bond sale becomes the debt obligation of the CFD. That debt service on the bonds is repaid by the levy of a special tax on property within the CFD. Those bonds are sold to private investors who purchase them for tax-free interest income and the money raised through the bonds becomes a debt obligation of the CFD. The usual term for such bonds may run anywhere from 20 to 40 years.

SPECIAL ASSESSMENT DISTRICT

A Special Assessment District is a type of benefit district that may be formed by the City to encompass a defined and limited geographic area. The City may form a Special Assessment District under one of several different statutory acts to construct public improvements such as streets, storm drains, sidewalks, streetlights, sewers, parks, landscape, and other similar capital facilities. The Special Assessment District can then issue bonds to finance those improvements and to levy a special assessment to pay debt service on those bonds.

A Special Assessment District may fund improvements within the entire Specific Plan area or within smaller Planning Areas in the Specific Plan where special improvements directly benefiting only certain property owners are constructed. Special Assessment Districts may only be used to pay for projects that are of specific and direct benefit to the property owner being assessed. The amount of the assessment must directly relate to the amount of benefit received by the property owner.

TAX INCREMENT FINANCING

Tax increment is a method of financing available for redevelopment projects. When a property is located within a redevelopment area for which tax increment bonds are issued, a base property year is established by which the property tax levels are frozen at base year limits for distribution to the various public agencies entitled to receive property tax revenues. The spread between the subsequent additional tax revenues generated by increased property values due to redevelopment and the tax that would have been generated during the base year is the "tax increment" which can be used for redevelopment purpose to pay the debt service on the tax increment redevelopment bonds.

LANDSCAPING AND LIGHTING DISTRICTS

Landscaping and Lighting Districts (LLD) may be used for installation, maintenance, and servicing of landscaping and lighting, through annual assessments on benefiting properties. LLDs also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards maintained from general fund revenues.

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).

III A1: 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:

III A1-1 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 explored 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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