

Santa Fe Depot Specific Plan Update

PUBLIC WORKSHOP #4

DEPOT WALKING TOUR

Saturday, February 3, 2007, 9:00 – 11:30 a.m.

Summary of Walking Tour Comments

Conceptual Depot Plaza:

<p>Historic Character and Resources</p> <p>How intact is the historic character? What buildings or properties stand out? Why? What about the area contributes to the historic feel (architecture, landscaping streetlights, etc.). How does the character of this area compare with other parts of Old Towne?</p>	<ul style="list-style-type: none">• Looks fine—we don't need retail. This is the first impression of Old Towne.• Why can't you introduce a public plaza into Alternative 1? Why don't you choose the best of both Alternatives to produce the final plan?• I would like to see this area keep the distinct industrial feel. All infill projects should reflect this architecture (Design Guidelines & Secretary of Interior Standards).• Looks old and rundown. I think mixed-use with an open retail plaza would look good. Residential should be farther away.• A concern regarding residential is that it can be a magnet for crime. The City needs to be careful of the type of residents that will be attracted to the area.• Not very intact. Little to preserve here.• Alternative 1 mixed-use (is preferred).• Little historical; possible to save/reuse small buildings.• The main "standout" appears to be the fence. However, exiting the trains, you would usually focus on Chapman and not this area.• Couldn't the buildings have facades that are more historical looking?• Ties in with Old Towne, but needs touch up and cleaning.• Future market conditions; pedestrian mall.
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	<ul style="list-style-type: none"> • I don't think the current train depot is historic, but it fits in nicely. The buildings across Atchison are historic, but ugly and an eyesore. • Mixed. Building directly in front definitely does not have historic character. Other buildings can be used through adaptive reuse. • Save that old building behind the tin front! • Some landscaping needs improvement. • No 2 or 3 story, period!!! • The initial impression is industrial and not particularly historical. It does <u>not</u> scream "THIS IS ORANGE...EXPERIENCE ME!" • Unattractive—no historic feel. Doesn't feel like Old Towne.
<p>Properties in Transition and Adaptive Reuse Candidates</p> <p>Are there any vacant buildings or properties? How might they be adaptively reused or redeveloped? What is the general condition of buildings and properties? Are there any properties for sale or lease?</p>	<ul style="list-style-type: none"> • Not many vacant buildings, but many properties are for sale at a certain price. • I like the industrial feel. • Path should invite you to the Plaza—walking through shops, etc. • Properties don't appear to be vacant, but seem "warehouse" style. • We seem to be looking at the back of buildings. • Uninteresting and non-descript. • I think we should give facelifts or clean-up to existing historical facades and reuse them with contemporary uses. Maintain historical structures. Anything not historical can be retooled with sensitivity toward surrounding feel. • Combine uses. • Improve view from Depot. • Buildings could use a facelift. I wouldn't mind mixed-use here. • Adaptive reuse for most buildings. The warehouse should be gone. • Low traffic generating—pedestrian is good. • Buildings and properties in poor condition. • Industrial buildings at 426 W. Almond and 200 S. Cypress

	<p>are contributing. Can be redeveloped with medium density, 2-story and parking on-site. St. Vincent De Paul is not contributing. City has interest and made offer to buy St. Vincent's for senior housing. This will add diversity, meet seniors' needs, built per standards with historic lighting.</p>
<p>Types and Relationship of Uses</p> <p>What kind of uses are next to, across the street from, or near each other? Are they compatible or complementary? What relationship do the buildings have to the sidewalk (e.g. windows, storefronts, architectural features)? Do they provide housing or employment opportunities?</p>	<ul style="list-style-type: none"> • Not really; it's an industrial/residential mix. • This area is the most critical part of the plan. It's the City's front door for people coming off the train. • Must be inviting. • Good place for residential density, though. • I would support a mix of housing and open space, so that the initial presentation of the City would be positive. • Uses are industrial. • Since all the buildings appear to be warehouses, I can only assume they provide some employment. The Depot itself is far more interesting, but feels dumped into an industrial area. • (Apply) Old Towne Design Standards. • No 5-story parking garage. • Commercial use would be best. • No 3-story residential or commercial. • Good possibilities for employment. • Not so attractive, but historically industrial.
<p>Building Height</p> <p>How tall are the buildings that you see? How does building height influence the character and feel of the street?</p>	<ul style="list-style-type: none"> • I would suggest increasing the height limit to 5- stories. In some areas greater height would be beneficial to create more of an urban core feel. 5- stories and below will keep historic feel intact. This will allow developers to build higher quality products and parking because the density and consequent activity will increase. • Limit to 2 stories!!! • Not too tall. • 3-stories will create a "closed in" feeling. • 20' or 1 ½-story buildings (existing condition). • 1-story (existing condition)

