



Harbor Mixed Use Transit Corridor Specific Plan

A PLACE FOR PEOPLE

OCTOBER 2014



City of
Santa Ana

Harbor Mixed Use Transit Corridor Plan



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Harbor Mixed Use Transit Corridor Plan

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1 VISION & SUMMARY

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 service connects 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.

Conceptual renderings of what Harbor Boulevard could look like in the future.

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





Plan Summary

A combination of vacant and underutilized land, bus rapid transit (BRT) investments, future fixed guideway facilities, and desirable freeway and regional access make Harbor Boulevard an ideal candidate for reinvestment and new development opportunities. The City reevaluated zoning designations along transit corridors throughout Santa Ana to expand land use options and establish an urban fabric that takes advantage of these transportation improvements.

The Harbor Mixed Use Transit Corridor Plan (Harbor Corridor Plan) lays the foundation for a more livable and sustainable corridor by creating zoning to allow for new housing and mixed-use development opportunities, providing development flexibility to meet market demands, using a multimodal approach to circulation, and creating a stronger identity for the area.

The Harbor Corridor Plan could lead to the addition of new retail stores, restaurants, office buildings, hotels, museums, and housing options in a more walkable, safe, and attractive environment. Ultimately, the Harbor Corridor Plan creates a land use and development framework to support from 1,700 to 4,600 residential units and 2 million square feet of commercial and employment space.

Table 1-1. Summary of Existing and Projected Land Uses

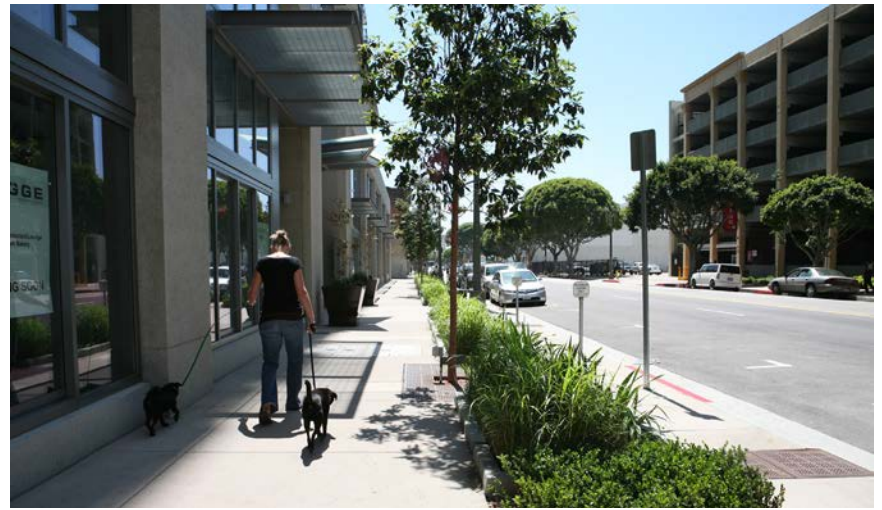
Setting	Non-Residential SF	Residential Units
Existing Conditions (2013)	1,954,000	739
Harbor Corridor Buildout (2035)	1,968,000	1,726–4,623
Potential Change	14,000	987–3,884

Guiding Principles

1. Expanded development opportunities that respond to transit investments

The Harbor Corridor Plan creates the zoning necessary to take advantage of the regional and local transit investments made along and around Harbor Boulevard. The Plan expands development options to include residential alongside or integrated into a mix of nonresidential uses.

A variety of building types and frontages are envisioned for the Specific Plan area, with higher density uses supported at specific transit nodes and lower densities serving as a transition to the existing residential neighborhoods adjacent to the corridor. Increasing residential and mixed-use development opportunities along the corridor also creates new activity throughout the day and adds eyes on the street, resulting in a more vibrant and safe atmosphere for corridor users.



Improved pedestrian and bicycle facilities and linkages are another cornerstone of a robust transportation network. The Harbor Corridor Plan recognizes how building form can affect the pedestrian and bicycle network and encourages a variety of designs to create a comfortable environment for walking and biking. New street layouts facilitate safe bicycle and pedestrian travel along Harbor Boulevard and efficient connections to the regional bicycle network, including the Santa Ana River Trail.

The Harbor Corridor Plan continues to recognize the important role Harbor Boulevard plays in circulating vehicular traffic through the region by maintaining the number of traffic lanes and encouraging consolidated vehicular access points along the corridor.

2. A variety of safe and efficient travel choices

The Harbor Corridor Plan emphasizes a sustainable approach consistent with the City's Go Local Transit Vision, which aims to link downtown, employment centers, educational facilities, and expanded housing choices. The land use plan is largely centered on the new bus rapid transit (BRT) services that augment local bus service along Harbor Boulevard and Westminster Ave/17th Street. The land use plan also anticipates future transit stops for the fixed guideway system that will run along the Pacific Electric right-of-way and link to the Santa Ana Regional Transportation Center in downtown.

3. Economic vitality and new opportunities for businesses and residents

The Harbor Corridor Plan seeks to build on the previous mission to create a strong and viable commercial district supported by safe and well-maintained adjacent neighborhoods. The Harbor Corridor Plan creates a flexible development framework that expands commercial and employment options in the Specific Plan area.



The Harbor Corridor Plan expands and broadens the range of permitted uses to allow for new employment and other revenue-generating uses to develop along the corridor in response to changing market conditions. The plan also focuses on concentrating commercial development at key intersections and allowing for vertical mixed-use development in limited segments of the corridor where the combination of commercial uses, employment centers, enhanced mobility, and residential units create an environment where mixed-use development can be successful.

4. A sense of place

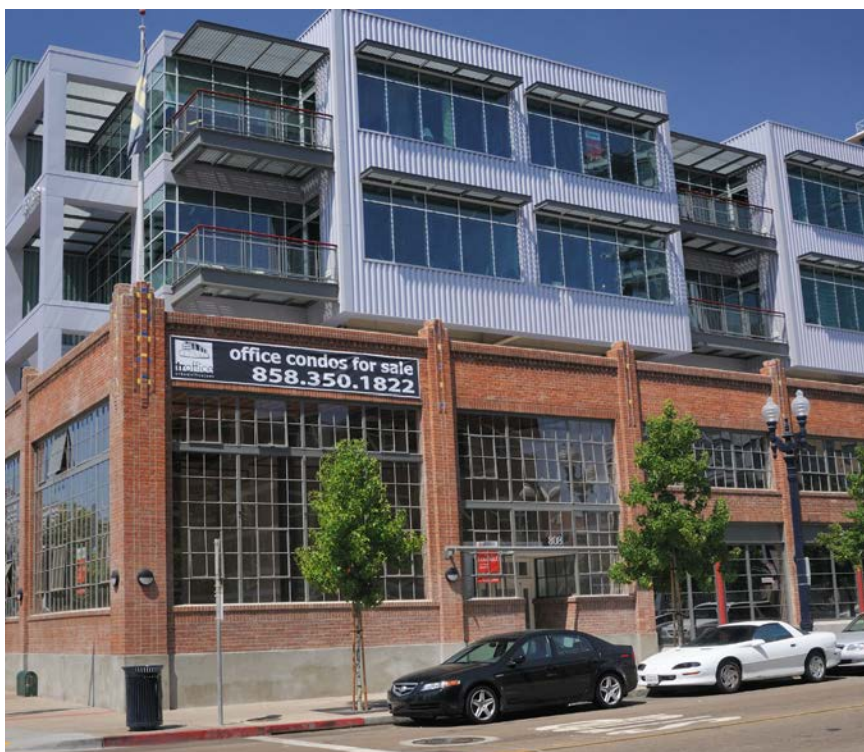
In the 1950s, Santa Ana annexed hundreds of acres of land—including the Specific Plan area west of the Santa Ana River between the cities of Fountain Valley and Garden Grove. Input from residents indicates that a strong identity for the area has not yet emerged. The Harbor Corridor Plan includes land from two Santa Ana Neighborhood Associations: Riverview West and Santa Anita.

The Harbor Corridor Plan brings together both sides of Harbor Boulevard by creating a unifying streetscape, a safer and more active environment, an integrated multimodal circulation network, and an attractive mix of buildings, uses, and open spaces. Ultimately the vision is that the Harbor Corridor is a place for people, celebrated for its diverse options for living, shopping, working, learning, and transportation.

5. Community health and wellness

The Harbor Corridor Plan recognizes the role the physical environment plays in our community's health and wellness. Street designs create a safer and more attractive environment for families and other individuals to walk and bike along the corridor. The enhanced public right-of-way acts as an area of urban open space and improves access to open space features within and around the corridor.

New opportunities for mixed-use and transit-oriented development can decrease dependence on the automobile, allow transit to be a true alternative for those living and/or working within the corridor, improve air quality, and lessen noise impacts. Introducing new landscaping along the corridor, including canopy trees, can reduce heat island effect and foster a healthier and more walkable environment. Finally, new development can support the creation of new open space suitable for individuals and families living along and around the corridor.





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2 CONTEXT

Regional and Local Context

The City of Santa Ana is in the heart of Orange County. Harbor Boulevard—one of the main thoroughfares in Santa Ana—spans the City and links key local and regional commercial, employment, and residential districts.

Starting at the southern end of State Route (SR) 55, Harbor Boulevard travels uninterrupted for 26 miles through numerous cities in Orange and Los Angeles counties. Along its route, Harbor Boulevard serves as a critical link between major regional attractions, including the Pacific Ocean, Triangle Square in Costa Mesa, Disneyland, Downtown Anaheim, and California State University, Fullerton. With its north–south orientation and intersection with a half dozen freeways, Harbor Boulevard carries over 40,000 cars and trucks every day and serves as a bypass for drivers traveling along SR-55 and SR-57.

The Harbor Corridor Plan covers the 2.5-mile segment of Harbor Boulevard located on the west side of Santa Ana. The approximately 305-acre planning area includes parcels adjacent to Harbor Boulevard between Westminster Avenue and Lilac Avenue, as well as parcels along Westminster Avenue, 1st Street, and 5th Street.

Figures 2-1 and 2-2 show the location of the Specific Plan area within the regional and local contexts of Orange County and the City of Santa Ana, respectively.

Santa Ana Neighborhoods

Santa Ana has a rich mosaic of neighborhoods, each distinguished by its history, architecture, housing types, and amenities. The City's neighborhoods are more than simply collections of housing. Neighborhoods are the fundamental building blocks of the community. Neighborhoods are where residents feel safe, where friendships and social ties develop, and where people identify with their community.

More than 60 neighborhood associations have been formed to address neighborhood issues. The Harbor Corridor Plan connects two Santa Ana neighborhoods: Riverview West (west of Harbor Boulevard) and Santa Anita (east of Harbor Boulevard).

School District

Most of Santa Ana is served by the Santa Ana Unified School District, but the Harbor corridor is served by Garden Grove Unified School District (GGUSD). GGUSD's enrollment boundary generally follows the Santa Ana River and allows the district to serve students in many central and northern Orange County communities.

Although residents in the Specific Plan area send their children to a different school district and are somewhat physically separated from the rest of the City by the Santa Ana River, people who live along Harbor Corridor still very much identify as residents of Santa Ana. This sense of community is a testament to the City's ongoing efforts to strengthen and support its neighborhoods and ensure their integration into the larger vision for the City.

Current and Past Planning Efforts

North Harbor Specific Plan

In 1994, the City adopted the North Harbor Specific Plan (NHSP) to create a strong and viable commercial district along Harbor Boulevard supported by well-maintained neighborhoods. This plan addressed the same geographic area as the Harbor Corridor Plan, as well as the Willowick Golf Course and some adjacent residential neighborhoods. The NHSP established six goals:

- » To retain and upgrade the area's commercial character while improving and expanding its role as a significant regional commercial district.
- » To enhance and support the residential neighborhoods surrounding Harbor Boulevard.
- » To improve vehicular and pedestrian circulation in and around the Harbor Boulevard area.
- » To achieve an aesthetic visual consistency throughout the Harbor Boulevard area while improving and upgrading the visual image of the adjacent areas.
- » To enhance the economic viability of the Harbour Boulevard area.
- » To create a secure atmosphere within which business and residential communities can thrive.

The NHSP identified the opportunity to capitalize on its proximity to Disneyland and other major commercial recreation and tourist attractions. As the NHSP was being prepared in the early 1990s, The Walt Disney Company announced plans to develop a new theme park named WestCOT adjacent to Disneyland. WestCOT was officially announced in 1991, and the NHSP identifies focus

areas within the Specific Plan area that could capitalize on what the plan considered to be the largest private development project in the United States.

Unfortunately, financial constraints led The Walt Disney Company to cancel the development of WestCOT. In 2001, the site was developed as Disney's California Adventure Park, but the cancellation and delay of the Disney theme park negatively impacted the NHSP's ability to attract and incentivize development. Very few uses along the corridor are currently tied into the region's major commercial recreation and tourist activities.

The NHSP also recognized the existing Vietnamese community and proximity to Little Saigon in Garden Grove. When the NHSP was adopted in 1994, the Vietnamese Catholic Church at Harbor Boulevard and Seventeenth Street was already (and remains) a regional destination for Catholics in the Asian Community. The NHSP supported the development of a new ethnic commercial center adjacent to Catholic Church, but it never came to fruition.

Although the NHSP envisioned a revitalized corridor with quality commercial uses compatible with neighborhoods, progress has been limited, and land uses did not transition as planned. The dominant use along Harbor Boulevard became auto sales and service.

City of Santa Ana Housing Element

In its Housing Element, the City of Santa Ana identifies three key transportation corridors, including Harbor Boulevard, that could support higher density housing. The selected corridors are consistent with the City's Go Local vision to promote sustainable multimodal transportation options. The Harbor Corridor Plan supports the City's Housing Element by creating the zoning framework to allow for new, compact, transit-supportive housing combined with nonresidential uses along Harbor Boulevard.

Former Redevelopment Project Area

The Harbor Corridor Plan area was included in a former City of Santa Ana Redevelopment Project area (adopted in 1982). The North Harbor Boulevard Redevelopment Plan comprised approximately 428 acres, generally located along Harbor Boulevard from Westminster Avenue to Kent Avenue; and along 5th Street, 1st Street, and McFadden Avenue from Harbor Boulevard to the Santa Ana River.

The North Harbor Boulevard Redevelopment Project area was substantially developed and included a mix of older residential and strip commercial uses fronting on Harbor Boulevard, with newer commercial uses developed near 1st Street and 5th Street.

As part of California's 2011 Budget Act, the State Legislature approved the dissolution of the state's 400 plus redevelopment agencies (RDAs). After a period of litigation, RDAs were officially dissolved as of February 1, 2012.



Figure 2-1. Regional Context and School District Boundaries

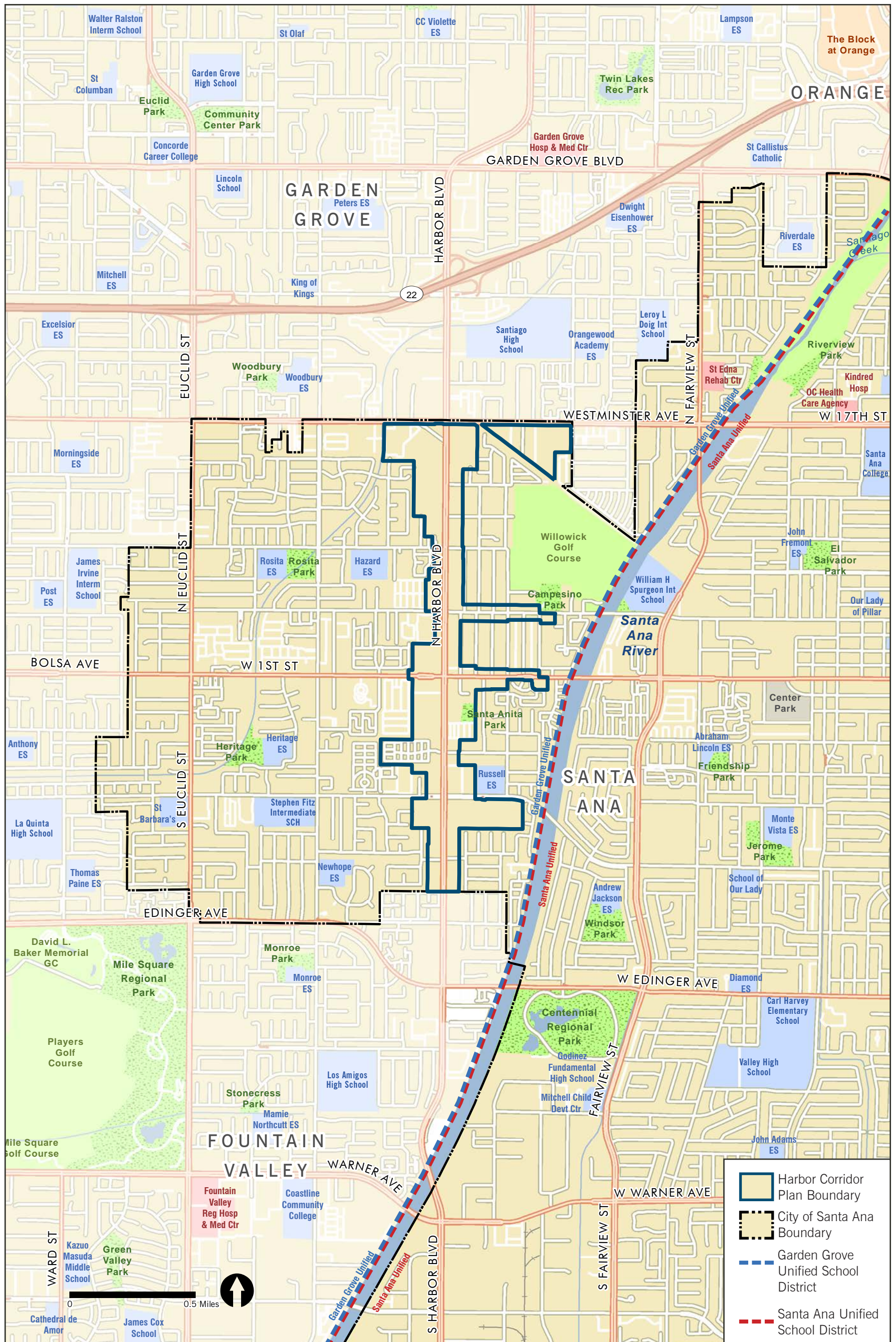
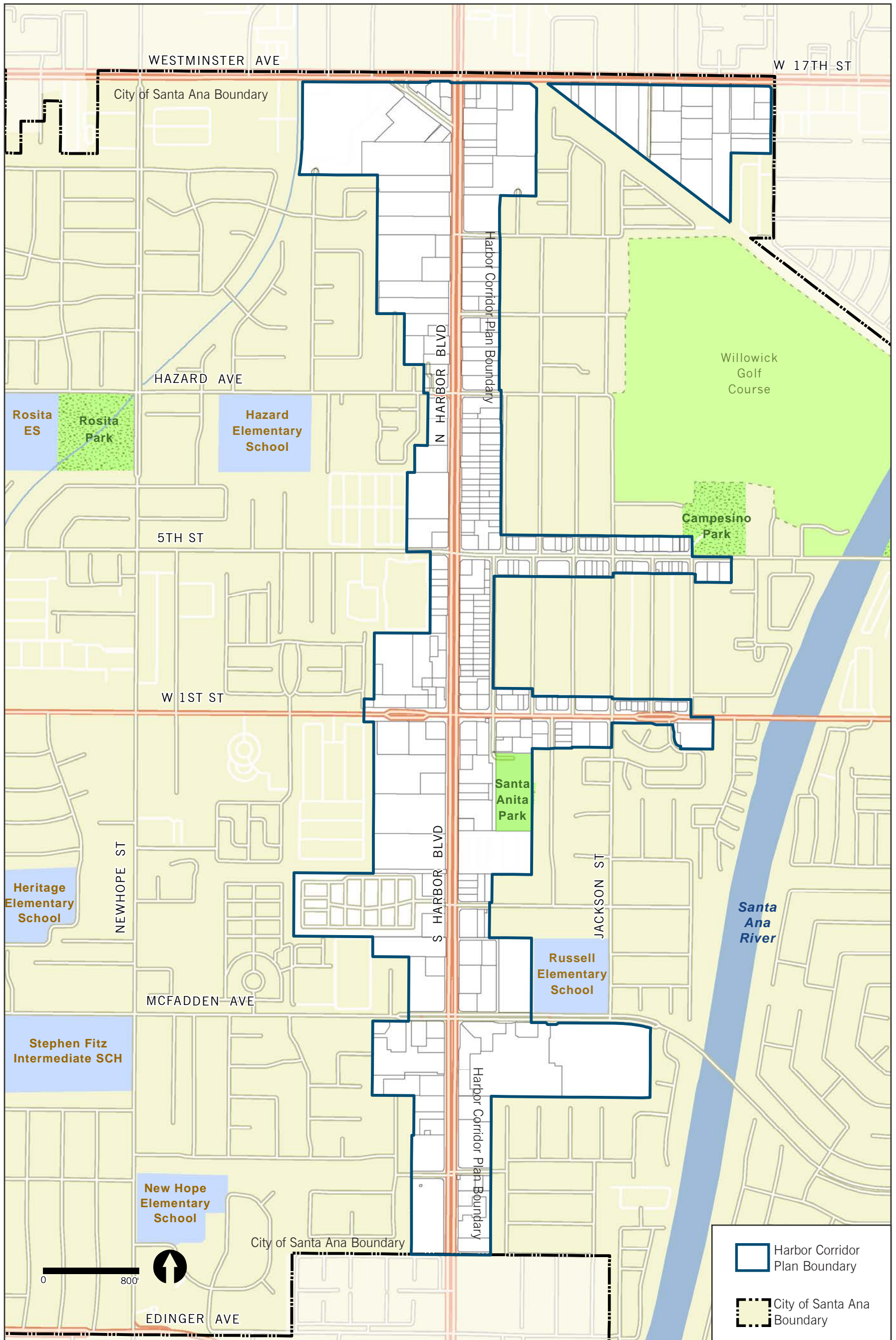




