
on-site, 3) traffic circles, 4) diverters, or speed humps, 5) curb extensions, 6) entrance treatments, or other effective traffic management techniques that reduce or eliminate the traffic intrusion impacts.

Policy CIR-3.4 Prioritize circulation improvements that enhance through traffic flow on Major, Modified Major, Primary, and Secondary Arterials that provide parallel routes to residential streets, in order to reduce through traffic during peak commute periods.

Policy CIR-3.5 Require new developments to implement access and traffic management plans that will reduce the potential for neighborhood traffic intrusion through factors such as driveway location, turn restrictions, shuttle bus operations, and/or travel demand strategies.

CIR-IMP-3A Continue to work with citizens to identify and implement appropriate neighborhood traffic management strategies to minimize non-local traffic volumes in residential areas.

CIR-IMP-3B Continue to enforce the City's posted speed limits. To this end, implement vehicular speed awareness programs (e.g., mobile radar trailers, traffic stops, etc.). Particular attention should be focused on those areas immediately adjacent to the Garden Grove Freeway.

Also refer to Goals and Polices in the Community Design Element.

REDUCED VEHICLE TRIPS

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| Goal CIR-4 | A reduction in vehicle miles traveled in order to create a more efficient urban form. |
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Policy CIR-4.1 Strive to achieve a balance of land uses whereby residential, commercial, and public land uses are proportionally balanced.

➔ Policy CIR-4.2 Strive to reduce the number of miles traveled by residents to their places of employment.

➔ Policy CIR-4.3 Ensure the reduction in vehicle miles traveled through the approval of mixed use development proposals.

CIR-IMP-4A Encourage the development of mixed use projects as a means of reducing peak commute period traffic.

Also refer to Economic Development Goals 3, 4, and 5 that pertain to the expanding retail offerings in the City, as well as expanding industrial, office and research and development employment sectors in the City.

In addition, refer to implementation measures for Circulation Goals 10 and 11.



ALTERNATIVE FORMS OF TRANSPORTATION

Goal CIR-5 Increased awareness and use of alternate forms of transportation generated in, and traveling through, the City of Garden Grove.

- ➔ Policy CIR-5.1 Promote the use of public transit.
- Policy CIR-5.2 Continue to work with OCTA to implement and maintain the "Smart Street" corridors in the City to provide improved multi-modal traffic operations along those corridors.
- ➔ Policy CIR-5.3 Provide appropriate bicycle access throughout the City of Garden Grove.
- ➔ Policy CIR-5.4 Provide appropriate pedestrian access throughout the City of Garden Grove.
- ➔ Policy CIR-5.5 Continue to implement the provisions of the Transportation Demand Ordinance.
- ➔ CIR-IMP-5A Promote the use of Transportation Demand Management (TDM) Measures.
- ➔ CIR-IMP-5B Encourage the creation of programs such as Transportation Systems Management (TSM), public transit, carpools/ vanpools, ride-match, bicycling, and other alternatives to the energy-inefficient use of vehicles.
- ➔ CIR-IMP-5C Encourage incentives for the creation and use of car or vanpools for City employees.

BIKEWAYS

Goal CIR-6 A safe, appealing, and comprehensive bicycle network provides additional recreational opportunities for Garden Grove residents and employees.

- ➔ Policy CIR-6.1 Continue to implement an updated Master Plan of Bikeways and its amendments.
- Policy CIR-6.2 Continue to maintain roadways and remove barriers on streets with bikeway facilities.
- ➔ Policy CIR-6.3 Encourage existing major traffic generators, and new major traffic generators to incorporate facilities, such as bicycle racks and showers, into the development.
- Policy CIR-6.4 Continue to pursue and monitor funding sources for bikeway facilities.
- Policy CIR-6.5 Sponsor bicycle safety and education programs.
- CIR-IMP-6A Encourage the Public Works Department to consider bikeways in their prioritization of re-paving, and street sweeping.
- CIR-IMP-6B Consider amending the City's Zoning Code to require major traffic generators to include bikeway facilities.



- CIR-IMP-6C Provide incentives to developers who incorporate bikeways into developments.
- CIR-IMP-6D Update the existing Master Plan of Bikeways to comply with Caltrans standards in order to qualify for funding of new bikeway facilities.
- CIR-IMP-6E Consider implementing the Safe Routes to schools program to qualify for funding.
- CIR-IMP-6F Maintain awareness of Orange County Transit Authority (OCTA) grant opportunities.
- CIR-IMP-6G Encourage bicycle safety awareness classes at community centers or parks where facilities are currently located.
- CIR-IMP-6H Encourage the placement of signage that educates and informs automobiles and bicyclists that use the facility.