	<ul style="list-style-type: none"> • I believe 3-stories should not be accepted. It brings too much density and changes the old historical feel. • Building heights are fine as is. No taller, please. • Single story (existing). • Could become 2, but not 3-story. • No increase (in height)!!!! • Building height is just fine. Do not make taller. • Building height is o.k. • 2-story. Any zoning contrary to our design standards would have negative impact—noise, traffic, etc.
<p>Train and Bus Activity</p> <p>Are there train or bus stops in the area? What is the relationship between this area and the Depot? Could people walk or bike to the Depot? How does train and bus activity affect this area in relation to other portions of the planning area?</p>	<ul style="list-style-type: none"> • Does need improvement in these areas. • Get rid of train whistle. • Yes (there is train and bus activity). • Yes. There seems to be little relationship to the Depot. • Train and bus stops both are here. People could walk from here to the Plaza, but I think most people drive. • Plenty (of train and bus activity)! • Many of my neighbors do every day (take the train)! I’ve done it for an outing. • Yes, train and bus stops are in the area. • Yes—excessive, constant train noise and vibration causes health effects and affects property values; serious economic/social conditions. A quiet zone with mitigation will enhance area.
<p>Pedestrian Connections and Linkage Opportunities</p> <p>Do you presently walk around this area? Why or why not? How would you get to this area by foot? Describe the pedestrian environment (sidewalk condition and width, street trees, street lights). Would you feel comfortable walking here during the day? What about at night?</p>	<ul style="list-style-type: none"> • I feel comfortable walking in the day, but the more lights/people/activity in place, the more inviting it would be at night. • Yes (presently walk around the area)—enjoy walking Orange. I don’t feel this side of Glassell is as safe as others. This should be addressed. • Yes (there is a pedestrian connection) to Cask & Cleaver. • I’ve gone to the Depot only to take trains. There appears to be sufficient lighting, but nothing appealing to draw me here.

	<ul style="list-style-type: none"> • I do not walk in this area. I consider it to be industrial and wouldn't walk here at night. I'd rather walk around my beautiful residential neighborhood and Hart Park. • Southbound trains force (foot) traffic onto Chapman and away from Depot. • Yes, but not at night! Straight down Maple from Cleveland or winding around each evening. • (Would) not (walk here) at night. • Appropriately designed lighting would help.
<p>Parking</p> <p>Where do or would people visiting the existing or future uses in this area park? Should they park in a public parking lot or structure? Should they be allowed to park on the street? Should there be time limitations on street or public lot parking spaces?</p>	<ul style="list-style-type: none"> • Structures are key. • Parking is provided at this time. • Structure would be good—keep as much parking free as we can. Benefits our merchants. • CAMERAS FOR SECURITY • There seems to be parking that is adequate at the moment. But any development, even minor, would probably require far more parking. • People should park in subterranean parking (like at Chapman under the football field). • Plenty (of parking). Most train users getting off in a.m. go to St. Joe's, UCI, or switch to LA trains. • No structure! Why draw more people to a place where parking is a problem? • Parking is a problem, but should remain as a single level parking lot, not as a parking structure. • Public lot with retail on one side lower. • Public parking lot—not a structure.

Lemon Street Parking Lot:

<p>Historic Character and Resources</p> <p>How intact is the historic character? What buildings or properties stand out? Why? What about the area contributes to the historic feel (architecture, landscaping streetlights, etc.). How does the character of this area compare with other parts of Old Towne?</p>	<ul style="list-style-type: none">• No historic character. Doesn't feel like Old Towne.• Does not look particularly historical.• Not on west side. Yes! On east side.• Make lights historic but well lighted.• Primarily residential on east side.• Structured parking with mixed-use.• Underground electrical.• Subterranean parking.• Visually I can't envision that a multi-layered parking structure would add anything. Like the idea of it not looking like a parking structure.• The residences contribute all the historical feel of this area.• Historic homes on east side.• First glimpse of the historical homes—maintain the Old Towne feeling.• Alternative 2 is o.k.• Cameras and security important. Right now a place to park, but to stay.• This location, between Old Towne and the Depot, would be well suited to residential. This is right where people would want to live, and locating the housing we all know needs to happen here. Housing here would yield fewer car trips – because people can and would walk to both the train and Old Towne.• Houses look good.• A parking structure would be o.k.• I have nothing against high-rise residential. It is the trend in other communities. The buildings could have historic facades.• Residential contributing buildings stand out.• Parking lot is underutilized now, and with proper enforcement meets needs of Depot and adjacent businesses/residents. Control Chapman students.
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<p>Properties in Transition and Adaptive Reuse Candidates</p> <p>Are there any vacant buildings or properties? How might they be adaptively reused or redeveloped? What is the general condition of buildings and properties? Are there any properties for sale or lease?</p>	<ul style="list-style-type: none"> • Parking structure with retail on ground floor or subterranean parking with retail above. • No (properties in transition). Houses seem occupied. • Really mixed-use (currently). • No 5-story parking garage. • Residential area. More parking might help, but how would that impact the people who live next door? Attendants and/or security needed? • No properties for sale. All properties on this block seem to be contributing properties. • Follow Old Towne and federal standards.
<p>Types and Relationship of Uses</p> <p>What kinds of uses are next to, across the street from, or near each other? Are they compatible or complementary? What relationship do the buildings have to the sidewalk (e.g. windows, storefronts, architectural features)? Do they provide housing or employment opportunities?</p>	<ul style="list-style-type: none"> • Could be complementary if new retail is historically referenced to houses across street. • Parking—no Chapman University parking allowed. • (Existing) housing is typical historic Old Towne. • Residential for ½ block, then commercial toward Chapman. Would be best for all residential. • (Need) lighting for safety. • More retail; less high-density housing. • Like the subterranean parking idea better because of the visual impact. • Constant flow of buses down this street and next to film school, which appears to have already created a parking problem. • Underground utilities preferred by me! • Three kinds of streetlights on one street! • Across the street would be nice to enlarge plaza shops to include this area. • Keep power lines as they are part of the cultural landscape. • Underground the power lines! • Mixed-use now—prefer Alternative 1 with inclusion of low-density area in Alternative 2. • Historic lighting and appropriate facades would enhance.

<p>Building Height</p> <p>How tall are the buildings that you see? How does building height influence the character and feel of the street?</p>	<ul style="list-style-type: none"> • Single story residential (existing). • No 3-story. • 2-story building and/or parking would probably not disrupt too negatively the feel of the neighborhood. • Very low—single story, parking. • I support 3 story height and density here, with parking. • Strong rectilinear forms around the neighborhood would accommodate a new parking structure and higher density housing. • Single story (existing). • 2-stories max. • 2-stories. Any other would have negative impact.
<p>Train and Bus Activity</p> <p>Are there train or bus stops in the area? What is the relationship between this area and the Depot? Could people walk or bike to the Depot? How does train and bus activity affect this area in relation to other portions of the planning area?</p>	<ul style="list-style-type: none"> • (Train and bus activity) brings business to new shops. • Yes. Train and bus activity are in the area nearby. • (Train and bus activity) a block away. • Constant (train and bus activity). • Lots (of train and bus activity). • Most of the train riders go somewhere else. • Yes. Both train and bus activity affects traffic and noise in all areas.
<p>Pedestrian Connections and Linkage Opportunities</p> <p>Do you presently walk around this area? Why or why not? How would you get to this area by foot? Describe the pedestrian environment (sidewalk condition and width, street trees, street lights). Would you feel comfortable walking here during the day? What about at night?</p>	<ul style="list-style-type: none"> • No (don't presently walk around this area). Too ugly and deserted. Sidewalks are o.k.—nice, and old style streetlights are good. • (Walk the area) often—day and early evening. • Good linkage for Chapman University. • Width of sidewalks (is good). • Old lighting lights—not the modern cement poles. • Sidewalk width is good as is. Pedestrian friendly as is. • Need consistency in streetlights. Can this area handle more stores? • Yes (presently walk around the area)—no place to rest. • Would be comfortable walking here day or evening (currently).

