



GENERAL PLAN ADVISORY COMMITTEE

Meeting #1 – Orientation and Bus Tour Summary

Saturday, February 26, 2005
8:30 AM – 12:00 Noon

INTRODUCTION

On Saturday, February 26, 2005, the fifteen members of the General Plan Advisory Committee (GPAC) took a bus tour of the city. The purpose of the GPAC orientation and bus tour was twofold:

- 1) Provide the GPAC members and the public with an overview of the General Plan program; and
- 2) Tour the City by bus to identify key locations where change is anticipated over the next 20 years, and give GPAC members the opportunity to share ideas about the types of change that would benefit the community.

While the focus is on land use, historic preservation, economic development, traffic/circulation, and recreation issues, comments addressing any other issue were encouraged and welcomed.

Following brief introductions, City staff and consultants provided an overview of the General Plan process and the GPAC's role in that process. Members of the public in attendance were then provided an opportunity for public comment.

GENERAL COMMENTS

- Everything (it seems) in Orange is one level maybe 2.
- Commercial and office development seems “old” looking due to designs (not historical areas included)
- Cypress Street needs a better buffer between residential and commercial/industrial areas.
- Based on what we saw on the Tour and recent history, I would think that no development or redevelopment project should be considered unless it deals with parking issues and their solutions up front.
- At your request, I paid special attention to the commercial and retail “store fronts” along the route. I would have to guess that more than 50% are in need in “updating”. Of those, the vast majority of the issues could be resolved by enforcing current City Codes.
- It seems to be clear that the West and Northwest areas of the City offer the most opportunity for “redevelopment”. Time and effort should be used in the GP to that end.
- The tour through the Eastern residential areas was most interesting. It appears they are stable and functioning well as residential areas. However, it is clear that there are environmental and quality of life issues (e.g. traffic) that must be addressed by the City to maintain these very successful residential areas.



- Each neighborhood has to have the components of community including security, pedestrian circulation, access to retail (groceries and other services) and recreation. This reduces trips and also increases human contact.
- Californians look at higher density living as a sign of lower economic status, but if it's partnered with entertainment, recreation or rail access or something else upscale, it gains cachet and can be perceived as stimulating.
- Recreation access, i.e. horse trails, bike paths, pedestrian paths could be a very distinctive Orange characteristic (like antique shops) like Rock Creek Park in DC, Central Park in New York, etc. Need distinctive signage, access maps and safety at crossings.
- City should consider ½ - 1-acre mini parks for infill in high density areas or established neighborhoods.

Stop #1

South Cypress St./Santa Fe Depot vicinity

The Santa Fe Depot and associated Metrolink station and OCTA terminal make commuting options available to people living and working in Orange. The proximity of this area to The Plaza and Chapman University, in conjunction with the presence of the Veterans' Memorial Park, under-utilized industrial properties and surface parking lots, present opportunities for land use changes that could better integrate this area with its surroundings, the introduction of transit-oriented housing, and creative re-use of historic industrial buildings.

- Buffers and better transitions are needed between residential and industrial.
- Standards need to be addressed to keep this area from looking like an unsafe and/or poor area.
- Incentives for apartment owners to convert to condos (ease up on parking requirements).
- Need a "city" trolley on weekends from the train depot to Old Towne.
- Vacant lots in Cypress (Orange Housing Development Corporation) can be used for housing – higher density.
- Turn older industrial buildings to "community centers".
- Industrial is run down – need for housing – good spot, especially higher density – I like Old Towne style.
- Transportation depot is very important to the City.
- Chapman University continues to take over the City center and older historic district.
- Preservation of the business base in this area is important.
- The Depot seems to function well. I don't think anything needs to be changed here.
- Chapman University has a large presence in the NW quadrant of the Historic District. Improvements in the appearance of this area will come with their improvements.
- Mixed-use seems to work okay here, although code enforcement could be more vigorous and that would yield positive results.
- There may be some environmental/air quality issues in this area and that should be investigated and resolved.
- More people are taking the train to work than people coming to our city for work.
- Chapman University is moving west and making good use of the historic buildings.
- Old Towne doesn't need apartments or condos in the historic district.
- A height restriction of 2 stories maximum should be put in the General Plan.



