



GPAC-RECOMMENDED GOALS AND POLICIES

August 2005

INTRODUCTION & PURPOSE

The General Plan Advisory Committee (GPAC) was appointed by the City Council in 2005 to assist policymakers in the drafting of an updated General Plan. The purpose of the General Plan Advisory Committee (GPAC) meetings was to craft an overall comprehensive vision of the future of Orange and to provide recommendations regarding goals and policies that address the major planning issues. The planning issues were identified in a series of focus group meetings, five community-wide workshops including a visioning session with youth, and the discussions during the GPAC meetings.

The GPAC met nine times during 2005. For the final three GPAC meetings (June 16, July 14, and August 4, 2005) the focus was on the review of the Vision Statement and the development and refinement of the General Plan Goals and Policies. The final results of that effort are reflected in this document.

CONTENT

This document provides an overview of the proposed structure and organization of the General Plan, reviews the community vision developed by the GPAC, and presents preliminary draft goals and policies separated into the various General Plan Elements, or chapters.

Definitions of important concepts, such as *issues*, *goals* and *policies* that will be used in the General Plan are provided below to assist in understanding the relationship of these concepts. A description of the proposed organization of the General Plan itself is also provided.

DEFINITIONS AND EXAMPLES

The following definitions and examples are provided for important concepts to assist in understanding the relationship of these concepts within the General Plan.

COMMUNITY VISION

A **Community Vision** has been drafted based on input received from the community and the GPAC at previous meetings. The Community Vision is the foundation of the General Plan and an expression of what the City wants to be in the future.

As an example, the *Where We Live* portion of the Community Vision includes the following statement regarding how the City intends to build upon existing assets as it manages future growth.

- *The City will build upon existing assets to create a living, active and diverse environment that complements all lifestyles and enhances neighborhoods, without compromising the valued resources that make Orange unique.*

Subsequent examples will show how this theme from the Vision is carried through to an issue, goal, policies, and implementation.

ISSUES

Issues for the General Plan have been developed through analysis of the content of the current General Plan, community workshops, previous GPAC meetings, focus group meetings, and resident correspondence. Issues are general statements describing a planning need, concern, opportunity, or desire that should be addressed by the General Plan.

As an example, one of the issues in the Land Use Element addresses Old Towne Orange, which is one of the City's prime existing development assets. The following issue discussion, drawn from the Land Use Element portion of this document, describes the various assets present in Old Towne, and provides an overview of the policy topics to be addressed within the area.

When many people think of Orange, they often think of the historic downtown district and adjoining residential neighborhoods. Old Towne Orange is an active, vibrant area comprised of commercial, office, civic and residential uses. In recent years, the City has taken steps to enable long-term preservation of many historic properties throughout the Old Towne area, and in the process, has created one of California's most viable and recognized historic districts. The Santa Fe Depot and associated Metrolink station and OCTA terminal make commuting options available to people living and working in Old Towne and throughout Orange. Land use policies for Old Towne encourage a reduction in overall residential densities, in residential quadrants, targeting increased density and creating more walkable and transit-oriented development near the Santa Fe Depot, introducing transit-oriented housing, and providing opportunities for adaptive reuse of historic industrial buildings.

GOALS

Goals are broad statements of community desires contained within the General Plan elements. Goals are written as end-state conditions related to the Community Vision, and represent desired outcomes the City seeks to achieve through the implementation of General Plan policies.

Consistent with the examples described above, the following goal, drawn from the Land Use Element portion of this document, describes the community's desired characteristics for Old Towne district 20 years from now. The statement is consistent with many parts of the Community Vision, and represents the outcome of successful implementation of policies related to the goal.

GOAL 5.0: A vibrant, transit-accessible, pedestrian friendly, and livable Old Towne neighborhood and downtown.

POLICIES

Policies are statements that support the achievement of goals. Policies serve as guides to the City Council, Planning Commission, other appointed City commissions and boards, and City staff in reviewing development proposals and making other decisions that affect future growth and development in the City. Policies are written as action statements that illustrate the community's desired means to achieve goals.

Consistent with the examples presented above, we have identified a general desire within the community to ensure that Old Towne remains a focal point for preservation activities, a desire to reduce residential densities throughout portions of Old Towne, and a desire to accommodate higher densities and encourage adaptive re-use of historic industrial buildings near the Santa Fe Depot. The following policies describe how the City would approach these desires. The policies support achievement of the above-listed goal and are consistent with multiple portions of the Community Vision.

Policy 5.1: Encourage an overall reduction in residential densities within residential quadrants of Old Towne, as identified on the Land Use Policy Map.

Policy 5.2: Promote targeted development of mixed-use, transit-oriented development surrounding the Santa Fe Depot that accommodates higher residential densities compatible with the fabric of Old Towne.

Policy 5.3: Promote adaptive re-use of previously industrial structures for residential, office, or commercial purposes.

IMPLEMENTATION PROGRAMS

Implementation Programs are specific actions that put City policy into practice. Implementation programs are designed to collectively achieve established General Plan goals. Programs are written in a variety of formats best suited to the topic at hand.

Implementation Programs are the most specific type of policy statements contained in the Plan. Often, these programs identify funding sources, responsible agencies, and time frames for completion. GPAC members are encouraged to offer ideas concerning potential implementation programs throughout our discussion of goals and policies. The programs will be developed and finalized with City staff as the individual General Plan elements are prepared.

For example, implementation programs that may be developed to support the Old Towne example presented throughout this section could include residential and industrial zone changes, continued implementation of the Old Towne Design Standards, and a streetscape and crosswalk program, among others.

PROPOSED GENERAL PLAN ORGANIZATION

The following is a description of the proposed organization for the updated Orange General Plan. The General Plan will contain the following eight elements or chapters:

- Land Use Element
- Historic Preservation Element
- Infrastructure Element (*New*)
- Growth Management Element
- Economic Development
- Circulation Element
- Urban Design Element (*New*)
- Public Safety and Noise Element
- Resources Element

The General Plan document will be comprised of an Introduction, Community Vision and the elements listed above. Each element may stand alone, but is also an integral part of the General Plan. The elements will be organized according to the following format: 1) Introduction; 2) Goals and Policies; 4) Plan; and 5) Implementation Programs. The General Plan will be accompanied by a Glossary (as an appendix).

The **Introduction** of each element will describe the focus and the purpose of the element. The Introduction will also identify other plans and programs outside of the General Plan that may be used to achieve General Plan goals. The relationship of the element to other General Plan elements will also be specified in the Introduction.

The **Goals and Policies** section of each element will contain a description of identified planning issues, goals and policies related to the element topic. The issues, goals and policies will be based on input received from the community, the GPAC, members of the Planning Commission and City Council, and City staff.

Each element will also contain a **Plan** section. The Plan section will offer an overview of the City's course of action to implement the identified goals and policies. For example, the Land Use Element contains a "Land Use Plan" indicating the types and intensities of land use permitted in the City. The Circulation Element contains a "Circulation Plan" identifying and describing the circulation system required to meet future needs. Wherever possible, the Plan section contains maps, illustrative diagrams and tables to illustrate City policies.

The final section of each element will be the **Implementation Programs**. This section identifies specific actions to achieve the goals, policies and plans identified in each General Plan element.

The **Glossary** will be an appendix to the General Plan, providing definitions for technical terms used throughout the General Plan.

DRAFT COMMUNITY VISION

At previous GPAC meetings, committee members provided input regarding the shared values, strengths, weaknesses, and issues that characterize Orange. Based on that input, the following Community Vision was developed and affirmed by the GPAC at the May 2, 2005 meeting.

A VISION FOR ORANGE: 2030

PREAMBLE

The Community Vision is **the foundation** for General Plan goals and policies. It is an expression of our shared values and requirements for Orange's future and reflects collaboration by the residents and businesses of Orange. The Vision identifies the ideal conditions to work toward over the next 20 years. This Vision provides guidance for our policy makers as they work to improve the quality of life in Orange.

The people, neighborhoods, businesses, educational and religious institutions define Orange. Our identity has been enhanced because we have honored the past while creating our future. We must continue to maintain our small town character within residential neighborhoods, while providing a wide range of services, products, and amenities in our commercial, retail and industrial districts.

WHERE WE LIVE

Our vision for Orange is to continue to provide housing for all lifestyles within its diverse population. The General Plan will strive to maintain the different residential areas that make Orange unique: whether living in a semi-rural area that provides scenic views of natural beauty and convenient access to nature and trails; residing in a traditional suburban neighborhood setting; or enjoying the urban core experience near shops, restaurants, civic facilities and public services. In the future, we will strive to achieve the following objectives:



- Orange must continue to encourage a variety of living environments for a diverse population, consistent with existing neighborhoods.
- The City will build upon existing assets to create a living, active and diverse environment that complements all lifestyles and enhances neighborhoods, without compromising the valued resources that make Orange unique.

- The City will continue efforts to protect and enhance the historic core. This same type of care and attention will be applied throughout the rest of the City.
- The City will work to improve the quality of life for all residents by providing residential, commercial, industrial and public uses that exist in harmony with the surrounding urban and natural environments.
- Residential areas will be connected to commercial, recreation and open space areas via a balanced, multi-modal circulation network that accommodates vehicles, pedestrians, cyclists, hikers, and equestrians. This network will create additional opportunities for walking and biking, enhancing circulation safety, improving access for neighborhoods and businesses and supporting a healthy and active community.
- The City will encourage a local economy that provides ample commercial, financial, office, and industrial opportunities that provide employment and sufficient revenue to support important community services.
- Orange recognizes the importance of managing development in a manner that ensures adequate public services and infrastructure and limits impacts on the natural environment.

WHERE WE WORK

Our vision for Orange is finding an appropriate balance between residential, commercial and industrial demands. This vision encourages the City's retail districts to improve piece by piece, and as a result, the public realm within commercial areas will be characterized by visually attractive commercial development, active public areas, high-quality streetscapes, and innovative design that complements Orange's heritage.