ACCESS AND TRAFFIC FLOW IN PARKING AREAS

Goal CIR-7 Adequate access to appropriate parking areas within the City.

- Policy CIR-7.1 Design safe and efficient vehicular access to properties from arterial streets to ensure efficient vehicular ingress and egress.
- Policy CIR-7.2 Review development plans and encourage designs that consolidate access locations onto streets and provide adequate turn lanes into sites to minimize conflicts with through traffic on adjacent streets.
- Policy CIR-7.3 Continue to evaluate the City's zoning ordinance to ensure that adequate parking, and access to that parking, is provided for all land uses.
- Policy CIR-7.4 Require developments to provide adequate storage for exiting vehicles including multiple turning lanes at signalized access drives to reduce the time needed to exit vehicles from the site and improve intersection operations.
- Policy CIR-7.5 Evaluate and determine restrictions for on-street parking along arterials in the City of Garden Grove.
- CIR-IMP-7A Minimize access on the City's arterials by consolidating driveways and encouraging reciprocal access agreements with adjoining property owners.
- CIR-IMP-7B Require common entries and parking areas for commercial developments facing onto an arterial street. Supplemental drives may be provided on alleys or adjacent collector streets.
- CIR-IMP-7C Create internal circulation and parking area guidelines for new commercial and industrial development, and utilize these guidelines as part of the development review process.
- CIR-IMP-7D Revise the City's parking standards to possibly include: requirements for paid parking, parking at major employment centers, and similar issues.



- CIR-IMP-7E Consider the application of parking management tools that may include, but not be limited to: parking fees, provision of peak period street parking, preferential parking, establishment of parking zone permit programs, park and ride lots and shuttle service.
- CIR-IMP-7F Consider the prohibition of on-street parking on arterials to increase the traffic capacity and improve vehicular and pedestrian safety.
- CIR-IMP-7G Develop a permit parking program for on-street parking in multi-family residential neighborhoods, where feasible and necessary.

TRUCK TRAFFIC

Goal CIR-8 Minimized impacts associated with truck traffic through the City, as well as the parking locations of these vehicles.

- Policy CIR-8.1 Continue to enforce the City's adopted truck route system.
- Policy CIR-8.2 Prioritize capacity and operational enhancements along designated truck routes.
- Policy CIR-8.3 Work with adjacent communities and regional agencies to identify alternative systems for goods movement.
- Policy CIR-8.4 Review current goods movement patterns and determine if possible restrictions on hours of truck traffic may reduce impacts to area streets.
- CIR-IMP-8A Periodically re-evaluate the City's adopted truck route system to ensure that all truck routes, "large truck routes," and parking locations for these vehicles are appropriate.

ATTRACTIVE STREETSAPES

Goal CIR-9 Improved aesthetic quality and maintenance of arterial highways and local roadways.

- Policy CIR9.1 Strive to achieve adequate funding levels for street and parkway maintenance in each budgetary cycle.
- Policy CIR-9.2 Provide landscaped medians and greenbelts along major arterials, highways, and freeways, when economically feasible.
- Policy CIR-9.3 Ensure the aesthetic quality and maintenance of facilities within the City under the jurisdiction of other agencies.
- Policy CIR-9.4 Target and prioritize street beautification programs along Major arterials within the City.
- CIR-IMP-9A Through design guidelines and zoning requirements, require the provision of landscaped medians and parkways for all new development or redevelopment projects.



CIR-IMP-9B Work with Caltrans to ensure that soundwalls along State facilities are landscaped and maintained with plant materials.

Also refer to related Goals and Policies in the Community Design Element.

INTERJURISDICTIONAL TRANSPORTATION PLANNING

Goal CIR-10 Participation in regional transportation planning efforts to address inter-jurisdictional issues, and maintain competitive advantage in capital improvement funding programs, as appropriate.

Policy CIR-10.1 Continue to comply with, and participate in, federal, state, and regional planning efforts as a means of maintaining eligibility for future roadway funding, as appropriate.

Policy CIR-10.2 Actively pursue federal, state, and regional funds for local and regional roadway improvements,

→ Policy CIR-10.3 Encourage employers to reduce employee-related travel.