- Rail is fun. Good pedestrian access is critical
- Entry level housing for young people (no family, professionals).
- If you push out industrial, where does it go?
- Old Towne needs groceries, etc. to minimize driving.
- Utilities on Batavia.
- How do people get to and from the station?
- Unattractive street for a main corridor.
- Needs to be zoned commercial/residential in a European design - commercial neighborhood service with residential above, similar to the plaza area.
- Industrial okay on west side of tracks.
- Utilize “historic” packing houses as museum or class meeting space for City or non-professional use.
- Heavier density okay due to transportation proximity.
- Any residential development should be designed to minimize the impact on west end schools. This area is fairly densely populated now.
- No residential on Cypress north of Walnut.
- Specialty service related businesses on Cypress between Walnut and Palmyra. Persons who would use the Metrolink could walk to work from the station. What type of worker is now using Metrolink? Businesses could compliment/support Chapman University’s planned schools for this area.
- Let Chapman University expand into the industrial areas as much as they would like (within reason, of course). This institutional use is more compatible with the surrounding area than residential.
- Cypress Street looks terrible – if zoned industrial, couldn’t we add more retail – why so much trash around? Two blocks away from Plaza – hard to believe so rundown.
- Keep all development consistent with industrial design.
- Keep height to 2 story limit consistent with existing surrounding structures.
- Some zoning changes to residential use.
- Adaptive reuse where possible.
- Residential areas should be re-zoned to R1.
- Santa Fe Depot/Metrolink Station
 - Commercial with apartments above would be helpful to riders and bring sales tax to the city.
 - Cypress Barrio Historic Society should join with the city to extend the Historic District.
 - Legislation for “appropriate” densities.
- Increased train traffic will benefit the community. Must be designed for noise control; traffic crossing safety, both autos and pedestrians.
- Affordable housing must fence off train tracks for child safety. Currently children from apartments play beside these tracks with no barriers.

Stop #2 South Main Street

South Main Street serves as a key approach to the major medical hub created by CHOC and St. Joseph’s



Medical Center. These medical facilities have generated a spin-off demand for medical office space and other complementary uses that existing land use policies and parcel sizes do not easily accommodate. In recent years new medical office buildings have been constructed on redeveloped sites, but many commercial properties remain developed with miscellaneous commercial uses. The corridor also abuts established single- and multi-family neighborhoods.

- Higher density medical office support is a good idea but needs to come with parking.
- Traffic flow and parking need to be addressed.
- City streets are very impacted during peak hours.
- Housing built above medical/retail buildings (there is room just south of the old gas station at Main/Palmyra).
- Transportation/housing for employees of medical facilities.
- Aesthetics of Main & Chapman.
- I like preserving established housing.
- Is there local bus service from main business areas to hospital areas?
- Medical facilities create jobs – over-expansion of medical which can gobble up large land use areas can threaten single family homes. Need balance.
- Do we need apartments and condos in this area?
- What parks are in this area? Could be in the area?
- Main Street south of Chapman to La Veta and East and West on La Veta are already functioning as a medical center and I think that use should be encouraged to continue. Businesses that would support the medical facilities and their employees should be encouraged and those that don't should be discouraged.
- Parking issues for medical workers must be addressed.
- There needs to be safe access to these facilities from public transportation depots.
- If done with some thought, I am sure that medical related facilities can be good neighbors to the residential areas they abut.
- From La Veta to Chapman on Main Street - frontage is built. West Chapman from Main to the Santa Ana River - the commercial zoning fits, but mixed use low density housing might fit. Revamp some of the strip malls. The widening of Chapman is a plus but housing would not be good for multi family use. Therefore, new retail is best for this area.
- Is there any downside to encourage health businesses – traffic only? Otherwise, they are good neighbors for all levels of development.
- Should we be building up? Mix higher rise office with workforce housing. Create a walk to work possibility. More vitality in the evening.
- Encourage support services for medical, restaurants, hotels, 24-hour support.
- Transit loop serving this area with stops in Plaza, Block, and Village would be good. Could encourage employees to park away from area and bus in.
- Good area for affordable/lower income housing for employment base.
- Medical is a major traffic generator. How much traffic can this area take, and how many square feet of medical is available for development? Has the city revised/updated medical parking requirements recently?
- Encourage medical related businesses which will provide taxable income to the city (including hospitality businesses).
- Leave residential areas intact and also don't increase densities.