To achieve our vision, we shall work toward the following objectives:

- The City will strive to provide for a range of businesses including small, family-owned and larger corporate businesses that serve a regional market.
- The appearance and variety of commercial, retail, industrial and employment centers will reflect the pride that residents have for Orange, as well as the long-term investments the City has made in its infrastructure.
- Orange will tap into the entertainment and hospitality markets by enabling development of quality facilities strategically located near other regional tourist draws.

- We will continue to support educational and medical institutions and other industries that provide high paying jobs, and are major contributors to the community.

WHERE WE PLAY

Orange recognizes that its quality of life will be judged by how well we connect with our surroundings. Therefore, this General Plan has focused on maintaining and creating those special places that bring us together. It is paramount to reinforce the connections between those places and the community, so that all of our residents and visitors can share and enjoy the outdoors and other activities.



Therefore, our Vision includes the following objectives:

- The City will work to define neighborhoods through the use of open space areas and a trail system that provides a source of aesthetic beauty and recreational opportunities. These open space areas support a healthy and active community.
- We will continue to protect our critical watersheds, such as Santiago Creek, and other significant natural and open space resources.
- The City will strive to build a comprehensive system of parks, open space, equestrian areas, scenic resources, undeveloped natural areas, as well as a full array of recreational activities such as sports, entertainment areas, and play facilities.
- We will develop a connected multi-modal network that provides the option for residents from different neighborhoods to access parks, open spaces, and scenic areas, in addition to traveling from one end of town to the other by vehicle, transit, foot, bicycle or horse.

RECOMMENDED ISSUES, GOALS AND POLICIES

The Community Vision is carried through the General Plan by the issues, goals and policies in each Element, and implementation actions that put the goals and policies into action.

LAND USE ELEMENT

The goals, policies, and implementation programs of the Land Use Element address eight citywide issues, as well as issues pertaining to 12 opportunity areas identified within the City.

The eight citywide land use issues capitalize on existing community assets such as hospitals, universities and colleges, transportation networks and natural features. These issues include: (1) ensuring land use diversity and balanced development; (2) encouraging mixed-use development; (3) promoting commercial enterprise in Orange; (4) encouraging high quality industrial development; (5) maintaining and enhancing the role of Old Towne within the community; (6) evaluating environmental compatibility of various land uses within the community; (7) ensuring City interests are achieved through inter-jurisdictional and regional planning; and (8) encouraging public involvement in land use planning decisions.

LAND USE DIVERSITY AND BALANCED DEVELOPMENT

A well-balanced community provides a broad range of housing and business opportunities as well as recreational, institutional and cultural activities that enhance the overall living environment. By encouraging a mix of land uses, the City can create an active and diverse environment that complements all lifestyles and supports neighborhoods. The City will continue to work toward creating a balanced inventory of land uses which meets the housing needs of all income groups, creates a stable employment and tax base, maintains logical relationships between land uses and community assets, and provides residents with a diverse range of recreational opportunities.

GOAL 1.0: A diverse and balanced mix of land uses that meets the present and future needs of all residential and business sectors.

Policy 1.1: Maintain a land use structure that balances provision of jobs and housing with available infrastructure and public and human services.

Policy 1.2: Balance economic gains from new development while preserving the character and densities of residential neighborhoods.

Policy 1.3: Provide a range of housing densities and types to meet the diverse needs and lifestyles of residents.

Policy 1.4: Ensure that new development reflects existing design standards, qualities, and features that are in context with nearby development.

- Policy 1.5: Land use mix shall prioritize recreation and open space at Irvine Lake and protect historic visual resources.
- Policy 1.6: New development will respect the privacy of surrounding properties.
- Policy 1.7: Provide a range of open space and park amenities to meet the diverse needs of current and new residents.

ENCOURAGING MIXED-USE

Development opportunities are emerging within older commercial corridors throughout the City and the area within Orange located west of the Santa Ana River. These areas provide opportunities for creative reuse as commercial, residential, office, or mixed-use centers. Three different styles of mixed-use are defined in the Land Use Plan: Neighborhood, Urban, and Commercial Recreation. Future development options for these areas are dependent upon high-quality pedestrian-oriented design, and full integration of alternative transportation modes. Successful completion of high-quality mixed-use projects in Orange will assist the City in accomplishing multiple housing, circulation, land use and environmental objectives.

- GOAL 2.0: Successful, high-quality mixed-use districts containing a mix of residential, commercial, office, and civic land uses, supported by alternative modes of transportation.**
- Policy 2.1: Encourage development of mixed-use projects to revitalize older commercial and industrial areas.
- Policy 2.2: Encourage mixed-use projects, where space allows, including a residential component, containing a mixture of compatible uses, and providing necessary supporting public and community facilities.
- Policy 2.3: Require preparation of a detailed site plan and traffic and parking study for all proposed mixed-use projects.
- Policy 2.4: Link mixed-use projects using a multi-modal circulation network, and particularly transit, bicycle and trail systems.
- Policy 2.5: Ensure that the architecture, landscape design, and site planning of mixed-use projects are of the highest quality, capturing neighboring themes, and emphasizing a pedestrian scale and safe and convenient access between uses.
- Policy 2.6: Ensure adequate gathering areas or plazas are incorporated within mixed-use projects to allow for social interaction and community activities.

Policy 2.7: Implement design standards and mitigate potential adverse effects that allow mixed use projects to respect the privacy of surrounding properties and not adversely affect existing residential neighborhoods.

Policy 2.8: Encourage mixed use development to include ground floor retail.

VIBRANT COMMERCIAL DISTRICTS

Commercial activities continue to play an important role in shaping the City. Business activities provide jobs and revenue that supports important community services. Much of the City's revenue comes from sales tax generated by commercial establishments. The City will continue to revitalize and improve the appearance of aging commercial districts, encourage land use patterns that promote healthy commercial activities, take advantage of existing land use assets, assist existing businesses that want to expand, and promote the local economy and existing establishments.

GOAL 3.0: Commercial uses that provide a solid economic base and employment opportunities and identify Orange as an attractive and diverse shopping destination.

Policy 3.1: Promote the development of revenue-generating land uses that help defray the costs of high quality public services.

Policy 3.2: Improve the visual appearance of commercial and mixed use districts within the City, including Tustin Street, Chapman Avenue, Katella Avenue, and South Main Street.

Policy 3.3: Actively promote the City as a place to shop and conduct business, and encourage local patronage of Orange businesses.

Policy 3.4: Use redevelopment resources to assist in attracting new businesses to the City.

Policy 3.5: Improve vehicular, pedestrian, and visual connections between commercial areas and the rest of the community.

Policy 3.6: Explore the use of redevelopment resources to relocate existing businesses that may be lost to new development.

Policy 3.7: Discourage commercial and industrial enterprises that have significant adverse soil, air, water, or noise impacts.

SUSTAINABLE INDUSTRIAL AND OFFICE USES

Providing options for industrial development and office uses within the City is important, since these uses contribute to the economic and employment base of the community. Industrial development in Orange and throughout the region has undergone significant transitions in recent years. Traditional manufacturing activities have been replaced by warehousing uses and modern office parks that are more attractive in appearance and less offensive to adjacent neighborhoods. Large buildings and warehouses that once housed manufacturing activities are available for future residential, office, or commercial uses. In addition, Orange has experienced increased demand for larger, multi-story professional office complexes at locations such as South Main Street, Town and Country Road, La Veta Avenue, and The City Drive, and demand for medical office space surrounding local hospitals. The City will emphasize the important role industry continues to play in the community's future, encourage continued development of professional offices, and ensure that the quality of the environment is not compromised by existing industrial uses.

GOAL 4.0: High quality, sustainable industrial and office uses that provide jobs and revenue, support environmental quality, and promote options for adaptive re-use.

Policy 4.1: Maximize use of limited land resources for industrial and office uses within areas designated Light Industrial or Industrial on the Land Use Policy Map.

Policy 4.2: Encourage development of professional office complexes located near medical institutions and County facilities.

Policy 4.3: Protect residents and the environment from potential adverse impacts of industrial operations (e.g. soil, air, water and noise).

Policy 4.4: Encourage development of mixed office, industrial and support commercial uses in areas designated industrial.

Policy 4.5: Discourage the conversion of industrial properties to industrial condominiums.

OLD TOWNE ORANGE

When many people think of Orange, they often think of the historic downtown district and adjoining residential neighborhoods. Old Towne Orange is an active, vibrant area comprised of commercial, office, civic and residential uses. In recent years, the City has taken steps to enable long-term preservation of many historic properties throughout the Old Towne area, and in the process, has created one of California's most viable and recognized historic districts. The Santa Fe Depot and associated Metrolink station and OCTA terminal make commuting options available to people living and working in Old Towne and throughout Orange. Land use policies for Old Towne encourage a reduction in overall densities in residential quadrants, targeting increased density and creating more walkable and transit-oriented development near the Santa Fe Depot, introducing transit-oriented housing, and providing opportunities for adaptive reuse of historic industrial

buildings. (Note: Historic Preservation Element policies will address continued preservation efforts in Old Towne.)

GOAL 5.0: A vibrant, transit-accessible, pedestrian friendly, and livable Old Towne neighborhood and downtown.

Policy 5.1: Achieve an overall reduction in densities within residential quadrants of Old Towne, as identified on the Land Use Policy Map in order to protect and enhance the historic character of the neighborhood.

Policy 5.2: Promote targeted development of mixed-use, transit-oriented development surrounding the Santa Fe Depot to promote low-medium residential densities compatible with the fabric of Old Towne.

Policy 5.3: Promote adaptive re-use of previously industrial structures for residential, office, or commercial purposes.

Policy 5.4: Continue to promote institutional and civic uses located throughout Old Towne.

Policy 5.5: Develop additional public parking throughout Old Towne.

Policy 5.6: Continue to require consistent, high-quality historic design within Old Towne by adhering to the Old Towne Design Standards and the Santa Fe Depot Specific Plan.

Policy 5.7: Continue to upgrade infrastructure throughout Old Towne.

