# 3 LAND USE PLAN AND DEVELOPMENT STANDARDS

## Vision: A Place for People

Harbor Boulevard is a place for people. Life is abundant and flourishing everywhere within the corridor. Families, couples, and individuals live here. People work at service and professional businesses along the corridor. Many residents and visitors stop along Harbor Boulevard to shop for items they need and want, eat at great restaurants, learn and enrich themselves in new cultural spaces, worship in religious buildings, and relax and exercise in new open spaces.

Harbor Boulevard connects people to places. The boulevard is redesigned into a street where people find it safe and enjoyable to walk, ride their bike, take a bus, or drive their car. New rapid bus and streetcar services connect people with local and regional job centers, downtown Santa Ana, and other shopping and recreation destinations.

Harbor Boulevard is a gateway to Santa Ana, with marquee uses, buildings, and street design that strengthen the community's sense of identity and the City's image as a center for arts and culture. Together, new designs, spaces, and improvements make the Harbor Corridor a healthier, more successful, and more livable place.

## Guiding Principles

1. Expanded development opportunities that respond to transit investments
2. A variety of safe and efficient travel choices
3. Economic vitality and new opportunities for businesses and residents
4. A sense of place
5. Community health and wellness

The overall purpose of this Specific Plan is to generate momentum, expand options, and provide comprehensive direction for the improvement and development of the Harbor Corridor, as directed by an overall vision, guiding principles, a land use plan, and development standards.

## Land Use Plan

The land use plan regulates the Specific Plan area through the application of four land use districts: Transit Node, Corridor, Neighborhood Transitional, and Open Space. Each district has its own development standards and preferred building and frontage types.

Figure 3-1 displays the land use plan and its relationship to the Bravo! bus rapid transit (BRT) stops. Table 3-1 identifies the acreage for each district alongside the maximum capacity for housing units and nonresidential building square footage.

The maximum capacity reflects one possible scenario if the project builds out to its full potential based on allowable development standards. In and of itself, this plan is not a development project. It is expected that change would occur incrementally according to the desire and ability of individual property owners to develop their properties based on the new standards.

Based on trends and existing conditions, residential development is more likely to build out at levels somewhere between current conditions and maximum capacity (see Table 3-1). However, for the purposes of conducting the required environmental assessment, the City evaluated the maximum buildout capacity.

**Table 3-1. Summary of Potential by Land Use Districts**

| Land Use District | Acres | Housing Units | Nonresidential Building Sq. Ft. |
|---|---|---|---|
| Transit Node | 125 | 507–2,029 | 1,836,000 |
| Corridor | 108 | 1,130–2,416 | 132,000 |
| Neighborhood Transitional | 15 | 89–178 | - |
| Open Space | 4 | - | - |
| Right-of-way | 53 | - | - |
| **Total** | **305** | **1,726–4,623** | **1,968,000** |
| Existing (2013) | -- | 739 | 1,954,000 |

### Transit Node (TN)

The Transit Node district is intended to provide standards for high intensity, transit-supportive mixed-use development with a focus on creating pedestrian activity at the street level. This district offers the most significant opportunities to respond to the regional and local transit investments, with direct access to three existing BRT stations and proximity to one or more future fixed guideway stations.

The Transit Node districts are further broken down into the North (N) and South (S) zones. The North Transit Node, comprised of the properties surrounding the BRT station at Harbor Boulevard and Westminster Avenue, will provide for the most intense development with minimum requirements of four-story buildings and the ability to reach 10 stories. The North Transit Node will have an emphasis on mixed-use development with ground-floor commercial, entertainment, and hotel uses.

The South Transit Node, comprised of the properties surrounding the BRT stations at Harbor Boulevard and 1st Street, and Harbor Boulevard and McFadden Avenue, generally anticipates buildings between three and six stories with an emphasis on mixed-use residential development. If market demand warrants, however, the South Transit Node also allows the ability to develop buildings at a height of 10 stories.

### Corridor (CDR)

The Corridor district is applied to properties along Harbor Boulevard between BRT stations and is intended to provide housing options and neighborhood serving uses within walking distance of a transit node. Building types include lined block, stacked flats, courtyard housing, live-work, rowhouses, and tuck-under units. Mixed-use and non-residential projects are centered on key intersections, and residential and public/quasi-public uses infill at mid-block locations.

### Neighborhood Transitional (NT)

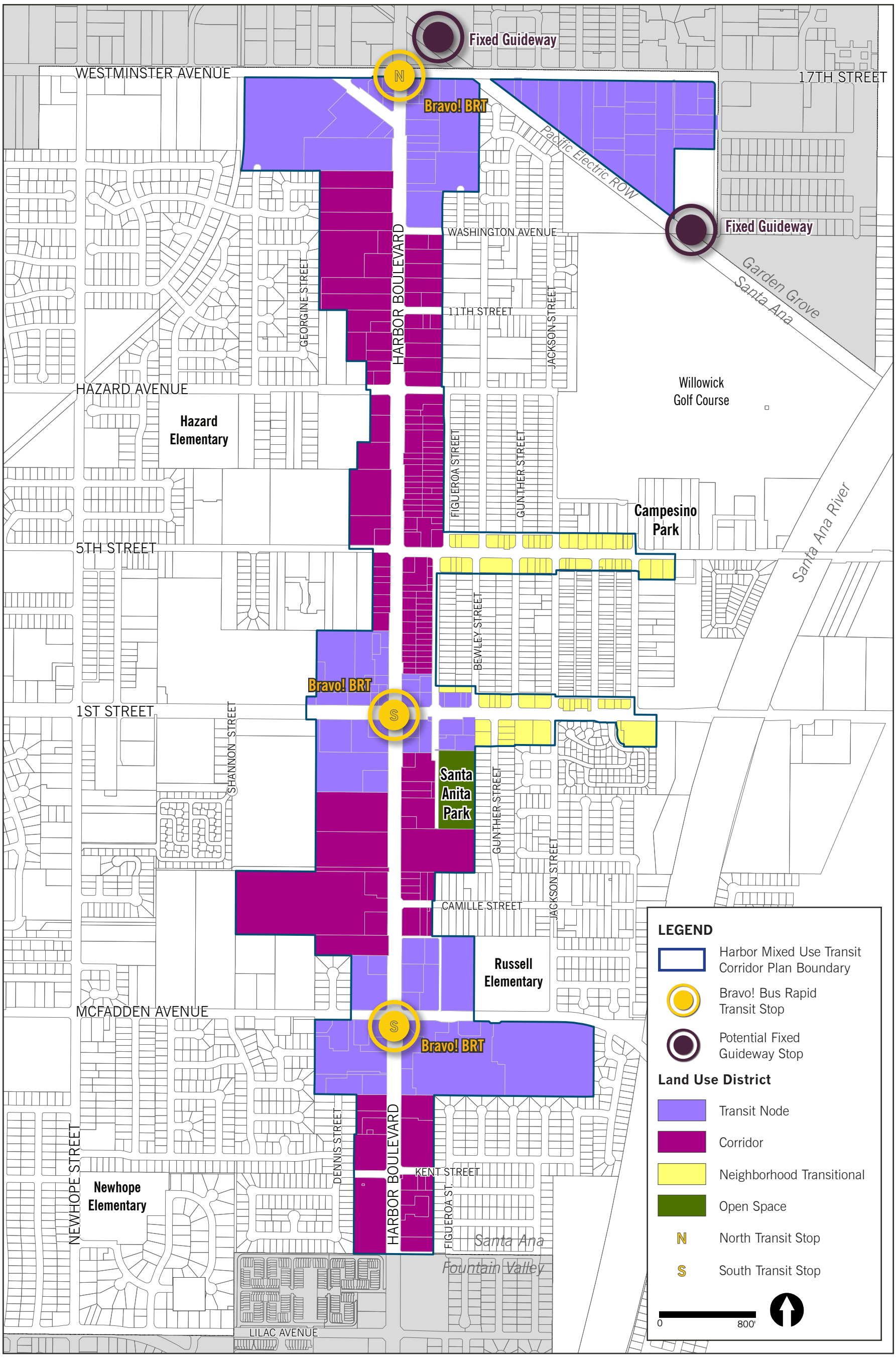
The Neighborhood Transitional district provides standards for development that acts as a transition between the single-family neighborhoods to the north and south of 1st and 5th Streets and the Corridor and Transit Node districts.

Designated for the lowest scale and the lowest intensity of uses in the Harbor Corridor Plan, development in this district is limited to residential, live-work, or neighborhood-serving commercial uses. These uses may combine commercial on the ground floor with residential above or in freestanding single-use buildings on the same site at between two and three stories in height.

### Open Space (OS)

The Open Space district identifies areas reserved for community parks and other open spaces. Allowable structures in this district are limited to those necessary to support the specific open space and recreation purposes, such as sport-court enclosures, multipurpose buildings, and trails. Additional open space will be required as new development occurs and will be located within or close to the Specific Plan area.

**Figure 3-1: Land Use Plan**



## Permitted Uses

Table 3-2 shall regulate land uses within the Harbor Corridor Plan area. The table provides uses by district. The uses are indicated by abbreviation: permitted (P), not permitted (N), permitted by Conditional Use Permit (CUP), permitted by Land Use Certificate (LUC), and permitted through Site Plan Review (SPR). The Transit Node District is divided into two areas basd on their proximity to the transit stops.

Transit Node | North: Permitted uses shall apply to properties in the Transit Node District adjacent to the North Transit Stop as depicted in Figure 3-1.

Transit Node | South: Permitted uses shall apply to properties in the Transit Node District adjacent to the South Transit Stops as depicted in Figure 3-1.