Policy CIR-10.4 Examine the potential impacts to the community associated with county-wide street projects (i.e., effects on property values, increased noise and air quality impacts, potential improvement to marginal commercial areas, etc.)

CIR-IMP-10A Continue to participate in interjurisdictional planning forums, in order to coordinate circulation improvements in the area.

CIR-IMP-10B Continue to foster coordination with adjoining cities and regional agencies, as well as utility companies and transportation agencies with right-of-ways within the City, in order to facilitate transit opportunities.

CIR-IMP-10C Continue to investigate the possibility of park-and-ride facilities within the City.

→ CIR-IMP-10D Support ride sharing, flexible work scheduling, and telecommuting for City employees, as well as for major businesses and industries within the City.

→ CIR-IMP-10E Investigate the feasibility of an intra-City van or municipal bus service for shopping, recreation, and other transportation needs of residents, workers, and the transit dependent.

→ CIR-IMP-10F Pursue every effort possible the investigation and development of a fix rail/light rail transit system to connect downtown Anaheim to Huntington Beach with various stops along the route, which would run through the Cities of Anaheim, Stanton, Garden Grove, Westminster and Huntington Beach. The investigation should consider the use of diesel- or electric-powered railcars for the rail transit system, such as a diesel multiple unit (DMU), which is a self-propelled commuter rail passenger car that is capable of pulling additional coaches.



TRANSPORTATION PLAN COMPLIANCE

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| Goal CIR-11 | Continued compliance with regional congestion management, transportation demand, traffic improvement, air quality management, and growth management programs. |
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Policy CIR-11.1 Strive to facilitate compliance with the Congestion Management Program (CMP).

Policy CIR-11.2 Continue compliance with Measure M, as amended.

Policy CIR-11.3 Continue to meet Measure M requirements to ensure the City's eligibility to receive Measure M funds.

Policy CIR-11.4 Continue to investigate the possibility of park-and-ride facilities within the City.

→ Policy CIR-11.5 Encourage employers to reduce employee-related travel.

CIR-IMP-11A Continue land use coordination through the utilization of standardized traffic impact analysis methodologies.

CIR-IMP-11B Agree to expend all Measure M revenues within all three years of receipt.

→ CIR-IMP-11C Continue to encourage major employers to use van pools and other high occupancy vehicles (HOVs) for home to work journeys.

→ CIR-IMP-11D Continue to encourage employers to use vans, small buses, and other HOVs to link work places with potential park-and-ride facilities and transit centers.

CIR-IMP-11E Encourage the provision of convenient eating and recreational facilities on-site for businesses employing more than 100 people.

CIR-IMP-11F Encourage businesses to establish incentives and regulations to spread work trips over a longer period to reduce peak period congestion.

MEASURE M DEVELOPMENT PHASING AND MONITORING PROGRAM

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| Goal CIR-12 | A Citywide development phasing and monitoring program, as required by Measure M. |
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Policy CIR-12.1 Continue to require for all new development or redevelopment projects a development phasing plan that phases approval of development commensurate with required improvements.

CIR-IMP-12A Ensure that adequate time is allocated to design and construct infrastructure, specifically transportation improvements, for approved development projects.

CIR-IMP-12B Maintain the annual performance monitoring program of the development phasing plans within the City.



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- Policy LU-1.7 Encourage the design of new commercial developments as integrated centers, rather than as small individual strip developments.
 - Policy LU-1.8 Discourage strip commercial development and encourage a pattern of alternating land uses along major arterials with "nodes" of commercial development either separated or mixed with other uses such as residential, industrial, or institutional.
 - Policy LU-1.9 Designate areas for urban land uses where adequate levels of public facilities and services exist or are planned.
 - Policy LU-1.10 Promote future patterns of urban development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.
 - LU-IMP-1A Evaluate proposed amendments to the General Plan Land Use Diagram (Exhibit LU-3) to consider the effects such amendments will have on the City's ability to achieve its goals.
 - LU-IMP-1B Amend the Zoning Code to implement mixed use zoning districts that provide development standards for mixed use development, which should address minimum density and intensity requirements; allowable uses; horizontal and/or vertical mix of uses, building heights; and parking standards.
 - LU-IMP-1C Evaluate mixed use projects to ensure that there is an adequate mix of uses on the site and in the area.