Policy 5.8: Ensure that roadway improvements within Old Towne are designed to promote walkability and a safe pedestrian environment.

Policy 5.9: Maintain balance between Old Towne and Chapman University's growth so that the University compliments rather than detracts from Old Towne.

Policy 5.10: Promote attractive and safe pedestrian access between the Santa Fe Depot and The Plaza.

Policy 5.11: Encourage the development of gateway features at entries to Old Towne.

ENVIRONMENTAL COMPATIBILITY

The quality of the environment plays a large part in defining Orange's quality of life. Land use conflicts often occur when newer developments are insensitive to the use, scale or character of existing development and the surrounding environment. In other cases, older, obsolete nonconforming uses remain interspersed among newer development such as old service stations or repair shops located in the midst of residential development. Such conflicts can lead to

degradation of the environment. The following goals and policies are designed to ensure environmental compatibility of development within the City, and to achieve compliance with local, regional, State and federal environmental requirements.

GOAL 6.0: Development activity that is mutually beneficial to both the environment and the community.

Policy 6.1: Ensure that new development is compatible with the style and design of established structures and the surrounding environment.

Policy 6.2: In areas where residential and commercial or industrial land uses abut each other, use buffering techniques (e.g. employing water-conserving landscaping, setbacks, screening, soundwalls with pedestrian access, and appearance standards) to improve compatibility.

Policy 6.3: Establish and maintain greenway and pedestrian and bicycle connections between residential, commercial and open space areas that complement each of these environments.

Policy 6.4: Create and maintain open space resources that provide recreational opportunities, protect hillside vistas and ridgelines, and conserve natural resources.

Policy 6.5: Require planting and maintenance of fire-resistant and sustainable slope cover to reduce the risk of brush fire within the urban-wildland interface areas located in the northern and eastern portions of the City, and implement stringent site design and maintenance standards for all areas with high wildland fire potential.

Policy 6.6: Reduce the discharge of surface water pollutants and runoff flow from urban development to the maximum extent practicable.

Policy 6.7: Enhance the walkability of new and existing development (sidewalks, pavement treatments, street trees, etc.).

Policy 6.8: Integrate natural amenities and connections, including waterways and wildlife corridors, within the design of urban and suburban spaces.

Policy 6.9: Maximize landscaping along streetscapes and within development projects to enhance public health and environmental benefits.

Policy 6.10: Restrict development in areas where exposure to hazards such as flood, erosion, liquefaction, dam failure, hazardous and toxic gases cannot be mitigated to assure minimal risk to residents and minimal liability to the City.

- Policy 6.11: Mitigate adverse air, noise, circulation, and other environmental impacts adjacent to existing neighborhoods, caused by new development (e.g. sound walls, landscaping buffers, speed limits and other traffic measures).
- Policy 6.12: Recognize the value of the natural and cultural resources in the undeveloped portions of the City.

COORDINATED PLANNING

Future planning considers ongoing planning efforts of other City departments, agencies, surrounding jurisdictions and special districts. In addition, ongoing planning efforts undertaken by regional agencies such as Orange County, the Southern California Association of Governments and others will be examined for consistency with the City's long-range objectives.

GOAL 7.0: Coordinated planning among City departments and agencies, property owners, residents, special districts, and other jurisdictions in the region.

- Policy 7.1: Encourage the Orange Unified School District and Community College District to prepare master plans for their facilities.
- Policy 7.2: Work with Chapman University to ensure that implementation of their adopted Master Plan is compatible with surrounding areas.
- Policy 7.3: Coordinate planning efforts with adjacent cities, special purpose agencies, utilities and community service providers.
- Policy 7.4: Ensure positive benefits for Orange from regional transportation, land use, air quality, waste management and disposal and habitat conservation plans.
- Policy 7.5: Encourage other agencies and service providers to minimize the visual impact of their facilities within Orange through the use of appropriate screening (i.e. use less chain link fencing, adequate landscaping, etc.).
- Policy 7.6: Explore joint use agreements with other agencies to share existing and future public facilities among institutions in Orange.

PUBLIC PARTICIPATION

The City recognizes that the single most important component of any future planning effort is public participation. The following goal and policies emphasize the need for continued public involvement in all facets of the planning process.

GOAL 8.0: Active involvement of residents, businesses, and agencies in the planning and decision making process.

- Policy 8.1: Continue to provide opportunities for public education and involvement in land use planning decisions through public hearings, community meetings, study sessions, the City's web site, and any other appropriate means available.

Policy 8.2: Emphasize public-private cooperation in preparing future plans and programs for economic development.

Policy 8.3: Foster better involvement and interaction among diverse groups within the City regarding land use planning efforts and decision-making.

URBAN DESIGN ELEMENT

The goals and policies of the Urban Design Element address six issues: (1) enhancing the City's visual character and image; (2) establishing a framework for urban form and streetscapes throughout Orange; (3) ensuring historically sensitive design within Old Towne Orange; (4) promoting good design within the City's commercial and mixed-use corridors; (5) creating locally and regionally recognizable district and neighborhood identities; and (6) encouraging context appropriate infill development projects and exterior renovations throughout the City.

VISUAL CHARACTER AND IMAGE ENHANCEMENT

At a citywide level, programs and improvements will be pursued that enhance the visual character of Orange and create a distinct identity.

GOAL 1.0 A distinct community identity and sense of place based upon the presence of identifiable districts and neighborhoods.

Policy 1.1: Promote community identity by providing specially designed gateway signs and landscape enhancements at the primary entrances to the City.

Policy 1.2: Promote continuity throughout the community through design elements that maintain historic and cultural characteristics, and emphasize the history of Orange.

Policy 1.3: Strengthen the identity and character of the City's commercial, industrial, institutional and mixed-use districts by using the existing historical and architectural fabric of the community, while allowing for the addition of complementary new development and urban design elements.

Policy 1.4: Promote Old Towne Orange as the vibrant heart of the City and the principal center of public life within the community while strengthening the identity of El Modena, North Tustin Street, Uptown Orange, East Orange, Orange Park Acres and other neighborhoods.

Policy 1.5: Provide greater connectivity between The Block at Orange shopping center and the City.

- Policy 1.6: Create an extensive network of safe and comfortable pedestrian linkages throughout the City, including visually attractive, high-amenity streetscapes, providing pedestrian paths, paseos, and outdoor urban spaces.
- Policy 1.7: Promote design standards for infill development that reinforces neighborhood character through design themes and guidelines, strengthening setback standards or by providing incentives to create urban green zones.

URBAN FORM AND STREETScape FRAMEWORK

The Urban Design Element establishes an urban design framework plan that addresses built fabric, activity nodes, street patterns, trails, and other components of the City's urban form.

Goal 2.0 **An urban form and streetscapes that reflect the scale of the streets, patterns of activity, and the circulation network, as well as enhance the economic vitality and overall visual quality of the community.**

- Policy 2.1: Prioritize places and connections that define the urban form of the City.
- Policy 2.2: Establish consistent streetscapes for the major streets in the City, comprised of unified landscaping, lighting, paving, and other public improvements appropriate for the scale of the streets.
- Policy 2.3: Encourage development of public spaces and plazas within commercial, mixed-use and residential projects that can accommodate cultural and social events and function as community gathering areas.
- Policy 2.4: Establish especially prominent visual and physical connections between distinct communities such as Old Towne Orange, East Orange, El Modena, and North Tustin to the rest of the City.
- Policy 2.5: Encourage developers of new infill projects to include underground utilities.
- Policy 2.6: Coordinate with local utility providers to identify priority areas for undergrounding of utilities.

Goal 3.0 **Attractive boulevards that serve as spines of activity and provide retail and entertainment opportunities for residents and visitors.**

- Policy 3.2: Emphasize street-oriented development, with parking located behind or next to buildings rather than in front. Encourage commercial activities such as sidewalk and outdoor dining.
- Policy 3.3: Provide for wide sidewalks that accommodate clear pedestrian paths, as well as space for streetscape amenities including trees, street furniture, landscaping, etc.

OLD TOWNE ORANGE

As the heart of Orange, the Old Towne Orange Historic District is a dynamic combination of commercial and residential areas blended together in a compact, walkable form. The District contains the second largest concentration of historic buildings in California. Commercial buildings date from the 1880s through the 1920s and exhibit a rich variety of styles and architectural detail.

Comprised of four distinct component areas: the Plaza Historic District, the Downtown Core, the Spoke Streets, and the Residential Quadrants, the Old Towne District is regulated by the Historic Preservation Design Standards for Old Towne. These standards set forth special processing requirements and detailed architectural standards that ensure the long-term enhancement and preservation of the District's architectural resources and context. The Standards also emphasize context and compatibility in design of building additions, rehabilitation, and new infill structures. The following goal and policies are intended to enable and support the Old Towne Design Standards and associated review procedures.

GOAL 4.0 An established identity for Old Towne as the only authentic and intact historic downtown in Orange County.

- Policy 4.1: Encourage diverse housing, employment and cultural opportunities such as theaters and galleries throughout Old Towne, placing an emphasis on context-sensitive mixed-use and pedestrian-oriented development patterns and adaptive re-use.
- Policy 4.2: Protect the single-family character and enhance the quality of Old Towne Orange's residential areas through the use of appropriate zoning.
- Policy 4.3 Require that infill development is compatible with the scale and appearance of neighboring structures and complies with Old Towne and Secretary of Interior design standards.
- Policy 4.4: Support preservation and rehabilitation of commercial and residential dwellings in Old Towne, ensuring consistency with historical context of the District.
- Policy 4.5: Provide logical transitions between higher intensity development and nearby single-family neighborhoods. Scale, massing, and the location of services should respond sensitively to adjacent residential uses.

COMMERCIAL AND MIXED-USE CORRIDORS

The Land Use Element of the General Plan designates several corridors within Orange as locations where future commercial and mixed-use development may be appropriate. The design of such corridors determines how well they will function as activity centers for social, commerce and entertainment purposes. The following goal and policies demonstrate the City's commitment to ensuring that commercial and mixed-use activity centers enhance the community's quality of life.