### Table 3-2. Permitted Uses

| LAND USE TYPE | TRANSIT NODE | | CORRIDOR | NEIGH TRANSITIONAL | OPEN SPACE |
|---|---|---|---|---|---|
| | NORTH | SOUTH | | | |
| **RESIDENTIAL** | | | | | |
| Joint living-working quarters | P (1) | P | P (2) | CUP | N |
| Care homes | N | N | CUP | CUP | N |
| Single family dwelling | N | N | P | P | N |
| Multi-family dwellings (in building types other than a House or Live-Work) | P (1) | P (1) | P | P | N |
| **RECREATION, EDUCATION, AND ASSEMBLY** | | | | | |
| Community assembly or religious facility | P (1) | P (1) | P | CUP | N |
| Library, museum | P | P | P | P | SPR |
| Park or recreation facility (outdoor) | P | P | P | P | P |
| Commercial recreation/health/fitness (indoor) | CUP | CUP | N | N | P |
| School | P (1) | P (1) | P | CUP | N |
| Studio | P (3) | P | P | CUP | N |
| Theater, cinema or performing arts | P | P | P | N | N |
| **RETAIL** | | | | | |
| General retail | P (3) | P | P | P (2) | N |
| Grocery, food market | P (3) | P | P (3) | P (2) | N |
| Eating establishment | P (3) | P | P | P (2) | N |
| Auto or motor vehicle sales | N | N | CUP | N | N |
| **SERVICE: GENERAL** | | | | | |
| Auto or motor vehicle service | N | N | CUP | N | N |
| Banquet facility/catering - subject to 41.199.1 of the SAMC | CUP (1) | CUP (1) | CUP (1) | N | N |
| Child day care - more than 8 and up to 14 children | P (1) | P | P | LUC | N |
| Child day care center (15 or more children) | P (1) | P | P | CUP | N |
| Hotel, excluding transient residential hotel and long-term stay | P | P | P | N | N |
| Personal services | P (3) | P | P | P (2) | N |
| Personal services - restricted | N | N | CUP | CUP | N |
| **SERVICE: BUSINESS/FINANCIAL/PROFESSIONAL** | | | | | |
| Bank, financial services | P (3) | P | P | N | N |
| Clinic, urgent care | N | N | P | N | N |
| Doctor, dentist, chiropractor office | P (1) | P | P | N | N |
| Professional/administrative/service office | P (1) | P | P | P (2) | N |
| **TRANSIT, COMMUNICATION, INFRASTRUCTURE** | | | | | |
| Parking facility - public or commercial (stand-alone parking structures are prohibited) (4) | P | P | SPR | N | N |
| Transit station or terminal | P | P | P | N | SPR |
| Public utility structure, excluding wireless communication facilities | N | N | N | CUP | SPR |
| **MISCELLANEOUS/OTHER** | | | | | |
| Any structure over three (3) stories in height | SPR | SPR | SPR | SPR | SPR |
| Businesses operating between 12 am and 7 am | CUP | CUP | CUP | CUP | N |
| Alcoholic beverage sales or consumption | CUP | CUP | CUP | CUP | N |
| Adult business | N | N | N | N | N |
| Light or heavy industrial | N | N | N | N | N |

(1) Use permitted only on second or upper floors, or behind retail or service ground floor use.

(2) Permitted use as part of a vertical mixed use program, with upper floor residential

(3) Permitted only as part of a mixed use project with a commercial or residential component

(4) Parking facilities must comply with building frontage standards

P Use is permitted subject to compliance with all applicable provisions of the Santa Ana Municipal Code

LUC Use is permitted subject to the approval of a Land Use Certificate

CUP Use is permitted subject to the approval of a Conditional Use Permit

SPR Use is permitted subject to the approval of a Site Plan Review

N Use not permitted in district

## Development Standards

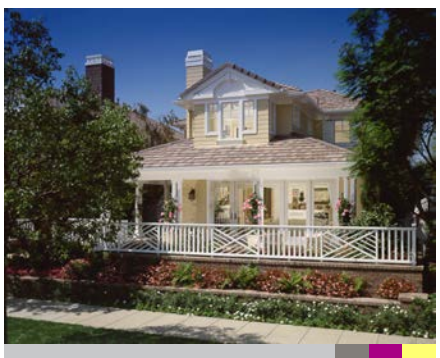
The development standards translate the Specific Plan vision and principles into prescriptive evaluation standards, ensuring that new development projects activate the public realm, exhibit high standards of urban design and landscaping, and maximize flexibility and development feasibility for public and private projects.

This Specific Plan emphasizes the role that building form plays when developing individual parcels and blocks to create diverse and pedestrian-oriented development.

### Building Type and Form

A wide variety of building types are permitted throughout the corridor, with more intense building forms found in the Transit Node district, and the least intense building forms provided in the Neighborhood Transitional district.

In the Corridor and Transit Node districts, future development is required to be at least two stories tall to reinforce the transit- and pedestrian-oriented vision for the Specific Plan area. Table 3-3 identifies the building type and form standards by land use district. Images of various building types can be found below.



House. Max Stories: 2–3 TN C NT

2-/3-/4-plex. Max Stories: 2–3 TN C NT

House. Max Stories: 2–3 TN C NT

2-/3-/4-plex. Max Stories: 2–3 TN C NT

Bungalow Court. Max Stories: 3 TN C NT

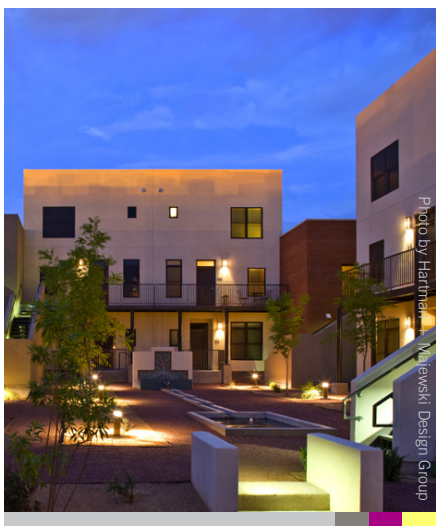


Photo by Hartman Majewski Design Group

Bungalow Court. Max Stories: 3 TN C NT

Live-Work. Max Stories: 3 TN (S) C NT

Live-Work. Max Stories: 3 TN (S) C NT

Rowhouse. Max Stories: 3 TN (S) C NT

Rowhouse. Max Stories: 3 TN (S) C NT

Tuck-Under. Max Stories: 3 TN (S) C NT

Tuck-Under. Max Stories: 3 TN (S) C NT

**Table 3-3. Building Type and Form**

| BUILDING TYPE | TYPICAL DENSITY RANGE (du/ac) | LOT SIZE (feet) | | HEIGHT (stories) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Transit Node North | | Transit Node South | | Corridor | | Neighborhood Transitional | |
| | | DEPTH | WIDTH | MIN. | MAX. | MIN. | MAX. | MIN. | MAX. | MIN. | MAX. |
| House | 5-12 | 70' min | 25'–100' | Not Allowed | | Not Allowed | | 2 | 3 | - | 2 |
| 2-/3-/4-plex | 10–15 | 100' min | 50'–125' | Not Allowed | | Not Allowed | | 2 | 3 | -- | 2 |
| Bungalow Court | 10–15 | 130' min | 100'–180' | Not Allowed | | Not Allowed | | 2 | 3 | -- | 3 |
| Live-Work | 12–15 | 100'–200' | 75'–125' | Not Allowed | | 3 | 3 | 2 | 3 | 2 | 3 |
| Rowhouse | 7–18 | 100'–200' | 75'–150' | Not Allowed | | 3 | 3 | 2 | 3 | 2 | 3 |
| Tuck-Under | 12–18 | 75' min | 95'–250' | Not Allowed | | 3 | 3 | 2 | 3 | 2 | 3 |
| Courtyard Housing | 20–30 | 130'–250' | 125'–200' | Not Allowed | | 4 | 5 | 2 | 4 | 2 | 3 |
| Flex Block | 30–40 | 130' min | 75'–200' | 4 | 10 | 4 | 10 | 2 | 4 | Not Allowed | |
| Stacked Dwellings | 40–50 | 130' min | 125'–200' | 4 | 10 | 4 | 10 | 2 | 4 | Not Allowed | |
| Lined Block | 45–50 | 170' min | 125'–130' | 4 | 10 | 4 | 10 | 2 | 4 | Not Allowed | |

Notes: The Open Space District is exempt from building type requirements. Building type and form will be subject to approval of Site Plan Review. Density ranges shown are typical, however, actual project density may vary from these ranges.

TN C NT — Color indicates that a building or frontage type is permitted in a land use district. In this example, a building type is permitted in all districts.

TN C NT — In this example, a building or frontage type is only permitted in the Neighborhood Transitional District.

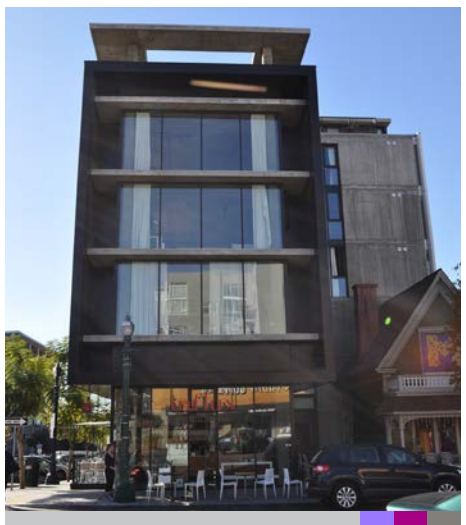
The images below and on the preceding page show examples of building types at various intensity and in a range of architectural styles. While the Specific Plan does not prescribe a set of specific architectural styles, it does encourage new projects to employ more contemporary and modern styles.

Courtyard Housing. Max Stories: 3–5 TN (S) C NT

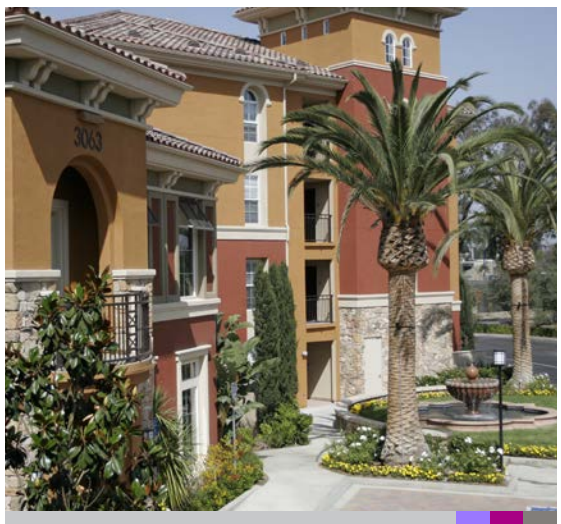
Courtyard Housing. Max Stories: 3–5 TN (S) C NT


Flex Block. Max Stories: 4–10 TN C NT

Flex Block. Max Stories: 4–10 TN C NT



Stacked Dwellings. Max Stories: 4–10 TN C NT

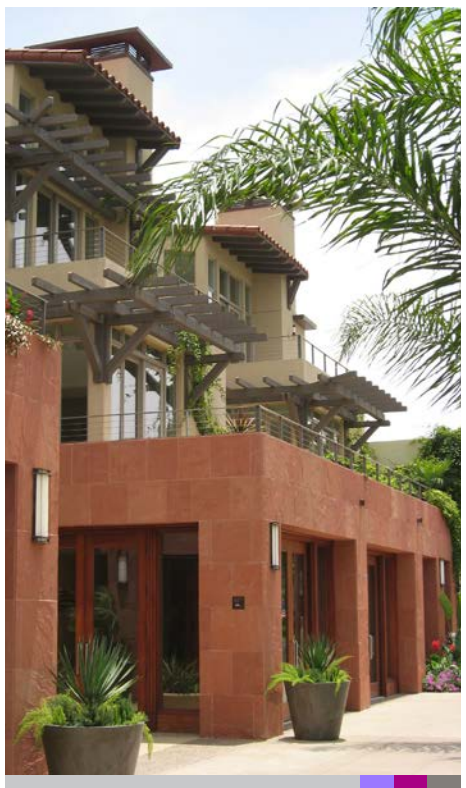


Stacked Dwellings. Max Stories: 4–10 TN C NT

Stacked Dwellings. Max Stories: 4–10 TN C NT

Lined Block. Max Stories: 4–10 TN C NT

Photo by Leo Suarez / CC BY



Lined Block. Max Stories: 4–10 TN C NT

Lined Block. Max Stories: 4–10 TN C NT

Lined Block. Max Stories: 4–10 TN C NT


Lined Block. Max Stories: 4–10 TN C NT

## Building Frontage Types and Floor Heights

The frontage types and floor heights work in combination with the underlying land use district to ensure that proposed development is consistent with the City's goals for building form, character, and quality. Subject to the requirements of the applicable land use district, a proposed building shall be designed with one or more of the following frontage types: arcade, gallery, shopfront, forecourt, stoop, and frontyard/porch.