	<ul style="list-style-type: none"> • Yes. Street lighting would help. Serious traffic flow on Chapman Ave. and college affects area. Traffic flow/direction must be addressed now.
<p>Parking</p> <p>Where do or would people visiting the existing or future uses in this area park? Should they park in a public parking lot or structure? Should they be allowed to park on the street? Should there be time limitations on street or public lot parking spaces?</p>	<ul style="list-style-type: none"> • Parking is difficult, but a structure is out of the question. • No Chapman University parking!!! • Chapman student parking for students who won't pay for sticker. Needs crackdown. Hidden parking concept with shops/residential would be good. • Subterranean parking might be more appropriate. Could allow bottom floor for Chapman students and charge a monthly fee. • Need less street parking. • Increase in parking will only benefit Chapman students and train commuters, not Old Towne residents or merchants. • A parking structure would be o.k. as long as it is kept to 1-story and is subterranean at least 2 levels. • Sufficient parking exists now. No need for high rise parking lot. Proper signage would help. Follow City policy on time limitations.

St. Vincent de Paul/Second Harvest Food Bank:

<p>Historic Character and Resources</p> <p>How intact is the historic character? What buildings or properties stand out? Why? What about the area contributes to the historic feel (architecture, landscaping streetlights, etc.). How does the character of this area compare with other parts of Old Towne?</p>	<ul style="list-style-type: none"> • Relatively intact. The thrift store doesn't have much of a historic feel. • Unique industrial packinghouse (contributing). Perfect for adaptive reuse. Residential lofts. • This would be good for residential. • As this is a historic contributing structure, all development should enhance/contribute to that. • Additional development on the parking lot would be acceptable. • This site is good for density as well. • Second Harvest—convert to loft above—business below. • The look should be maintained. • Since the area is mixed-use, there is a mixture of the historic (primarily the residences) and the commercial (only some historical). The rehabbed tire store, though it works great, is hardly historic looking. But the idea of living/working quarters may be effective in this area, especially if it eliminates large trucks and a heavier industry feel. • I think the Second Harvest building, and the tile storage building are very intact—although I wish they'd clean up. I don't believe St. Vincent's thrift store is historic. I like their overall feel. • I hate the barbed wire on the St. Vincent de Paul property. • The icehouse is great. • Very significant—absolutely nothing should be done to change the outward appearance. City needs to be strict! • Historical preservation is present. • Second Harvest building is good/historic. • Thrift store should go. • Not as nice as rest of Old Towne. • Character intact but impacted by past improper zoning and building, lax enforcement by City. • Industrial buildings contribute to area history and can be adapted per Old Towne and federal standards.
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	<ul style="list-style-type: none"> • Take Alternative 1 with inclusion of low density in Alternative 2, i.e., Marietta Ave. is residential, built in 1923—not mixed-use. • Alternative 1 with inclusion that adaptive reuse complies with Old Towne and federal standards that will enhance and stabilize neighborhood. Land use should not be limited to housing, i.e., senior housing would fit at St. Vincent de Paul.
<p>Properties in Transition and Adaptive Reuse Candidates</p> <p>Are there any vacant buildings or properties? How might they be adaptively reused or redeveloped? What is the general condition of buildings and properties? Are there any properties for sale or lease?</p>	<ul style="list-style-type: none"> • Yes—Second Harvest Food Bank. • Second Harvest needs to stay. • Low-density adaptive reuse. • Residential properties for sale. • Mixed residential and industrial with some mixed-use. • Not necessarily a good candidate for continued commercial. Let the market decide what works with this piece. • My vote: allow higher density on this site. Maybe an office/residential mixed-use (project). • Find a way to allow use of the area below the floor (basement) for parking. • Parking will be a major issue. • Yes (there are). • Second harvest is vacant. Could keep the building as an industrial use building. I don't want to see more mixed-use or residential. Too many people, cars, traffic. • Yes, and some good plans were brought forth in the past. • If they can copy Susan Secoy's plan (icehouse), especially the parking lot—big and lovely—it's all o.k. • No high density! • Building next to Second Harvest used for artists' live-work or craftspeople. • Follow Old Towne and federal design standards for re-use.
<p>Types and Relationship of Uses</p> <p>What kinds of uses are next to, across the street from, or near each</p>	<ul style="list-style-type: none"> • Residential and mixed-use is compatible. • Interesting mix of commercial and residential. • Thrift store, industrial corrugated building and bars on