- GOAL 5.0** **Commercial and mixed-use areas of varying scale and function that are visually distinct and complement Orange’s identity.**
- Policy 5.1: Transform corridors such as Tustin Street, Chapman Avenue, Main Street, Katella Avenue, and Lincoln Avenue into active, pedestrian-friendly streets that balance auto, transit, bicycle and pedestrian mobility. These streets should accommodate compact development oriented to the sidewalk.
- Policy 5.2: Provide convenient pedestrian and transit access throughout commercial and mixed-use corridors, including an interconnected network of high-amenity streetscapes, attractive and comfortable transit stops, and multiple walkways that connect activities and uses.
- Policy 5.3: Improve the appearance and pedestrian orientation of arterials and corridors that pass through commercial and mixed-use areas. Use street trees and other landscape and hardscape improvements to significantly upgrade such streets.
- Policy 5.4: Design and orient buildings in a manner that promotes active street life.
- Policy 5.5: Remove the visual clutter of existing infrastructure, such as grounding overhead electric and telephone wires where possible.
- Policy 5.6: Mitigate any adverse impacts of infill mixed-use development on adjacent single-family residences.
- Policy 5.7: Develop design standards that ensure the implementation of urban green zones in and along mixed-use corridors.
- Policy 5.8: Provide for pedestrian and bicycle connections between mixed-use developments and the surrounding residential and commercial areas.

DISTRICT AND NEIGHBORHOOD IDENTITY

Old Towne’s prominent identity separates Orange from many other Orange County cities. However, the City includes many other distinctive districts and neighborhoods that all contribute to the City’s identity. In addition, many of Orange’s residential neighborhoods demonstrate the best thinking about urban form and neighborhood structure at the time of their creation. These qualities range from the tight cohesiveness of the Old Towne neighborhood to the equestrian estates found in the Orange Park Acres community. This variety is also evident in a large number of the City’s suburban residential tracts. The Infill Residential Guidelines are a tool for achieving compatible infill development and additions in these neighborhoods. This General Plan should establish a recognizable image for neighborhoods in other areas of the City.

The following goal and policies extend City long term preservation and character enhancement design tools to significant districts and neighborhoods beyond Old Towne.

- GOAL 6.0:** Establish and reinforce district and neighborhood characteristics recognized both within the community and throughout the region.
- Policy 6.1: Preserve the scale and character of residential development by creating appropriate transitions between lower density residential and higher density residential, commercial and industrial development.
- Policy 6.2: Enact district and neighborhood identity initiatives using public art, signage and architecture to distinguish Orange’s districts and neighborhoods and foster community pride.
- Policy 6.3: Improve the appearance of districts, neighborhood areas and neighborhood edges through signage, landscaping, and special landscape features.
- Policy 6.4: Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.
- Policy 6.5: Upgrade and enhance the public realm within tract home neighborhoods and provide consistent amenities such as sidewalks, street trees and neighborhood green zones.
- Policy 6.6: Improve the pedestrian orientation, convenience and safety of commercial centers through careful site planning, architectural design, and provision of pedestrian amenities such as benches, plaza areas, information kiosks and other street furniture.
- Policy 6.7: Enhance and unify the visual and spatial experience of the drivers, transit riders and pedestrians using City streets.
- Policy 6.8: Provide key pedestrian linkages between Orange’s commercial districts and neighborhoods.
- Policy 6.9: Encourage the creation of neighborhood parks and recreational spaces that may help define the neighborhood in areas that are deficient in parklands.

INFILL DEVELOPMENT AND EXTERIOR RENOVATIONS

Many of Orange’s older residential and commercial areas are experiencing infill development, and as structures age, exterior renovations are necessary. The following goal and policies outline the City’s preferred strategy to address infill development and exterior renovations in a manner that is sensitive to the context established by surrounding development.

Goal 6.0: Contextually appropriate infill development projects and exterior renovations.

Policy 6.1: Preserve the character and enhance the quality of residential neighborhoods according to the Infill Residential Guidelines.

Policy 6.2: Promote high standards of maintenance and otherwise improve the appearance of multi-family residential projects. New multi-family housing should transition in scale to adjacent single-family dwellings and minimize the visibility of on-site parking.

Policy 6.3: Encourage consistent high quality design of both residential and non-residential development projects.

Policy 6.4: Provide development standards that ensure high quality building and site design that is well integrated with infrastructure and circulation systems.

Policy 6.5: Ensure that new infill development contributes positively to the quality of the neighborhood and encourage the evaluation of vacant infill properties for the potential acquisition by the City for park space and workforce housing.

HISTORIC PRESERVATION ELEMENT

The goals, policies, and implementation programs of the Historic Preservation Element address three issues: (1) creating new historic neighborhoods beyond Old Towne; (2) protecting the neighborhood character of established historic districts; and (3) promoting appropriate restoration and adaptive reuse of historic structures.

NEW HISTORIC NEIGHBORHOODS

One of the most distinguishing features of Orange is the community's dedication to recognizing, acknowledging, and preserving its past. The focus on historic preservation within the Old Towne Historic District has created a sense of place in the City and a unique identity within Orange County as a whole. The City recognizes that the architectural strength of Old Towne results from the contextual environment of historic structures, and further recognizes that individual structures are best appreciated in a neighborhood context. Historic preservation in Old Towne has resulted in economic benefits and has created a potential model for other locations within the City. This same level of detail and attention may be appropriate for other areas within Orange.

GOAL 1.0: Identification and protection of historic resources and neighborhoods beyond Old Towne.

Policy 1.1: Pursue a historic landmark district designation of the three Eichler Homes tracts located in Orange.

- Policy 1.2: Pursue the expansion of the Old Towne local district boundary to include all of the Cypress Barrio consistent with the Old Towne standards.
- Policy 1.3: Encourage alternatives to demolition such as architecturally compatible rehabilitation, adaptive re-use and new construction.
- Policy 1.4: Provide long term assurance that compatible rehabilitation will occur and that deterioration will be minimized.
- Policy 1.5: Encourage and provide incentives to achieve long-term preservation of historic neighborhoods in Orange by assisting property owners to rehabilitate and preserve their homes and buildings.
- Policy 1.6: Establish historic overlay zones, where appropriate, for historic neighborhoods using a three-tiered planning approach. The primary components of the overlay zone are to be 1) guidelines for rehabilitation and new construction, 2) demolition control, and 3) use regulation.
- Policy 1.7: Review other potential historic neighborhoods such as Olive, Silverado Canyon, and other similar areas for their historic and cultural significance and determine the appropriate level of regulation and preservation.

HISTORIC NEIGHBORHOOD CHARACTER

Historic preservation goes beyond the protection of a select number of structures. The overall goal of historic preservation is to link current residents to the City's rich heritage, create a sense of place, and provide architectural diversity. Preservation efforts should enhance neighborhoods by rehabilitating individual structures and addressing neighborhood character.

GOAL 2.0 Identification and protection of significant groups of homes, businesses, and public buildings that exhibit unique characteristics important to Orange history.

- Policy 2.1: Identify significant historic and cultural resources, including individual buildings or open spaces that can serve as anchors for conservation districts.
- Policy 2.2: Designate specific individual historic resources in the El Modena and Cypress Barrio neighborhoods.
- Policy 2.3: Promote community awareness and education concerning the unique and special history and architecture found in Orange's older neighborhoods.
- Policy 2.4: Ensure that historic district streetscapes and historic architecture and neighborhood quality are retained through the use of the U.S. Secretary of the Interior rehabilitation guidelines.

RESTORATION AND ADAPTIVE REUSE

Older industrial buildings in Old Towne and other historic structures throughout the City provide opportunities for both restoration, and adaptive reuse as commercial, residential, or office spaces. Encouragement and incentives to achieve long-term preservation and context-sensitive reuse of historic buildings will be provided through financial, planning, and zoning tools which assist property owners in rehabilitating and preserving their homes and buildings.

GOAL 3.0: Historic districts of exceptional quality and character that successfully incorporate restoration and adaptive reuse of structures.

Policy 3.1: Expand existing education efforts to facilitate and encourage historic preservation and recognition of the City's historic resources.

Policy 3.2: Provide additional incentives to practice historic preservation beyond the use of the Mills Act.

Policy 3.3: Actively seek additional outside funds for historic preservation.

Policy 3.4: Leverage recognition of the City's preservation program, direct participation in federal and State preservation programs, and gain access to designated funding through participation in State certification programs.

Policy 3.5: Facilitate preservation loans for home maintenance and rehabilitation for changes that respect the historic character of a building.

Policy 3.6: Consider use of conservation easements and preservation grants to preserve resources.

Policy 3.7: Continue to protect and stabilize property values through controls on demolitions, guidelines for new construction, rehabilitation, and use regulations.

RESOURCES ELEMENT

The goals, policies, and implementation programs of the Resources Element address seven issues: (1) protecting air, water, energy, and land resources; (2) preserving significant ecological, biological, and mineral resources; (3) preserving and expanding open space resources; (4) providing and expanding recreational facilities and programs; (5) creating a comprehensive trails network; (6) preserving visual and aesthetic resources; and (7) preserving historical, archeological, and cultural resources.

AIR, WATER, ENERGY, AND LAND RESOURCES

Orange lies within the heart of north-central Orange County, where the best qualities of Southern California living continue to attract new residents every year. Clean water and air and carefully managed land resources are critical elements of a healthy, sustainable City. Orange will maintain and protect these resources through a range of measures to protect public health and quality of life.

GOAL 1.0: Air, water, energy and land resources that are protected from pollution and overuse.

Policy 1.1: Cooperate with the South Coast Air Quality Management District (SCAQMD) and other regional agencies to implement and enforce regional air quality management plans.

Policy 1.2: Support alternative transportation modes and technologies and develop bicycle and pedestrian-friendly neighborhoods to reduce emissions related to vehicular travel.

Policy 1.3: Maintain groundwater recharge areas to protect water quality and ensure continued recharge of local groundwater basins.