Figure 2-2. Local Context





Existing and Surrounding Land Uses

The Specific Plan area currently contains roughly two million square feet of commercial uses distributed fairly evenly along the corridor. Existing commercial uses occur both at midblock locations and at intersections and are visually dominated by auto service and sales, but also include grocery stores, service businesses, and restaurants. While the total Specific Plan area covers 305 acres, right-of-way comprises roughly 52 acres, leaving 253 acres of parcelized land use.

As is true for many corridors throughout Southern California, land use along Harbor Boulevard is primarily commercial in nature. Nearly 60% of all parcels contain a commercial business, and 21% consist of auto sales and service businesses. Light industrial and industrial uses, primarily concentrated north of Hazard Avenue but also found elsewhere along the corridor, cover 14% of the parcelized Specific Plan area.

The Specific Plan area contains 739 residential units that occupy approximately 16% of the Specific Plan area. Roughly two-thirds of the units are multi-family, 30% are mobile homes, and the balance is single-family units. Santa Anita Park is the only formal public open space within the plan’s boundaries.

The Specific Plan area also includes a limited amount of public, quasi-public, and religious facilities. Finally, approximately 5% of the Specific Plan area is currently vacant. The breakdown of existing land distribution is illustrated in Table 2-1 and Figures 2-3 and 2-4.

Like much of Santa Ana, the Specific Plan area and its surroundings are largely built out and highly urbanized. Adjacent land is characterized by a mix of single-family units, apartment complexes, and mobilehome communities. The majority of these homes take access from streets perpendicular to Harbor Boulevard (not from Harbor Boulevard itself).

Retail and Market Conditions

An assessment of the corridor’s retail market was conducted in 2011 and 2012 to provide insight into the challenges and opportunities facing retail development along Harbor Boulevard. As shown in Figure 2-5, the assessment considered three segments or trade areas along Harbor Boulevard, each centered at a proposed Bravo BRT station: Westminster Avenue, 1st Street, and McFadden Avenue. A trade area is the geographic area from which a retail center or business will draw most of its customers.

The overall corridor is dominated by retail and auto-related uses. Nearly one in five used auto dealers in Orange County can be found along this stretch of Harbor Boulevard. When all retail space is considered (based simply on numbers), the corridor appears to have more retail building space than is necessary to serve the needs of the adjacent neighborhoods—primarily those within one-half mile of Harbor Boulevard. However, the type of retail businesses is just as (if not more) important than the amount of retail buildings space. Residents may still find that they cannot satisfy their regular shopping needs in close proximity to where they live.

Even with excess retail building space, Santa Ana loses retail spending to nearby communities and collects less money per person than other cities in Orange County.

Retail outside of existing shopping centers (which sit primarily at the major intersections) experience challenging conditions—especially smaller independent businesses that are most likely to serve the needs of neighborhood residents. These conditions include:

- » Small lots with little depth
- » Older buildings that do not suit modern retail businesses
- » Poor visibility
- » Inconvenient or inefficient entry and exit points
- » Fractured land use patterns, with retail businesses interspersed among non-retail uses

While the corridor does contain some retail businesses that draw from beyond the immediate neighborhoods, additional consumer spending could be attracted if one of the key intersections were reconfigured and improved to support a shopping environment that can attract consumers from a larger market area, located on adequately sized parcels.

The potential future fixed guideway system and BRT transit investments are potential catalysts that could spur the development and reconfiguration of one or more key nodes along the corridor. Additional right-of-way improvements along Harbor Boulevard could create a more dynamic public space and a desirable shopping experience.

The Harbor Corridor Plan establishes the zoning City and property owners need to respond to such transit and other public investments, establishing places and businesses that boost local spending and attract more regional spending. With or without such catalytic projects, many of the corridor’s retail businesses will continue to primarily serve the adjacent neighborhoods.

Table 2-1. Summary of Existing Land Use

Existing Land Use	Acres	Distribution
Commercial (non-auto)	95	38%
Auto Sale/Auto Service	54	21%
Residential	40	16%
Industrial	36	14%
Public	12	5%
Vacant	12	5%
Open Space	4	2%
Land Use Subtotal	253	100%
Right-of-Way	52	--
TOTAL	305	--

Figure 2-3. Distribution of Existing Land Uses (2012)

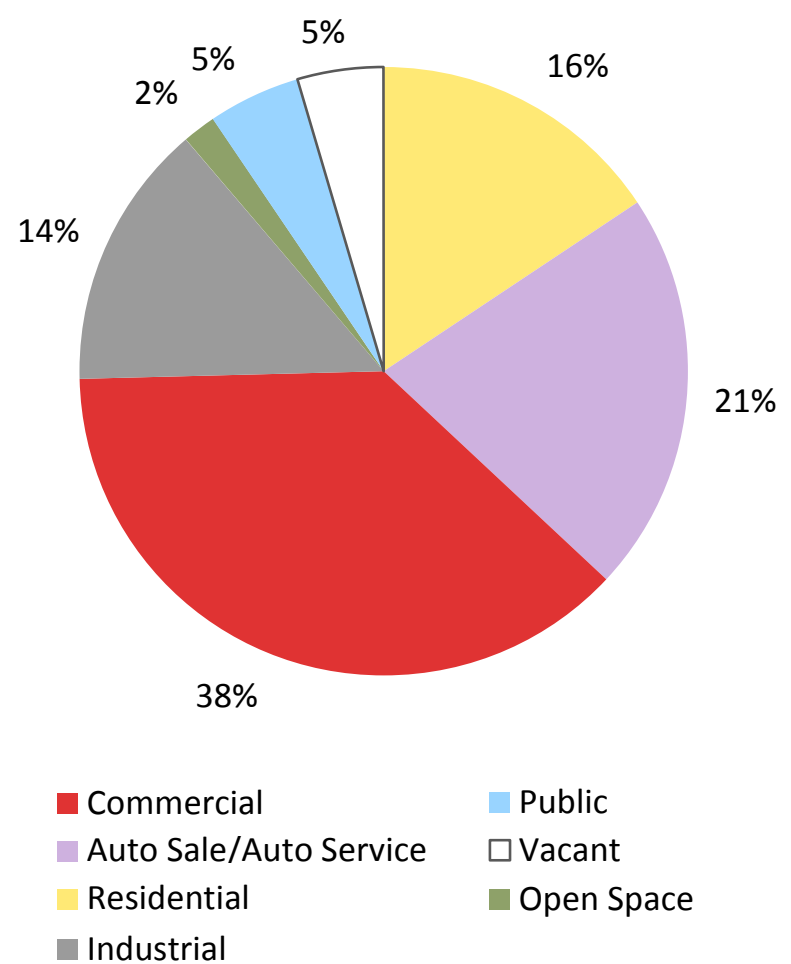




Figure 2-4. Existing Land Uses (2012)

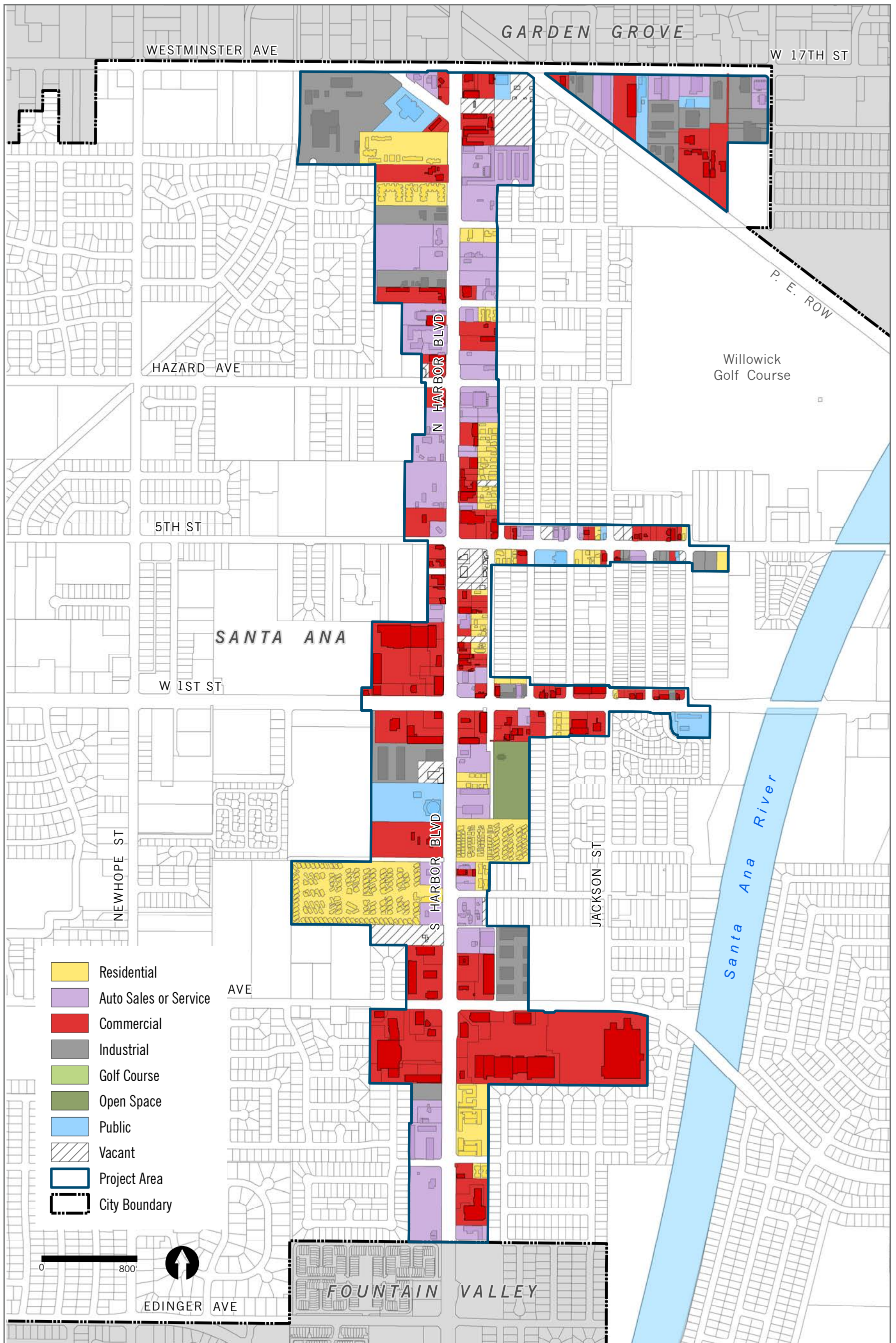
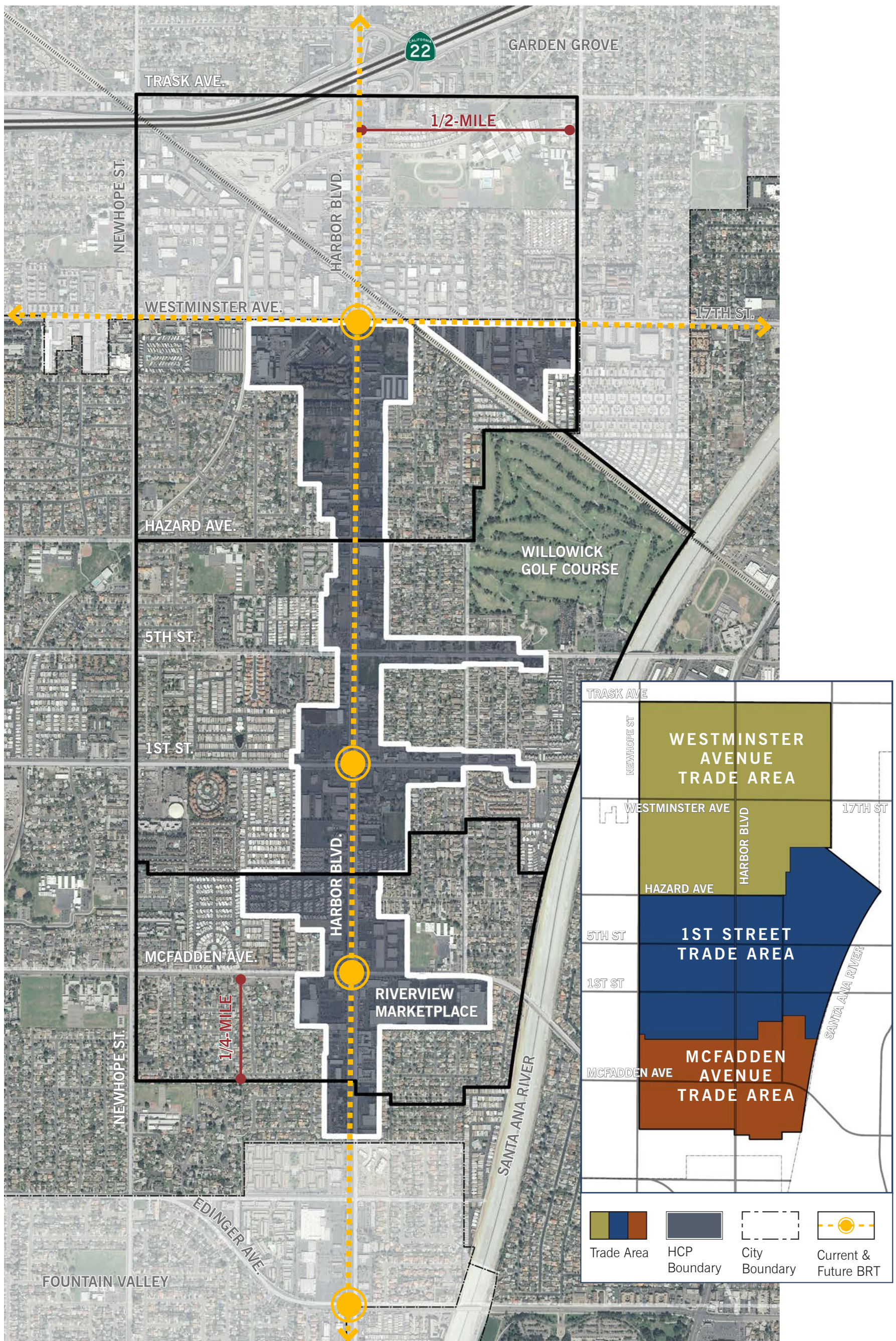




Figure 2-5. Retail Market Trade Areas





Public Outreach

The City of Santa Ana conducted an extensive outreach program over the course of roughly four years. The City’s motto, “Creating Community Together,” carried through as an overarching theme for each event. Events included an open house, an idea fair with bus tour, attendance at neighborhood meetings, a focus group of property and business owners, a coordinated workshop with the Circulation Element Update, and a scoping meeting for the EIR.

Significant input was obtained from residents, property owners, local business owners, community organizations, the local police and fire departments, the county transportation authority, and local developers. Feedback was collected through several methods, including individual conversations, group discussion, question and answer sessions, comment cards, and visual preference surveys.

Overall thousands of people in western Santa Ana were contacted and informed about the project. Reflecting the current makeup of residents around Harbor Boulevard, many materials were distributed in English, Spanish, and Vietnamese, and translators were present at multiple meetings. Hundreds of people participated directly in all three languages at the various meetings and workshops.

Five topics emerged as having the greatest importance to the community: safety, land use, aesthetics, transportation, and development intensity.

Safety

Residents and businesses voiced safety concerns regarding crime and the interaction between pedestrians, cyclists, and motorists along the corridor. During conversations at workshops between the City’s Planning and Building Agency, the Santa Ana Police Department, and members of the community, participants suggested increasing lighting, improving crosswalks and sidewalks, and creating safer pathways for bicyclists.