<p>other? Are they compatible or complementary? What relationship do the buildings have to the sidewalk (e.g. windows, storefronts, architectural features)? Do they provide housing or employment opportunities?</p>	<p>windows indicate type of neighborhood.</p> <ul style="list-style-type: none"> • The apartments have brought down the vintage look of the area. New siding would help. • Apartments on southeast corner are bad. • The apartment buildings along Cypress near Almond could use more historic facades to complement the neighborhood. A quieter more artistic adaptive use of the tile warehouse and St. Vincent's could further continue the feel of the architect's building (Ice House). • Multiple—UGLY! Single historic—lovely. • Industrial/commercial nearer the tracks—also separating tracks from homes. • Can we help (low cost loans, etc.) owners to improve apartments in the area that are “new” ‘60s? Windows and landscaping. • Residential type housing exists on all sides of adjacent streets. Change of façade on apartments would enhance area. Housing opportunities along with senior housing at 180 S. Cypress will enhance and stabilize area.
<p>Building Height</p> <p>How tall are the buildings that you see? How does building height influence the character and feel of the street?</p>	<ul style="list-style-type: none"> • 20'-30' (seems to be existing height). • 2-stories only. • I think you could increase to 45' without losing the historic feel. • Height is a major influence. This street needs to be kept to 2-story max. in context with existing buildings. • Apartment house already ruins visual of area. • Should maintain existing building height. • 3-story? Bigger setback for higher buildings. • 2-story residential and commercial. • Building height is fine. No taller. • No 3-story buildings or at least nothing taller than Second Harvest building. • The setback to the taller height seems appropriate. • No more than 2-stories—not to be changed. • Building height is just fine.

	<ul style="list-style-type: none"> • Building height is good. • 2-stories. Otherwise contrary to our design standards. Height and density will have negative impact on this area.
<p>Train and Bus Activity</p> <p>Are there train or bus stops in the area? What is the relationship between this area and the Depot? Could people walk or bike to the Depot? How does train and bus activity affect this area in relation to other portions of the planning area?</p>	<ul style="list-style-type: none"> • Get rid of train horns. • Noise. • Not many buses. • Trains would probably affect negatively the building of more dense residences due to noise. • Noise but not train stop. No buses. • Can walk to Depot.
<p>Pedestrian Connections and Linkage Opportunities</p> <p>Do you presently walk around this area? Why or why not? How would you get to this area by foot? Describe the pedestrian environment (sidewalk condition and width, street trees, street lights). Would you feel comfortable walking here during the day? What about at night?</p>	<ul style="list-style-type: none"> • There is no direct linkage right now. • Feels safe during the day. • Very accessible by foot. • No. Not safe. During day o.k. • No (don't walk here). Too far from home. • The lighting is far too modern for the area. The eyesores are the apartment buildings and St. Vincent's. It doesn't appear to be too difficult to create a more historic looking façade. • Attractive commercial landscaping. • Old streetlights are preferable over the cement, modern lights. • Distance from sidewalk/setback makes it more comfortable with houses across the street. Also landscaping!!! • Need nice streetlights. • No (don't currently walk here). Too ugly and deserted walk from home up Cypress. • Yes—street lighting, some sidewalk setback on property (180 S. Cypress) would help. We walk at night and feel safe.
<p>Parking</p> <p>Where do or would people visiting the existing or future uses in this area</p>	<ul style="list-style-type: none"> • Street now should have some structured parking. • Public and street time limits only if necessary.

<p>park? Should they park in a public parking lot or structure? Should they be allowed to park on the street? Should there be time limitations on street or public lot parking spaces?</p>	<ul style="list-style-type: none">• Yes to street parking. No limit except street sweeping.• Need more (parking) now.• Lots of cars parked on streets. However, St. Vincent's and Second Harvest have their own parking. Are the cars coming from the apartments, which may not have sufficient parking?• (Need) good setbacks or spots in rear of buildings.• Public parking needed. Structure like on Lemon Street—retail on ground floor with office/housing above.• Any reuse should provide parking. Public parking on Lemon provides time limits.
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Lemon Street Residential Neighborhood:

<p>Historic Character and Resources</p> <p>How intact is the historic character? What buildings or properties stand out? Why? What about the area contributes to the historic feel (architecture, landscaping streetlights, etc.). How does the character of this area compare with other parts of Old Towne?</p>	<ul style="list-style-type: none">• 271 (S. Lemon) is an eyesore because of parking garages facing street. Can that be restored?• 245 (S. Lemon) is also an eyesore. Needs facelift and cleaning up.• Historic character is compromised by the existing apartment buildings and crowded street parking. Get rid of the buildings—but I know that’s impossible.• Mixed. 2 nice multifamily ones fixed up—the rest a hideous mixture of ugly apartments. Is on a converted Motel 6?• No trees.• The City screwed up in the early 1970s to allow this type of change and density to occur. Where was OTPA?• Old Towne on west side. Apartments on east side are terrible—not as nice as rest of Old Towne.• Too much of a hodge podge. Historic residences mixed with apartment buildings that have absolutely no consistency of design or thought.• ½ historic, maybe.• Apartments look rundown.• Noisy.• Too bad—give incentive to upgrade facades.• Proposed Low Density Residential designation is acceptable.• Residential uses on the west side of the street are charming.• Put old facades on apartments. The apartments destroy the Old Towne feeling.• Much more higher density development.• Rezone to low density residential.• Historic character has been impacted due to poor planning and enforcement over many years. Maintain low density residential—develop facades on apartments, improve lighting, landscaping and some parking restrictions.• Enforce codes on multi-persons living in apartments.
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<p>Properties in Transition and Adaptive Reuse Candidates</p> <p>Are there any vacant buildings or properties? How might they be adaptively reused or redeveloped? What is the general condition of buildings and properties? Are there any properties for sale or lease?</p>	<ul style="list-style-type: none"> • Keep historic residences at all costs. • Convert apartments to senior housing. • East side apartments are rundown. • Apartments behind houses are too high. • Once again, low cost loans or tax credits for altering facades to be more in compliance with the historic nature of the area. • Hard to tell. • Utilities and trees are ugly. • Use Edwards House as a model to address change.
<p>Types and Relationship of Uses</p> <p>What kinds of uses are next to, across the street from, or near each other? Are they compatible or complementary? What relationship do the buildings have to the sidewalk (e.g. windows, storefronts, architectural features)? Do they provide housing or employment opportunities?</p>	<ul style="list-style-type: none"> • There are a few single-family homes here, historic. • Residences • Bad planning. Mistakes in allowing apartments in the past. • Housing opportunities.
<p>Building Height</p> <p>How tall are the buildings that you see? How does building height influence the character and feel of the street?</p>	<ul style="list-style-type: none"> • 263 (S. Lemon) looks like a sixties hotel. Can we make it look more like a nice apartment complex? • The homes are 1-story with pitched roofs. Other than that, 2-story apartment buildings. • Apartment buildings are too high. • 2-stories most of the same height (currently). • Single and 2-stories (currently). • Existing building height should be preserved. • 1- and 2-story (currently)—limit to 2-story; prefer single story. • Prohibit any building not in compliance with Old Towne and federal standards.
<p>Train and Bus Activity</p> <p>Are there train or bus stops in the area? What is the relationship between this area and the Depot?</p>	<ul style="list-style-type: none"> • No, but within walking distance. • Appears to be only cars parking there. • Fair amount of traffic.

<p>Could people walk or bike to the Depot? How does train and bus activity affect this area in relation to other portions of the planning area?</p>	<ul style="list-style-type: none"> • See no need to make changes other than bus schedules.
<p>Pedestrian Connections and Linkage Opportunities</p> <p>Do you presently walk around this area? Why or why not? How would you get to this area by foot? Describe the pedestrian environment (sidewalk condition and width, street trees, street lights). Would you feel comfortable walking here during the day? What about at night?</p>	<ul style="list-style-type: none"> • Yes, we walk our dog at night. Traffic is medium, however, I really only feel “safe” if my husband is with me. Some of the residents seem a bit sketchy and lighting isn’t that great. • Yes. Main Street with light on Chapman, Post Office. • Old streetlights would be nice. • Don’t walk here at night. • For the apartments, landscaping is minimal. • Yes. Lighting and sidewalk repair would help; trees possible on north side of street.
<p>Parking</p> <p>Where do or would people visiting the existing or future uses in this area park? Should they park in a public parking lot or structure? Should they be allowed to park on the street? Should there be time limitations on street or public lot parking spaces?</p>	<ul style="list-style-type: none"> • Parking on the street is over-crowded. • Parking conditions are o.k. • Though there appears to be parking for each residence, the streets are full of parked cars. Who do all these cars belong to? • Not enough parking. • Not adequate. • Apartments supply parking. • Street parking. • A problem throughout Orange. Apartment owners should enforce parking vs. using it for storage and/or living quarters.