- Medical Center building – nice – but why engineering offices in building – especially since medical professions looking for space.
- West Chapman looks awful – so many “yuk” car dealers and cheap motels – awful gateway to our city – Adrays has been vacant for years – why?
- Incorporate housing in development plans for this area for the medical workforce. This will help reduce traffic in the area.
- Keep medical facilities in check (expansion). St. Joseph specific Plan?
- Medical earthquake laws are mandated.
- Better transportation and housing for all of these employees would help traffic.
- I know that St. Joseph Hospital employees are parking at Town & Country. The hospital is renting parking space there.
- Getting into all of the medical facilities is confusing for first time patients.
- Need limits on height of office and medical buildings. Skyline should not obstruct light and appearance of city. Temporary housing needs for families of long term patients of CHOC must also be provided.

Stop #3 Uptown (Chapman/Rampart)

In recent years the City has experienced a high level of interest in sites available for redevelopment in Uptown Orange (generally bounded by the 57 Freeway and State College Boulevard). Presently, two large multi-family developments are under construction on the former Orange Cinedome site (460 units) and former Ramada Inn site (280 units + approx. 4,000 sq. ft. retail). A third apartment project (884 units) on the former Orange Drive-In site is currently being reviewed by the City. Factors influencing redevelopment interest in this area include expansion of the UCI Medical Center, freeway accessibility, improvements at The Block at Orange, major County facilities located in the area, and the City of Anaheim's Platinum Triangle Plan.

- Higher density = more % affordable housing.
- Irvine is a good model.
- Instead of one complex being “affordable” there need to be requirements for rental properties to allow for moderate and lower income residents as part of the overall mix.
- Do something with Adrays building.
- More apartments/condos (affordable) for workers in area.
- Housing units at the Block – high rise okay.
- Senior housing projects.
- Build parking structures.
- Apartments help housing but not local median income – affordable housing for families – not just seniors.
- Near Anaheim – high density housing and transportation, parking, roads.
- Mixed use possible at Block.
- Need for grocery stores.
- Can have “workforce” housing/affordable housing with more density.
- Maybe need to require builders to include affordable housing?
- Are we losing too much business in this area?



- Park plans in this area?
- What about low or medium income housing?
- Why isn't the city picking up random parcels for parks?
- Seems like an excellent opportunity for high density housing (already started) and the retail that that housing will need for support.
- The current retail in this area is in need of updating.
- A good balance of commercial/retail and residential would make this part of Orange very desirable.
- Well the shame of the City is that we, as well as Anaheim, are building apartments and not the infrastructure to support the growth we are going to see in this area.
- More grocery stores (major chain) or high end (Trader Joes, Whole Food, or Bristol Farms).
- Keep this area zoned commercial.
- Chapman/Main/I-5: Very old looking facades. Lots of housing off this corridor uses this area for daily needs/shopping. Can't let health offices take away their daily uses or you a) deprive residents of local services, b) force them to drive more – this looks dingy but don't want to gentrify if it pushes densities up in apartments just north.
- What kinds of commercial in these developments? – Need to make these areas where people can walk to grocery/cleaners/banks – create a people focused community.
- City Drive/Block: Not sure that this is Orange – needs to be more distinctive in this corridor.
- Chapman/MacArthur – ultra low density now.
- Don't like "Uptown" name.
- If we are going to encourage residential, there should be adequate recreational opportunities for all ages. A seasonal swimming pool is not a recreational opportunity for youth. Set aside a parcel for a park or require adequate recreational amenities within large developments.
- There is already high density in West Orange and any residential in this area should take into consideration impacts on schools.
- Retail would be a good use because of the freeway access.
- Develop "real mixed uses" that reflect a community atmosphere.
- What will happen with traffic on Chapman? It is already terrible near the 5. There is plenty of land behind Best Buy – why didn't they add more businesses? Possibly executive condos? Month long rentals.
- Low or medium income housing should be incorporated in the development of this area.
- Keep high density housing development in this area. It is an appropriate location for this use.
- This appears to me to be the largest area available for redevelopment, but the city must be forward thinking (20-25 years), or will end up with a worst case.
- High rise apartments and condos would be helpful for working people, but affordable housing needs to be part of any development in this area because of the housing numbers possible.
- Traffic flow and parking must be addressed.