Traditionally, commercial storefronts are characterized by tall storefront windows designed to display merchandise to pedestrian passersby and entice them inside, while enhancing interior daylighting. New buildings in the Transit Node and Corridor districts shall construct taller ground floors to maintain an attractive and consistent space, while also maximizing flexibility for current and future uses. Table 3-4 indicates minimum floor heights for each district.

### Table 3-4. Frontage Floor Height Minimums and Districts

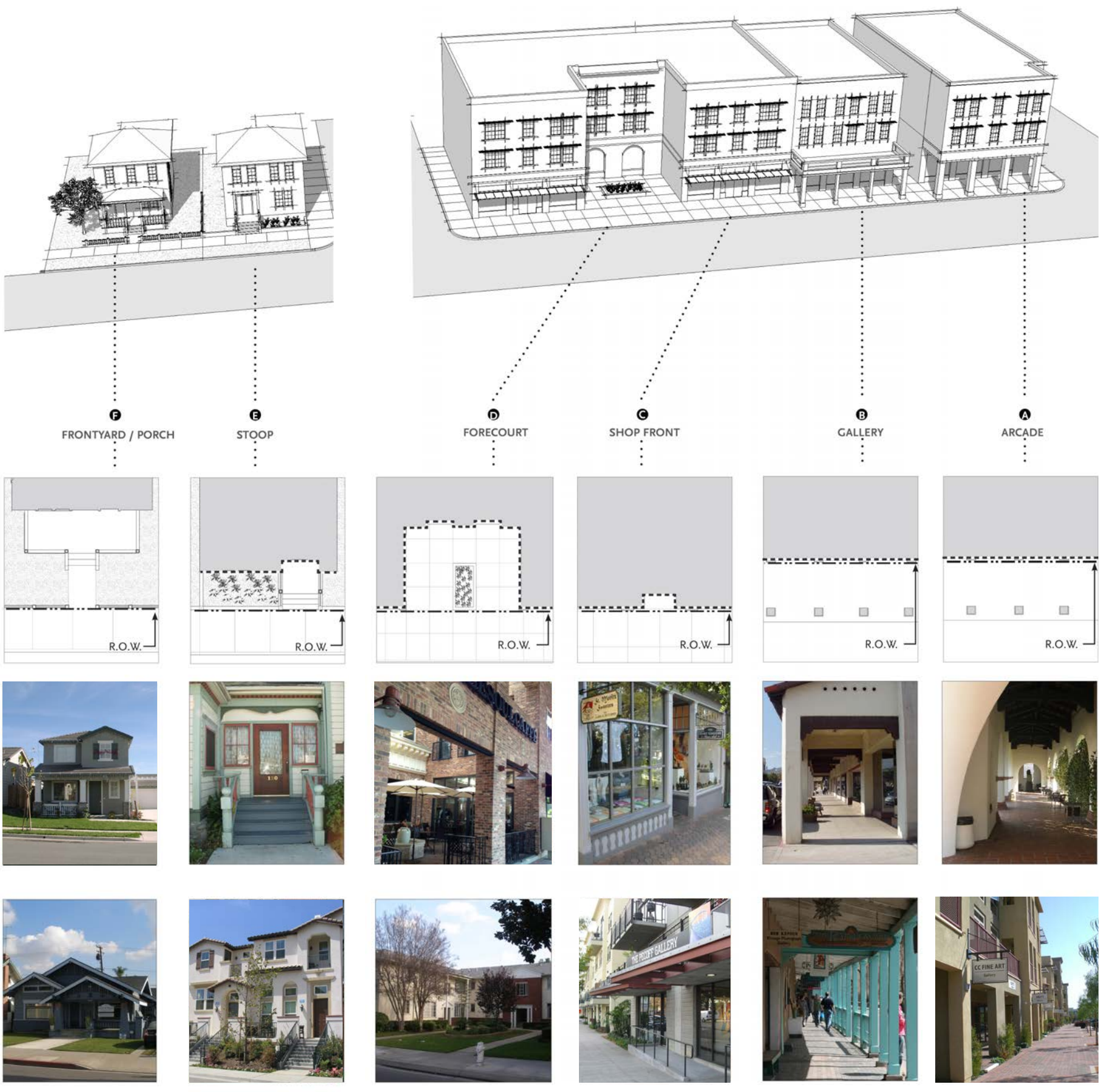
| Frontage | Ground Floor | Upper Floor | Permitted Districts |
|---|---|---|---|
| Arcade (A) | 15 feet | 9 feet | TN, C |
| Gallery (B) | 15 feet | 9 feet | TN, C |
| Shop Front (C) | 15 feet | 9 feet | TN, C |
| Forecourt (D) | 15 feet | 9 feet | TN, C |
| Stoop (E) | 10 feet | 9 feet | TN-S, C, NT |
| Frontyard/Porch (F) | 10 feet | 9 feet | TN-S, C, NT |

Note: Floor height refers to livable space and excludes space needed for mechanical equipment and other structural requirements.

### Standards for All Frontage Types

1. A physical transition shall be provided between the glazing of the storefront and the adjacent sidewalk unless the glazing itself terminates directly at the grade. Where a bulkhead is applied to transition between the opening(s) and the adjacent grade, the bulkhead shall be between 18 inches and 36 inches tall per frontage type (aluminum storefront or spandrel panel may not substitute for a bulkhead).
2. All storefronts shall provide clear views of merchandise displays within the shop space and/or maintained and lighted merchandise display(s) within a display zone of approximately four feet in depth from the glass.
3. Awnings, signs, balconies, and other architectural projections shall be located at least 8 feet above the adjacent sidewalk and may project for the width of the sidewalk to a maximum encroachment within 8 feet of the curb.
4. Awnings shall only cover storefronts and openings so as to not cover the entire facade.
5. The term "clear" means that the identified area is free of encroachments other than signs and light fixtures.
6. Encroachments in the public right-of-way require the approval of the Public Works Agency.
7. Parking garages are required to employ a frontage type that is the same or complementary to the attached or adjacent buildings.

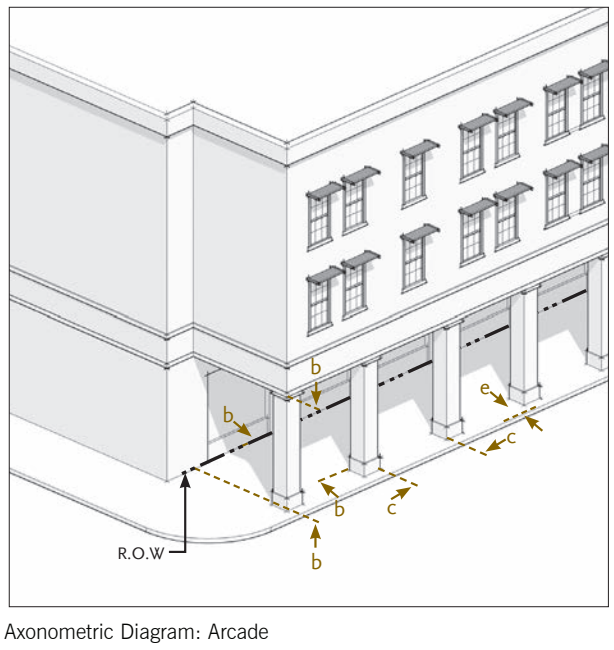
Additional photographs, diagrams, and standards for building frontages are provided in the following pages.



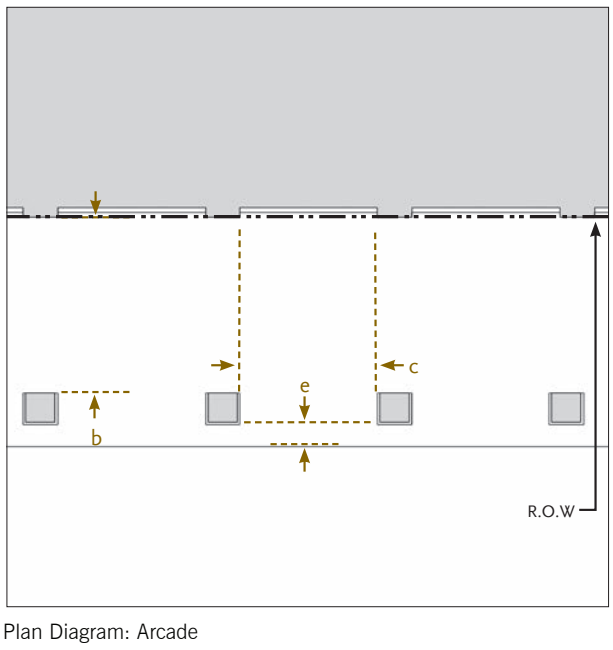
## Arcade Frontage Type TN C NT

Arcades are facades with an attached colonnade that is covered by upper stories. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it. For Building Code considerations, this frontage type cannot cover the public right-of-way without a permanent encroachment permit.