Policy 1.4: Reduce the amount of water used for landscaping and increase use of native and drought-tolerant plants.

Policy 1.5: Encourage the production, distribution, and use of recycled and reclaimed water for landscaping projects, while maintaining urban runoff water quality objectives.

Policy 1.6: Continue to work toward local and regional waste-reduction and diversion goals.

Policy 1.7: Encourage green building design for new construction and renovation projects.

Policy 1.8: Encourage building orientations and landscaping that enhance natural lighting and sun exposure.

Policy 1.9: Coordinate with energy suppliers to ensure adequate supplies to meet community needs, and to promote energy conservation and public education programs.

Policy 1.10: Reduce the amount of impervious surfaces through the use of porous ground cover materials.

Policy 1.11: Encourage development that incorporates pedestrian- and transit-oriented design and landscape elements.

ECOLOGICAL, BIOLOGICAL, AND MINERAL RESOURCES

Significant wildlife habitat and mineral resources exist within the City. Wildlife habitat, which can be found in the City's parks and open spaces, (particularly near Santiago Creek, the Santiago Oaks Regional Park, Irvine Park, and the Peters Canyon Regional Park) is crucial for the survival of native animal and plant species and maintaining the biodiversity of the city and larger Orange County region. Human-created landscaping is also an important environmental element, particularly in urban areas. Landscaping, such as street trees, contributes to an improved aesthetic and biological environment while providing a natural means of cleansing the air. The City's sand and gravel resources are regionally significant sources of aggregate material for new construction. The following goals and policies reflect the City's desire to maintain and support prudent management of these important environmental resources.

GOAL 2.0: Conservation and protection of wildlife habitat, plant and animal species of concern, general biodiversity.

Policy 2.1: Preserve and protect plant resources throughout the City.

Policy 2.2: Work with agencies including the Orange County Flood Control District to identify opportunities to enhance the natural qualities of Santiago Creek to protect habitat and reintroduce native plants, animals, and fish.

Policy 2.3: Reduce the impact of urban development on important ecological and biological resources.

Policy 2.4: Repair or improve ecological and biological conditions when reviewing site redevelopment.

Policy 2.5: Review all development plans near or adjacent to sensitive habitat areas for light or noise pollution and require appropriate mitigation measures.

OPEN SPACE RESOURCES

As important biological, aesthetic, and recreational resources, open space areas are increasingly valuable as the City develops and the landscape becomes more urbanized. Open spaces create buffers to development and provide wildlife habitat in addition to recreational opportunities.

GOAL 3.0: Open space areas that provide for recreational use, scenic enjoyment, and the protection of natural resources and features.

Policy 3.1: Conserve open space through various public-private funding mechanisms and management strategies, including conservation easements.

Policy 3.2: Work with conservation groups to identify and conserve urban open space and protect lands accessible for public use.

- Policy 3.3: Transfer derelict land, tax delinquent land, surplus road and highway right-of-ways, and other land located adjacent to existing open spaces, waterways, or trails that is not currently in productive use to the City through land exchanges, purchases or long-term, no-fee leases.
- Policy 3.4: Investigate conversion or joint-use of surplus or otherwise underutilized lands, including railroad and public utility right-of-ways, for open space use.
- Policy 3.5: Require the inclusion of open space in development adjacent to waterways and planned trails.

RECREATIONAL FACILITIES AND PROGRAMS

The City's active and passive recreational resources consist of designated parks, trails, and open space areas. Continued provision of recreational opportunities through preservation of open space, park maintenance and development, and the creation of new facilities will ensure improved quality of life for residents.

GOAL 4.0: Recreational facilities and programs that adequately serve the needs of residents.

- Policy 4.1: Maintain existing City parks at levels which provide maximum recreational benefit to City residents.
- Policy 4.2: Require developers to alleviate the burden on existing park facilities via means that accurately mitigate the impacts of increased facility use through parkland acquisition, recreational space development and/or mitigation fees.
- Policy 4.3: Provide a range of quality recreational facilities and programming to serve a broad cross section of residents such as youth, seniors, young adults, mature adults, and the disabled.
- Policy 4.4: Establish joint recreational use of open space land and facilities owned by school districts and/or the City.
- Policy 4.5: Work with the private sector to encourage use vacant commercial or industrial properties for recreational use.
- Policy 4.6: Provide for the future development and expansion of existing parks, and provide illuminated areas for night use in ways that do not adversely affect adjacent residential areas.
- Policy 4.7: Develop multi-use community centers.

Policy 4.8: Identify areas within the City that are currently underserved by existing open space and develop programs to purchase land and build park amenities at a minimum level of 3-acres per 1,000 persons and the goal of 5-acres per 1,000 people.

COMPREHENSIVE TRAILS NETWORK

Trails within the City serve important recreational and transportation needs, but are currently disjointed and in some areas, incomplete. The Santiago Creek corridor has been recognized as a potential spine for a Citywide network of multi-use trails that connect parks, open spaces, recreational facilities, and other City amenities. Other opportunities may include the conversion of active and inactive railroad rights-of-way to trails. While providing for pedestrian, bicycle, and equestrian transportation, a trails network would also create a valuable greenway system throughout the City and support the physical health and active lifestyle of Orange residents.

GOAL 5.0: A multi-use trail system that links the City's parks and regional open space amenities and provides for alternative modes of transportation and access to recreational resources.

Policy 5.1: Complete multi-use trails along Santiago Creek that allow for pedestrian, equestrian, and bicycle transportation.

Policy 5.2: Identify a range of funding opportunities to enable extension of existing trails and development of new trails.

Policy 5.3: Continue to implement trail standards set forth in the Recreational Trails Master Plan to ensure consistency, safety, and efficient maintenance of trails, and minimal impacts to the environment.

Policy 5.4: Work with the Rails-to-Trails Conservancy, surrounding residents, and community organizations to identify local right-of-ways and easements that could be converted to multi-use trails.

Policy 5.5: Link existing equestrian trails and provide outlets to open space areas, particularly in the northeast region of the City to reach regional parks such as Santiago Oaks, Irvine, Peters Canyon, the Cleveland National Forest, and surrounding area trails.

Policy 5.6: Ensure that the trail system has a safe interface between the trails and the existing development.

Policy 5.7: Require new development or redevelopment adjacent to trail areas to include trail-oriented design features, access points, and other amenities.

Policy 5.8: Provide development incentives that encourage a more integrated relationship between trails and developed areas.

- Policy 5.9: Work with the Southern California Edison Company to develop alternative open space uses within the company's easements in the City.
- Policy 5.10: Consider the use of a Transfer of Development Rights as a means to acquire and develop more open space.
- Policy 5.11: Ensure that developers accept the burden to help solve the City's open space resource shortages through incentives such as an intensity bonus in exchange for acquisition/provision of open space.

VISUAL AND AESTHETIC RESOURCES

Portions of Orange are characterized by scenic vistas including hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to the urban environment. These viewsheds contribute to the City's identity and high quality of life. The City will preserve open space areas and view corridors where possible and encourage landscaping in urban areas to improve boulevards, neighborhoods, and commercial and industrial districts.

GOAL 6.0: Within the urbanized context, significant view corridors, open space, and ridgelines have been protected.

- Policy 6.1: Preserve the scenic nature of significant ridgelines visible throughout the community by restricting development and grading, except as permitted by hillside grading guidelines.
- Policy 6.2: Designate Santiago Canyon Road east of Jamboree Road as a City Scenic Highway to preserve the scenic nature of the open space adjacent to the road.
- Policy 6.3: Encourage the development of landscaped medians and parkway landscaping along arterial streets in new subdivisions, and encourage the State to provide freeway landscaping.
- Policy 6.4: Coordinate with Southern California Edison and other utilities to underground utility lines, wherever possible.
- Policy 6.5: Encourage the retention of visual focal points within the community. (e.g. the Plaza Square when looking down Chapman; Crystal Cathedral Tower when viewed via Chapman; and the flag pole in the middle of Town and Country).

ARCHAEOLOGICAL AND CULTURAL RESOURCES

Orange County is rich in human history, with a record of occupation by many cultures extending as far back as 30,000 years ago. The City recognizes the importance of preserving archaeological

resources and making them accessible for educational purposes as a means of understanding our cultural heritage.

GOAL 7.0: Preserve historical, archaeological, and cultural resources.

Policy 7.1: Balance the benefits of development with a project's potential impacts to cultural resources.

Policy 7.2: Identify, designate, and protect historically and culturally significant sites.

Policy 7.3: Encourage procurement of cultural resources and artifacts for public education and appreciation.

Policy 7.4: Celebrate the cultural history of the community by increasing community awareness through design of public projects and facilities such as parks, plazas, community buildings, etc.

Policy 7.5: Encourage private development to celebrate the cultural history of the community through the use of design elements.

Policy 7.6: Provide additional resources and promotion for the Orange Public Library Local History Collection.

Policy 7.7: Recognize the importance of Santiago Creek as an archaeological resource.

INFRASTRUCTURE ELEMENT

Orange's water, sewer, storm drain and solid waste management systems represent the City's hidden support network. Managing infrastructure is often a challenge because these services are often taken for granted. They are "forgotten" services in the sense that in Orange, we turn on the faucet, run the washing machine, or place garbage out to the curb, and clean water appears, rainwater drains, and garbage is taken away. These systems must be maintained to ensure that our infrastructure systems will not fail and public facilities will be available when we need them. The goals and policies of the Infrastructure Element address three key issues: 1) maintenance of the City's aging water, sewer and storm drain infrastructure in the face of increased growth pressures; 2) protecting surface water resources from pollution caused by urban runoff; 3) providing high-quality solid waste collection services and encouraging recycling; and 4) ensuring long-range provision of quality library services as the community ages, grows and changes.

WATER, SEWER AND STORM DRAIN SYSTEMS

Infrastructure (including sewer, storm drain and water lines and solid waste collection and disposal services) must be sufficient to accommodate the present and future needs of the community. As infrastructure ages, or growth outpaces capacity, isolated failures represent a real

problem. One of the most critical issues facing the City is how to improve and maintain infrastructure to ensure that residents fully enjoy the health, economic and social benefits that infrastructure systems provide.