Land Use

The community expressed a desire for a broader range of uses that are less focused on auto dependency. Nice restaurants and sidewalk cafes were suggested to increase pedestrians on the street. Some people were excited about the possibility of creating new job opportunities along the corridor. Families in the area requested a day care facility.

Many residents emphasized the need to preserve existing open space and to add more open space. The types of open spaces suggested included community gardens, rooftop spaces, larger parkways, and large open areas. Many residents and business owners agreed that new housing opportunities should be made a priority. A number of residents were skeptical of workforce housing but all agreed on the need to attract new, high quality development. Some suggested that this portion of Harbor Boulevard could support museum or hotel uses.

Aesthetics

Wide sidewalks, attractive landscaping, and a variety of building designs ranked as the most desirable streetscapes in the visual preferences survey. Improving the streetscape was also the topic of many discussions, comment cards, and letters received throughout the City’s outreach events. In addition to improving the aesthetics of the street, enhanced landscaping and new building facades were suggested as ways to make the corridor more pedestrian friendly and to increase community pride. A local community group coined the phrase “Clean and Green Harbor Boulevard” as their vision for the corridor.

Transportation

Harbor Boulevard is a major roadway connector through the City and the local region. Residents and business owners understood the need to maintain a good level of service for motor vehicles while improving conditions for other forms of travel. None wanted to see Harbor Boulevard ever expanded from its current six-lane configuration to an eight-lane configuration.

Many were excited and eager to see enhanced bus service come to the area, which hosts some of the busiest bus routes in all of Orange County. A bike sharing program and secure bike parking closer to businesses were recommended to promote cycling as an alternative mode of transportation. Finally, all agreed that improvements should be made to increase safety for adults and children who walk throughout the area and along Harbor Boulevard every day.

Development Intensity

In general, outreach participants indicated that they envision Harbor Boulevard as a transit-oriented corridor with an urban style of development. While some preferred that the heights of buildings remain limited to two stories, many residents and participants agreed on the need for and desirability of intensifying development. However, they all cautioned that it should complement the existing adjacent residential neighborhoods.

Outreach Timeline

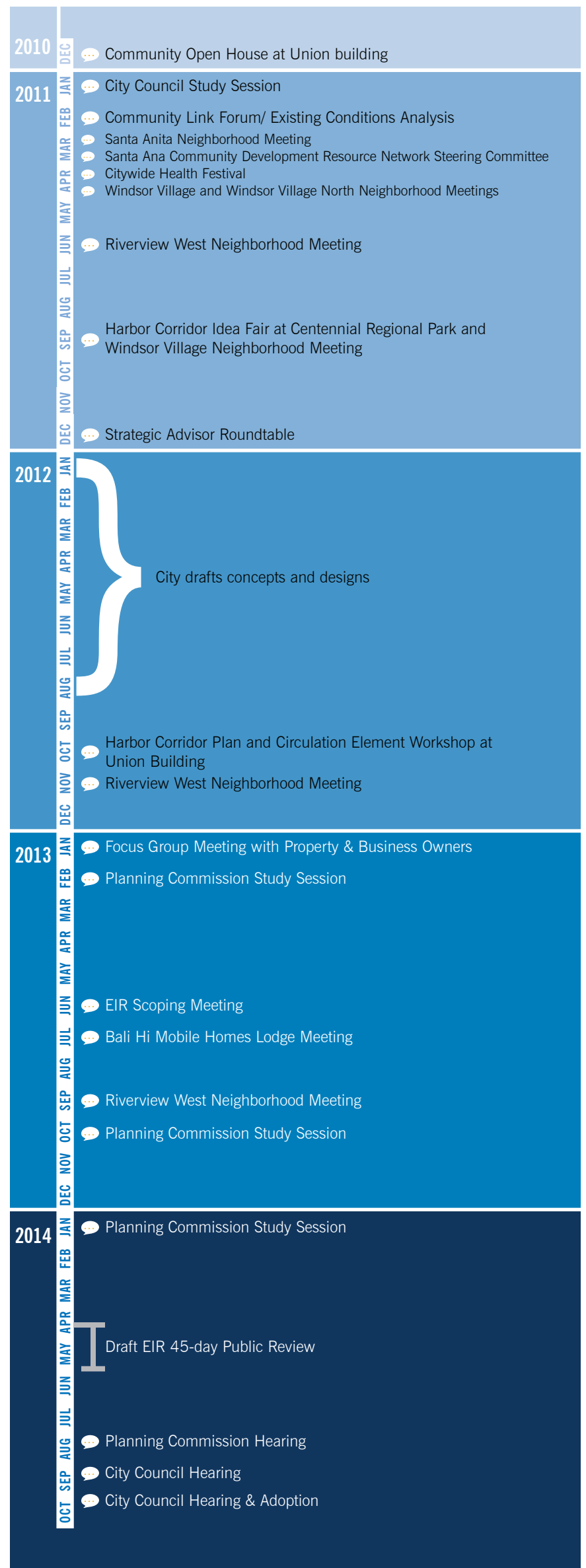




Figure 2-6. Outreach Photos and Materials



Community Open House (December 2010)



Strategic Advisors Workshop (December 2011)



Harbor Corridor Plan and Circulation Element Workshop (October 2012)



Harbor Corridor Idea Fair and Bus Tour (September 2011)



Focus Group of Property and Business Owners (January 2013)



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.

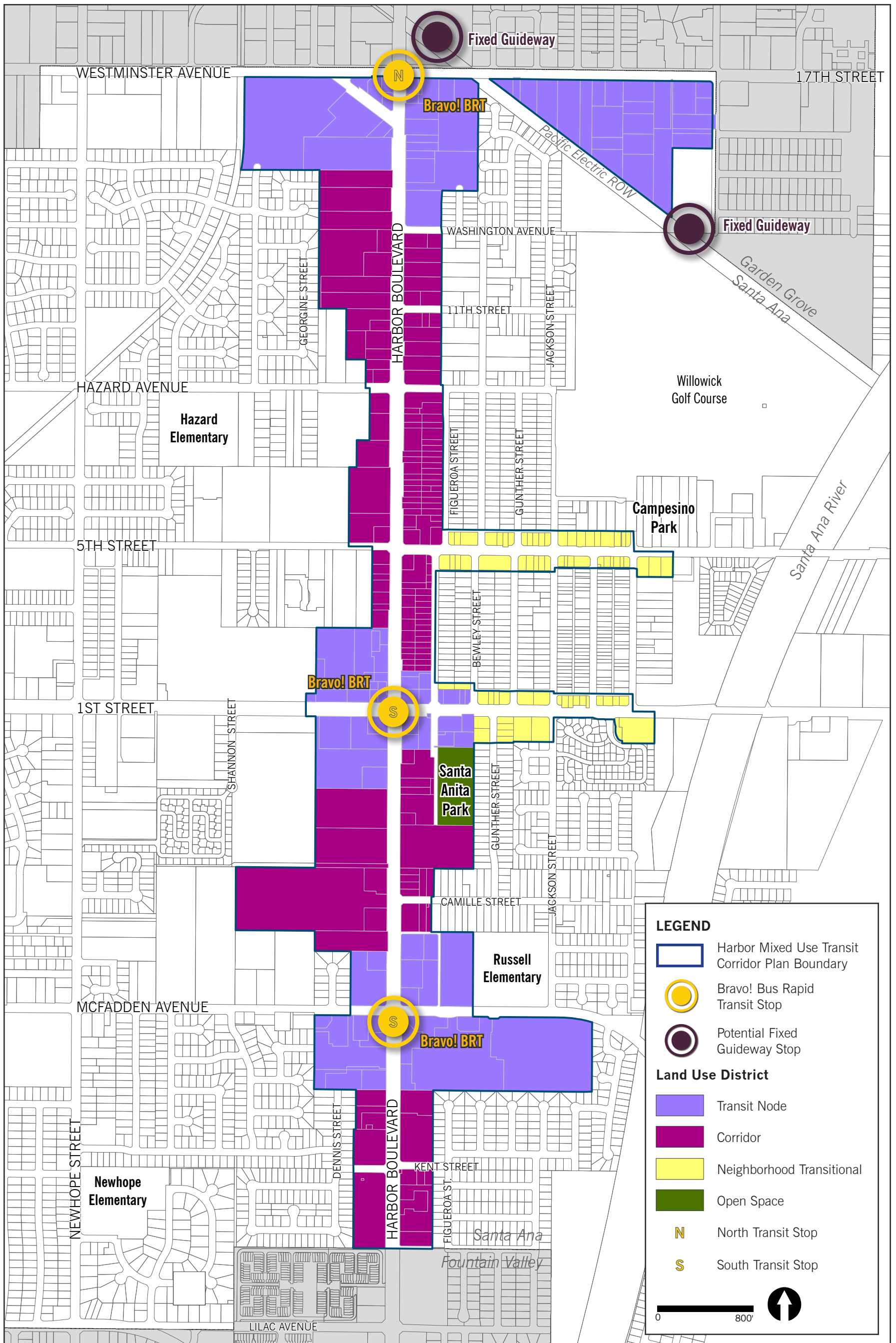
Designated for the lowest scale and the lowest intensity of uses in the Harbor Corridor Plan, development in this district is limited to residential, live-work, or neighborhood-serving commercial uses. These uses may combine commercial on the ground floor with residential above or in freestanding single-use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



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



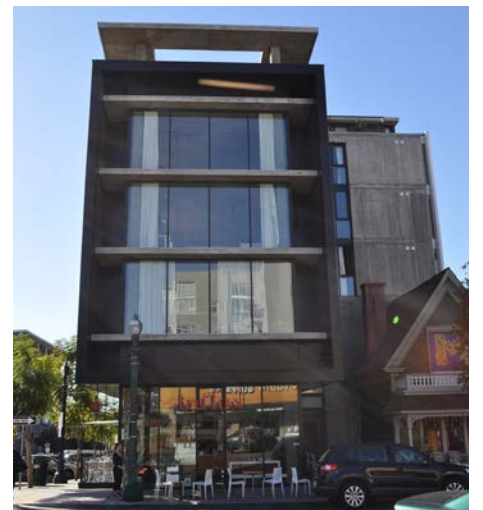
Courtyard Housing. Max Stories: 3-5



Flex Block. Max Stories: 4-10



Flex Block. Max Stories: 4-10



Stacked Dwellings. Max Stories: 4-10



Stacked Dwellings. Max Stories: 4-10



Stacked Dwellings. Max Stories: 4-10



Lined Block. Max Stories: 4-10



Photo by Leo Suarez / CC BY



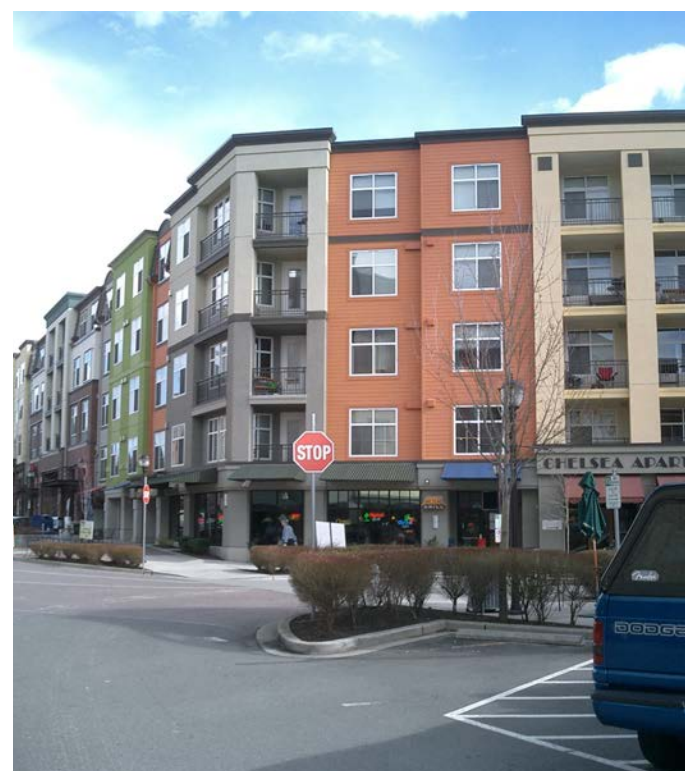
Lined Block. Max Stories: 4-10



Lined Block. Max Stories: 4-10



Lined Block. Max Stories: 4-10



Lined Block. Max Stories: 4-10





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.

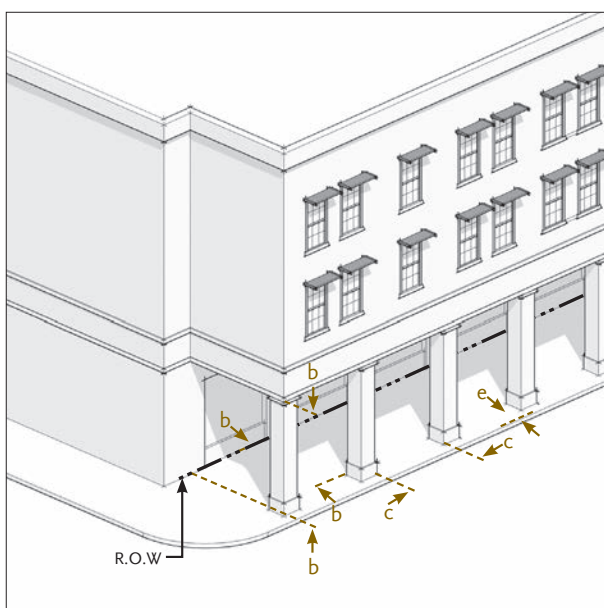
Additional photographs, diagrams, and standards for building frontages are provided in the following pages.



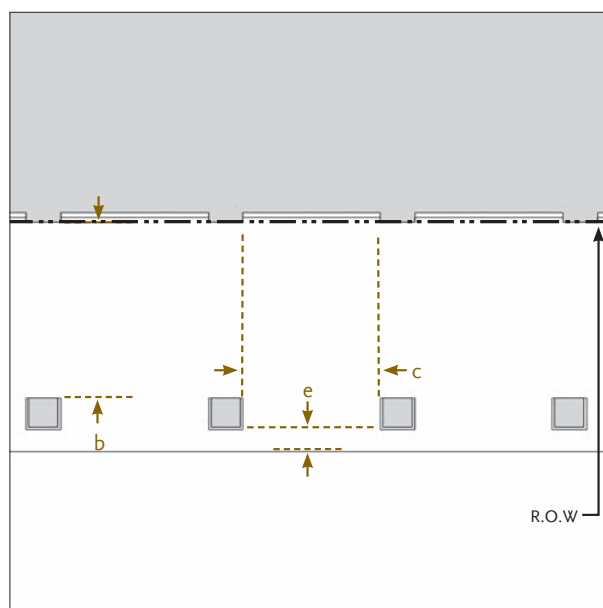
Arcade Frontage Type TN C NT

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.

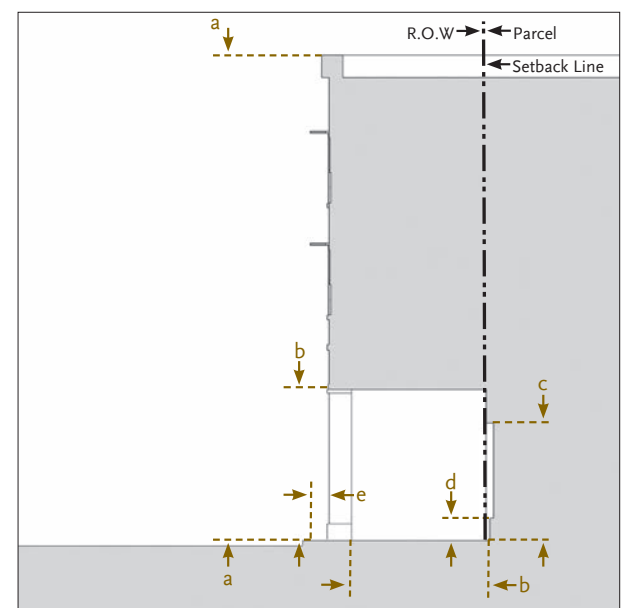
1. Configuration. A great variety of arcade designs are possible, but the following shall apply:
 - a. The height and the proportions of the arcade shall correspond to the facade consistent with the architectural style of the building.
 - b. A minimum of 12 feet clear in all directions. Soffits, columns/arches 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

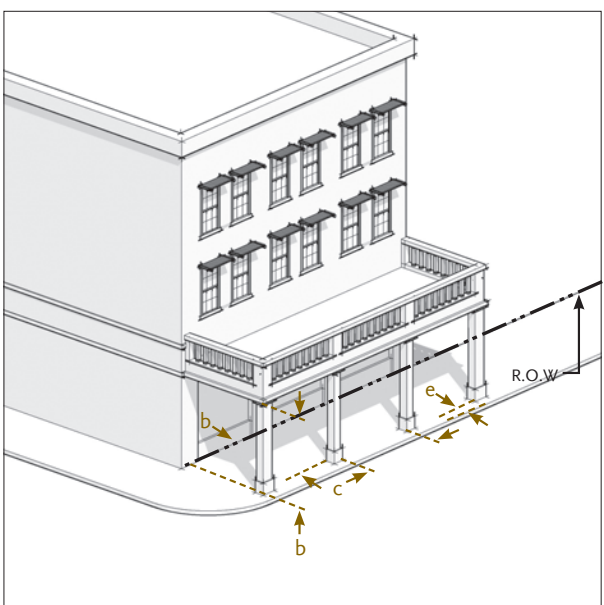


Section Diagram: Arcade

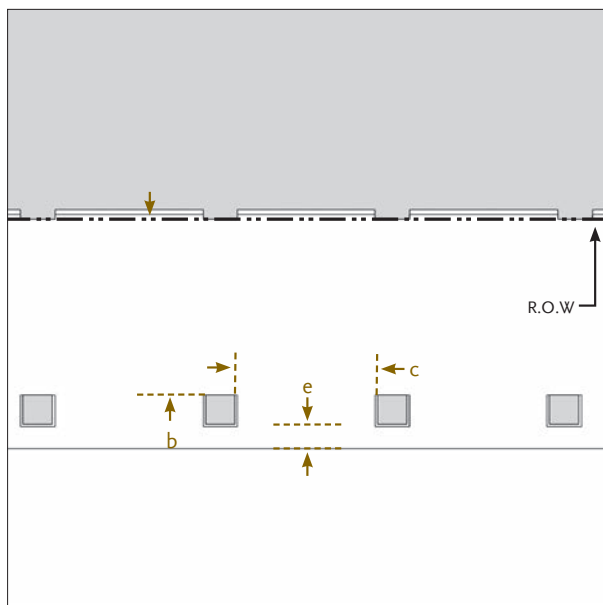
Gallery Frontage Type TN C NT

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

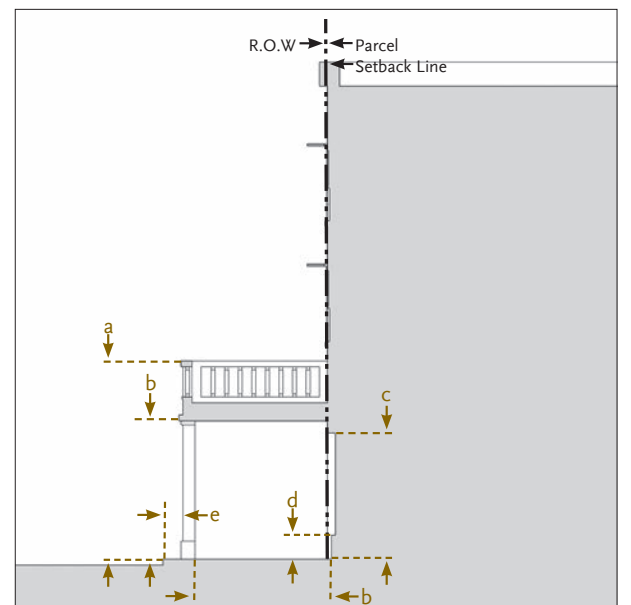
1. Configuration. A great variety of gallery designs are possible, but the following shall apply:
 - a. The height and the proportions of the gallery shall correspond to the facade consistent with the architectural style of the building.
 - b. A minimum of 12 feet clear in all directions. Soffits, columns/arches 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