Stop #4

Orangewood /Eckhoff (Office and Light Industrial Development)

The Orangewood/Eckhoff area (north of Orangewood) presently has an industrial land use designation. However, over the years, properties have been allowed to develop as offices, and areas adjacent to the offices have been allowed to develop as industrial parks. Additional consideration is needed regarding the intended



role of this district in the City's future.

- This area is confusing – it does not have a consistent look or feel. If allowed to continue to intermingle, land values and uses may start to lessen as well.
- No ideas for changes – let it continue as it has, or allow “some” high rise (3-5 stories).
- Potential for income production for city?
- Environmental impact of types of business?
- What about views of Orange from train?
- Business condos limit growth for the future.
- This area seems to be functioning well as is. Perhaps the rules should be changed officially to allow more office space.
- Office condo conversions are cleaning up older looking buildings for sale. The City is benefiting with a new tax base. Zoning is a fit with what is built here.
- We don't need to tear up El Camino Park – just clean it up.
- Put a community center building here and expand to the buildings to the north.
- Where are city owned public owned alleys versus private owners? – Need maps from city.
- Looks like a campus – extra low density.
- Where is demand going to be – office, industry, and housing? What is the future of Orange and where are the pressures likely to come from?
- Bikeway – areas for picnics, parks, kids, bathrooms – could be a huge “spotlight Orange” area.
- Orangewood is a visible main route in Orange. Office use is appropriate on main frontage as it looks more upscale.
- Industrial okay on interior.
- Spaces are needed for start-up businesses. More people are becoming self-employed and the trend will continue. Discourage condo conversions of industrial/office space.
- How will this area compete with or compliment Anaheim's future expansion?
- Someone mentioned seeing bike riders – there are no bike lanes on Tustin, Chapman or the area we are driving around now. How can we encourage individuals to ride their bikes with no lanes?
- Why couldn't medical offices be added here since we have a shortage of space – it is 5 minutes from the hospitals.
- This area should be mixed use industrial with some office space. Land use designation is appropriate. Should be left industrial.
- This is an area that needs careful planning because “things” just seem to happen here without much forethought.
- Connecting the city trails would be wonderful. My daughter has a friend who travels by wheelchair and she is able to use the bike trails to get to work.
- Traffic and public safety issues.

Stop #5 West Katella/Stadium Promenade

West Katella serves as a gateway into the City from Anaheim and interfaces with the highly active area surrounding The Pond and Anaheim Stadium, the Santa Ana River, and the Platinum Triangle. While the West Katella corridor functions as a solid commercial district for the City, the western-most portion of Katella seems



to have un-tapped potential due to strategic location and under-utilized properties.

- Under utilized areas. Housing?
- Mixed use close to all internal infrastructures – transportation, medical.
- Current developer has not evolved this land well.
- Needs grocery, residential, dining, lifestyle venues.
- Install an “arch” across Katella (near the Pond) that makes an impression to those entering Orange.
- Allow parking structure to allow more interesting uses of land (restaurants or some retail or hotel).
- Maybe this is a good spot for retail with housing over the retail for people who work in Orange.
- Ice skating rink?
- Volume of activity near the Pond, but Century Theatre is the only major income producer – better for commercial than residential district?
- Problem of orientation of buildings.
- What about housing for entertainment workers? Maybe less neighbor complaints about building here?
- Area does not seem too successful.
- Retail doesn’t appear to be working – underutilized.
- Some housing? Affordable?
- Whole Foods or grocery chain?
- Open Space? Park space adjacent to trails?
- There is a huge opportunity in this area for a mix of commercial and high density housing. The right commercial/retail mix could not only support Orange residents, but could draw from across the river. This area is in need of basic infrastructure, e.g. a grocery store.
- I see a grocery store need in this area badly. Better restaurants, like Cheesecake Factory. A small high end market will bring people to this area.
- On the Katella corridor going east, tilt-up buildings could be upgraded with mixed use retail and housing with frontage behind buildings on Katella.
- Century Theater badly designed – no anchor but “tweens” want to come here instead of Block or Tustin/Irvine Marketplace. What can tweens/parents do here? Housing and shopping – density.
- Parking lots are packed on weekends – have to put cars somewhere if uses are expanded. New garage like the Spectrum.
- Can’t comfortably walk anywhere – Bus Rapid Transit. Transfer hub.
- Katella – so unattractive, no Orange flavor.
- Focus on access to bike/pedestrian paths.
- Make pedestrian access to venues easier and more attractive.
- Transit hub area because of the MAW/Katella intersection.
- Mixed Use.
- Grocery store a good idea.
- More restaurants (a restaurant row) with transportation to entertainment venues in Anaheim. Public is eating out more often and this is a trend that will continue. Restaurants provide good tax dollars.
- Develop “real mixed uses” that reflect a community atmosphere.
- Excellent area for apartment living – cool lofts would be great.