GOAL 1.0: Efficient water, sewer and storm drain systems that meet the needs of residents and businesses.

Policy 1.1: Provide sufficient levels of water, sewer, and storm drain service throughout the community.

Policy 1.2: Require that new developments fund fair-share costs associated with City provision of water, sewer, and storm drain service and are consistent with City and service provider plans to complete needed improvements and funding capacity for such improvements.

Policy 1.3: Implement the City's sewer and storm drain master plans and water management to correct known deficiencies and work toward environmentally responsible/sustainable systems.

Policy 1.4: Promote water conservation programs aimed at reducing demands.

Policy 1.5: Explore environmentally efficient infrastructure improvements such as reclaimed water, maximizing percolation, and similar technologies.

URBAN RUNOFF

Wastewater enters the natural environment through the City's sewer and storm drain systems. The City maintains over 300 miles of sewer pipeline. Maintenance includes annual cleaning of sewer lines and periodic videotaping to search for trouble spots. Keeping the sewer system clean helps limit potential sewage overflows that could threaten health and water quality.

However, water contaminants may also enter the natural environment within urban runoff and through the storm water system. When it rains, trash, litter, silt, automotive chemicals, fertilizers, animal wastes, and many other contaminants are washed into the storm drain system. Since storm drains are designed to carry only storm water, these drains typically are not equipped with filters or cleaning systems and consequently, deliver polluted urban runoff directly into local flood control channels and the ocean. Many of the pollutants found in this runoff are toxic to marine life.

GOAL 2.0: A wastewater system that prevents toxic materials from entering the natural environment and prevents the discharge of materials that obstruct flows.

Policy 2.1: Pursue treatment and disposal methods which provide for further beneficial use of wastewater.

- Policy 2.2: Continue to investigate and carry out cost-effective methods to reduce storm water flows into the wastewater system.
- Policy 2.3: Update and enforce State and Federal standards for the quality of wastewater discharged into the system.
- Policy 2.4: Require new development to meet the highest Best Management Practices (BMP) currently available with regards to storm water run off and retention on-site.

SOLID WASTE

Nearly everything we do leaves behind some kind of waste. Households create ordinary garbage, industrial and manufacturing processes create solid and hazardous waste, and construction activities leave behind large chunks of debris and inorganic materials.

Orange contracts with a private sector provider for citywide solid waste, green waste collection and recycling services. By actively recycling, reducing and reusing waste, residents and businesses reduce the need for new landfills and incinerators, prevent the emission of many greenhouse gases and water pollutants, supply valuable raw materials to industry, and conserve land and resources.

GOAL 3.0: An efficient and innovative waste management program that reduces the amount of waste material entering regional landfills.

- Policy 3.1: Expand recycling and waste diversion programs to all City addresses.
- Policy 3.2: Develop programs that encourage residents to donate or recycle surplus furniture, old electronics, clothing, and other household items rather than disposing of such materials in landfills.
- Policy 3.3: Develop a quarterly collection process for hazardous wastes including paint containers, electronics, household chemical, motor oils, pesticides, etc.

LIBRARY SERVICES

The Orange Public Library has been providing library services to residents since 1909. The Library has played a central role in the development of civic life in Orange, and continues to do so through its presence as a “community commons”— a role that will become increasingly important as the population of Orange continues to grow and diversify.

GOAL 4.0: Library resources that meet the educational, cultural, civic, business, and life-long learning needs of residents.

- Policy 4.1: Continue to expand, coordinate and modernize the City’s public library system, ensuring that it becomes the premier information and learning resource for the

City to meet the needs of Orange's growing population and diverse demographics.

Policy 4.2: Support the strategies and recommendations of the Orange Public Library Facilities Master Plan and continue to explore new strategies that make the library accessible to all age groups.

Policy 4.3: Work with the community to assess, select, organize, and maintain desired collections of materials and information sources.

GROWTH MANAGEMENT ELEMENT

Provisions of Orange County's Measure M require jurisdictions to adopt a Growth Management Element describing how public services and facilities will be provided to residents and businesses within each community. Although Orange's population is projected to increase by approximately 10 percent by 2030, strong demand for transportation facilities and services will require continued reinvestment by the City and other service providers in new facilities and services. The goals and policies of the Growth Management Element address two key issues: 1) reducing traffic congestion; and 2) ensuring provision of adequate regional transportation facilities.

TRAFFIC CONGESTION

It is important to balance future growth within Orange with roadways and other transportation services and facilities. The following goals and policies tie together all development goals under the unifying theme of growth management, and indicate Orange's commitment to continue to work with other jurisdictions to address regional concerns.

GOAL 1.0: Reduced traffic congestion by establishing a development capacity for each traffic zone within the City and monitor development within traffic zones to determine when development capacity is being reached.

Policy 1.1: Establish LOS "D" as the level of service standard for traffic circulation within the City.

Policy 1.2: Ensure completion of required transportation improvements as agreed upon by the City and developer prior to the issuance of a Certificate of Occupancy to adversely impacted transportation facilities within three years of building permit issuance.

Policy 1.3: Ensure that new development pays its fair share of street improvement costs, including regional traffic mitigation. New revenues generated from Measure M, if available, shall not be used to replace private developer funding which has been omitted for any project.

- Policy 1.4: Continue to collect transportation impact fees for improvements within the City boundaries and work with adjacent jurisdictions to determine that an appropriate level of transportation impact fees are maintained with the established County Growth Management Areas (GMAs).
- Policy 1.5: Require new development projects to link issuance of building permits for the appropriate portion of the development plan to roadway improvements required to achieve the appropriate Level of Service. Monitor the implementation of this requirement for each new development project on an annual basis.
- Policy 1.6: Integrate land use and transportation planning to provide adequate transportation system service standards.
- Policy 1.7: Promote the expansion and development of alternative methods of transportation.
- Policy 1.8: Encourage the development of housing within close proximity to jobs and services.
- Policy 1.9: Ensure that all new developments incorporate non-motorized and alternative transit amenities such as bike racks, bus benches and shelters and pedestrian connections.
- Policy 1.10: Apply traffic calming measures, where appropriate, to residential neighborhoods impacted by cut through traffic.
- Goal 2.0: Adequate regional and local transportation facilities.**
- Policy 2.1: Cooperate with other agencies to address regional issues and opportunities related to growth, transportation, infrastructure, and other planning issues.
- Policy 2.2: Plan for future maintenance and expansion of the City's roadway and bikeway systems and other infrastructure on an annual basis, factoring for changes in funding availability, project priority, and project feasibility.
- Policy 2.3: Continue to work toward achieving a balance between residential, industrial, commercial, and public land uses and support programs that match Orange residents with local jobs to reduce long commutes and improve the fiscal and public health of the community.
- Policy 2.4: Explore infill development or mixed use opportunities wherever possible as developable space becomes more limited.

Policy 2.5: Continue to work with OCTA and other regional transit agencies to provide amenities at stations that encourage the use of regional bus and train services such as bus shelters, shade and other special streetscape treatments.

CIRCULATION ELEMENT

The goals, policies, and implementation programs of the Circulation Element address six issues: (1) enhancing the local circulation system; (2) maintaining the regional circulation system; (3) maintaining a viable public transportation network; (4) creating a comprehensive pedestrian and bicycle network; (5) providing adequate parking facilities; and (6) improving streetscape aesthetics.

LOCAL CIRCULATION SYSTEM

The local roadway system serves the community's primary needs for mobility and access, and consists of a hierarchy of City streets to meet those needs. The City's original street system was established as a grid pattern long before a master plan of streets and highways was adopted. The Old Towne area is designed in a classic grid system configuration, while in newer parts of the City, natural and man-made barriers such as rivers, hilly terrain, freeways and the City of Villa Park have resulted in a system without a definitive pattern. Some roads are discontinuous and consequently do not provide effective through circulation. A well-designed roadway system will provide convenient access to activities in Orange.

GOAL 1.0: A safe, efficient, and comprehensive circulation system that serves local needs, meets forecasted demands, and reduces traffic impacts on neighborhoods.

Policy 1.1: Plan, build and maintain an integrated, hierarchical and multi-modal system of roadways, pedestrian walkways, and bicycle paths throughout the City.

Policy 1.2: Identify key intersections and streets with historical or projected traffic congestion problems and apply creative traffic management measures to improve overall circulation.

Policy 1.3: Require developers to mitigate their fair share of traffic impacts generated by new projects.

Policy 1.4: Consider various methods to slow traffic, improve street capacity, and increase safety on City arterials and neighborhood streets including traffic calming, landscaping, and provision of bike/transit lanes.

Policy 1.5: Prohibit on-street parking to reduce bicycle/automobile conflicts except in appropriate targeted areas should as recommended by the Bikeways Master Plan.

Policy 1.6: Acquire and expend funds from available transportation financing and other programs to assist in financing new roadways and trails.

- Policy 1.7: Address possible impacts of increased railway volumes on grade crossings throughout the City.
- Policy 1.8: Maintain and repair roadways and sidewalks as necessary to improve circulation and safety.
- Policy 1.9: Encourage through traffic to use higher classification arterials as designated within the City's Master Plan of Streets and Highways as a means to reduce the impacts of noise on residential areas.

REGIONAL CIRCULATION SYSTEM

Mobility in Orange is directly related to the regional transportation network, as the City lies at the confluence of several regional freeways: the Santa Ana Freeway, Orange Freeway, Garden Grove Freeway and Costa Mesa Freeway. In addition to the freeways, Orange is connected to the region via the commuter rail system known as MetroLink and a regional bikeways system with connections to the Santa Ana River and other locations. Orange is also connected to the region via OCTA's bus system, including a Bus Rapid Transit (BRT) network. City infrastructure must accommodate regional through traffic originating in other communities in addition to providing local residents access to the regional network.

GOAL 2.0: An effective regional transportation network.