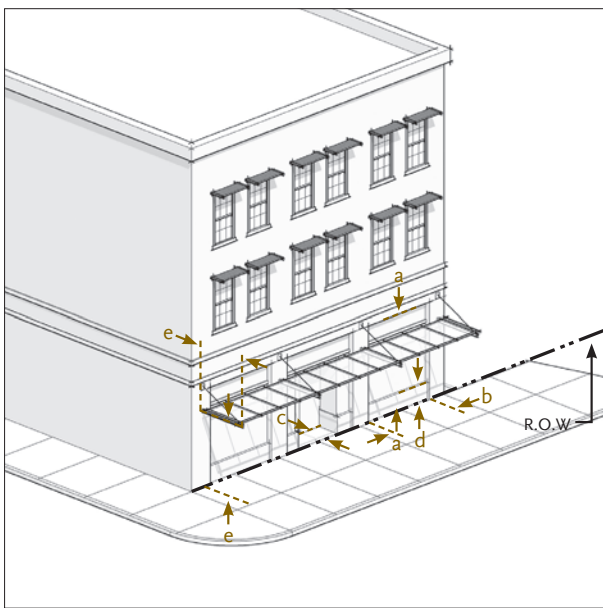
Section Diagram: Gallery



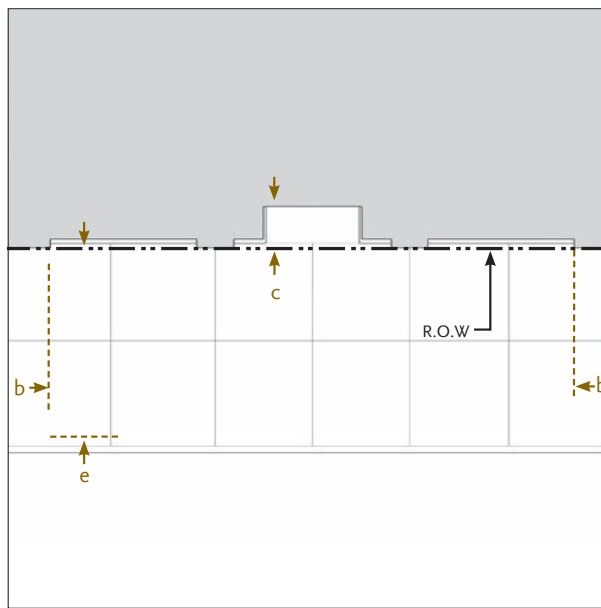
Shopfront Frontage Type TN C NT

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.

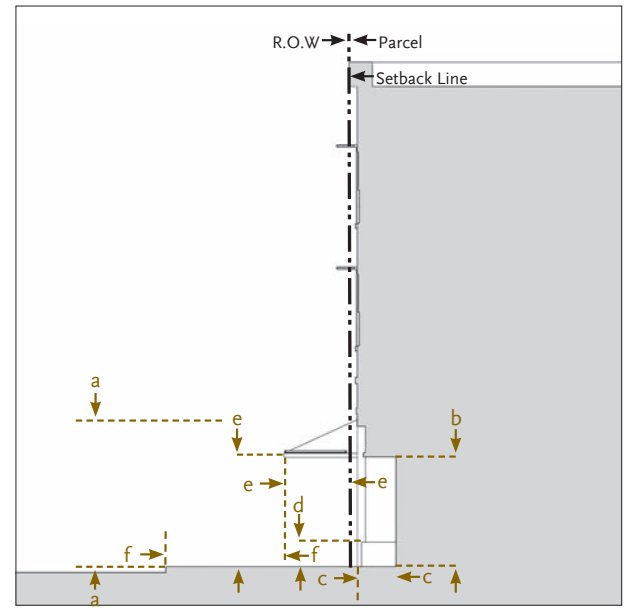
1. Configuration. A great variety of shopfront designs are possible, but the following apply:
 - a. A minimum of 12 feet clear to a maximum of 18 feet tall, as measured from the adjacent sidewalk.
 - b. The corresponding storefront(s) opening(s) along the primary frontage shall not have opaque or reflective 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

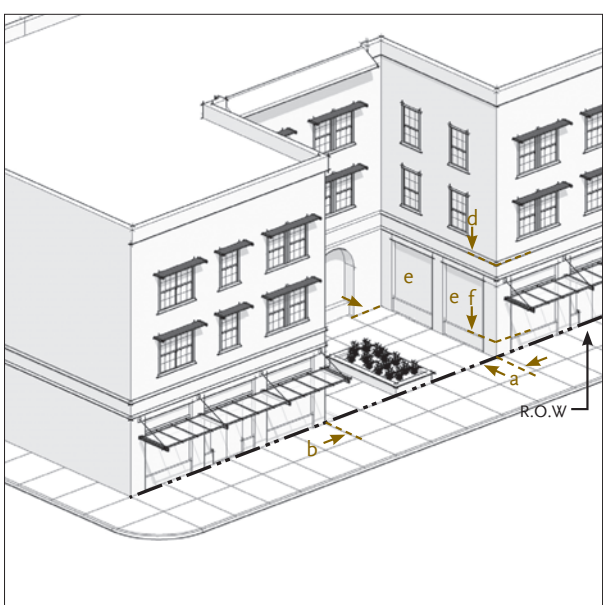


Section Diagram: Shopfront

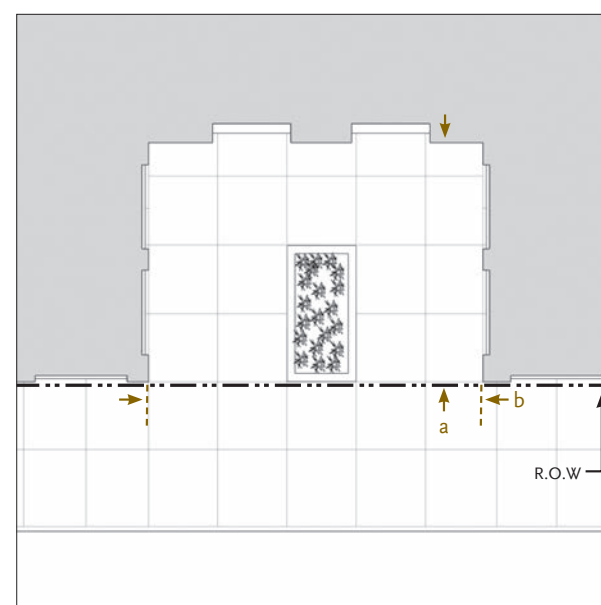
Forecourt Frontage Type TN C NT

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.

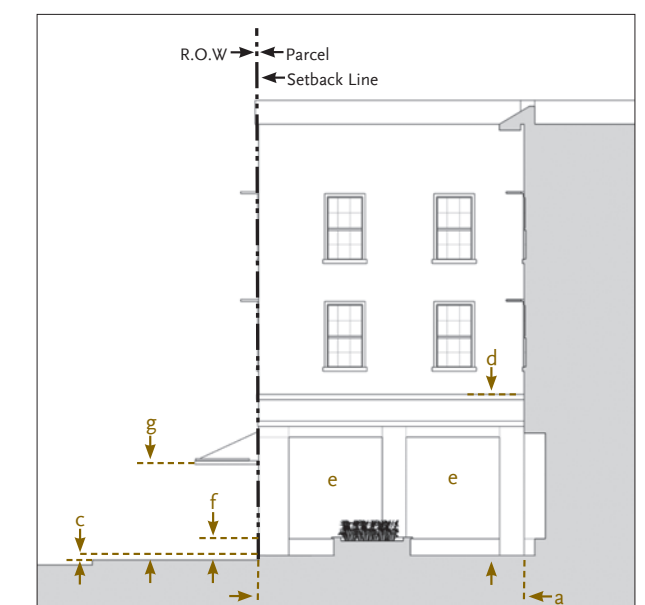
1. Configuration. A great variety of forecourt designs are possible, but the following shall apply:
 - a. A minimum of 10 feet deep clear, maximum of 40 feet deep clear.
 - b. A minimum of 20 feet wide and a maximum of 50% lot frontage.
 - c. The forecourt may also be raised from the sidewalk, creating 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



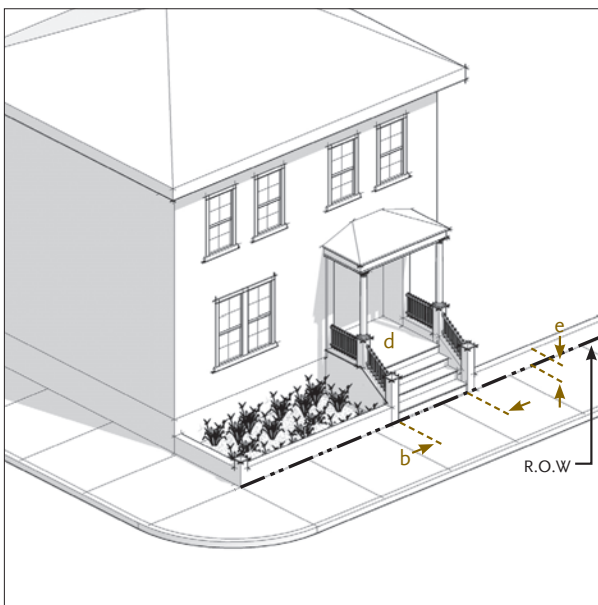
Section Diagram: Forecourt



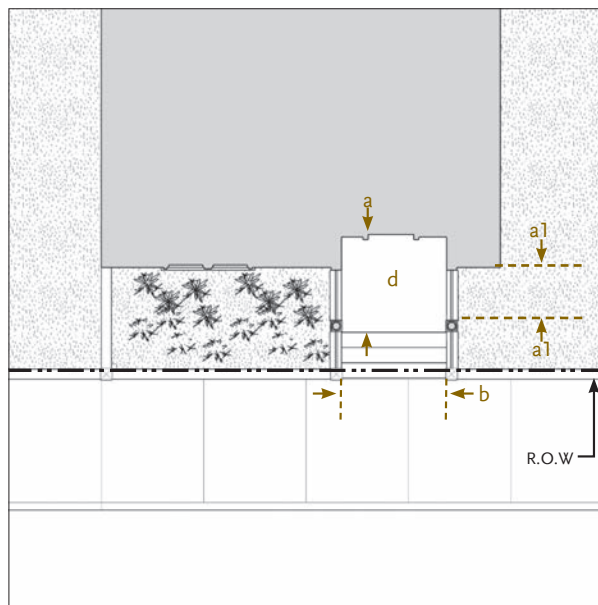
Stoop Frontage Type TN (S) C NT

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.

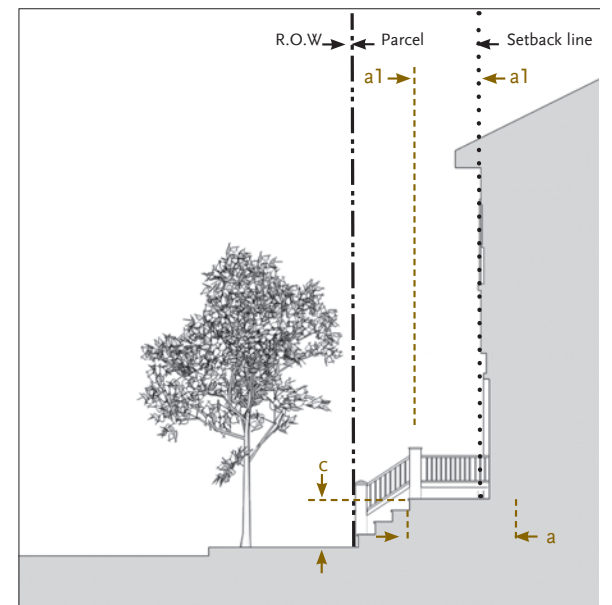
1. Configuration. A great variety of stoop designs are possible, but the following shall apply:
 - a. A minimum of 4 feet deep clear (a1) Stoops without porches or roofs may encroach up to 50% of required building setback depth unless specified otherwise in the development standards.
 - b. A minimum 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

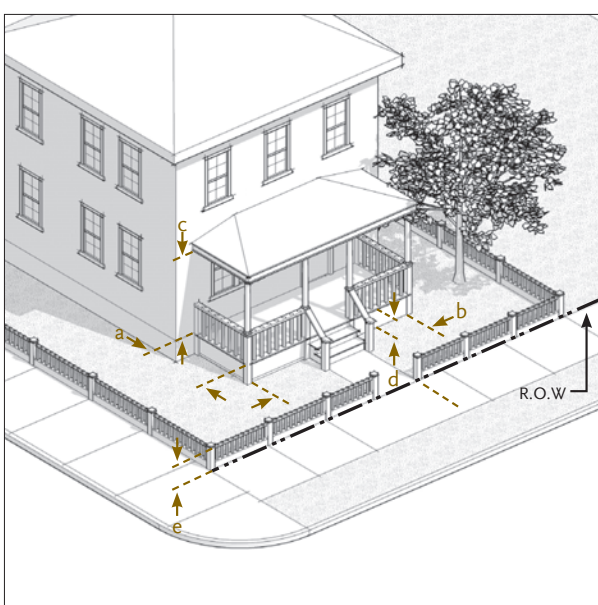


Section Diagram: Stoop

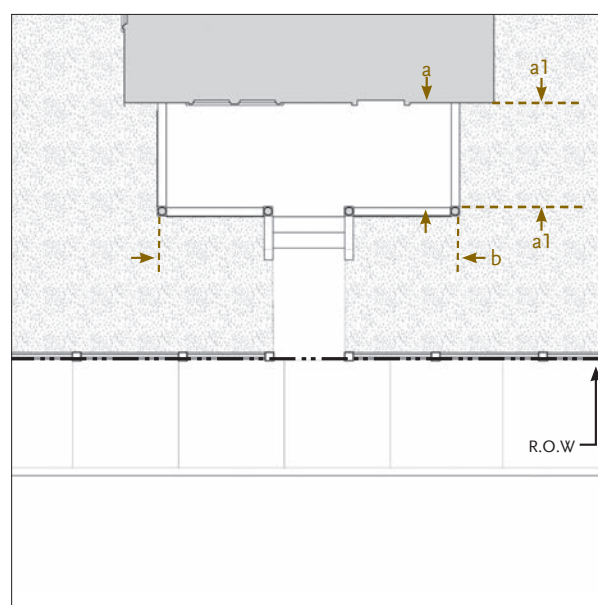
Frontyard/Porch Frontage Type TN (S) C NT

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.

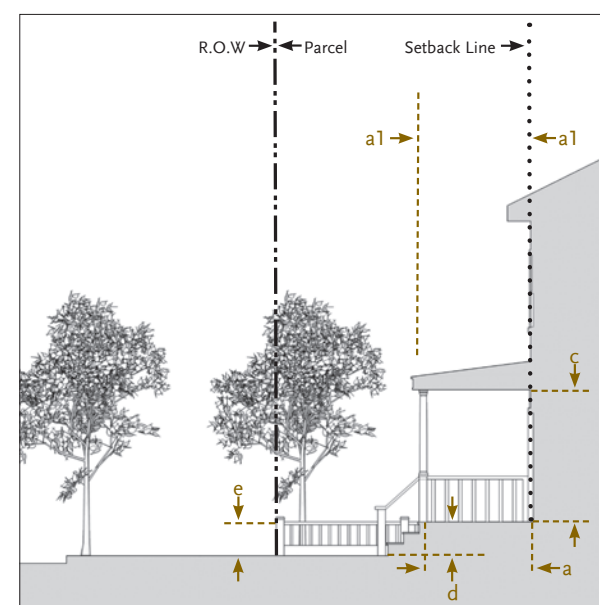
1. Configuration. A great variety of frontyard and porch designs are possible, but the following shall apply:
 - a. A minimum of 6 feet deep clear between the face of the landing and building facade (a1). Porches may encroach up to 24 inches of required building setback depth unless specified otherwise 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:
- 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.
 - 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.
 - Building planes above the 3rd floor shall have, at minimum, a 50% variation in setback within the specified standards in Table 3-5.
 - 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

- 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.
- 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.
- Upper floors may extend over the clear zone. Awnings must maintain a vertical clearance of at least 15 feet within a clear zone.
- 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

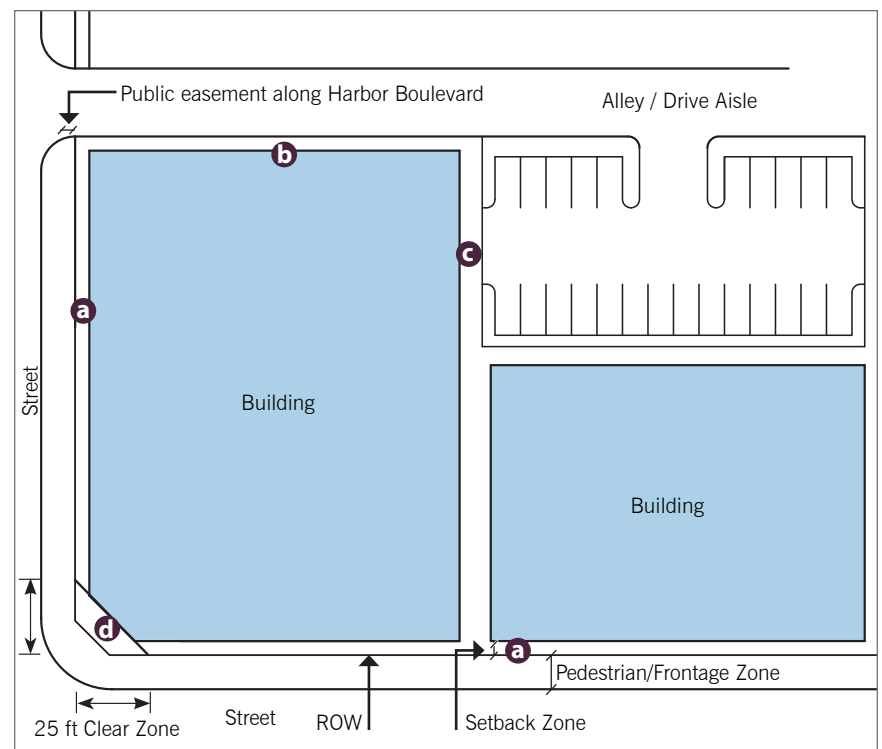
- Outdoor dining. Such encroachments per approval of the Santa Ana Planning & Building Agency (PBA) and Public Works Agency (PWA) Directors, separate permit, and agreement per SAMC.
- Encroachments. Awnings, Signage, Balconies, Bay windows and Frontage Types may encroach into the required setback subject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