- How about some type of sports complex, since so close to both stadiums.
- Keep successful businesses such as theaters and restaurants.
- Maybe a grocery or specialized grocery use. Need draw to area.
- The Platinum Triangle type of development would seem to be a good fit here, especially if Katella could become the main rapid transit corridor with stops every 1/3 to 1/2 mile.
- The theater and restaurants are good.
- Other uses should be added.
- Santa Ana River access should be developed for secure recreational use.
- Lighting of increased traffic flow designed into center.
- The backside along the River is too isolated.

Stop #6

Orange-Olive/Glassell Area

The wedge areas in the vicinity of Orange-Olive and Glassell (generally between Taft and Lincoln) are presently comprised of a random assortment of commercial, residential, and industrial uses. In many instances, industrial uses are becoming increasingly marginal due to their small parcel sizes relative to modern needs of industrial uses. Given the interface between these areas and established residential neighborhoods, as well as the high level of activity at Shaffer Park, transitioning this area into a higher-density residential district should be considered.

- Very confusing.
- If transitioned to residential, what about train noise?
- This area appears run-down – tracks need to be buffered from other areas.
- Retail is hodge-podge and area close to Lincoln devalues overall look and feel. Looks forgotten.
- Landscape train tracks.
- Additional RV storage?
- Northeast corner of Orange – Olive/Lincoln needs to be redeveloped.
- Aesthetics of Glassell near train for residents, improve public transport.
- Noise abatement?
- This is another area where commercial/retail along main streets is in need of updating. While I think mixed use will work here, care needs to be taken so that commercial/retail stays attractive and does not detract from the residential areas.
- It seems like the Thompson facility is very large and dirty to be this close to residential. One wonders if there are not environmental/air quality issues here.
- Code enforcement seems very lax in this area.
- Affordable housing would fit here if it was not high rise living and respected and complemented the single family neighborhoods in this area.
- Train safety and noise.
- Any service retail? Looks like you have to drive.
- No sense of community but who knows just driving through. Is there a hub to this area?
- West side should be commercial/industrial with each side oriented toward mixed residential.
- Opportunity exists for additional park and sports space to serve this area of town.



- Develop east side of Orange-Olive with affordable housing.
- Leave area west of Orange-Olive as industrial.
- Confusion – area seems so far removed from Orange and so unconnected. 7 Crowns Motel scary!
- Identify historic resources and inventory for preservation purposes.
- Develop further industrial west of Glassell.
- More park areas/open space.
- I worry that even without specific planning rules and laws the industrial use areas would be phased out. This would create land for housing.
- I would be interested in the difference in tax money generated between the industrial use and residential use.
- Train traffic and noise already make these areas undesirable for residential mix.

Stop #7 Glassell/Lincoln

The Lincoln corridor is comprised of assorted uses, many of which occupy converted residential structures. Recently, the City annexed the Del Rio property at the western-most end of Lincoln (at the Santa Ana River), and approved residential development on that site. Given the interface of the Lincoln corridor with established neighborhoods and limited neighborhood-serving uses in the area, the continued function of this corridor warrants discussion. Redefining the corridor as a multi-family residential district with concentrated and centrally-located commercial activities is one option for the future.

- This corridor from the river to Glassell is very unattractive. Certainly a combination of zoning, code enforcement, incentives, and common sense could yield positive results here. With the right mix of commercial/retail support, this should be an area considered for so-called low income housing.
- Where are these people shopping? 800+ homes approved and no shopping center. They are going to shop in Anaheim. Bye bye tax dollars.
- Nohl Ranch people shopping in Villa Park or East Orange. New retail needed or upgraded.
- Nice residential neighborhoods.
- This could be a real community with pedestrian access, mixed residential and grocery store, etc.
- Have a theme to tie people and businesses together.
- Transit shuttles with urban design and personality.
- What tools we use in East Orange could work here.
- Expand traditional home ownership with neighborhood-oriented retail.
- Another good opportunity for larger open space amenities.
- Develop “real mixed uses” that reflect a community atmosphere (Lincoln).
- More intense commercial along Lincoln.
- Add Class I bike trail along Lincoln, connecting Tustin (Ike Park) with Riverbed bike trail.
- I looked around and it was as if we had entered a completely different city – what a difference.
- Eisenhower Park – very under used – such a wonderful space.
- How do we bridge this area to Old Town? Both are so different.
- If multi-family development is an option, incorporate much needed open space/park areas.
- I think that this possibility is very feasible but I think that with all the new possible homes and



apartments being developed in Orange, we need to get the school district involved from the first thoughts of developing.