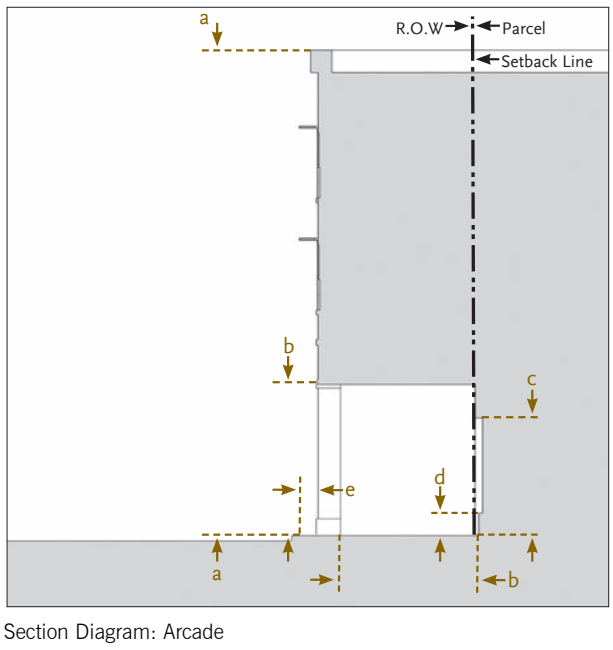
1. Configuration. A great variety of arcade designs are possible, but the following shall apply:
   a. The height and the proportions of the arcade shall correspond to the facade consistent with the architectural style of the building.
   b. A minimum of 12 feet clear in all directions. Soffits, columns/arches shall be treated consistent with the architecture of the building.
   c. Along primary frontages, the arcade shall correspond to storefront openings and:
      i. Spacing between openings along the right-of-way shall be 10 feet.
      ii. Storefront openings shall be at least 10 feet tall and not have opaque or reflective glazing.
      iii. Storefronts shall be a minimum of 10 feet to a maximum of 16 feet tall.
   d. A bulkhead shall transition between the opening(s) and the adjacent grade. The bulkhead shall be between 18 inches and 36 inches tall (aluminum storefront or spandrel panel shall not substitute for a bulkhead).
   e. A minimum of 8 feet from the curb and face of arcade. However, the Public Works Agency may approve an extension up to 2 feet of minimum clearance from curb and face of arcade (except at curb extensions for intersections).
2. Elements
   f. Awnings and signs shall be located at least 8 feet above the sidewalk and may project for the width of the sidewalk at a rate of 6 inches per each foot above 8 feet to a maximum encroachment of 3 feet.



Axonometric Diagram: Arcade



Plan Diagram: Arcade

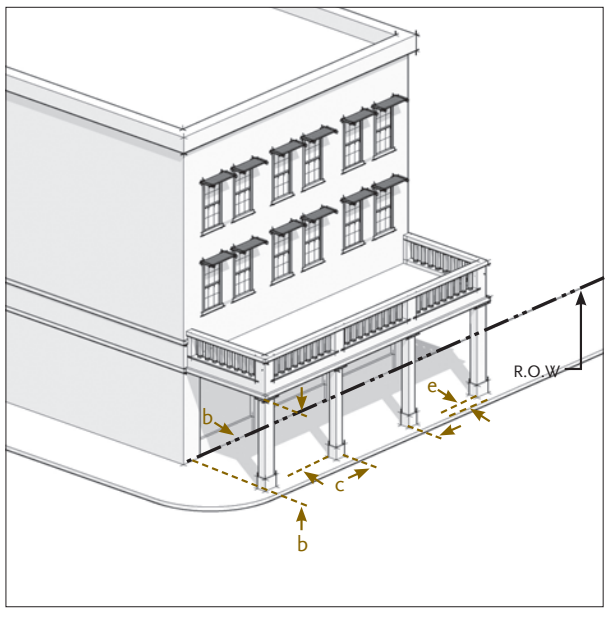


Section Diagram: Arcade

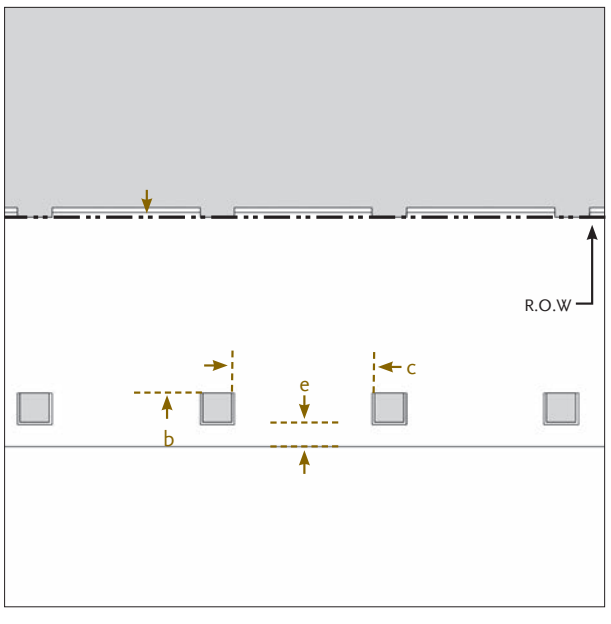
## Gallery Frontage Type TN C NT

Galleries are colonnades that are attached to storefronts projecting over the sidewalk/walkway.

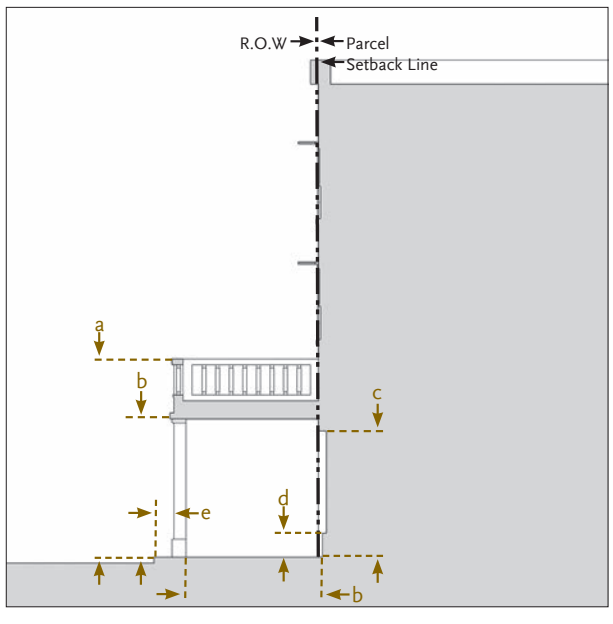
1. Configuration. A great variety of gallery designs are possible, but the following shall apply:
   a. The height and the proportions of the gallery shall correspond to the facade consistent with the architectural style of the building.
   b. A minimum of 12 feet clear in all directions. Soffits, columns/arches shall be treated consistent with the architecture of the building.
   c. Along primary frontages, the gallery shall correspond to storefront openings and:
      i. Spacing between openings along the right-of-way shall be 10 feet.
      ii. Storefront openings shall be at least 10 feet tall and not have opaque or reflective glazing.
      iii. Storefronts shall be a minimum of 10 feet to a maximum of 16 feet tall.
   d. A bulkhead shall transition between the opening(s) and the adjacent grade. The bulkhead shall be between 18 inches and 36 inches tall (aluminum storefront or spandrel panel shall not substitute for a bulkhead).
   e. A minimum of 8 feet from the curb and face of gallery. However, the Public Works Agency may approve an extension up to 2 feet of minimum clearance from curb and face of arcade (except at curb extensions for intersections).
2. Elements
   f. Awnings and signs shall be located at least 8 feet above the adjacent sidewalk and may project for the width of the sidewalk at a rate of 6 inches per each foot above 8 feet to a maximum encroachment of 3 feet.



Axonometric Diagram: Gallery



Plan Diagram: Gallery

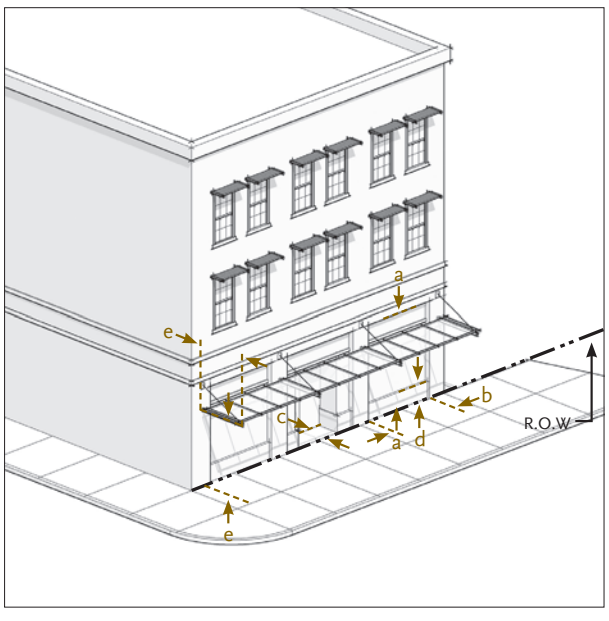


Section Diagram: Gallery

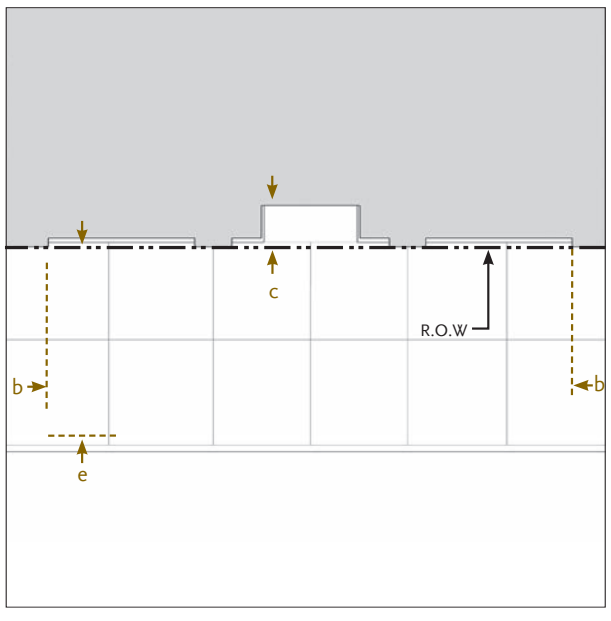
## Shopfront Frontage Type TN C NT

Shopfronts are facades placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered shed roof(s) or awning(s). Recessed storefronts are also acceptable. The absence of a raised ground floor precludes residential use on the ground floor facing the street, although such use is appropriate above.

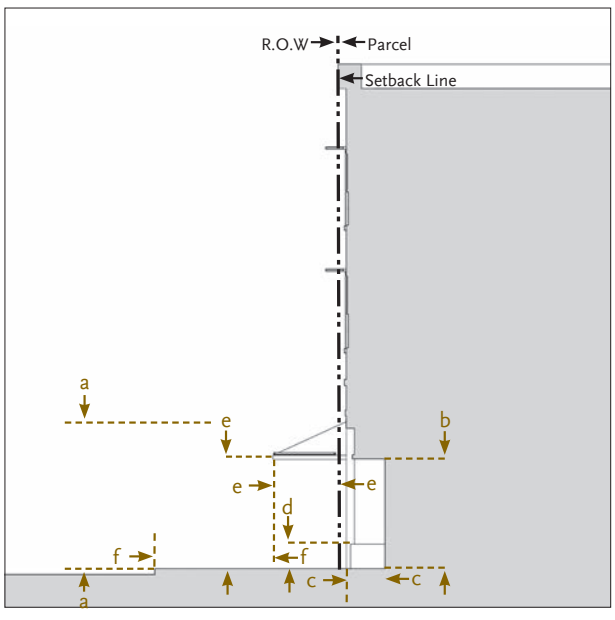
1. Configuration. A great variety of shopfront designs are possible, but the following apply:
   a. A minimum of 12 feet clear to a maximum of 18 feet tall, as measured from the adjacent sidewalk.
   b. The corresponding storefront(s) opening(s) along the primary frontage shall not have opaque or reflective glazing.
   c. Storefronts may be recessed from the frontage line by up to 10 feet.
   d. A bulkhead shall transition between the opening(s) and the adjacent grade. The bulkhead shall be between 18 inches and 36 inches tall (aluminum storefront or spandrel panel may not substitute for a bulkhead)
2. Elements
   e. Awnings and signs shall be located at least 8 feet above the adjacent sidewalk and may project for the width of the sidewalk at a rate of 6 inches per each foot above 8 feet to a maximum encroachment of 3 feet.
   f. Signage shall not project within 8 feet of the adjacent curb face(s). However, the Public Works Agency may approve an extension up to 2 feet of minimum clearance from curb face(s).