Table 3-6. Encroachments

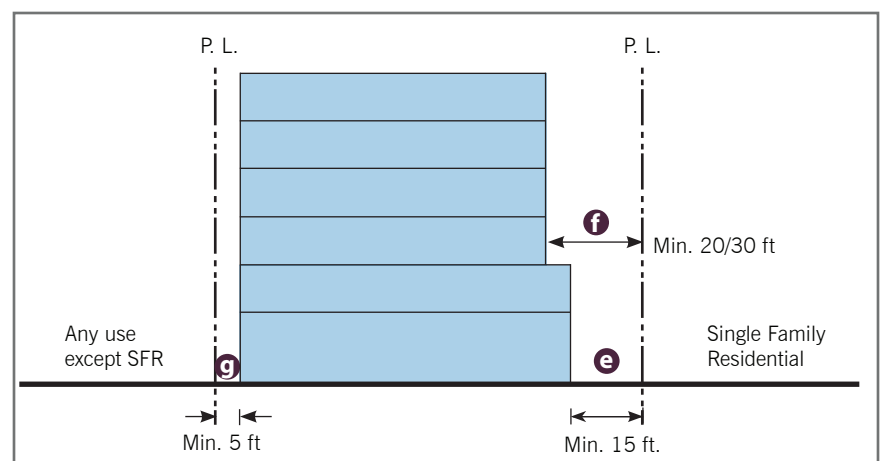
ENCROACHMENT	FIGURE NOTE	VERTICAL	HORIZONTAL
Except awnings, and gallery and arcade frontage types	j	min. 8' clear	max 18"
Except awnings, and gallery and arcade frontage types	k	min. 12' clear	max 24"
Awnings, and gallery and arcade frontage types	l	min. 10' clear	within 8' of curb
Side yard	--	n/a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

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

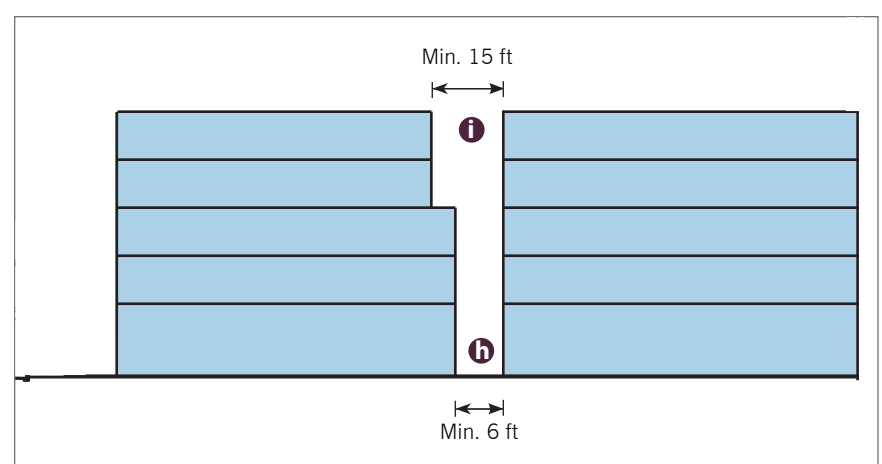
Building to Street Right-of-Way



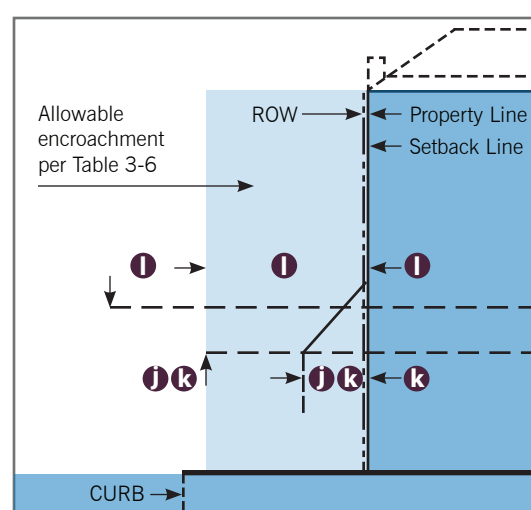
Building to Property Lines



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:

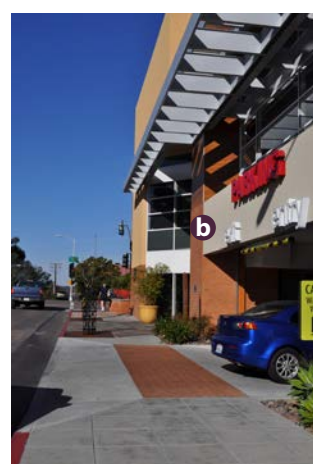
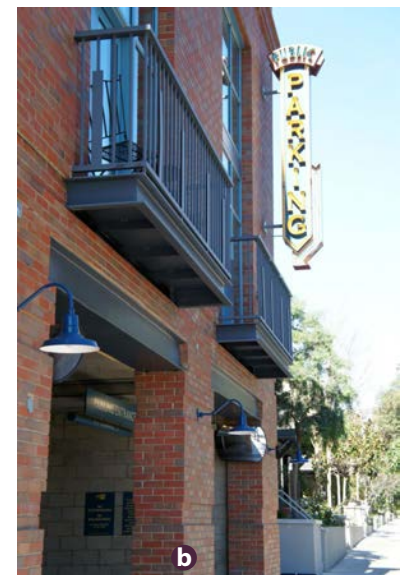
1. Permanent special need housing, including senior housing, will be parked at 1 space per unit minimum.
2. Vehicular access to the off-street parking may be taken from primary street only when an alley or side street is not present.
3. No more than half of the site frontage may be occupied by parking.

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.

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.

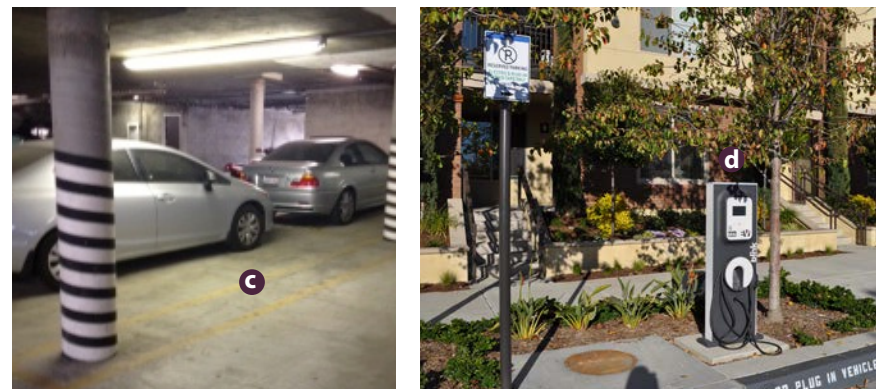
Additionally, the installation of on-street or curb-adjacent bicycle parking may be considered at key points along the corridor. Approximately 12 bikes can park in the space normally reserved for a single car. Therefore, by replacing one parking space, corridor businesses could accommodate space for 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.

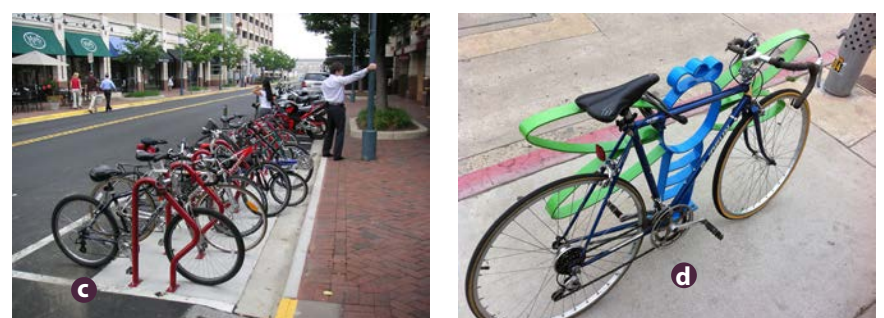
Open Space Standards

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



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 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).



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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4 MOBILITY PLAN

Mobility Plan Objectives

The Harbor Corridor Plan seeks to expand and improve the ways that people move along and through the corridor. While Harbor Boulevard currently serves many different types of transportation, the roadway's design and operation prioritizes the movement of cars and trucks through Santa Ana. This emphasis is understandable as the corridor carries over 40,000 cars and trucks every day.

However, people travel through the Harbor Corridor in many other ways. Bus stops on Harbor Boulevard see thousands of people get on or off a bus along the corridor. All of these people and more walk along the sidewalks during the day and night. Finally, hundreds of people ride their bikes on the corridor's streets and sidewalks. Local residents, workers, and students of all ages asked for a greater emphasis on transit, pedestrian pathways, and bike facilities to create safer and more efficient options to travel to and from their homes, businesses, and schools. The Harbor Corridor Plan establishes the framework for improved transportation based on three primary objectives.

1. Integrate with Local and Regional Transit Improvements

The mobility plan emphasizes a sustainable approach consistent with the City's Go Local Transit Vision which aims to link downtown, employment centers, educational facilities, and expanded housing choices. A central focus is the new bus rapid transit (BRT) services that augment local bus service along Harbor Boulevard and Westminster Avenue/17th Street. The mobility plan also anticipates future transit stops for the fixed guideway system that will run along the Pacific Electric right-of-way and link to the Santa Ana Regional Transportation Center (SARTC) in downtown.

2. Safe and Efficient Pathways for Pedestrians and Bicyclists

Improved pedestrian and bicycle facilities and linkages are a cornerstone of a robust transportation network. The Harbor Corridor Plan encourages a variety of building designs to create a comfortable environment for walking and biking. New street layouts facilitate safe bicycle and pedestrian travel along Harbor Boulevard and efficient connections to the regional bicycle network, including the Santa Ana River Trail.

3. Preserve Capacity for Cars and Trucks

The Harbor Corridor Plan continues to recognize the important role Harbor Boulevard plays in circulating vehicular traffic through the region by maintaining the six traffic lanes and expanding intersection turning options. The plan also encourages the consolidation of driveways along the corridor, creating more efficient traffic flows.

Mobility Context

Circulation Element

The Circulation Element of the Santa Ana General Plan is the City's blueprint for transportation planning. The purpose of the Element is to plan for a transportation network that meets the mobility needs of those living, working, and visiting the City. The Circulation Element goals reflect the City's vision for a comprehensive circulation system that is safe, efficient, and attractive for all users. The Harbor Corridor Plan implements the Circulation Element's goals and policies along Harbor Boulevard. The element's eight circulation goals (adopted as of August 2014) are listed below.

Circulation Element Goals

- Goal 1. Provide and maintain a comprehensive circulation system that facilitates the efficient movement of people and goods throughout the City, and enhances its economic viability.
- Goal 2. Provide design and construction that facilitate safe utilization of the City's transportation systems.
- Goal 3. Provide a full spectrum of travel alternatives for the community's residents, employees, and visitors.
- Goal 4. Fully coordinate transportation and land use planning activities.
- Goal 5. Create attractive circulation corridors to enhance the City's image.
- Goal 6. Protect local streets from through traffic to preserve neighborhood character.
- Goal 7. Utilize alternative parking strategies as a means of managing transportation demand.
- Goal 8. Strengthen the coordination of transportation and land use planning activities with adjacent jurisdictions and regional agencies.



Complete Streets Act

The Complete Streets Act was passed in 2007 to ensure that the transportation plans of California communities meet the need of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. The purpose of this act is to make roads safer and more convenient for people who choose to walk, ride a bike, or take transit, and to aid in reducing traffic congestion, auto-related air pollution, and the production of climate-changing greenhouse gases. These goals are consistent with the vision for the Harbor Boulevard corridor to improve transportation conditions and facilities for all types of travel.



Streets and Parking

Street Network

Figures 4-1 and 4-2 illustrate the existing street network and the City’s Master Plan of Streets and Highways for the Harbor Corridor Plan area. The majority of roadways will remain the same with the exception of the extension of Santa Ana Boulevard as a four-lane (two lanes in each direction) arterial street along the Pacific Electric right-of-way from Fairview Street to State Route 22.

The extension of Santa Ana Boulevard would pass through the intersection of Harbor Boulevard and Westminster Avenue as a grade-separated overpass (meaning it would not connect with Harbor Boulevard or Westminster Avenue). This extension and configuration will divert some vehicular traffic away from Harbor Boulevard, enabling the corridor to accommodate future growth in the local area and through the Harbor Corridor Plan without deteriorating vehicular capacity.

The current speed limit along Harbor Boulevard is 45 miles per hour—a speed that is best suited for a roadway designed primarily for vehicular traffic and low levels of pedestrian, bicycle, and transit activity. Harbor Boulevard is identified in the City’s Circulation and Housing Elements as a transit corridor and in this Specific Plan as a multimodal corridor with significant current and future levels of pedestrian, bicycle, and transit activity. Accordingly, the City proposes street designs and a goal to reduce the speed limit along Harbor Boulevard within this Specific Plan. A lower speed limit enables the roadway to efficiently move vehicles through the corridor while improving safety for pedestrians and bicyclists.

Parking

On-street parking is limited within the Harbor Corridor and is not currently permitted along Harbor Boulevard. The mobility plan introduces new street designs that add on-street parallel parking to Harbor Boulevard to create a safer environment for pedestrians and bicyclists. Such parking will also augment parking options for shoppers and other visitors, reducing the overflow parking experienced by adjacent neighborhoods.

Transit

Local Bus Service

The residents of Santa Ana rely heavily on transit services as a primary mode of travel to work, school, or other activities. Residents and visitors alike are increasingly turning to transit for recreational trips. The Harbor Corridor is currently served by four Orange County Transportation Authority (OCTA) bus routes: 43, 60, 64, and 66. Together, these lines serve tens of thousands of riders every day, including several thousand within the Harbor Corridor. Figure 4-3 illustrates the current bus routes and ridership levels.

The Westminster Avenue/17th Street, 1st Street, McFadden Avenue, and Harbor Boulevard corridors are considered High Frequency Transit Corridors by OCTA in its Long Range Transportation Plan. OCTA and other regional transit agencies will continue to prioritize future transit investments in these corridors.

Bus Rapid Transit

Bus Rapid Transit (BRT) is a high quality bus service that provides more frequent service than local bus service at stations set along major corridors. Further, BRT systems generally have a distinct identity, incorporate traffic signal synchronization, and sometimes serve new bus shelters with real-time bus arrival information. BRT is considered a more affordable alternative to light rail or commuter rail (like Metrolink or Amtrak) and can often attract new transit riders through improved transit service quality.

The Orange County Transportation Authority (OCTA) is planning to introduce three routes of BRT service over the next decade, all of which will directly serve Santa Ana. Known as the “Bravo!” service, OCTA introduced the first line along Harbor Boulevard in June 2013 (see Figure 4-4). As shown in Figure 4-5, two future lines will run from Santa Ana to Long Beach (on Westminster Avenue/17th Street) and from Brea to Irvine.

The BRT service on Harbor Boulevard operates north and south along a 22-mile route, linking Santa Ana to Fullerton, Anaheim, Garden Grove, Fountain Valley, Costa Mesa, and Newport Beach. The service provides regional connections to Metrolink and Amtrak rail services, as well as other OCTA bus services at the Fullerton Transportation Center. Bus stop locations in Santa Ana are at the intersections of Harbor Boulevard and Westminster Avenue, First Street, and McFadden Avenue.

The Westminster Avenue/17th Street Bravo! line is proposed to travel along an east–west route between Santa Ana and Long Beach, linking the study area to Garden Grove, Westminster, Seal Beach, and Long Beach. The BRT service on Westminster/17th Street would provide connections to the Harbor Boulevard and Bristol/State College BRT lines, as well as Metrolink, Amtrak, and other OCTA bus services via an eastern terminal at SARTC. Proposed bus stop locations in Santa Ana include the intersection of Harbor Boulevard and Westminster Avenue.