Stop #8 – REST STOP The Village at Orange (Tustin/Lincoln area)

Over the past few years, The Mall of Orange has been renovated and transformed into The Village at Orange, and new residential development has occurred on the fringe of the mall property. The area is well served by OCTA bus routes, and abuts established residential neighborhoods to the west. In addition to the solid commercial uses that characterize this part of the City, other key features include Eisenhower Park and the Orange Sports Park. Pockets of residential development are also located behind the commercial uses on the east side of Tustin, adjacent to the 55 Freeway.

- Most set backs are not deep enough for modern day retailers.
- Need better/more restaurants along Tustin Street
- Put utility lines underground.
- Protection for homeowners in mixed use areas – e.g. who is responsible for the shopping carts left in neighbors' yards and excessive nighttime lighting.
- Great improvement to Village property.
- Fieldstone area behind mall is not a great example of housing – small and cramped. Too few trees along Tustin. Wrong trees on sidewalks.
- Not much to comment on. Looks like Tustin Street is doing just fine.
- No more growth. Fix and revamp what's here. Redevelop run down apartments here and upgrade quality of life for low, medium income families.
- Need better streetscaping, xeriscaping.
- Is there a way to make major corridors look less grimy and more Orangey?
- Help buffer intense commercial from residents.
- Traffic issues are a big concern in this area.
- Develop “real mixed uses” that reflect a community atmosphere.
- Senior housing may work well here.
- The strip center across the street on Tustin detracts from the cool-classy look of the Village (except Sears). Maybe expand and add more restaurants at that strip center – movie theaters?
- Love Village Nurseries – such a huge place – could we add Orange trees or something to get it more involved in the community?
- Regal Lanes – what is happening there?
- Expand park and recreation area.
- Limit high density residential.
- Given that Tustin Ave. is one of the main north/south streets through our city, I think that housing development will happen whether planned or not. I think that the small commercial businesses on Tustin have become the buffer whether planned or not. Higher density housing would be well served by the bus routes already in place in this area.
- Should benefit from proximity to Villa Park. Orange hills shoppers if occupants are of appropriate scale and traffic access is well designed.
- Number on storefronts needs to be bigger. Traffic flow is regional and drivers searching for



addresses are hazardous.

Stop #9 East Chapman/El Modena

The East Chapman/El Modena area is characterized by diverse commercial uses and experiences a high level of pedestrian activity. Residential uses front Chapman Avenue in some areas. Both well-utilized and underutilized commercial properties are located along Chapman and various major cross streets. Introducing mixed-use residential and commercial development within this corridor warrants discussion and consideration.

- Redevelopment on Hewes south of Chapman. Combine parcels and give priority to homeowners buying condos or patio homes.
- Ethnic neighborhood – high commercial density.
- Family area.
- Traffic – traffic – traffic. Not going to be less but more – a lot more.
- This may well be an appropriate area to introduce mixed use residential and commercial development. Left alone, parts of this area could slide into a blighted condition.
- East Chapman has too much traffic.
- Water runoff in higher hill areas is damaging low density housing tracts. Mixed use residential is not a good mix on such a busy highway.
- Pedestrian unfriendly – need to improve ability to cross – keep it vital.
- This area works for this community, but doesn't have easy access from one side to the other – lots of pedestrians cross at mid-street.
- As East Orange develops, it may destroy this neighborhood with people trying to find short cuts and a huge number of vehicles – more pedestrian deaths.
- Looks very grimy – needs better streetscaping.
- The whole area is a hodge-podge of developments, designs, and entrances that should become more uniform.
- Preserve “the pits” for natural open space.
- Encourage more intense retail along Chapman.
- No hotels/Motels.
- So much to do here – traffic and pedestrian issues must be priority.
- Good area for a large regional park (Sully Miller site). Mitigate drainage and methane problems. Restore the creek.
- Identify historic resources for inventory.
- I do agree with the discussion that took place on the bus that the width and number of lanes on Chapman in this area serve as a wall between north and south areas. At this point in time I don't know how this could change but perhaps all services, stores, etc. could be located to serve each side.
- Traffic speed along Chapman is hazardous.