Axonometric Diagram: Shopfront



Plan Diagram: Shopfront

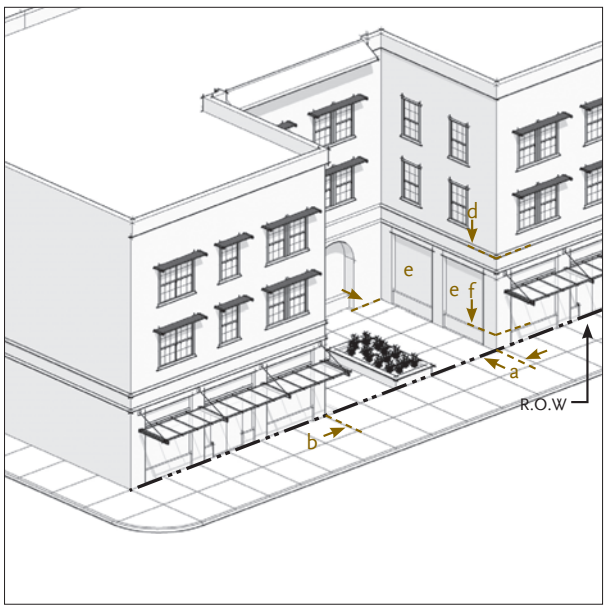


Section Diagram: Shopfront

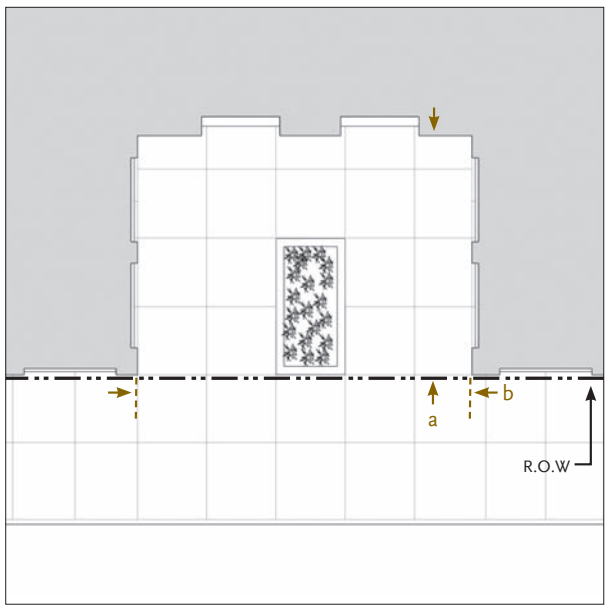
## Forecourt Frontage Type TN C NT

Forecourt is a semi-public exterior space in the shopfront, gallery or arcade frontage that is partially surrounded by a building and also opens to a thoroughfare, forming a court. The court is suitable for gardens, outdoor dining, vehicular drop-off, and utility off-loading.

1. Configuration. A great variety of forecourt designs are possible, but the following shall apply:
   a. A minimum of 10 feet deep clear, maximum of 40 feet deep clear.
   b. A minimum of 20 feet wide and a maximum of 50% lot frontage.
   c. The forecourt may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the forecourt, but shall not exceed 3 feet from the adjacent sidewalk grade.
   d. Storefronts shall be between 10 feet and 16 feet tall, as measured from the adjacent walkway.
   e. The corresponding storefront(s) opening(s) along the primary frontage shall not have opaque or reflective glazing.
   f. A bulkhead shall be required. The bulkhead shall be 24 inches minimum, 36 inches maximum (aluminum storefront or spandrel panel shall not be substituted for a bulkhead).
2. Elements
   g. Minimum clearances for signs and awnings shall be 8 feet from sidewalk for vertical clearances and the width of the sidewalk for horizontal clearances.



Axonometric Diagram: Forecourt



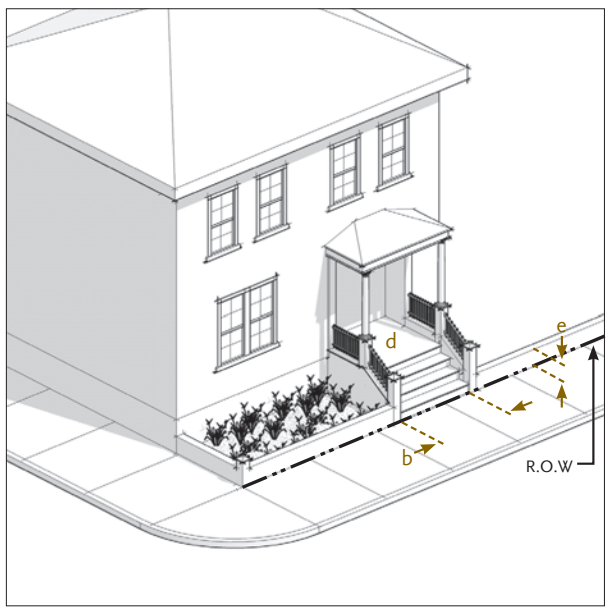
Plan Diagram: Forecourt

Section Diagram: Forecourt

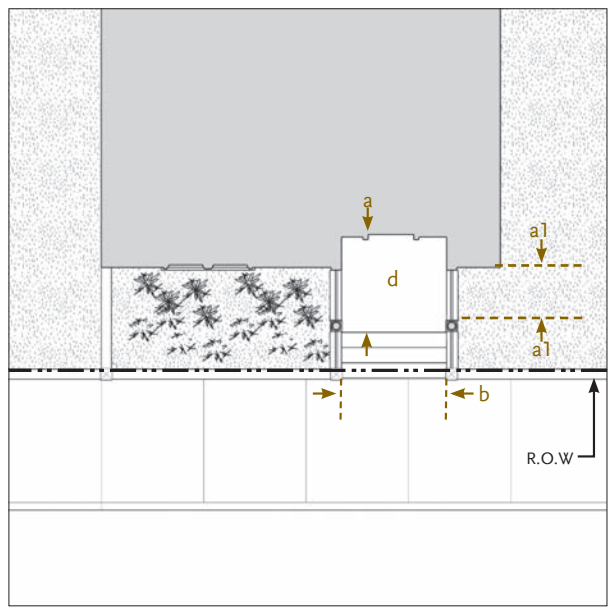
## Stoop Frontage Type TN (S) C NT

A stoop is an elevated entry pad that corresponds directly to the building entry. The stoop has stairs placed close to the frontage line on a building, and the ground story is elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with short setbacks. This type may be interspersed with the shopfront frontage type. A porch or shed roof may also cover the stoop.

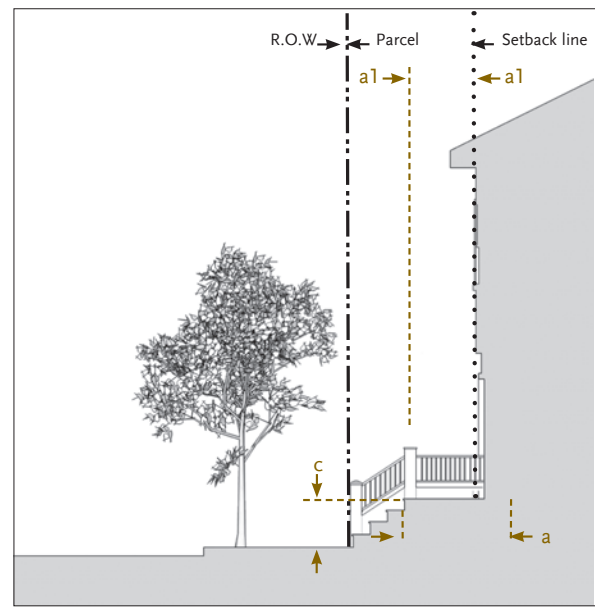
1. Configuration. A great variety of stoop designs are possible, but the following shall apply:
   a. A minimum of 4 feet deep clear (a1) Stoops without porches or roofs may encroach up to 50% of required building setback depth unless specified otherwise in the development standards.
   b. A minimum 4 feet wide.
   c. Stoops shall be raised to transition into the building. Buildings along Harbor Boulevard may have a stoop frontage. The design of such stoops is subject to review and approval by the Executive Director of the Planning and Building Agency.
   d. Stoops shall correspond directly to the building entry(s).
2. Elements
   e. Fences or walls defining the stoop or front setback shall not exceed 36 inches from the highest adjacent finished grade.



Axonometric Diagram: Stoop



Plan Diagram: Stoop

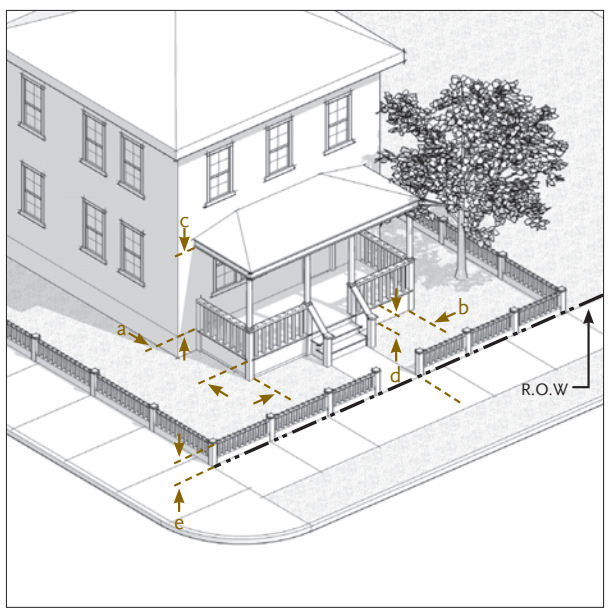


Section Diagram: Stoop

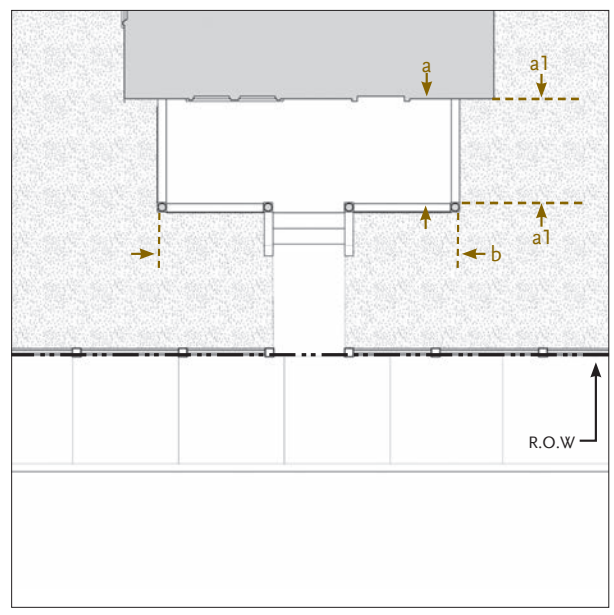
## Frontyard/Porch Frontage Type TN (S) C NT

Frontyards are a common frontage primarily associated with single-family houses, but can be used with other building types in cases where the facade is set back from the right-of-way, provided the context is appropriate. An encroaching porch may also be appended to the facade. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard. The building facade that uses a frontyard or porch can be setback a maximum of 15 feet from the R.O.W.