Figure 4-1. Existing Street Network

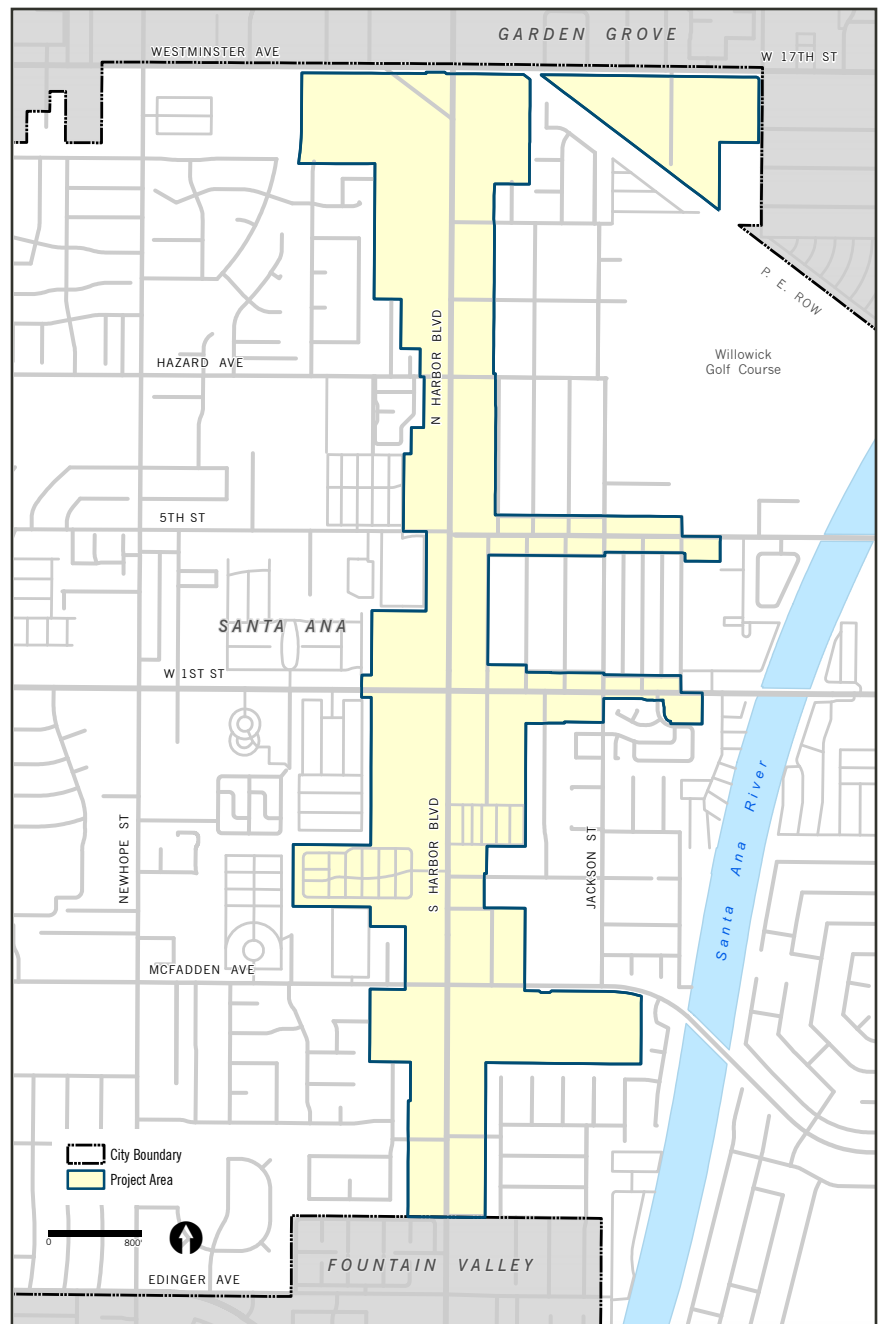


Figure 4-2. Santa Ana Master Plan of Streets and Highways

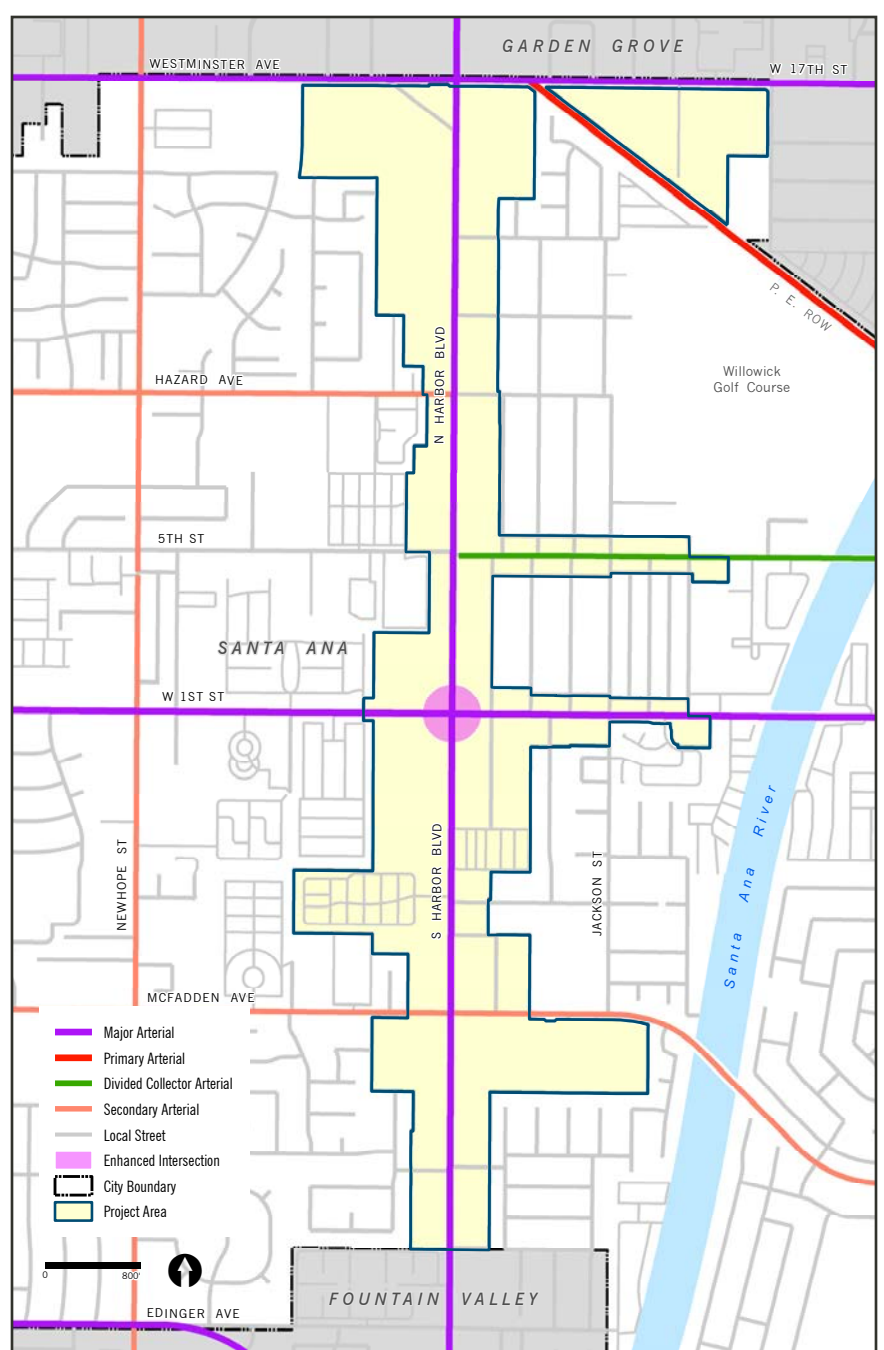




Figure 4-3. Local Bus Service and Ridership (2011)

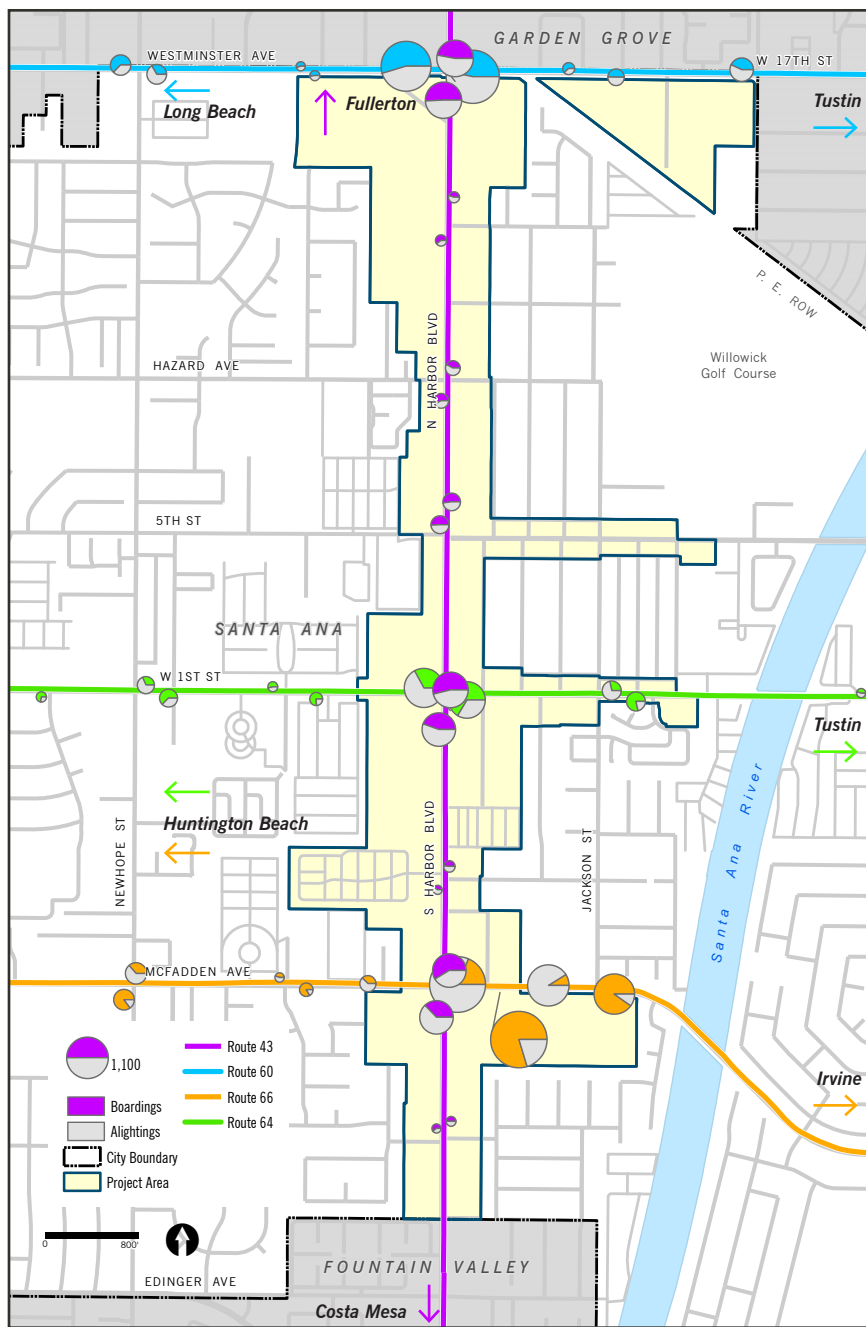


Figure 4-4. Existing and Proposed BRT and Fixed Guideway

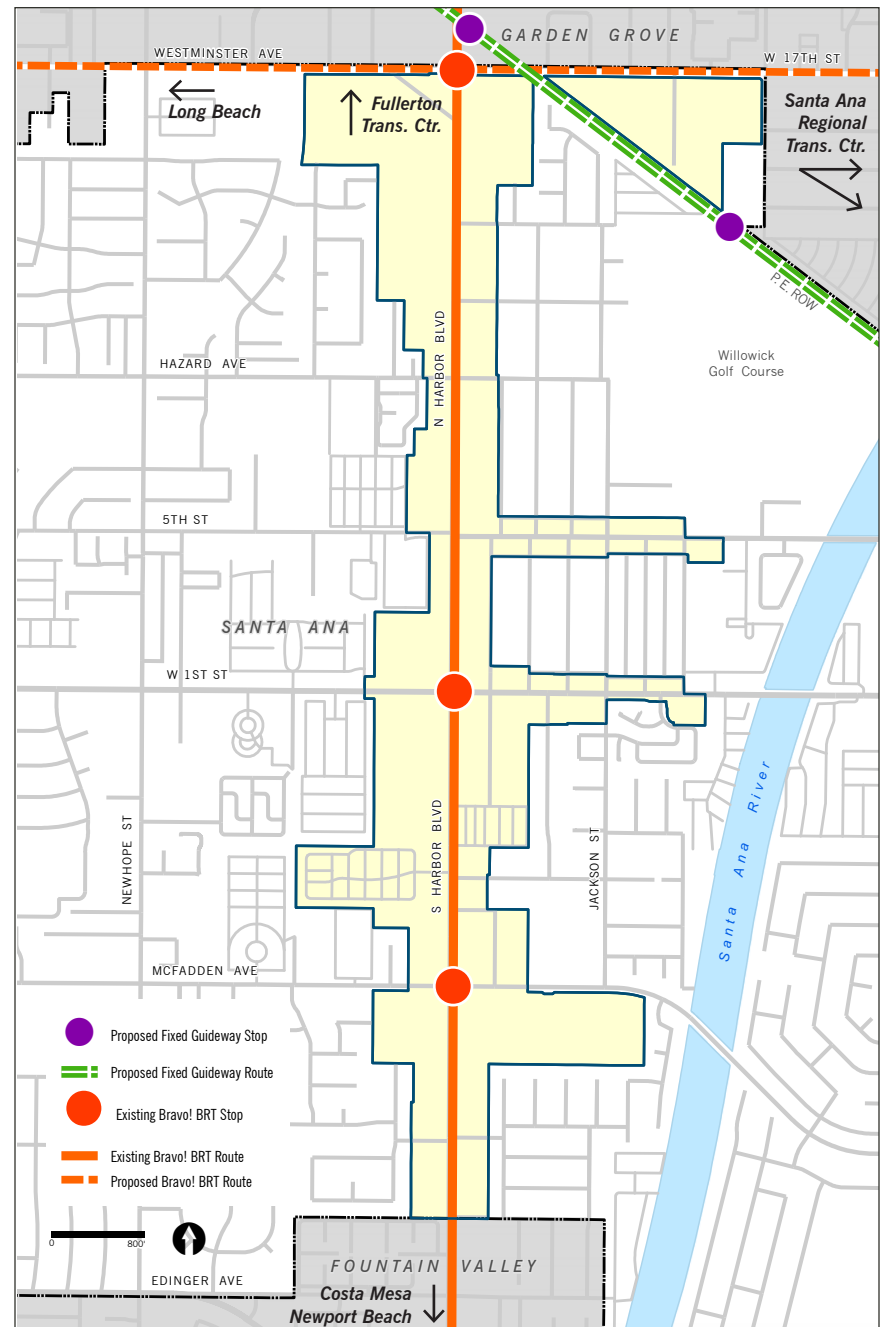


Figure 4-5. Proposed OCTA BRT Routes

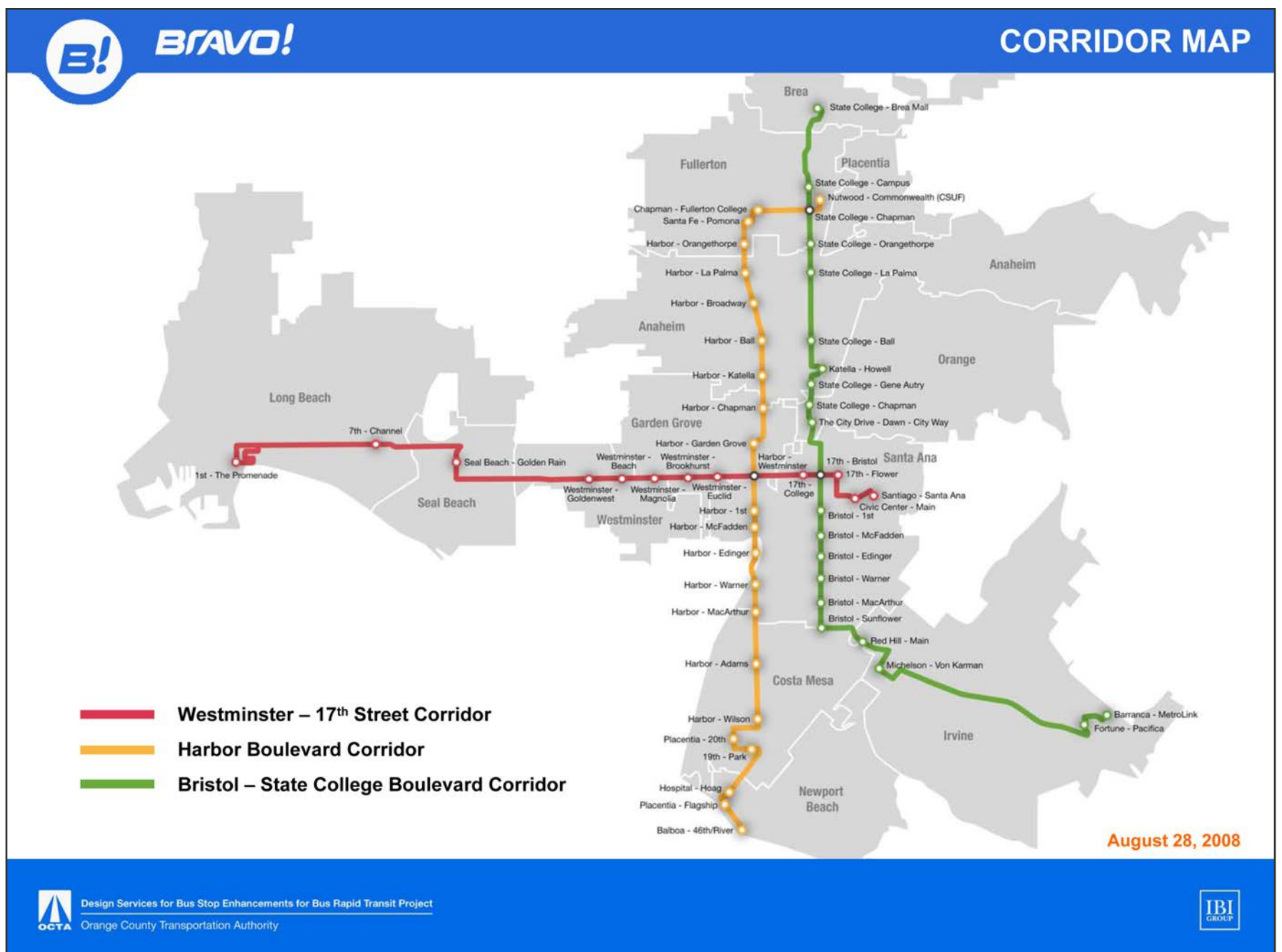
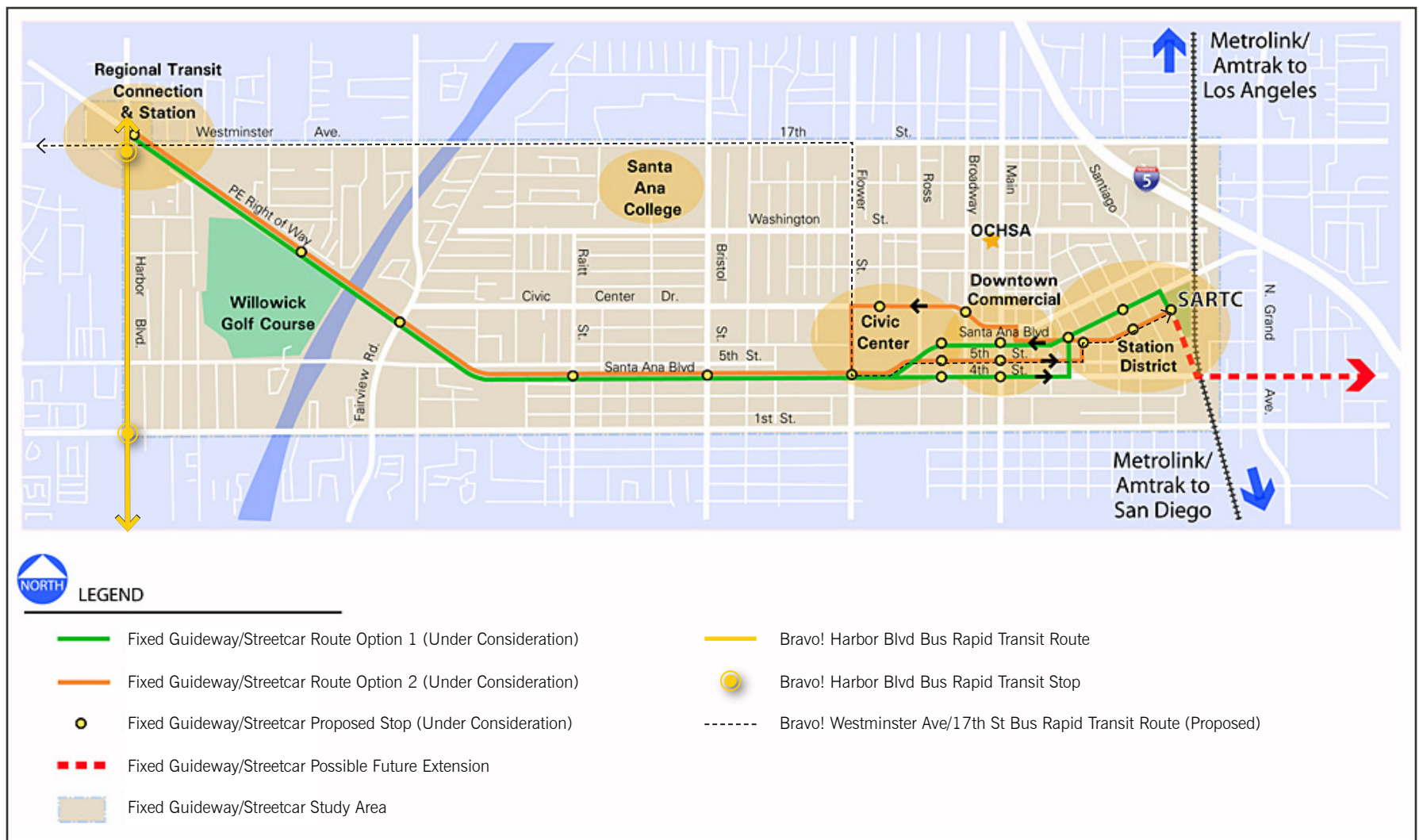




Figure 4-6. Fixed Guideway Project Route Options



Fixed Guideway Project

The cities of Santa Ana and Garden Grove in cooperation with OCTA are proposing to build a fixed guideway/streetcar transportation system between SARTC and a new transportation center in Garden Grove. The system would provide transit services for commuters travelling from the train station to employment and activity centers in the heart of Orange County and for residents and visitors travelling to destinations throughout the area.