Stop #10 Railroad Right-of-Way at La Veta Park

In recent years the City has initiated extensive planning efforts exploring the possibility of establishing a bicycle trail within this railroad right-of-way. As the City has been investigating the viability of this project, the railroad has been selling pieces of the right-of-way to private parties. Still, the right-of-way passes through a sizeable part of the City and transects the Santiago Creek corridor, connecting at either end with an improved rail trail in the City of Santa Ana as well as the Santa Ana River trail, and long-term opportunities may still exist to consider use of this right-of-way area for community recreation purposes.

- It seems to be important to create open space even if that means linear paths. Timing is important. Bike and walking paths are important.
- Open space and parks can be small or linear - they don't always have to be large expanses.
- Continue trying to develop.
- Any possibility of a light rail line?
- How can we let this right of way to go private?
- This should absolutely be a "rail-trail". That would clearly be in the best interests of the community as a whole.
- We need more bike trails that add safety for foot traffic.
- What a great selling point for Orange to focus on pedestrian and horse access to trails – Orange is a recreational city.
- Important to improve, preserve and expand.
- Need width of existing right-of-way to accommodate Class I bike trail and needed landscape buffering between trail and homes.
- Plant farms are good for this area.
- Any utility restrictions with the right-of-way?
- More parks are always good – not sure what my thoughts are on this project.
- Bicycle trail is a good idea.
- Recreation use for right-of-way and creek corridor. Keep as open space.
- To connect the railroad right-of-way to other trails even in a small way would be a good idea, if it's not too long.
- More bike and pedestrian trails throughout the city would enhance quality of life.

Stop #11 Eichler Tract south of La Veta

While historic resources in Orange are commonly associated with Old Towne, during the life of the updated General Plan, other areas of the City may reach the 50-year old milestone that generally makes properties eligible for classification as "historic," including these Eichler Homes Tracts. These modernist style homes were built by developer Joseph Eichler, from the late 1940s through the late 1970s. Although many Eichler homes are today treasured as gems of the middle 20th century, many in Orange have been modified with exterior facades characteristic of many blended architectural styles. Historic designation and preservation of these neighborhoods are potentially major community assets. As a result, the cultural resources survey being conducted for the General Plan Update includes three tracts of Eichler Homes and the El Modena area, in



addition to re-evaluation of portions of Old Towne.

- Definitely needs attention.
- A historic district here would be a great idea. Amazing area – never knew it existed.
- May have some owners who won't want the restrictions that come with a historical district.
- Beautiful neighborhood.
- Should be considered, along with other Eichler Tracts in the City for a Historic Preservation Overlay zone.
- Yes, we should preserve these neighborhoods as well as some streets west of the historic district like Jewell Street, Lester, Lime, and Little Main.
- Needs a historical designation and corresponding improvement incentives.
- The draw and beauty of these homes is in the eye of the beholder. They may become too much of a maintenance problem (flat roof; old sliding glass doors; interior drainage) such that modifying them must be done in order to just save the structure. More research on the longevity of these homes should be done before giving them a "protected" status.
- Yes – cool, cool, cool – never knew there were so many Eichler homes – I think this is one of the least important areas of focus.
- All Eichler tracts (3) should be considered for protection in the form of a historic preservation overlay zone or something similar.
- Old Towne rezone RI consistent with all other residential single family areas.
- Given that this area is re-energized, I suppose it should become some type of historic district.
- My own personal opinion is that they were ugly when they were built and my opinion hasn't changed but I won't say that out loud.
- A historic designation is appropriate.

Stop #12 Santiago Creek Bike Trail

Recreation, open space, circulation, hazards, and water quality are all issues that will receive attention in the General Plan Update. One City resource relevant to all of these subjects is Santiago Creek. The Creek warrants special consideration as a flood control facility, recreational amenity, commuter bikeway, wildlife corridor, and tributary to the Santa Ana River that carries urban run-off to the ocean.