Chapman Avenue Experience:

<p>Historic Character and Resources</p> <p>How intact is the historic character? What buildings or properties stand out? Why? What about the area contributes to the historic feel (architecture, landscaping streetlights, etc.). How does the character of this area compare with other parts of Old Towne?</p>	<ul style="list-style-type: none"> • Very intact. I love the building with all the antique stores. • Chapman looks good. The traffic is distracting to a pedestrian, but what can be done about it? • It would be best to maintain the Old Towne atmosphere and create retail malls for walking and gandering. • Lovely job on our terminal. A room for a museum would be nice. Sacramento has store that sells railroad things. Would be nice. • In leaving terminal, visual is somewhat ugly except for new landscape store. • Pretty good—intact historical retail. • Up to the Depot, it appears the majority of buildings have maintained their historical origins, though some have done a better job than others. The real problem begins past the Depot as you head further west. • Some good historic—church and pizza parlor need work. • Old streetlights and benches close but not quite. • Burger stand needs adapting. • You have no idea the Plaza and historical aspects of Old Towne Orange exist until you walk east of the Post Office. • The ugly apartments at Almond and Lemon stand out badly. • Character is consistent. • Several historic structures exist, but poor planning/enforcement has impacted area. Any changes must comply with Old Towne standards.
<p>Properties in Transition and Adaptive Reuse Candidates</p> <p>Are there any vacant buildings or properties? How might they be adaptively reused or redeveloped? What is the general condition of buildings and properties? Are there any properties for sale or lease?</p>	<ul style="list-style-type: none"> • Not many. Seem to be in good condition. • Mixed-use—somewhat automotive, but maybe ½. • The area marked “town square” is a good example of businesses keeping the historic origins as the auto parts store. • Parking lot across from Depot is an eye sore. Should be masked or new building on it. • Need to use available money for façade improvements and landscaping. • Good potential for retail, office space and still be

	<p>compatible with automotive businesses.</p> <ul style="list-style-type: none"> • Deserves more public safety presence. Terrible what the vandals did to the garden center windows. • Wider sidewalks where possible; street trees. • Food stores; market. • Not sure on vacant buildings. Insure any adaptive reuse follows Old Towne and federal standards. • Some buildings need façade improvements.
<p>Types and Relationship of Uses</p> <p>What kinds of uses are next to, across the street from, or near each other? Are they compatible or complementary? What relationship do the buildings have to the sidewalk (e.g. windows, storefronts, architectural features)? Do they provide housing or employment opportunities?</p>	<ul style="list-style-type: none"> • Primarily retail. • Up to the Depot on Chapman the businesses more so than on Cypress reflect the historic feel of the neighborhood. • Terrible apartments on Olive. • Terrible mixed-use (currently). • Chapman Avenue actually looks better than much of Lemon and Olive. • Mixed-use—employment opportunities more prevalent.
<p>Building Height</p> <p>How tall are the buildings that you see? How does building height influence the character and feel of the street?</p>	<ul style="list-style-type: none"> • 20’—think you could still increase (height), keeping historic facades to maintain the feel. • Limit to 2 stories. • 2 stories (currently) • 2 stories or high ceiling 1-story. • Building height o.k. • Good height as is. Good standard to stay with in the Plaza area. • 2-stories maintained—high rises and density destroy area character.
<p>Train and Bus Activity</p> <p>Are there train or bus stops in the area? What is the relationship between this area and the Depot? Could people walk or bike to the Depot? How does train and bus activity affect this area in relation to other portions of the planning area?</p>	<ul style="list-style-type: none"> • Yes, but traffic of trains could be increased to generate more activity. • STOP THE HORNS. They blight entire neighborhood miles from the train. • Busy. • There’s plenty of transportation activity, but parking for