The proposed streetcar would pass directly through the northern end of the Harbor Corridor Plan along Santa Ana Boulevard and the Pacific Electric right-of-way (PEROW). Figure 4-6 depicts the latest route options under consideration. Either alignment would service Santa Ana’s historic downtown, which includes government offices; federal, state and local courthouses; unique businesses; an artists’ village; several colleges; and a variety of organizations that cater to the community’s needs.

The proximity of the fixed guideway alignment and the Bravo! BRT stations makes property within the Harbor Corridor Plan conveniently accessible from the fixed guideway, bus lines, and local freeways. Such varied access bolsters the identity and value of property along the corridor. In the future, the transit options could enable nodes along the corridor to develop as a cultural district, museum district, or other community gathering space that could serve as a destination for residents and visitors from around the region.



Bicycle

Even without designated bicycle facilities within the Harbor Corridor, hundreds of residents, employees, and students ride their bikes alongside cars in the roadway or alongside pedestrians on the sidewalk. Based on local feedback, improving bicycle and pedestrian safety is a key objective of the Specific Plan’s mobility plan.

Accordingly, the mobility plan identifies conceptual roadway designs that implement the City’s planned bikeway system, creates strong connections to local and regional bikeway networks, and encourages bike facilities that formalize safe and efficient bike travel within the corridor. Figure 4-7 illustrates existing bicycle facilities and those proposed in the City’s Bicycle Master Plan and Circulation Element.

The City Engineer and Executive Director of the Planning and Building Agency will determine the appropriate timing and phasing of bicycle improvements within and around the Harbor Corridor Plan.

Pedestrian

Harbor Boulevard is different from typical corridors throughout California in that thousands of people already walk along the corridor every day to access businesses, homes, transit stops, and public institutions. Local input and observation reveals that the current street design places a low priority on the safety and attractiveness of the pedestrian environment. The mobility plan introduces street designs that widen sidewalks, improve landscaping areas, add buffer zones, and enhance crosswalks.

Making the street more walkable will also change the way the community interacts with the street. The public realm will transform from a functional space used purely for transportation to an inviting space that elevates Harbor Corridor’s image and attracts people to stroll along the corridor. Overall, improvements within the Harbor Corridor will foster community connections and actively link the homes, businesses, parks, and transit areas.

Street Design

Many of the streets within and connecting to the Specific Plan area will be redesigned to more safely accommodate pedestrians and bicyclists while continuing to effectively serve cars and buses. As described in the Administration and Implementation chapter of this Specific Plan, the City shall prepare design and specifications for the ultimate roadway improvements, including parking and parking meters, sidewalk widening, sidewalk bulb-outs,

Figure 4-7. Existing and Proposed Bicycle Network

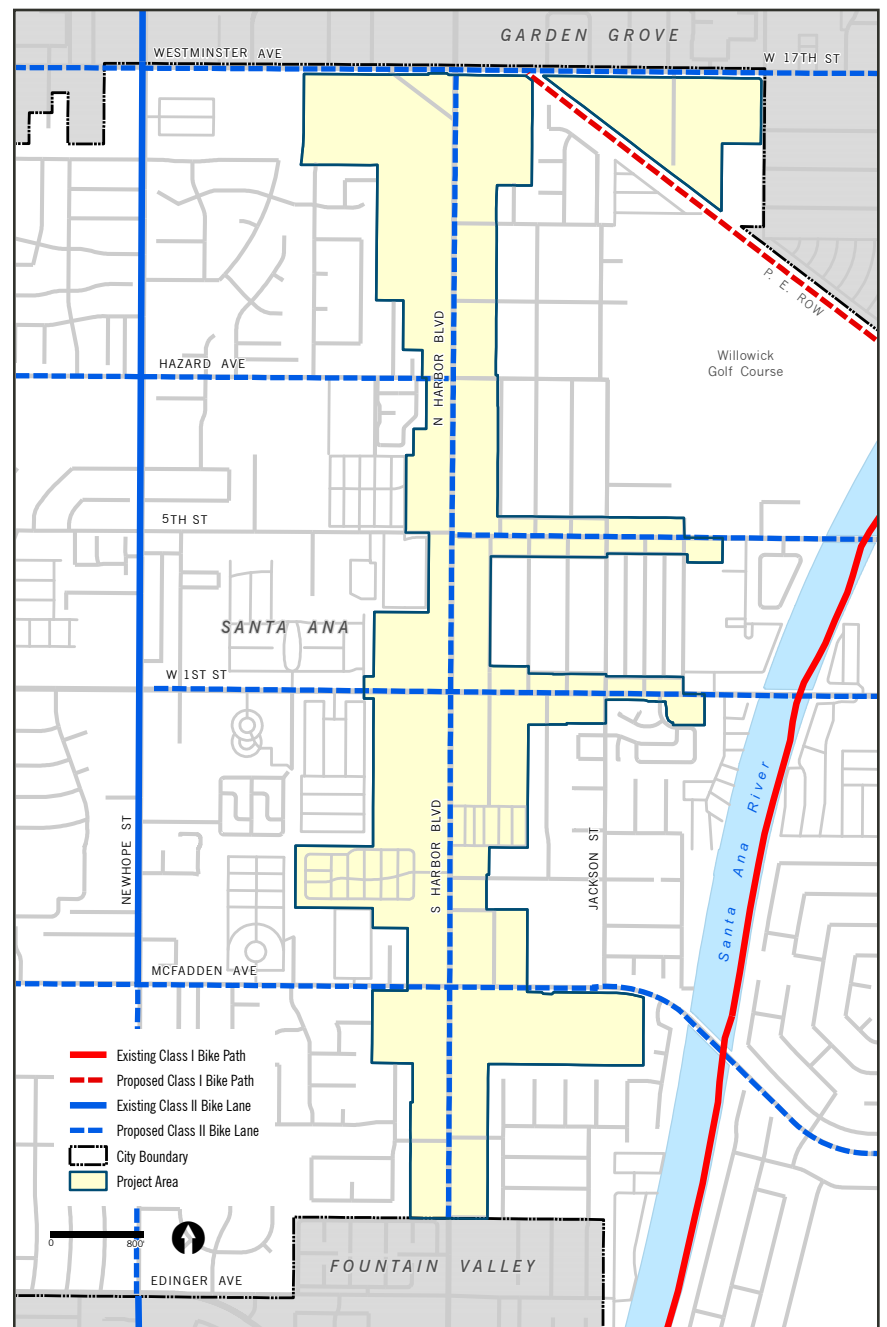
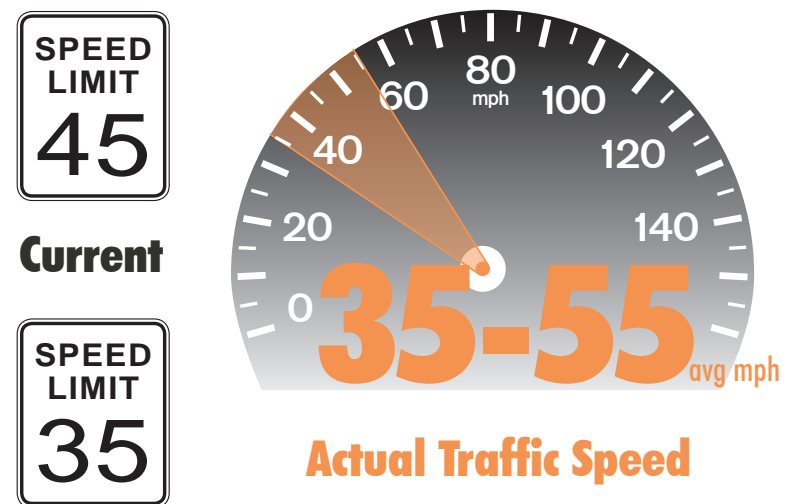


Figure 4-8. Intersection and Roadway Safety Changes



The current speed limit along Harbor Boulevard is 45 miles per hour—a speed that is best suited for a roadway designed primarily for vehicular traffic and low levels of pedestrian, bicycle, and transit activity.

Harbor Boulevard is identified in the City’s Circulation and Housing Elements as a transit corridor and in this Specific Plan as a multimodal corridor with significant current and future levels of pedestrian, bicycle, and transit activity.

The City proposes roadway designs with a goal to reduce the speed limit along Harbor Boulevard within this Specific Plan. A lower speed limit enables the roadway to efficiently move vehicles through the corridor while improving safety for pedestrians and bicyclists. However, the posted speed limit must comply with the California Vehicle Code.

Additional street design elements are recommended to improve safety at intersections, such as bicycle-specific traffic signals alongside the traditional round red, yellow and green signals. Bicycle-specific signals help alert cars and bicyclists when it is safe and appropriate for bicycles to enter and cross the intersection. Other street design elements include textured or painted crosswalks for pedestrians and bicyclists.



median improvements, and intersection improvements including both striping and special pavement treatments.

The following text describes the intent of future street designs for significant roadways in the Specific Plan area. Illustratives (Figures 4-9 and 4-10) are also provided to convey conceptual design options that could be considered as part of the street design process.

Harbor Boulevard

Improvements to Harbor Boulevard should include an expanded pedestrian area to encouraging walking and neighborhood activity. This area would also allow for businesses and restaurants along the corridor to offer outdoor dining and additional pedestrian and bicycle amenities such as bike racks, public art, landscaping, and benches.

New lighting features could be designed not only for the passing vehicular traffic but also at a pedestrian-scale. This would increase safety and improve the aesthetic of the public realm. Wide crosswalks could extend through the intersection designated by textured or patterned pavement.

The new street design may also introduce pull outs for on-street parallel parking, increasing safety by helping to slow traffic and acting as a buffer for pedestrians.

New bike facilities could provide a safer option for bicyclists to travel within the area while also implementing the City's planned bikeway system. As shown in the conceptual illustratives, options for the street design could incorporate off-street bike paths that create an enlarged sidewalk area suitable for both bicyclists and pedestrians; or bike lanes that travel in designated lanes along the curb or adjacent to vehicle travel lanes.

These bike facilities could be carried through an intersection in designated striped or patterned lanes—either along the roadway or on the multipurpose sidewalk. The intersections may also include a designated area in front of the limit line so that the bicyclists would be more visible to waiting vehicles.

Local bus and the BRAVO! bus rapid transit lines will operate along Harbor in the appropriate travel or turning lanes as dictated by their route. The design of the bus stop areas may continue to require buses to pull out of traffic and into designated areas along the curb, or the new street design may prefer to omit pull out areas in favor of inline bus stops.

Harbor Boulevard would maintain its existing median and six traffic lanes but may ultimately expand intersection turning options by adding an additional turning lane. An additional eight-foot public easement will be required beyond

the current right-of-way to provide sufficient space for pedestrians, bicyclists, outdoor dining, and other features.

Westminster Avenue Improvements

Improvements to Westminster Avenue within the Specific Plan could include an expansion and upgrade of the pedestrian area, the addition of more landscaping, a designated bike lane, and pedestrian-scaled lighting. These improvements would provide greater multimodal connectivity through the Specific Plan area, to other areas of Santa Ana, and neighboring jurisdictions.

Fifth Street Improvements

Fifth Street could receive several improvements to expand the pedestrian and bicyclist experience while maintaining sufficient capacity for vehicular traffic.

West of Harbor. The new street design could upgrade existing sidewalks into an enhanced pedestrian and landscaping area, complemented by pedestrian-scaled lighting. Travel lanes could be reduced to accommodate new on-street parallel parking and provide a buffer to the pedestrian zone.

East of Harbor. The new street design could replace on-street parking and reduce the width of travel lanes to make way for bike lanes. With the new bike lanes, people would gain more direct and safer access to the Santa Ana River Trail, Harbor Boulevard, and other areas and trails in Santa Ana. The existing sidewalk may also be upgraded with pedestrian-scaled lighting and landscaping to improve the walking experience.

First Street Improvements

The new street design for First Street could introduce a bike lane, new landscaping and pedestrian areas, and pedestrian-scaled lighting to enhance the pedestrian experience and provide direct and safe bicycle connections to the nearby Bravo! BRT stop as well as the Santa Ana River Trail. The existing painted median may also be upgraded to a raised landscaped median.

McFadden Avenue

Within the Specific Plan boundaries McFadden Avenue could maintain the majority of its existing street design. Sidewalks may be upgraded and a landscaping area could be added as a buffer to traffic. This street would provide an important connection to a Bravo! BRT stop on Harbor Boulevard.

Figure 4-9. Conceptual Rendering: Harbor Boulevard at Westminster Avenue Looking South



Conceptual design features:

- Enhanced and enlarged pedestrian area
- Bike lane pulled up to the crosswalk in front of the limit line
- Limit line set back 10 feet as a buffer from bicycles and pedestrians
- Textured pedestrian crosswalk
- Striped or patterned bike lane carried through the intersection



Figure 4-10. Conceptual Renderings: Harbor Boulevard Looking North



Conceptual design features:

- a. Enlarged sidewalk area with street trees
- b. Space for outdoor dining
- c. Pull out area for bus stop
- d. Buffered bike lane alongside vehicle travel lanes
- e. On-street parallel parking with smart parking meters
- f. Separated bike lane alongside vehicle travel lanes
- g. Protected bike lane adjacent to the curb





Figure 4-10. Conceptual Renderings: Harbor Boulevard Looking North



Conceptual design features:

- a. Class I bike path and sidewalk area that supports both pedestrians and bicyclists; enhanced by street trees
- b. Cycle track
- c. Space for outdoor dining
- d. Pull out area for bus stop
- e. Inline bus stop (no pull out)





5 INFRASTRUCTURE

Water Plan

The City of Santa Ana is the primary provider of water services to the Specific Plan area. Existing water mains in the area range from 4 inches to 12 inches in diameter. There is a 12-inch main that extends the length of Harbor Boulevard in the Specific Plan area. The City of Santa Ana obtains 70% of its water from City-owned wells, and any remaining demand is provided by the Metropolitan Water District. Wells numbered 20, 21 and 30 provide water for the Specific Plan area. Based on existing conditions and pipe sizes, water supply and capacity is adequate to serve the Specific Plan area. Figure 5-1 illustrates the water system.

Sewer Plan

Currently, the Specific Plan area is served by a network of sewer lines ranging from 8-inch to 15-inch diameter pipe. First Street and parts of Harbor Boulevard have a 12-inch mainline, while most of Harbor Boulevard is serviced by a 10-inch mainline. McFadden Avenue is served by a 15-inch mainline, and the rest of the streets affecting the development are serviced by 8-inch lines. Additionally, near the Specific Plan area are two main trunk lines that carry effluent to two treatment plants owned by the Orange County Sanitation District.

As the Specific Plan progresses towards its maximum buildout, future calculated flows are expected to exceed current capacities and upgrades will need to occur throughout the Specific Plan area. Figure 5-2 illustrates the ultimate sewer system needed to serve existing and proposed development.

Drainage Plan

Runoff in the Specific Plan area is currently managed by a combination of closed and open drainage channels, including a 90-inch reinforced concrete pipe that crosses Harbor Boulevard at Washington Street. A second large closed drainage system is midway between First and Fifth Streets. All drainage ultimately discharges into the Orange County Flood Control Channel.

During a 100-year storm, the entire area is subject to flooding and will continue to be until flood control elements are implemented. All buildings must be constructed three feet above the location of recorded 100-year flood plains in any Zone A (100-year flood zone) land south of Hazard Avenue. The lowest flood levels are at the 79' and 84' contour levels for the area north of Hazard and Westminster Avenues.

A 1993 study (Boyle Engineering Report) indicated that the existing system is deficient and unable to convey current runoffs. Additionally, the Harbor Corridor Plan would add impervious area to the corridor—primarily from developing vacant land—and would increase existing flows by 15%. An updated drainage master plan should be completed by the end of 2014.

Figure 5-3 illustrates the existing and proposed storm drainage system for the Harbor Corridor Plan area. The map distinguishes between recommendations made in the 1993 study that would need to be implemented to convey existing runoff and improvements required to accommodate increases generated by the Harbor Corridor Plan.