- Preservation surrounding this area appears to be very important. Even nothing done on it or to it is important.
- Interesting dynamic with members of the group from this area. Very protective, very possessive.
- Keep improving.
- I like the creek and Santa Ana trails – they are beautiful.
- Consider connecting Santiago Regional Park to the rest of Orange – trails.
- My only comment is that Creek should be keep free of debris and trash.
- Bike way, foot trails from Santiago Park to Santiago Oaks Park and then to Irvine Park. Yes we can!
- These always seem to get short shrift yet could be the defining personality of Orange – could drive recreation but also some retail connections.



- Signage/maps – how do we get on and off trails?
- Key item to improve and preserve with “hubs” here and there.
- The creek area needs to be preserved in its entirety and trails should be included.
- Build the bike trail.
- Cool – we must preserve this area, had no idea so many problems with Santiago Hills – would like to hear more from non-discriminatory parties.
- Definitely recreational open space.
- Assist in restoration of creek ecosystems, native plants, etc.
- This area and the decisions that will have to be made will probably be the most difficult given all of the people, commissioners and laws involved.
- Green belt along Santiago Creek without housing on floodplains, and safeguards for water quality are essential.

Additional Locations and Ideas

Our bus tour highlights 12 areas identified as important for consideration within the General Plan update. Many other areas in the City may be included in GPAC discussions. Please use the spaces below to identify other locations you would like to discuss and to record your thoughts and ideas.

East Orange Area – Irvine Company

- Serious thoughts to lot size!
- 55+ community at Irvine Lake.

City-owned vacant lands

- Let’s look at parcels and make suggestions.

OUSD properties

- Any chance to purchase any?

Mabury Ranch & James Town

- Traffic is getting very, very bad. Probably one of the worst intersections in a residential area in the City.
- Use of the Miller property for parks is important.
- Connecting the Creek to the parks is important.

Horse Trails

- This seems like a superficial concern, yet it helps define Orange’s personality. With increased traffic from East Orange and toll roads down Santiago Canyon and Chapman, we should consider a horse/bike/pedestrian overpass or underpass at various locations, so people zooming through don’t create islands that families and equestrians can’t get off safely.

Traffic

- Build bus turnouts on major corridors to keep traffic from stacking up.
- Slow traffic down on major routes through residential neighborhoods.



General/East Side

- Large developments and intense scale developments need to be required to provide open space amenities for their residents, or pay significant fees for city development.

Tustin Street

- This main corridor of the city needs a consistent theme and feel. Many of the older mini-retail spaces need to be encouraged to improve their storefronts – Katella, Main, Chapman all look pretty good but Tustin is awful, especially south of Katella to the 22 Freeway.

Old Towne

- Rezone to R I where appropriate.
- Re-evaluate inventory and revisit standards.
- Update historic preservation element. Need a historic preservation planner or similar.
- City needs to secure funds, grants for preservation purposes/fund personnel, etc.
- What happened to the lighting plan? City parkway trees?
- Code enforcement problems.
- Traffic – autos and trucks through the circle center of town must be diverted.
- Increasing traffic flow to and from East Orange – the freeways, Anaheim, Garden Grove along Chapman are already overwhelming the Plaza.
- Motorcycles to and from Cooks Corner need to be diverted off the Plaza.

Additional thoughts:

- Senior housing – population is getting older and living longer. Locate housing near transportation and services/businesses used by seniors.
- Chapman from Plaza to Tustin Street – small professional offices with “period” architecture. Conversion of homes is good.
- I know I wasn’t part of the East Orange GPAC but I would like to hear more about it and how it affects the whole city.
- Orange does not currently incorporate marked bike lanes on many of the city’s roadways, need a bike trail plan.
- We need a proactive code enforcement unit.
- I noticed the city is lacking parks. Orange needs more park space.
- Limit growth to mitigate traffic issues and infrastructure problems.
- Orange needs to limit growth, as not to negatively impact quality of life.
- Again, more open space, parks, and recreation areas. The congestion is already unbearable. Traffic gridlock prevented by limiting growth.
- Katella, Collins, Lincoln should carry more of the through traffic.
- Plaza should be more pedestrian-oriented.
- La Veta and Palmyra can serve as alternative traffic corridors.
- RV parking in the city: With the needed restrictions of parking of RVs on streets and residential driveways, additional RV storage facilities are needed.