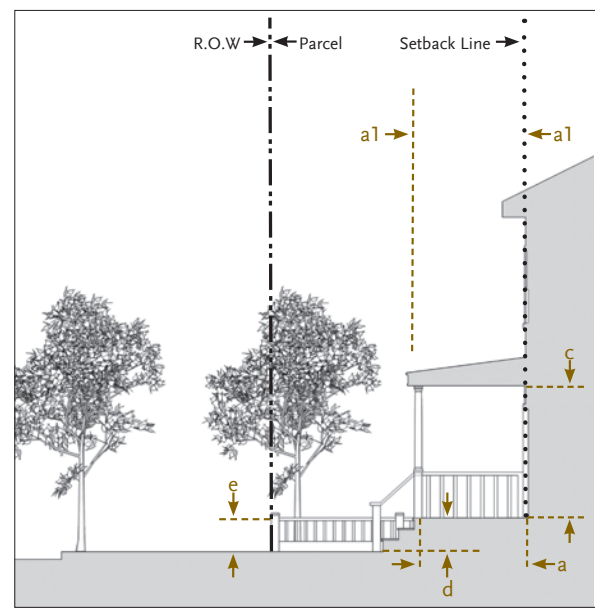
1. Configuration. A great variety of frontyard and porch designs are possible, but the following shall apply:
   a. A minimum of 6 feet deep clear between the face of the landing and building facade (a1). Porches may encroach up to 24 inches of required building setback depth unless specified otherwise in the development standards, provided the remaining setback area shall not be less than 5 feet.
   b. A minimum of 12 feet wide clear for centered entry; or a minimum of 10 feet clear for asymmetrical entry.
   c. A minimum of 10 feet tall clear.
   d. Porches shall be at grade or raised to transition into the building. In no case shall porches be raised more than 3 feet from the adjacent grade.
2. Elements
   e. Fences or walls shall not exceed 3 feet in height when defining the front yard or (when fronting a public street) the side yard. Retaining walls within the front yard setback cannot exceed 18 inches in height.



Axonometric Diagram: Frontyard/Porch



Plan Diagram: Frontyard/Porch



Section Diagram: Frontyard/Porch

## Building Placement

The placement of buildings plays an important part in creating character and a sense of place within the Harbor Corridor. The standards reflect an urban, walkable atmosphere where dense commercial, residential, and mixed-use buildings are placed close together and create a consistent streetwall that shapes the experience of pedestrians, bicyclists, and passing motorists. The setback standards also emphasize minimum setbacks to provide attractive landscaping and a buffer for pedestrians from street activity. Minimum and maximum standards are identified in Table 3-5 and associated figures.

### Table 3-5. Building Placement

| SETBACK OR SEPARATION [1, 2, 3] | | FIGURE NOTE | MIN. | MAX. |
|---|---|---|---|---|
| **BUILDING TO STREET AND PARKING** | | | | |
| Adjacent to public street right-of-way or public easement | | a | - | 8 ft |
| Adjacent to alley or internal drive aisle | | b | 3 ft | - |
| Adjacent to parking | | c | 7 ft | - |
| Clear zone (see below) | | d | 25 ft | -- |
| **BUILDING TO PROPERTY LINE** | | | | |
| Adjacent to single family residential | 1st and 2nd floor | e | 15 ft | - |
| | 3rd floor and above [4] | f | 20/30 ft | - |
| Adjacent to all other uses | All floors | g | 5 ft | - |
| **BUILDING TO BUILDING** (except attached products) | | | | |
| Up to 3rd floor | | h | 6 ft | - |
| 4th floor and above | | i | 15 ft | - |

Notes:
1. Setbacks are measured from the closest point of a building to the property line or public easement, except for clear zones (see below). If a frontyard/porch frontage is used, the building facade may be setback a maximum of 15 feet.
2. Additional setbacks for entry plazas or courtyards, or to meet adjacent structures, may be permitted subject to additional design review. Frontage types may be used to satisfy setback requirements.
3. Building planes above the 3rd floor shall have, at minimum, a 50% variation in setback within the specified standards in Table 3-5.
4. For buildings with seven or more stories, the third floor and above must be set back a minimum of 30 feet from single family residential uses.

### Clear Zones

1. Clear zones are required at driveway, street, or alley intersections to provide adequate line of sight for drivers, bicyclists, and pedestrians as they approach intersections. The clear zone shall consist of an isosceles right triangle with 25-foot sides along the property line.
2. The clear zone shall not be occupied by a ground floor building facade. Site and building features that are taller than 30 inches feet in height, including utilities, mechanical equipment, fences, and landscaping, are prohibited in the clear zone.
3. Upper floors may extend over the clear zone. Awnings must maintain a vertical clearance of at least 15 feet within a clear zone.
4. The clear zone requirement shall also apply to property corners that front Harbor Boulevard and abut the property line of a mobile home park.

### Encroachments

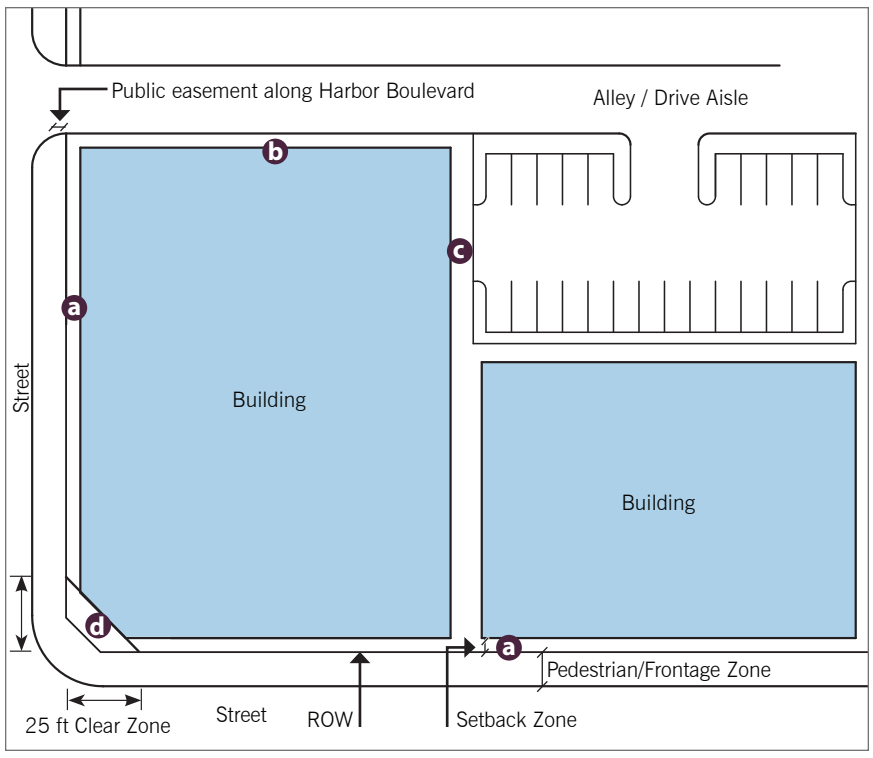
1. Outdoor dining. Such encroachments per approval of the Santa Ana Planning & Building Agency (PBA) and Public Works Agency (PWA) Directors, separate permit, and agreement per SAMC.
2. Encroachments. Awnings, Signage, Balconies, Bay windows and Frontage Types may encroach into the required setback subject to the standards identified in Table 3-6 and the associated figure.
3. No encroachments are permitted within 10 feet of a bus stop, intersection, or driveway.

### Table 3-6. Encroachments

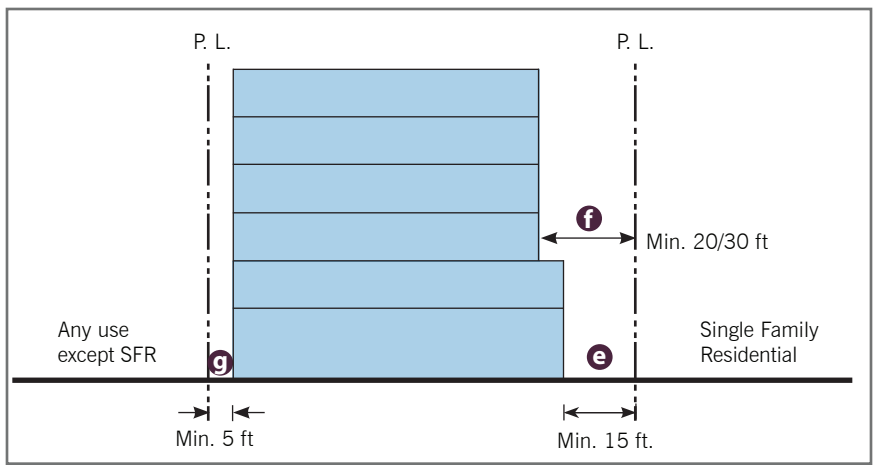
| ENCROACHMENT | FIGURE NOTE | VERTICAL | HORIZONTAL |
|---|---|---|---|
| Except awnings, and gallery and arcade frontage types | j | min. 8' clear | max 18" |
| Except awnings, and gallery and arcade frontage types | k | min. 12' clear | max 24" |
| Awnings, and gallery and arcade frontage types | l | min. 10' clear | within 8' of curb |
| Side yard | -- | n/a | |
| Rear yard | -- | to eave [1] | 5' |
| Alley yard | -- | to eave [1] | 3' |

Note:
1. Eave permitted to three feet of property line.