- Policy 2.1: Ensure consistency with the County Master Plan of Arterial Highways (MPAH) in order to qualify for funding programs.
- Policy 2.2: Coordinate with adjacent cities to plan and develop major east/west and north/south arterials and rapid transit to connect the City with the cities of Anaheim, Tustin, Santa Ana and Irvine, as well as developing areas within the Orange sphere of influence.
- Policy 2.3: Cooperate with and support local and regional agencies' efforts to improve regional arterials in order to address increasing traffic congestion.
- Policy 2.4: Coordinate land use planning with anticipated future development of freeway and transportation corridor improvements as well as the expansion of commuter rail activity.
- Policy 2.5: Ensure that transportation improvements do not degrade the quality of life within Orange's commercial and residential areas.
- Policy 2.6: Encourage the use of regional rail, transit (including Bus Rapid Transit), bicycling, carpools and vanpools for work trips to relieve regional traffic congestion.

Policy 2.7: Require development of residential parcels adjacent to freeways and railways to provide adequate visual buffers such as berms or landscaping between adjacent land uses and the transportation corridor.

PUBLIC TRANSPORTATION

Public transportation is a crucial component of a comprehensive circulation system. In addition to reduced air pollution and traffic congestion, a successful public transit system provides an alternative mode of travel for those with limited mobility, residents who may not have access to a car, and persons who choose not to drive.

GOAL 3.0: Efficient and accessible public transportation that connects activity centers within the City to each other and to the region.

Policy 3.1: Work with the Orange County Transit Authority and other agencies to assess City public transportation needs and to assure delivery of services when and where they are needed.

Policy 3.2: Enhance and encourage provision of convenient and attractive transit amenities and streetscapes to encourage use of public transportation (e.g. benches, trash cans, shelters, and lighting).

Policy 3.3: Require incorporation of transit-oriented design features within major commercial and employment areas as well as medium density residential and mixed-use development areas.

Policy 3.4: Encourage the development of alternative local transportation options such as a community circulator bus service between transit centers and major commercial, employment, and residential areas.

Policy 3.5: Examine ways to improve existing airport shuttle service for local business travelers.

Policy 3.6: Coordinate land use planning with future development and/or realignment of the public transportation system.

Policy 3.7: Encourage the use of public transit, regional rail, carpools, vanpools, and bicycling for work trips to relieve local traffic congestion.

Policy 3.8: Provide for para-transit or other public transportation systems that enhance the mobility of Orange's senior and youth populations, and the disabled.

PEDESTRIAN, BICYCLE AND EQUESTRIAN NETWORK

In addition to recreational benefits, non-vehicular modes of transportation offer commuting options. An effective pedestrian, bicycle and equestrian network must be safe, accessible, and connect key activity centers within the community with each other and to the regional trail system. A comprehensive network of on-street bicycle lanes, off-street bicycle paths, sidewalks, and trails should be developed and maintained to increase the safety and utility of the system.

GOAL 4.0: Bicycle and pedestrian facilities and amenities that provide efficient and accessible alternative modes of transportation.

Policy 4.1: Create a comprehensive bicycle network that is integrated with other transportation systems by establishing complementary on-street and off-street facilities as identified in the City of Orange Bikeways Master Plan and Master Plan of Countywide Bikeways.

Policy 4.2: Provide linkages to county-wide commuter bikeways, and other bicycle and pedestrian trails systems including Santiago Creek, the Santa Ana River, and the proposed Tustin Branch Trail.

Policy 4.3: Require the installation of racks and safe storage facilities at parking areas for all City projects, and encourage the incorporation of such facilities within privately-developed projects.

Policy 4.4: Improve citywide awareness of automobile and bicycle safety. (e.g. through a "Share the Road" awareness campaign)

Policy 4.5: Encourage use of the bikeway system by providing adequate signage, trail markings, and other amenities.

Policy 4.6: Ensure that pedestrian facilities and bikeways are safe environments through the use of defensive trail design, adequate lighting, access for emergency vehicles, and linkage to the roadway signal system.

Policy 4.7: Explore opportunities to convert abandoned rail corridors into segments of the City's bikeway and pedestrian trail system.

Policy 4.8: Establish a more appealing pedestrian environment along arterial roadways.

Policy 4.9: Ensure adequate sidewalk widths to accommodate lighting and street trees.

Policy 4.10: Expand and maintain an equestrian trail network and provide for appropriate staging areas and infrastructure.

PARKING FACILITIES

A shortage of parking can cause circulation problems and reduction or loss of business activity. Old Towne Orange has been identified as an area of particular concern. As the City develops, it is increasingly important to provide adequate parking commensurate with adjacent land uses.

GOAL 5.0: Sufficient parking that meets the demands of adjacent land uses.

Policy 5.1: Provide adequate parking to protect growth and diversity of Old Towne. Consider creation of a parking district and investigate the feasibility of developing underutilized parking lots near the Old Towne Plaza as public parking facilities. .

Policy 5.2: Plan for on-site parking, in appropriate areas, within all new developments and require that all new commercial, industrial, and mixed-use development meet City parking requirements for the intended use.

Policy 5.3: Encourage adjacent businesses to consolidate parking facilities and access points

Policy 5.4: Encourage shared parking where adjacent or nearby land uses have different peak parking periods.

Policy 5.5: Encourage underground parking or parking structures where economically feasible in commercial areas.

STREETSCAPE AESTHETICS

Major streets serve as gateways to the City and play a key role in the character and feel of the neighborhood through which they traverse. Coordinated street landscaping and improvements enhance business districts, soften the transition/interface between commercial and residential areas, and create pleasant residential neighborhoods.

GOAL 6.0: Aesthetically pleasing city streets.

Policy 6.1: Encourage the enhancement of the streetscape along the City's major commercial corridors through coordinated public and private improvements to convey a positive image of the district, contribute to its economic vitality and perception of the City, and provide for a harmonious transition into adjacent neighborhoods.

Policy 6.2: Provide streetscape improvements on Tustin Street and Chapman Avenue that convey their role as major boulevards in the City and County.

Policy 6.3: Ensure that streetscape improvements provide for an environment that offers a pleasant experience for motorists, pedestrians, and transit riders.

PUBLIC SAFETY AND NOISE ELEMENT

Natural conditions and human activities in Orange can create risks to individuals and properties within the community. Excessive risk from such hazards can be reduced or avoided through implementation of policies in the Public Safety Element.

The Public Safety Element addresses four major issues, including: 1) minimizing risk from environmental hazards and natural hazardous conditions; 2) reducing risks from hazardous activities and man-made safety hazards 3) emergency services and safety; 4) Homeland security; and 5) crime prevention, emergency preparedness and creation of safe environments.

ENVIRONMENTAL AND NATURAL HAZARDS

To minimize safety hazards related to the environment and natural hazardous conditions, such as geologic and seismic activity, flooding and fires, the following goals and policies are established:

GEOLOGIC AND SEISMIC HAZARDS

The most significant environmental hazards that may affect land use in Orange are seismic and geologic hazards. Earthquakes and their related effects have the greatest potential to impact a large portion of the population. Other geologic hazards such as landslides and ground subsidence have more localized effects.

The combination of sound planning practices and continued education of residents will minimize risks to the community from seismic and geologic hazards, and will protect the health, safety, and welfare of Orange residents.

GOAL 1.0: Protect citizens from seismic hazards and other geologic constraints.

Policy 1.1: Minimize the potential damage to structures and loss of life that may result from an earthquake.

Policy 1.2: Prohibit development in area identified in the State's Alquist-Priolo program.

Policy 1.3: Educate and train individuals and neighborhoods how to respond to emergency situations.

Policy 1.4: Participate in federal, State, and local earthquake preparedness and emergency response programs.

FLOOD HAZARDS

Portions of Orange are susceptible to limited but credible flood events from either a major storm or dam failure resulting from a significant earthquake. Dams are present along Santiago Creek at

two locations, at Villa Park Dam and Santiago Dam (Irvine Lake). Both are in the foothills section of east Orange. Peters Canyon Dam is located along Peters Canyon about two miles west of Irvine Lake. Unlike Santiago Creek, which flows generally northwest, Peters Canyon drains to the south in this area. The areas below (downstream from) the dams are areas of potential flood hazard in case of catastrophic dam failure. These reservoirs and their dams prevent periodic flooding that would be expected to occur in a natural setting. In the event of dam or levee failure, large areas of the city would experience flooding. Recognizing and preparing for such occurrences allows the community to avoid associated dangers. Orange will strive to protect residents and the community at large from flood hazards.

GOAL 2.0: Protect the City from flood-related risks and hazards.

Policy 2.1: Cooperate and work with the Orange County Flood Control District to ensure District flood control facilities are well maintained and capable of accommodating, at a minimum, 100-year storm flows.

Policy 2.2: Require that new developments minimize storm water and urban runoff into drainage facilities by incorporating design features such as detention basins, on-site water features, or other strategies.

Policy 2.3: Maintain an active storm drain inspection program.

Policy 2.4: Protect critical public and private facilities located within areas subject to flooding.

Policy 2.5: Evaluate and monitor water storage facilities to determine which facilities are not self-contained and might pose an inundation hazard to downstream properties.

Policy 2.6: Employ strategies and design features that will reduce the amount of impervious surface (i.e. paved area) within new development projects.

FIRE HAZARDS

Fire and its destructive potential are safety concerns not only in the urban areas of the City but in the undeveloped hillsides as well. Wildland fires pose a major threat to isolated development located within hillside areas and also to residential development along the fringes of the hillsides. During the summer season, dry vegetation, little seasonal rain, and Santa Ana wind conditions can combine to increase the likelihood of fires. New development, particularly in the eastern portion of Orange, will create increased fire hazards due to higher levels of interaction between open grassland and vegetation along hillsides and residential development. In addition, fire hazards are a continuing concern in the City's industrial areas.

