



City of Westminster

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January 18, 2000

Mr. Brad Wetstone, CPUC
c/o Aspen Environmental Group
30423 Canwood Street, Suite 215
Agoura Hills, CA 91301

SUBJECT: Bolsa Chica Water Line Draft Supplemental EIR

Dear Mr. Wetstone:

The following are our concerns with the subject EIR:

1. Franchise agreement with the City of Westminster would be required to install the water line within the City's right-of-way. | 6-1
2. How are they going to build the proposed line without shutting Bolsa Chica down to one lane northbound for several weeks? This would cause major delays for traffic in the area. | 6-2
3. They are claiming that Bolsa Chica Road is a "quiet low volume street from Old Bolsa Chica Road to Westminster Boulevard", page B-10, item 6. This is not correct, as the traffic volume on Bolsa Chica Road exceeds 27,000 daily vehicles with speeds over 50 mph. | 6-3
4. The report does not address how the water line would cross Bolsa Chica Road from west to east. | 6-4
5. How are they going to provide access to the 70+ homes on Churchill Street, located south of Westminster Boulevard, that have no other access? | 6-5

6. From the given description, it is to be believed that the pipeline weaves and jogs such that it appears impossible that any lanes will be available for northbound traffic (page B-13 and 14). They need to show us how this can be made to work before we can give them any approval.

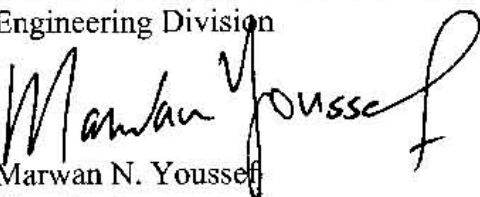
6-6

Mr. Peter Mackprang of my staff will be attending the public hearing scheduled for January 21, 2000, at the Huntington Beach Public Library.

If you have any questions or concerns regarding this matter, please feel free to contact me at extension 219.

Sincerely,

PUBLIC WORKS DEPARTMENT
Engineering Division



Marwan N. Youssef
City Engineer

MNY/vap

cc: City Council Members
City Manager
Public Works Director

RESPONSES TO THE CITY OF WESTMINSTER
Public Works Department, Engineering Division
Letter Dated January 18, 2000

- 6-1 This information is included in Table B.9-1 of the SEIR.
- 6-2 The construction of the proposed water line would impede northbound traffic on Bolsa Chica Road as suggested. This is described in the Draft SEIR as a significant impact and mitigation measures have been proposed to reduce this impact; however, the blockage of lanes would remain significant despite the proposed mitigation. An alternative route (see Section D of the SEIR) would need to be selected to further reduce traffic impacts to Bolsa Chica Road. It may be possible to keep two northbound lanes available at various locations during construction, but more detailed construction planning would need to be undertaken to determine this. The Draft SEIR proposes the preparation of detailed traffic control/management plans (Mitigation Measure T-1) to be reviewed by each city along the pipeline route. This coordination with each city should help minimize adverse effects to the degree possible.
- 6-3 This was a typographical error in the document. The text of document has been corrected.
- 6-4 The Draft SEIR describes the east-west crossing of Bolsa Chica Street in Section B.6.1. Please also see the water line alignment maps presented in Appendix 1 of the SEIR. This crossing, as well as other planned construction activities in public streets, would result in significant temporary impacts to traffic. More detailed construction planning would be needed to determine the exact methods for crossing Bolsa Chica Road (see the response to Comment 6-2 above).
- 6-5 Section C.9.2.2 analyzes the potential impacts of disruption to access for all properties along the route and identifies mitigation measures. These measures are designed to ameliorate access and other problems caused by construction in the vicinity of Churchill Avenue and other streets.
- 6-6 It is true that the alignment changes between the inner and outer northbound lanes of Bolsa Chica Road. This is to avoid disruption to existing utilities that are located under the street. Please note that the Draft SEIR has recommended the development of a comprehensive traffic control plan to manage the consequences of the construction on local traffic. All cities affected by the construction would be afforded an opportunity to review this plan and impose conditions on construction consistent with local permitting authority. We believe this measure would help minimize adverse effects on traffic during construction, although the SEIR still concludes that these temporary impacts would remain significant.