

# Santa Fe Depot Specific Plan Update

## PUBLIC WORKSHOP #2

### VISION, OPPORTUNITIES AND CONSTRAINTS

Thursday, September 21, 2006, 7:00 – 9:00 p.m.

Orange City Hall, Weimer Room  
300 E. Chapman Avenue, Orange



### Workshop Notes

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1. Why is the extent of the Specific Plan boundary is well beyond the original Specific Plan boundary?
2. The 1993 Specific Plan was wonderful – it should just implemented.
3. What improvements are being considered for the rail crossings – Quiet Zones?
4. Make connections to St. Joseph’s Hospital and the surrounding medical offices and other service facilities.
5. Limit Chapman’s ability to block off any more streets.
6. It seems that the opportunity sites will be considered for uses other than the existing uses (commercial/industrial) such as residential.
7. Reduce Specific Plan boundary to just around Metrolink Station.
8. The residential uses along Olive Street should be protected – maybe the boundary could be moved westward to be along the center of the block between Olive and Lemon Streets.
9. Including the Olive Street right-of-way within the Specific Plan area may lead to certain improvements along the streetscape.
10. Concern expressed about the expanded Specific Plan boundary impacting Old Towne historic buildings and other contributing structures.
11. Why do we need additional parking spaces if we expect people to walk along the proposed corridors?
12. There is a conflict between the General Plan land uses and the proposed land uses within the Specific Plan? *(No land use proposed yet for the Specific Plan)*
13. Improve connections for pedestrians at Chapman/Plaza.
14. Maple Avenue is an unnecessary primary pedestrian connection.
15. What kinds of improvements to the pedestrian environment are being considered?
16. Isn’t it shortsighted to consider widening sidewalks by reducing parking?

17. What is "active commercial frontage"?
18. Where are people going to park?
19. Increased bus service is more likely than increased Metrolink ridership. This increased bus service may also bring in the criminal element.
20. Also, the parking lots are used by people who ride-share, not just Metrolink riders.
21. Consider implementing the pedestrian mall from the 1993 Specific Plan along the alley walkways.
22. Current allowable density of 15 units/acre is too low to redevelop the Second Harvest property profitably, so they may be forced to stay industrial, with semi-trucks driving through the area on a regular basis.
23. What are the benefits of the expanded boundary to the community?
24. Please clarify what the 1993 Specific Plan says about requiring property owners to make improvements to their buildings.
25. Summary of comments heard tonight
  - Boundary – exclude residential areas.
  - How is the expanded parking provided?
  - Quiet Zones should be implemented.
  - Explain how "grandfathering" of existing uses may work.
  - What will be required of property owners?