	<p>businesses seems to be minimal. Perhaps visitors could park here to shop in the Plaza area. A small shuttle bus could transport them.</p> <ul style="list-style-type: none"> • Good. • Serious impact now and in future on surrounding areas due to Depot, college, traffic and flow of cross traffic.
<p>Pedestrian Connections and Linkage Opportunities</p> <p>Do you presently walk around this area? Why or why not? How would you get to this area by foot? Describe the pedestrian environment (sidewalk condition and width, street trees, street lights). Would you feel comfortable walking here during the day? What about at night?</p>	<ul style="list-style-type: none"> • Obviously, walkability and retail activity are most important here. Your thinking is o.k. with me. • (Build) small bridge over the tracks. • Lots of pedestrians. • The nearby streetlights at the Depot are a good example of appropriate lighting. More of the same would be nice. The “Old Towne” signs that are minimally scattered throughout the City could be extended to more streets to eventually include all streets in Old Towne. • Yes—walk from house. • Old streetlights, benches, trees. • Yes. Traffic on Chapman is already heavy and will certainly increase. Directional signage must be addressed to offset increasing amount of accidents near rail crossings. • Streetlights would help, trees, etc.
<p>Parking</p> <p>Where do or would people visiting the existing or future uses in this area park? Should they park in a public parking lot or structure? Should they be allowed to park on the street? Should there be time limitations on street or public lot parking spaces?</p>	<ul style="list-style-type: none"> • Encourage employers and students to use other parking lot. Structure will be needed and street parking should be o.k. if limited to 8 hours. • More needed. • Use new structure on Lemon Street. • Use public parking and enforce it. Makes to sense to use valuable parking for a so-called park that doesn’t benefit residents in community. • Parking on street to be continued.

What is Your Vision of the Future?:

- Adaptive reuse of industrial historic buildings. Keep all single-family residential areas and rezone other residential areas to R1. Seems to be plenty of parking in Depot area. Lot is underutilized at this point.
- It's hard to change the old without losing the old. I could see a number of signs of gang ownership. This is one thing that will keep people away. Always keep the free parking. A couple of nice retail malls would draw traffic, but they could not interfere with current businesses.
- Quiet zones for the rails are most important. Please continue to pursue.
- You need to understand that the historical district is a treasure to be maintained, not 'upgraded' or 'changed' to create revenue. Take a look at what was done in Old Town Fullerton, Tustin, Garden Grove, and Pasadena. They have killed off the atmosphere in favor of bars, restaurants, and apartments. There should be an upgrading of people in the City departments who are hell bent in favor of change. The main thrust is for retail and higher density housing, not the quality of life of those who live here. The reason people come here and live here is because of how it looks and feels now—be careful what you do with it!
- I support the demolition of non-contributing structures and adaptive reuse of others, as necessary. I oppose any 3 story new structures, and am very worried that any 3 story "lofts" will look like Lemon Street in 40 years. I like the improvement/expansion of the Depot area, provided historic structures are all preserved. I support the undergrounding of utilities. All new construction must be consistent with historical area!
- Why is the plan covering such a large area? Some of the included areas are not troubled.
- No projects that increase parking dilemma!
- Nothing beyond what is already 2-story.
- It appears that City staff has already decided what's good. While the current Specific Plan needs updating, the proposed Plan proposal includes too large an area; namely, including of low-density residential areas. Industrial type buildings adjacent to the railroad tracks that are contributory can be adapted to other uses, provided the number of stories, density and parking are not in conflict with Old Towne and federal standards. Old Towne has some rather stringent limitations, including an over-abundance of multi-family living quarters, narrow streets, and over-flow of parked cars. Why not improve what we already have? Currently we have a couple of possible vacant historic buildings that can be adapted for re-use. Landscaping can be improved, street lighting added with appropriate design, and with the addition of a quiet zone, we can eliminate excessive and unhealthy train noise that would assure good development and insure the stability for surrounding areas and the rest of the city. Moreover, currently occupied residences and small businesses west of the Plaza must be made to adhere to City codes. We must enforce the codes we have, and then make

progress through facades, landscaping, lighting, improved sidewalks, parking restrictions and growing use of group homes. This will enhance these areas of Old Towne. Maple Street is an area that could lead to above cited improvements and linkage to the Depot and Plaza area.

- Old Towne is what it is—old historic structures that Orange has elected to save, rehab, preserve and treasure, with narrow streets, unique in character, that cannot be made into a suburban area.