NEIGHBORHOOD PRESERVATION

Goal LU-2 Stable, well-maintained residential neighborhoods in Garden Grove.

- Policy LU-2.1 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.
- Policy LU-2.2 Strive to provide a diverse mix of housing types, along with uniformly high standards of residential property maintenance to preserve residents' real estate values and their high quality of life.
- Policy LU-2.3 Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood.
- Policy LU-2.4 Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood.
- Policy LU-2.5 Continue to provide rehabilitation assistance to those neighborhoods where it is needed with the understanding that subsequent code enforcement will be used to protect the City's investment in the area.



8.3 KEY THEMES AND VISION FOR GENERAL PLAN

PROACTIVE APPROACH TO IMPROVING AIR QUALITY

Garden Grove recognizes the importance of air quality not only to public health and safety, but also to the City's and the region's economic well being. The City will identify the role it can play in helping the South Coast Air Basin attain the goal of meeting Federal and State air quality standards, as well as the function the City has in protecting its own residents and businesses from the impacts of harmful air contaminants.

This Element explains the role Garden Grove plays in helping the South Coast Air Basin attain the goal of meeting Federal and State air quality standards, as well as the function the City has in protecting its own residents and businesses from the impacts of harmful air contaminants. This Element includes goals and policies that will assist in the attainment of State and Federal air quality standards, as well as in the achievement of improved land use decisions as they relate to air quality. The City, through the Land Use Element and General Plan Land Use Diagram, is committed to both the preservation of existing residential areas and the expansion of mixed use development along major arterial corridors that will assist the City in working towards clean air while at the same time, permitting reasonable and planned growth.

8.4 GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

This Element is organized into goals, policies, and implementation programs. A description of each is provided in Chapter 1, Introduction. It is important to note that the implementation programs are specific actions to carry out all of the preceding goals and policies.

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| Goal AQ-1 | Air quality that meets the standards set by the State and Federal governments. |
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Policy AQ-1.1 Coordinate with other agencies in the region, particularly the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) to implement the provisions of the region's Air Quality Management Plan (AQMP), as amended.

Policy AQ-1.2 Strive to achieve conformance with the state-mandated congestion management plans (CMPs), transportation demand management (TDM) plans, or other like State or Federally required pollution reduction plans.

AQ-IMP-1A Continue to participate, where possible, in committees involved in the development and implementation of a countywide air quality implementation plan.

→ AQ-IMP-1B Encourage and assist employers in developing and implementing work trip reduction plans, employee ride sharing, modified work schedules, preferential carpool and vanpool parking, or any other trip reduction approach that is consistent with the Air Quality Management Plan for the South Coast Air Basin.

AQ-IMP-1C Continue to implement a TDM ordinance.



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| Goal AQ-2 | Increased awareness and participation throughout the community in efforts to reduce air pollution and enhance air quality. |
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- Policy AQ-2.1 Increase public information activities regarding air quality issues.
- Policy AQ-2.2 Promote and encourage ride sharing activities within the community.
- Policy AQ-2.3 Continue to improve existing sidewalks, bicycle trails, and parkways, and require sidewalk and bicycle trail improvements and parkways for new development or redevelopment projects.
- Policy AQ-2.4 Relieve congestion on major arterials and reduce emissions.
- Policy AQ-2.5 Separate, buffer, and protect sensitive receptors from significant sources of pollution to the greatest extent possible.
- AQ-IMP-2A Establish additional park-and-ride facilities for work and non-work trip reductions.
- AQ-IMP-2B Require new development or redevelopment projects to provide pedestrian and bicycle trails access to nearby shopping and employment centers.
- AQ-IMP-2C Encourage companies that ship or receive high volumes of goods by commercial truck to limit operations to non-peak traffic periods.
- AQ-IMP-2D Continue preventive maintenance and repair of City vehicles and equipment. Investigate the possibility of converting the existing vehicle fleet to clean fuel vehicles.
- AQ-IMP-2E Encourage, publicly recognize, and reward innovative approaches that improve air quality.