- GOAL 3.0:** **Protect lives and property of Orange residents from urban and wildland fire hazards.**
- Policy 3.1: Continue to identify and evaluate new potential fire hazards and fire hazard areas.
- Policy 3.2: Consider non-traditional methods of controlling vegetation, such as prescribed burning, in undeveloped areas.
- Policy 3.3: Encourage residents to plant and maintain fire-retardant slope cover to reduce the risk of brush fires in areas adjacent to the canyons, and develop and implement stringent site design and maintenance standards for areas with high fire potential. To the extent possible, native, non-invasive plant materials are encouraged.
- Policy 3.4: Assure provision of adequate fire equipment access and fire suppression resources to all developed and open space areas.
- Policy 3.5: Require new development to ensure that the City's response times and service standards be maintained.
- Policy 3.6: Develop a community and neighborhood awareness program utilizing all available media to disseminate fire safety information to the public regarding fire season, brush clearance, etc.
- Policy 3.7: Continue to adopt and respect agreements with adjacent communities for mutual automatic aid assistance.
- Policy 3.8 Prepare for the protection of the public from fires, noxious fumes, and other hazards within the industrial zones.

HAZARDOUS MATERIALS AND MAN-MADE HAZARDS

The manufacture, transportation and storage of hazardous materials in the urban environment threatens the safety of persons working with the materials as well as businesses and residences located near the hazards. The City recognizes the importance of identifying users and producers of hazardous materials so that land use decisions can be made to minimize the exposure of persons to the dangers associated with these substances.

- GOAL 4.0:** **Minimize risks to life and property and the environment associated with producing, using, storing or transporting hazardous materials in the urban environment.**
- Policy 4.1: Assess the risks involving the disposal, transport, manufacture and storage of existing hazardous materials and develop appropriate mitigation measures in case of accidents.

Policy 4.2: Prohibit new disposal, transport, manufacture and storage of hazardous materials within the City without a mitigation plan in case of accidents. Hospitals meeting current State and Federal standards are exempt.

Policy 4.3: Identify hazardous materials dumpsites, and ensure that the sites are cleaned in conformance with applicable federal and State laws prior to the establishment of new uses thereon.

AIRCRAFT OPERATIONS

The John Wayne Airport in Irvine, U.S. Army operations based in Los Alamitos, and medical helicopters associated with the City's medical institutions generate high volumes of commercial and military aircraft traffic over Orange. Potential hazards related to aircraft traffic include excessive noise and aircraft accidents.

GOAL 5.0: Reduce safety hazards associated with civilian, military, and medical air traffic.

Policy 5.1: Work with the FAA, the Orange County Airport Land Use Commission, Caltrans, and other agencies to establish aircraft corridors which minimize the exposure of Orange residents to air traffic hazards.

Policy 5.2: Work with major medical institutions to minimize the impact of helicopter and airplane traffic on Orange residents.

NOISE

Certain areas of Orange are subject to high levels of noise from freeways and roadways, as well as aircraft and train noise, as well as fireworks-related noise from nearby Disneyland and Anaheim Stadium. All of these noise sources reduce the quality of life within the City. Consideration of noise sources in the planning process and identification of who that noise impacts is an effective method of minimizing the impacts of noise on residents.

GOAL 6.0: Minimize impacts of point source and ambient noise throughout the community.

Policy 6.1: Evaluate and mitigate the direct and indirect, particularly traffic, noise impacts of development proposals.

Policy 6.2: Ensure that acceptable noise levels are maintained near schools, hospitals, convalescent homes, and other noise sensitive areas.

Policy 6.3: Reduce impacts of high-noise activity centers located near residential areas.

Policy 6.4: Monitor the impacts of fireworks-related noise generated by the Disneyland Resort and Anaheim Stadium and work with the Walt Disney Company and the Stadium management to reduce those impacts.

GOAL 7.0: Minimize impacts of transportation-related noise.

Policy 7.1: Reduce transportation noise in residential neighborhoods, where necessary, through the use of traffic calming measures and other techniques.

Policy 7.2: Work with adjacent jurisdictions and transportation agencies to include noise mitigation measures in the design of new roadway projects.

Policy 7.3: Work with the appropriate governmental agencies and the private sector to reduce the impacts of noise caused by rail traffic. Provide for appropriate mitigation to protect surrounding residential neighborhoods.

GOAL 8.0: Minimize impacts from noise sources other than transportation.

Policy 8.1: Require the inclusion of noise mitigation measures, techniques, and design features in the planning, design, and construction of future development and redevelopment projects.

Policy 8.2: Require that mixed-use structures be designed to prevent transfer of noise and vibration from commercial/retail and stand-alone residential development to residential use.

Policy 8.3: Minimize stationary noise sources and noise emanating from construction activities and special events.

EMERGENCY SERVICES AND SAFETY

The safety and well-being of Orange's neighborhoods and businesses is a valued fundamental quality of life. Orange will continue to sustain and improve its commitment to safety through a comprehensive approach to police and fire services, including public outreach and education, community awareness, and partnerships with public agencies and private businesses. This includes education on issues related to Homeland Security. Foresight and planning regarding land use decisions represent proactive approaches to enhancing safety in the community especially in those areas where development may become more intense than current conditions. Keeping neighborhoods buffered from both urban and wildland fire hazards reduces incidents requiring response and minimizes damage to property when fires do occur. Recognition and preparation of potential rail hazards must be implemented. Industrial hazards such as noxious fumes, underground fuel lines, and other potential hazards must be evaluated and mitigated. Special attention must be given to industrial projects sited near residential areas to ensure appropriate buffers and screening of industrial sites.

GOAL 9:0: Public safety services of the highest quality.

- Policy 9.1: Reevaluate and update community needs for law enforcement services and ensure that the Police Department has adequate resources to meet existing and projected demands.
- Policy 9.2: Ensure that the Fire Department has sufficient capacity, stations, personnel, and equipment to meet growth needs in the City for fire protection and related emergency services.
- Policy 9.3: Establish and maintain maximum emergency response times for fire safety and police response services. Require that all new development be able to meet established response standards without reducing service levels elsewhere and provide mitigating measures to maintain adequate response times in new developments.
- Policy 9.4: Use technology to improve crime prevention, fire suppression, and emergency services.
- Policy 9.5: Continue to support programs and studies which update techniques for fighting crime, and train police personnel regarding how to use them.
- Policy 9.6: Provide ongoing public information and education regarding the City's Emergency Preparedness Program, Homeland Security, and other similar programs.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Secure streets and public places reduce the potential for criminal activity. Defensible space planning is one crime prevention method. Defensible space planning uses design techniques, building orientation, and features of the built environment to deter criminal activity and positively influence human behavior and the perception of safety. Defensible space planning is also a key element in a local comprehensive crime prevention and safety plan. Crime Prevention through Environmental Design (CPTED) techniques look to incorporate four key considerations into site planning and architectural design: territoriality, natural surveillance, activity support, and access control.

TERRITORIALITY

People tend to protect territory that they feel is their own and to respect the territory of others. Low decorative fences, artistic pavement treatments, well designed signs, good property maintenance, quality landscaping, and public art express pride in ownership and identify personal space.

NATURAL SURVEILLANCE

Placing physical features, activity centers, and people in ways that maximize the ability of passers-by to see what's going on discourages crime. Barriers such as bushes, sheds, or shadows make it

difficult to observe activity. Landscaping and lighting that promote natural surveillance from inside a home or building and from the outside by neighbors are effective means of passive crime prevention.

ACTIVITY SUPPORT

Encouraging legitimate activity in public spaces assists in discouraging crime. Improvements like a basketball court in a public park and community activities such as a clean-up day, block party, or civic or cultural event bring people out, get them involved, and help discourage vagrancy and potential illegal acts. Providing a mix of uses and types of residential development encourages diverse household types and patterns of activity, increasing security due to the round-the-clock activity and more eyes on the street.

ACCESS CONTROL

Entrances and exits, pedestrian paths, and driveways can be located to direct people to safe, lighted, visible areas. Strategies include adding front porches or a front office to an apartment building, locating drive-up or walk-up business services in view of the street, and planting low-level landscaping along walkways.

GOAL 10.0: Improve community safety and reduce opportunities for criminal activity through physical design and by creating defensible spaces.

Policy 10.1: Apply CPTED concepts in the review of development proposals.

Policy 10.2: Maximize natural surveillance through physical design features, including visible entryways from surrounding structures and businesses; well-defined and visible walkways and gates; well-lighted driveways, walkways, and exteriors; and landscaping that does not obscure visibility.

Policy 10.3: Ensure that community areas and amenities such as transit stops, sidewalks, plazas, parks, trails, and bike paths are appropriately lighted, free of hidden spaces, and frequently patrolled.

Policy 10.4: Practice active surveillance measures in high-risk areas such as parking structures.

Policy 10.5: Maximize security of public spaces, recreation facilities, and new development by encouraging complementary uses that support a safe environment.

DISASTER/EMERGENCY PREPAREDNESS

The City recognizes that emergency preparedness planning can reduce the level of impact resulting from a man-made or natural disaster.

GOAL 11.0: Emphasize emergency preparedness within City Hall and throughout the community.

Policy 11.1: Sponsor and support public education programs for emergency preparedness and disaster response.

Policy 11.2: Coordinate disaster preparedness with other public and private agencies.

Policy 11.3: Coordinate emergency response and preparedness planning with other cities in the region.

PEDESTRIAN AND BICYCLE SAFETY

A walkable city is achieved by creating safe streets and travelways. Establishing a feeling of safety is key to encouraging the use of trails, pedestrian paths, sidewalks, and bikeways to move about the community.

GOAL 12.0: Provide safe pedestrian and bicycle environments.

Policy 12.1: Enhance and maintain safe pedestrian movement through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout Orange.

Policy 12.2: Require all developments to provide adequate safety lighting in pedestrian areas and parking lots.

Policy 12.3: Provide shielded safety lighting along trails and other public and private walkways separated from a street.

Policy 12.4: Support creation of safe routes that encourage children to walk to schools and recreational facilities.

Policy 12.5: Review and attempt to remove all barriers to pedestrian and bicycle access including rail, street, freeway and waterway crossings and poorly marked or maintained pathways and sidewalks.