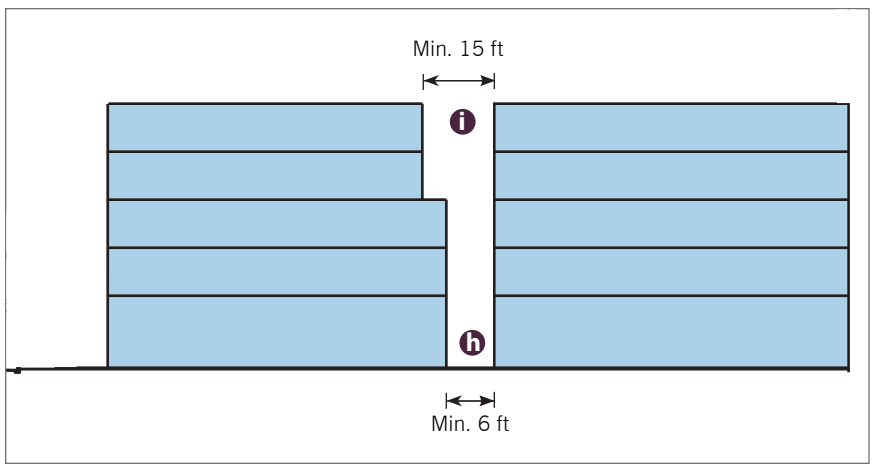
**Building to Street Right-of-Way**



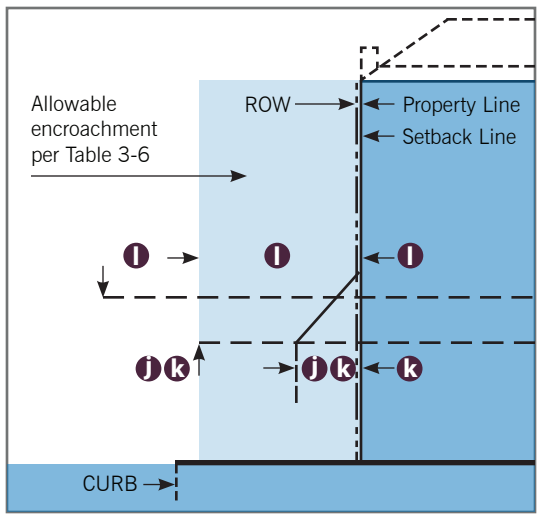

**Building to Property Lines**




**Building to Building**




**Encroachments**



## Parking Standards

The Harbor Corridor Plan envisions a mixed-use and transit-supportive corridor that de-emphasizes the role private automobiles and parking play in our daily lives. The mix of land uses, proximity to multiple transit options, and more walkable and bicycle-friendly street designs should provide options for those who are not able or do not choose to use a car as their primary means of transportation.

However, this Specific Plan does not ignore the need to provide an adequate number of parking spaces throughout the corridor. Sufficient parking is necessary to attract and serve new residents, businesses, employees, and customers. The comfort of existing residents is just as important, and parking standards must not be set so low as to cause overflow parking problems in adjacent neighborhoods.

### Off-Street Parking

Table 3-7 provides the off-street residential and nonresidential parking requirements. If different land uses are part of the same project (e.g., mixed use development combining retail and residential), the parking requirements for each separate land use are applicable and shall be added together to determine the total parking requirements for the project.

In the calculation of parking requirements, fractional numbers of parking spaces shall be rounded up to the nearest half or whole number depending on the requirements.

Additionally, the City of Santa Ana wants to encourage the most efficient use of parking space and respond to all users. Off-street parking spaces can be satisfied through the provision of smaller spaces designed specifically for motorcycles or motorized scooters.

- Up to 2 spaces for projects with up to 20,000 square feet of gross floor area of nonresidential space or 50 residential units

- Up to 5 spaces for projects with more than 20,000 square feet of gross floor area of nonresidential space or 50 residential units

**Table 3-7. Off-Street Parking Standards**

| USE | TN | C | NT |
|---|---|---|---|
| **MINIMUM NUMBER OF SPACES** | | | |
| Residential - occupant [1] | 1.0 / unit | 1.5 / unit | 2.0 / unit |
| Residential - guest | 0.50 / unit | 0.25 / unit | 0.25 / unit |
| Live-Work/Shopkeeper - occupant | 1.0 / unit | 1.0 / unit | 2.0 / unit |
| Live-Work/Shopkeeper - guest | 0.50 / unit | 0.50 / unit | 0.25 / unit |
| Nonresidential | 1 / 400 sq ft | | |
| **PARKING SPACE LOCATION AND ACCESS** | | | |
| Setback | Min. 5 ft landscaped setback from public street right-of-way or public easement | | |
| Vehicular access to parking | Alley or side street access only [2] | | |
| Parking location [3] | | | |
| Above or below ground parking structure | Yes | Yes | No |
| Alley-loaded garage | No | Yes | Yes |
| Screened surface lots | No | Yes | Yes |
| On-street | No | No | Yes |

Notes:
1. Permanent special need housing, including senior housing, will be parked at 1 space per unit minimum.
2. Vehicular access to the off-street parking may be taken from primary street only when an alley or side street is not present.
3. No more than half of the site frontage may be occupied by parking.

Reflective of the desired intensity for the Transit Node District, parking may be accommodated only behind buildings in above- or below-ground structures. Parking within the Corridor District can be accommodated in structures or in screened surface lots between buildings or away from streets, with no more than half the site frontage occupied by parking. In the Neighborhood Transitional District, parking can be accommodated on-street, in alley-loaded garages, or in screened surface lots between buildings or away from streets, with no more than half the site frontage occupied by parking.

In the Transit Node and Corridor Districts, vehicular access to the off-street parking is permitted only from an alley or side street when present. Vehicular access to the off-street parking may be taken from primary street only when an alley or side street is not present. Requiring access to alleys or side streets will not only improve the appearance of the streetscape along Harbor Boulevard, it will also improve its efficiency and enhance safety for vehicles, pedestrians, and bicyclists by minimizing the number of driveways.





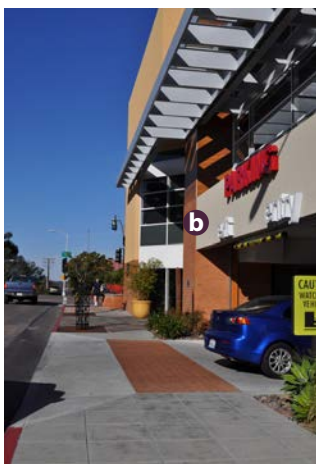




Photo by Dwight Burdette / CC BY

**Above.** Parallel and metered parking offers an effective parking solution that also lessens overflow parking in adjacent neighborhoods. When supported by a concentration of intense land uses, structured parking (b) can be an efficient means of providing parking. Parking structures should always be screened or wrapped by buildings. Lower intensity attached residential can be effectively and efficiently served by alley-loaded garages (c)—even when part of a mixed-use complex. Mixed-use and nonresidential businesses are encouraged to place parking behind buildings in central interior lots (d).

### Parking Reduction Strategies

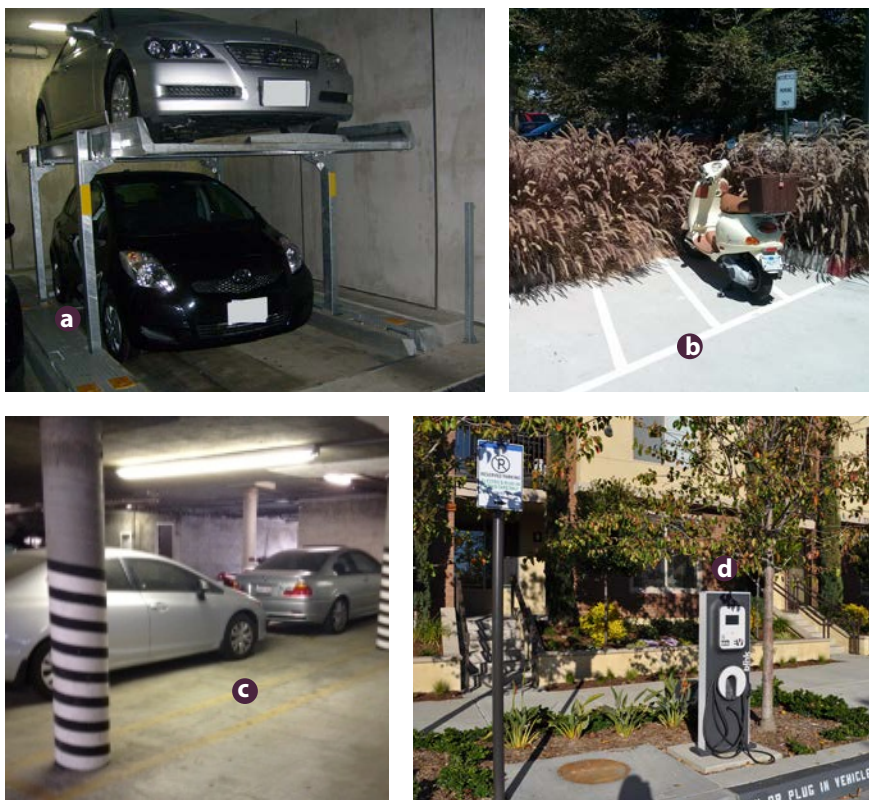
Strategies to decrease parking demand and share parking will help reduce the reliance on automobiles, reduce associated congestion and emissions, and provide economic incentives for new residential, office, and employment projects.

The Harbor Corridor is served by the local and new BRT bus services. Additionally, existing and future bicycling opportunities and the mixed-use character of the corridor will decrease the need for parking spaces over those required in the past.

New development projects, rebuilds, and remodels are eligible for a parking reduction by incorporating transportation demand management (TDM) strategies. TDM strategies applicable to reduce parking requirements, subject to the discretion of the Executive Director of the Planning and Building Agency (Executive Director), include:

- Carpool/vanpools
- Garage lifts or hydraulic car parking (surface or structured)
- Joint use (shared parking)
- Tandem parking, not to exceed 30% of the required parking

Reductions from off-street parking requirements of 10% or less can be approved by the Executive Director. Reductions greater than 10% must be approved by the Planning Commission. A parking study and the inclusion of TDM strategies may be required to determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis.



**Below.** Land-efficient methods of parking include stacked parking (a), which uses mechanical lifts to park multiple cars in one space; spaces designed for motorcycles and scooters (b); and tandem parking (c), where two or more vehicles park in a single elongated space. Spaces designed for electric vehicles (d) are also encouraged.

## Bicycle Parking

Bicycle parking may consist of several types of facilities, hitching posts/staple racks, "A" frame stand-alone racks, bicycle lockers, etc. Bicycle parking facilities are encouraged to be used as functional public art. Bicycle parking should be located in convenient, visible, and well-lit areas. Nonresidential property and business owners are also encouraged to consolidate bicycle parking into clusters within the public right-of-way along the street frontage.

### Table 3-8. Bicycle Parking

| USE | BIKE CAPACITY | LOCATION |
|---|---|---|
| Residential or live-work [1] | 1 space per 5 units, but not less than 4 spaces | Enclosed within a unit's garage or lockable bike storage locker [2] |
| Retail | 1 space for each 7,500 SF of building area, but not less than 4 spaces | Near main entrance with good visibility, not to obstruct auto or pedestrian movement |
| Non-retail commercial and office | 1 space for each 5,000 SF of building area, but not less than 4 spaces | |
| Public facilities | 8.0 spaces per location | |

Notes:
1. Only applies to residential or live-work projects consisting of five or more units.
2. The bike locker may be attached to a unit or in a group of bike lockers in a centralized area of the residential project.