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| Goal AQ-3 | A diverse and energy efficient transportation system incorporating all feasible modes of transportation for the reduction of pollutants. |
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- Policy AQ-3.1 Cooperate and participate with regional and local efforts to develop an efficient transportation system that reduces vehicle trips and vehicle miles traveled.
- Policy AQ-3.2 Cooperate in efforts to expand and promote the use of bus, rail, and other forms of transit within the region in order to further reduce pollutants.
- AQ-IMP-3A Continue to work closely with the Orange County Transit Authority (OCTA) and adjacent cities to establish an alternative transportation system along the OCTA right-of-way, such as the "Go Local" program on the right-of-way between Garden Grove and Santa Ana.
- AQ-IMP-3B Support public transit providers to increase funding for alternative modes of travel.



- AQ-IMP-3C Participate with public transit providers serving the City and Orange County in a cooperative program to further increase transit services.
- AQ-IMP-3D Develop the bicycle routes identified in the Parks, Recreation, and Open Space Element to support the use of bicycles as an alternate mode of transportation.
- AQ-IMP-3E Allow or encourage programs for priority parking or free parking in City parking lots for alternative fuel vehicles, especially zero and super ultra low emission vehicles (ZEVs and SULEVs).
- AQ-IMP-3F Support the development of alternative fuel infrastructure that is publicly accessible.

Goal AQ-4 Efficient development that promotes alternative modes of transportation, while ensuring that economic development goals are not sacrificed.

- Policy AQ-4.1 Review site developments to ensure pedestrian safety and promote non-automotive users.
- Policy AQ-4.2 Encourage neighborhood parks and community centers near concentrations of residential areas and include pedestrian walkways and bicycle paths to encourage non-motorized travel.
- Policy AQ-4.3 Encourage "walkable" neighborhoods with pedestrian walkways and bicycle paths in residential and other types of developments to encourage pedestrian rather than vehicular travel.
- AQ-IMP-4A Periodically review parking requirements and revise as necessary with market demands in relation to air quality guidelines.
- AQ-IMP-4B Investigate short- and long-term parking strategies at civic and private facilities.
- AQ-IMP-4C Require sidewalks through parking lots, bicycle racks near building entrances and other provisions for the safety and convenience of pedestrian and bicycle riders at all commercial, mixed use, and production facilities.

Goal AQ-5 An improved balance of residential, commercial, industrial, recreational, and institutional uses to satisfy the needs of the social and economic segments of the population. Work towards clean air while still permitting reasonable planned growth.

- Policy AQ-5.1 Support mixed use developments.
- Policy AQ-5.2 Encourage infill development projects within urbanized areas that include jobs centers and transportation nodes.
- Policy AQ-5.3 Promote mixed use development that allows the integration of retail, office, industrial, institutional, and residential uses for the purposes of reducing costs of infrastructure construction and maximizing the use of land.



- Policy AQ-5.4 Encourage employment centers that are non-polluting or low polluting and do not draw large number of vehicles in proximity to residential uses.
- Policy AQ-5.5 Avoid locating multiple-family developments close to areas that emit harmful air contaminants.
- Policy AQ-5.6 Increase residential and commercial densities around bus and/or rail transit stations, and along major arterial corridors.
- Policy AQ-5.7 Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand.
- AQ-IMP-5A Encourage mixed use developments that combine residential and commercial or industrial business locations, thereby improving convenience and reducing trip generation.

Goal AQ-6 Increased energy efficiency and conservation.

- Policy AQ-6.1 Develop incentives and/or regulations regarding energy conservation requirements for private and public developments.
- Policy AQ-6.2 Promote energy conservation and disseminate information throughout the community about energy conservation measures.
- AQ-IMP-6A Remove barriers for the use of solar energy for residential, commercial, industrial, or institutional uses.
- AQ-IMP-6B Research and secure financial assistance and other means to support, provide, and address energy efficient applications such as solar panels, cool roofs, wind energy, building modifications, etc.
- AQ-IMP-6C Continue to promote overall energy efficiency at local public facilities and continue preventative maintenance programs.
- AQ-IMP-6D Require new development to comply with the energy use guidelines in Title 24 of the California Administrative Code).
- AQ-IMP-6E Consider the development and implementation of a residential shade tree program that would provide trees to residents to reduce energy consumption.
- AQ-IMP-6F Consider the development and implementation of an urban forest plan to plant additional trees citywide.
- AQ-IMP-6G Develop incentives and/or regulations regarding energy conservation requirements for private and public developments.
- AQ-IMP-6H Monitor energy conservation or renewable energy generation programs proposed by the State or Federal government, such as California Energy Commission's New Solar Homes Partnership to determine this applicability to new development or redevelopment projects in the City.