Additionally, the installation of on-street or curb-adjacent bicycle parking may be considered at key points along the corridor. Approximately 12 bikes can park in the space normally reserved for a single car. Therefore, by replacing one parking space, corridor businesses could accommodate space for up to 12 customers. On-street parking should be done primarily in parking lots (in a space adjacent to the sidewalk) or on side streets where traffic is slower and limited to two lanes, but the spaces should still be highly visible as one travels along the corridor.

Bike racks are encouraged to go beyond conventional metal tubing. Enhanced bike racks can be described as metal artwork that shapes metal tubes into words or objects to provide the bike rack structure. These types of racks enhance the right-of-way as functional public art. They also present an opportunity to connect to the adjacent businesses.


Bicycle parking can take many forms. A simple bike rack can be placed near the entrance of a storefront (a). Bike storage facilities can be more dynamic and enhance the brand or identity of an area, shown in (b) as part of a small parking lot. As new development occurs, there may be sufficient demand to set aside an on-street parking space exclusively for bicycle (c). Enhanced bike racks are a functional way of introducing public art into the streetscape (d).

## Open Space Standards

Open space is a key feature in any urban place, offering residents, workers, and visitors places to relax, gather, and exercise. Additionally, open space provides visual relief and a connection to the natural environment. Finally, open space may be used for community gatherings and festivals. While this area of Santa Ana enjoys a variety of small and large open space amenities, many existing residents and workers lack easy access to open space. Intensification of the corridor with new homes and businesses will increase the demand for areas to relax and recreate.

Adding open space to an urbanized area is not easy. Open space standards often focus on privatized open space and offer in-lieu fees that may get spent

outside the neighborhood. The City also recognizes that private property owners and the development community do not have endless funds to satisfy public park, onsite common open space, onsite private open space, and right-of-way improvement requirements.

Accordingly, the following standards provide for a balance of onsite private open space, public park space, and improvement of the public realm. The development community is therefore free to maximize the development potential of their private property, and the City and the community benefits from higher quality public open spaces and an enhanced image for the Harbor Corridor. Projects are also encouraged to connect all three types of open space visually and physically to maximize the beauty and utility of open space along the corridor.

### Onsite Open Space

Onsite open space is required for new nonresidential and residential projects within the Harbor Corridor Plan. Table 3-9 identifies the amount of common and private open space required for each project and each unit of residential development. Additional standards are provided below.

1. The common open space requirement applies to nonresidential, residential, and mixed-use projects. The common open space requirement is per project, not per use. For example, a live-work project with residential and nonresidential uses must only set aside 15% of the lot for common open space, not 30% of the lot.
2. At least two-thirds of the common open space area shall be open to the sky and placed at the rear or side yard designed as a courtyard, or in the front as a forecourt. Courtyards may be located on the ground or on a podium. Side yards may also be formed to provide outdoor patios connected to ground floor commercial uses to serve as additional open space.
3. The remaining one-third of common open space can be provided as courtyard or forecourt space (covered or open to the sky), or as internal recreation/gathering space (e.g., fitness, meeting, or community room).
4. Up to 100% of the private open space requirement may be satisfied by additional common open space, provided the minimum dimension of this space shall be 15 feet in each direction.
5. Private patios may be provided at the side and rear yards. Balconies are permitted in any setback yard as provided in the encroachment requirements of the applicable zone.
6. Corridors, walkways, paseos, driveways, parking courts, lobbies and other such spaces shall not be included in the required open space calculations.

**Table 3-9. Onsite Open Space Requirements**

| BUILDING TYPE | Minimum Common Open/Plaza Space per project | Minimum Dimensions | | Minimum Private Open Space per unit | Minimum Dimensions | |
|---|---|---|---|---|---|---|
| | | East–West Orientation | North–South Orientation | | Connected to Unit | As Common Open Space |
| House | -- | -- | -- | 1,200 sf | 10’ | -- |
| 2-/3-/4-plex | 15% of lot size | 20’ | 15’ | 90 sf | 9’ | 15’ |
| Bungalow Court | 15% of lot size | 30’ | 20’ | 90 sf | 9’ | 15’ |
| Live-Work | 15% of lot size | 20’ | 20’ | 50 sf | 6’ | 15’ |
| Rowhouse | 15% of lot size | 15’ | 15’ | 90 sf | 6’ | 15’ |
| Tuck-Under | 15% of lot size | 20’ | 15’ | 90 sf | 6’ | 15’ |
| Courtyard Housing | 15% of lot size | 20’ | 15’ | 90 sf | 6’ | 15’ |
| Flex Block | 15% of lot size | 30’ | 20’ | 50 sf | 6’ | 15’ |
| Stacked Dwellings | 15% of lot size | 30’ | 20’ | 50 sf | 6’ | 15’ |
| Lined Block | 15% of lot size | 20’ | 15’ | 50 sf | 6’ | 15’ |






New development shall design onsite open spaces as a key part of each project. Common open space should be centrally located and connect to and interact with the public right-of-way whenever possible. Private open space should be connected to each residential unit and maximize exposure to the outside.

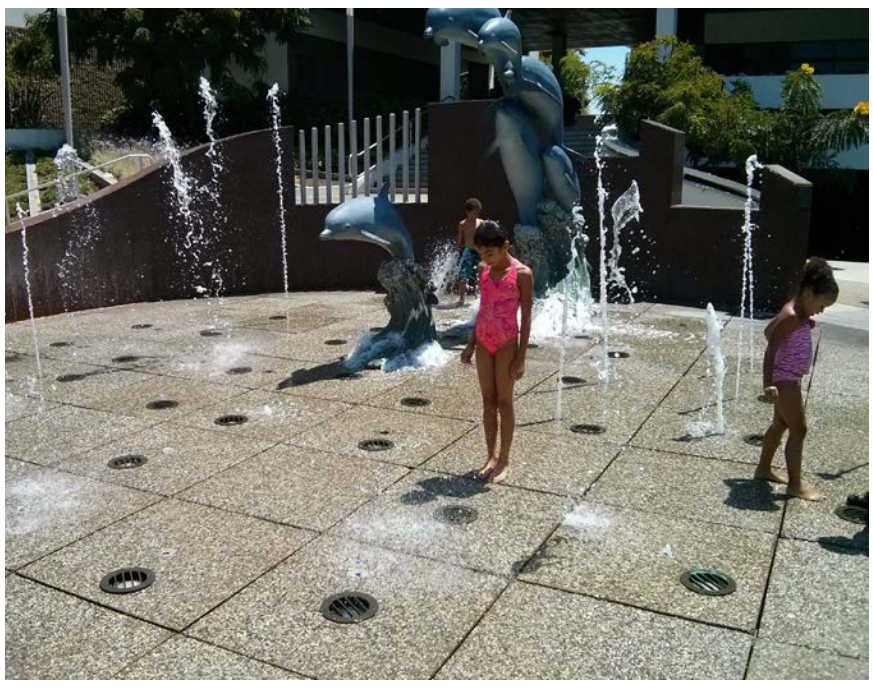
## Public Park Space

Public park space serves the community at large and may consist of a variety of recreational amenities, including parks, playgrounds, open grass fields, community gardens, and plazas. This type of open space is available on publicly accessible land for all residents and visitors. Existing examples include Santa Anita Park, Campesino Park, and Spurgeon Park (the latter two located just outside of the Specific Plan area).

All new residential development in the planning area is required to pay a Residential Development Fee to the City to achieve the goal of two acres of open space per 1,000 residents. This fee is described in Chapter 35, Article IV of the SAMC. See Chapter 7 of this Specific Plan, Implementation and Financing.

Initial thoughts about possible locations for creating new park space include land adjacent to Santa Anita or Campesino Parks or the conversion of land within the Santa Ana River Channel to passive open space.

Land in the channel is publicly owned, designated for open space, contains bike facilities, and is directly accessible by foot and bicycle to homes and businesses along and around Harbor Boulevard. Conversion of the channel area is consistent with the regional Mountains to the Sea effort and could position the City for grant funding as an infill, transit-oriented Specific Plan area with qualifying income levels. The Residential Development Fees collected from new development would serve as matching funds to compete for state and federal grants.



Public park space is a critical component for the continued improvement of the corridor. Smaller, centrally located plazas are highly encouraged and should connect to the streetscape visually and physically. Park spaces provide visual relief from the urban environment and serve individuals, couple, and families. Urban agriculture and community gardens should be incorporated into individual projects and public spaces along Harbor Boulevard.

New development is encouraged to provide solutions for onsite common open space, including green roofs situated on top of buildings or above parking areas.An example is  a green roof system used to create “green “ useable open space on the rooftop of the surface parking cover. The rooftop is readily accessible to residents and provides an attractive amenity while providing a visually interesting roof scape and creates a more attractive and appealing transition between higher and lower density development.

Open space provided on the top of the building or above the parking area may be private and set aside for the exclusive use of the occupants of the building.





*Images display Park Landing in Buena Park, a 70-unit project on two acres of land and roughly 24,000 SF of open space. Images reproduced with permission from Newman Garrison + Partners, © 2013*

## Public Right-of-Way

The Harbor Corridor's rights-of-way (ROWs) are one of its most visible features. For many visitors and Santa Ana residents and workers, the ROWs define the image of the corridor. The Specific Plan establishes substantial improvements for the ROWs so that they are more attractive, safer, and functional for all to use and see.

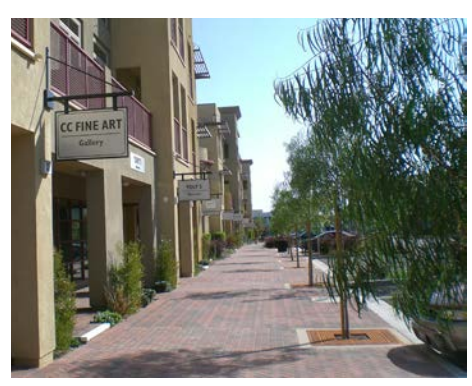
Open space in the public right-of-way may consist of pedestrian and bicycle space, outdoor dining, landscaping, benches, and public art. The concepts and standards in this plan require high quality design, materials, and landscaping for the ROW areas. Project applicants should treat the ROWs as an extension of public park space.


## Landscaping Standards

Overall, the landscape palette is urban, with shading and accent street trees in sidewalk tree wells along Harbor Boulevard and major crossstreets. Taller ornamental trees should be placed at intersections. For parcels fronting 1st and 5th Streets, housing may also maintain a shallow-depth landscaped front yard separating buildings from sidewalks.

Setbacks, yards, and shared common open spaces shall consist of landscaping (in-ground or above-ground plantings), enhanced hardscape, or outdoor seating or dining areas.

A landscape buffer of not less than 5 feet shall be provided to separate any parking lot from an adjacent property, unless the parking lot provides shared access. Surface parking lots shall be landscaped per the City's Commercial area landscape standards.



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