Figure 5-1. Water System

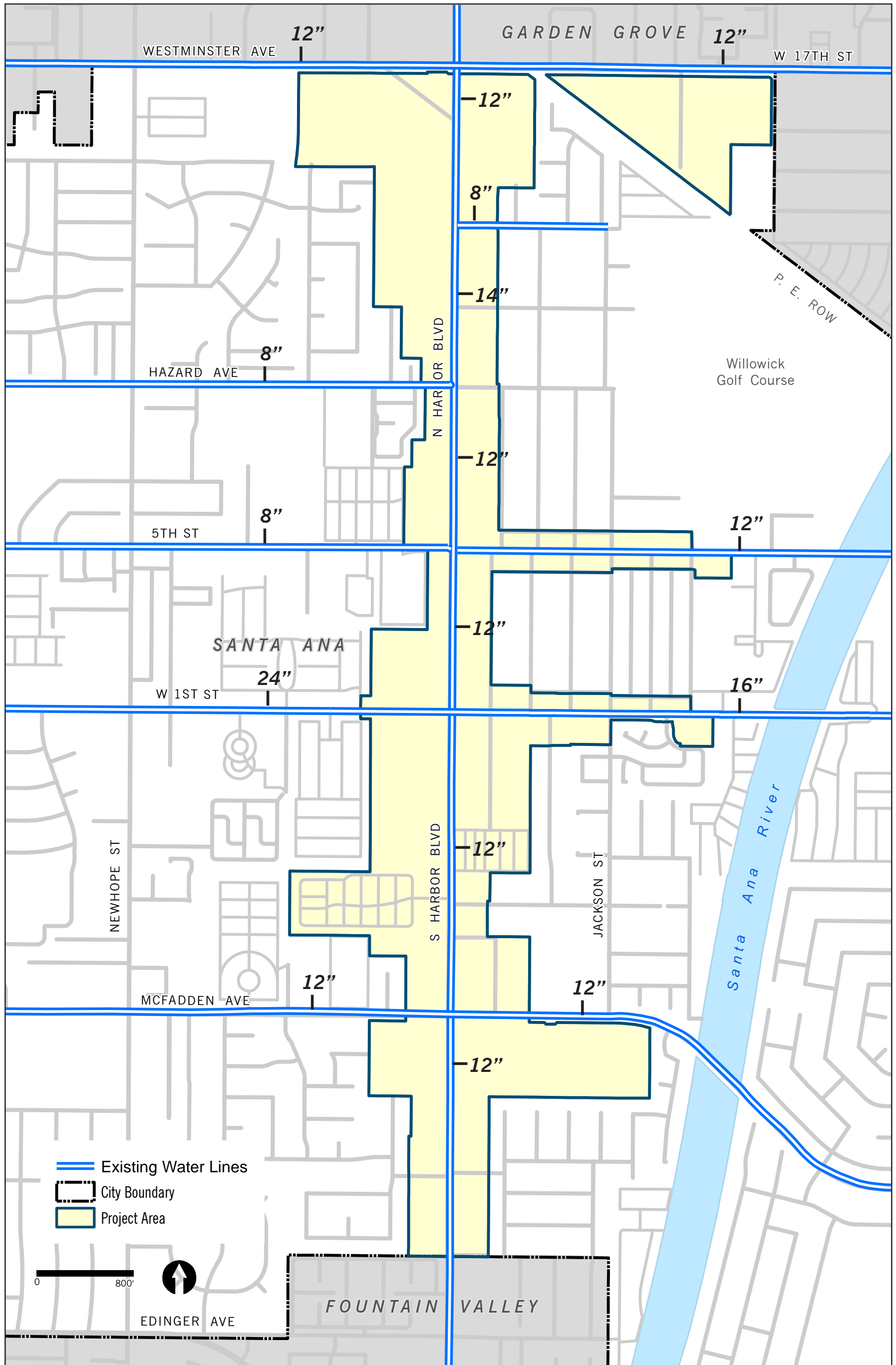




Figure 5-2. Sewer System

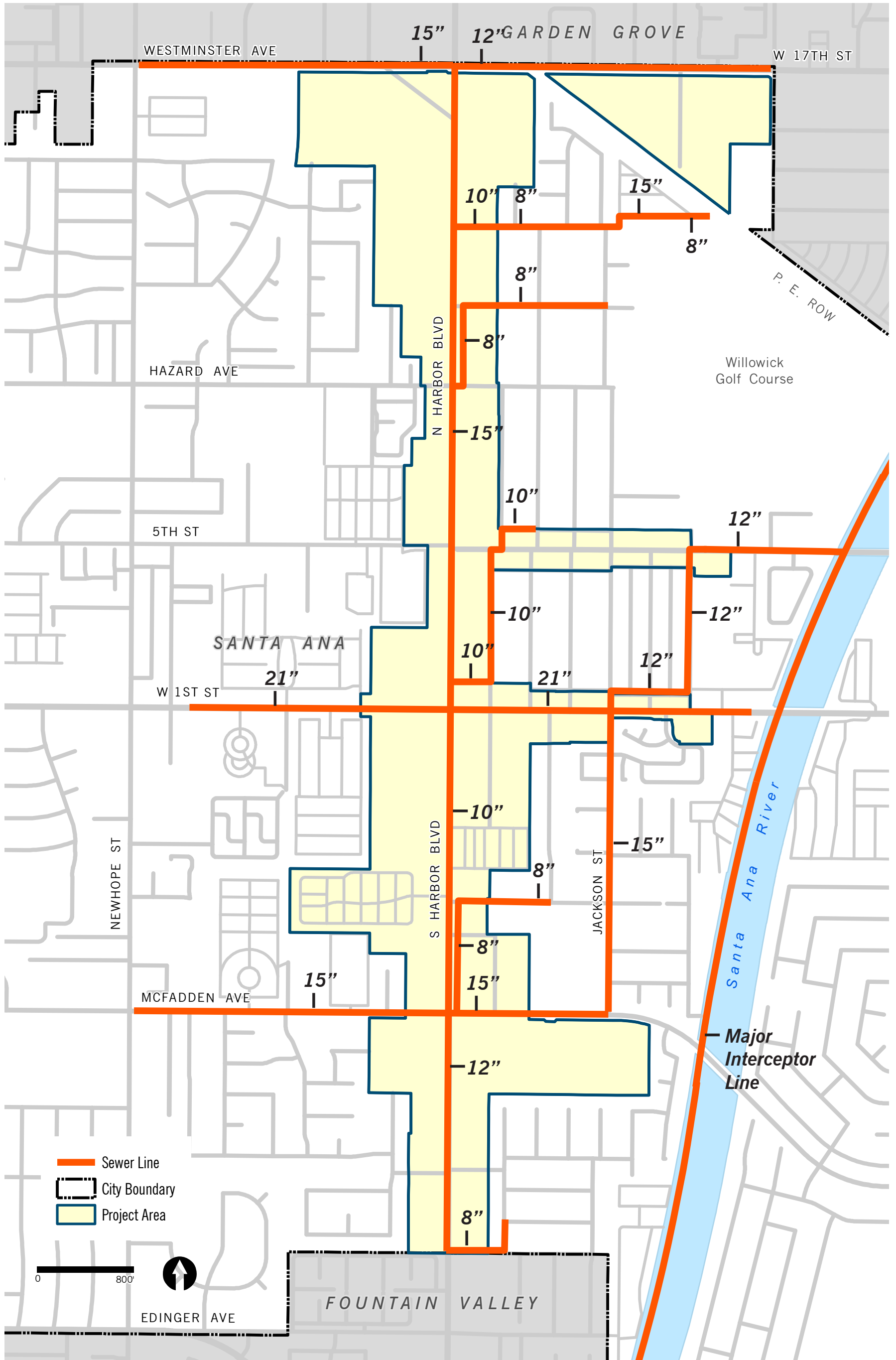
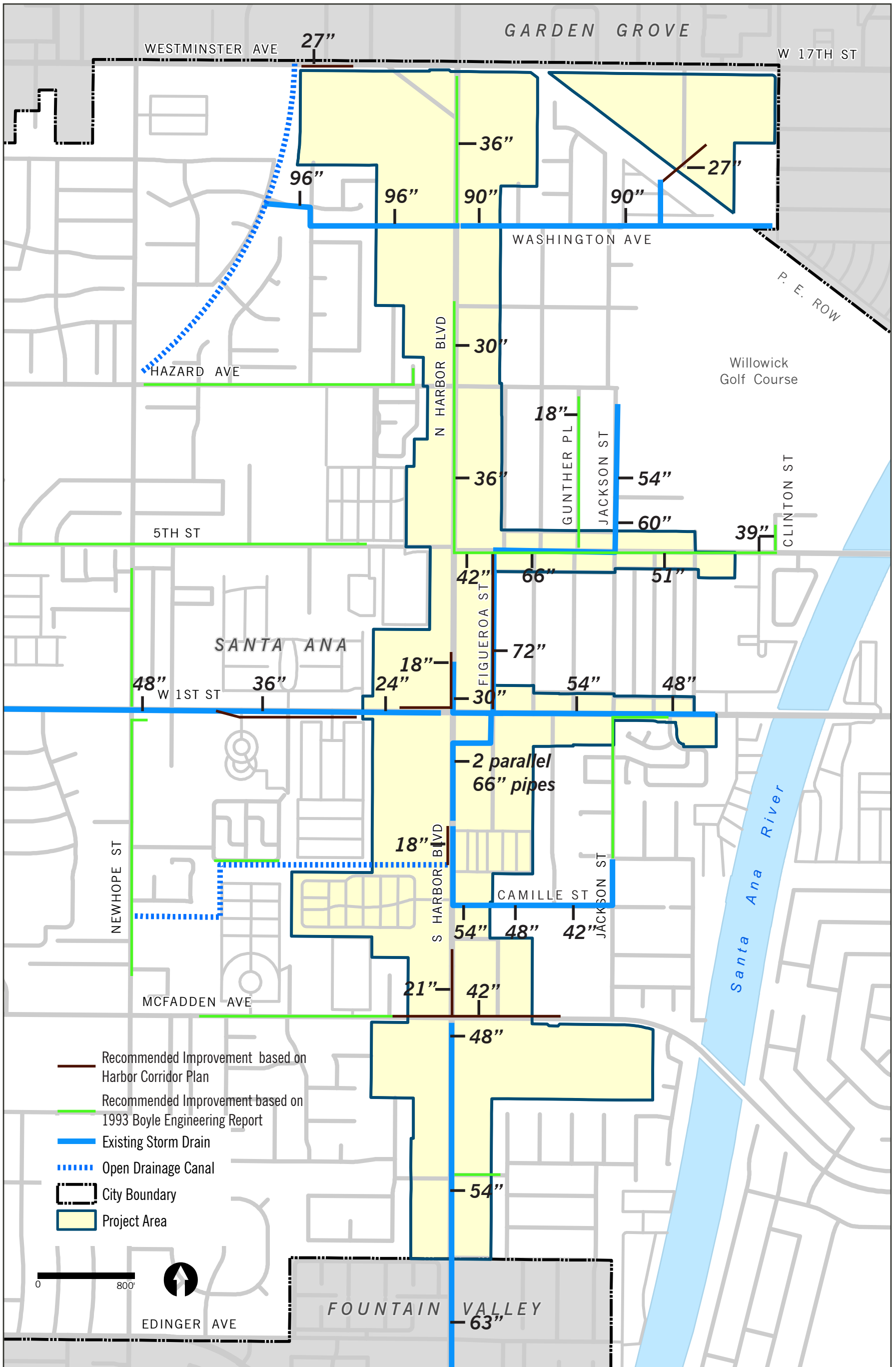




Figure 5-3. Storm Drainage System





6 DESIGN GUIDELINES

Administration

Purpose

The design guidelines are intended to promote quality design, consistent with overall vision, while providing a level of flexibility to encourage creative design. The guidelines direct the physical design of building sites, architecture, and landscape elements within the Specific Plan boundary. This comprehensive approach represents a more understandable and predictable way to shape the physical future by emphasizing building form and landscape design that reinforce urban and transit-oriented development patterns.

These design guidelines are established to create a distinct character for Harbor Boulevard and to ensure that new development is designed with a pedestrian emphasis that will cultivate a vital and active street life while creating an overall positive architectural aesthetic.

Applicability

The provisions of this section shall apply to all development within the Specific Plan boundary. Any addition, remodeling, relocation, or construction requiring a building permit that is subject to review per Chapter 41-668, et al of the SAMC (Development Project Plan Approval) shall adhere to these standards and guidelines where applicable.

Interpretation

Compliance with a design guideline written as a “shall” or “must” is required. Compliance with a design guideline written as a “should” requires compliance unless a legitimate reason or design substitute is deemed acceptable through the design review process. A design guideline written with an action verb (e.g., provide, use, locate, create, establish, employ) is highly recommended.

A design guidelines written as a “may” is permitted, but requires explanation as to why it is necessary that is deemed acceptable through the design review process. Finally, a design guidelines written as “prohibited” or “not allowed” identifies an action or design that is not permitted.

Building Design

Massing and Scale

1. Quarter-block, half-block, and full-block development projects should all adhere to the character and objectives of the guidelines. Large and scaleless building masses should be avoided.
2. Substantial projects should be designed as a collection of suitably scaled buildings instead of a singular mass.
3. Buildings greater than three stories should provide variation by using balconies, fenestration, and sunshades to create an interesting pattern of projections and recesses, light, and shadow.
4. Building mass should be articulated to reflect a human scale, both horizontally and vertically. Examples of such building elements include articulated facades, corner elements, inset windows, highlighted entry features, and prominent cornices and rooflines.
5. Building mass should be placed toward the public realm, forming a distinctive street wall that outlines and characterizes the corridor.
6. When adjacent to existing single family homes, buildings over two stories should be made less imposing by stepping back on elevations above the second floor.
7. Courtyards and atriums should be used to bring light and air into interior spaces, where appropriate.

Corner Treatment

1. Buildings with special architectural elements should be positioned on corners of significant intersections, entries, or near the center of grouped buildings. Elements may include:
 - » Clock towers
 - » Diagonal walls at the corner
 - » A substantial art form or fountain
 - » A taller, prominent rooftop element
 - » Significant stepbacks on upper floors
2. Renovations to existing corner buildings with blank walls should include additional articulation and detail, display windows, and extended facade material, colors, and treatments.
3. Vertical focal elements, such as towers, spires, and domes, become landmarks and serve as orientation points for the community. Vertical focal elements are encouraged, especially for buildings adjacent to intersections and transit nodes.



Massing helps define the scale and overall theme of a building.



Individual buildings along the street wall should be defined by providing differences in materials, colors, and embellishments.



Special attention should be paid to corner features of buildings at prominent intersections.



The roof should enhance the style of the building and be in harmony with the building's architecture.



Stone, granite, pre-cast concrete, and other high quality materials are encouraged.



The design and rhythm of windows is an important architectural element that should be used to enhance the building's visual appearance and should provide pedestrian interest.

Roof Treatment

1. The style of the roof should be in accordance with the building's architectural character to enhance the value of the building design.
2. A variety of roof planes and ridge heights may be used.
3. Rooftop and other building mechanical equipment should be screened from public view.
 - » The building mechanical equipment should be housed within the building or enclosed in a penthouse structure that is incorporated with the design of the building.
 - » When mechanical equipment is placed on a rooftop, it should be located below the highest vertical element of the building wherever possible to avoid the use of penthouse structures or other special screening devices.
 - » When mechanical equipment is added to an existing building, it should be screened in such a way as to match the architectural style and materials of the existing building without giving the appearance of being added on.
 - » Mechanical equipment should be placed away from adjacent residential uses to minimize noise impacts.
4. Roof drains should be designed as an integral part of the structure.
5. Roof access should be provided from the interior of the building. Exterior roof access ladders are not appropriate.

Building Colors and Materials

1. Buildings shall use durable, high quality materials to develop long-lasting buildings which can be adaptively reused over time.
 - » Brick, natural stone, precast concrete, and factory-finished metal panels (heavy gauge only, in corrugated or flat sections) are preferred
 - » Alternatives to stucco are preferred. When stucco is used it should be applied with a smooth finish. Stucco seams should be used to create visual interest for the building's facade and form.
 - » The finish, texture, and color of materials should be compatible with the overall architectural theme.
2. Greater attention to detail and quality should be used at the lower levels of a building to contribute to an enhanced streetscape.
3. Encourage buildings to express a variety of architectural styles, but with full awareness of, and respect for, the height, mass, articulation, and materials of the high quality (desirable) older buildings that surround them.
4. Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between the residential and commercial portions of the project.
5. Construction details should be authentic and applied with consistency. Faux architecture that mimics a past era is strongly discouraged.
6. Materials and colors should be used to imply form changes, particularly for entrance lobbies, massing changes, and different uses or tenants.
7. Bright color palettes should be tested onsite to verify appropriateness for the site and block.
8. Garage openings, entrance canopies, scuppers, downspouts, and metal railings should follow the aesthetic of the building theme.
9. The use of concrete is allowed as long as it is part of an overall architectural composition, and it should have a finished architectural expression.
10. Facade elements constructed of foam or foam molding is prohibited on the ground floor of buildings and should be avoided overall. If used, they should be well proportioned and constructed to avoid appearing glued to the building.
11. Concrete masonry units should only be used if they are fundamental to the building design and have a suitable appearance at the ground floor.

Windows, Doors, Balconies, and Walls

1. The rhythm of windows and entrances should provide interest and engage pedestrians.
2. Clear glass should be used on the ground floor of facades with marginal obstruction from window signs, permanent shades, or interior displays.
3. Balconies and bay windows in upper stories are encouraged to enhance activity and provide "eyes on the street."
4. The design, size, type, and location of windows should enhance interior daylight and potentially decrease the size/type of required heating/cooling systems.
5. For nonresidential storefronts, curtain wall, metal panel, frameless glass porch wall systems, and high quality glass storefront wall systems should be used.
 - a) Installation using a vertical cavity system and reinforced fiber cement panels are acceptable.
 - b) Windows and glass curtain wall systems should be transparent. Highly reflective or very dark glass is not allowed.



3. For residential buildings, windows should be of high quality and afford a shadow line and depth. This may be achieved through inset windows with an integral frame or inseting the window into the exterior wall.
4. Walls should have breaks, recesses, and offsets, especially at entries and important intersections. Long walls shall be made more attractive and visually interesting through the incorporation of surface articulation, pilasters, and view fencing where appropriate.
5. Murals, trellises, or vines and espaliers should be placed on large expanses of walls at the rear or sides of buildings to soften the wall and create interest.

Architectural Lighting

1. Lighting should enhance the building's architecture and augment the street and sidewalk experience at night.
2. Direct lamp glare from unshielded floodlights is not permitted.
3. Lighting that aims light directly into the night sky is prohibited.
4. Internal and external storefront lighting should be designed for ground floor retail and restaurant spaces to augment the pedestrian space and encourage window shopping even when stores are closed.
5. Special illumination should be used to highlight main building entrances and add interest to the building facade. Subtle lighting to accent the architecture and special architectural elements (such as distinctive building rooftops) is encouraged.
6. Secondary building entrances and parking/loading/service access points should have lighting compatible with the project's lighting to maintain a safe environment around the entire project, especially where pedestrians and other building tenants circulate.
7. Warm white light is encouraged. Blinking, flashing, and oscillating lights are prohibited. Colored lights are not encouraged unless they contribute to the theming of commercial areas or establishments. Overly bright or glaring lights should be avoided.
8. Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk/dawn.
9. Exterior lighting should be designed and located to not project off-site or onto adjacent uses. This is especially critical with neighboring residential uses.

Facades and Streetwalls

Articulation and Details

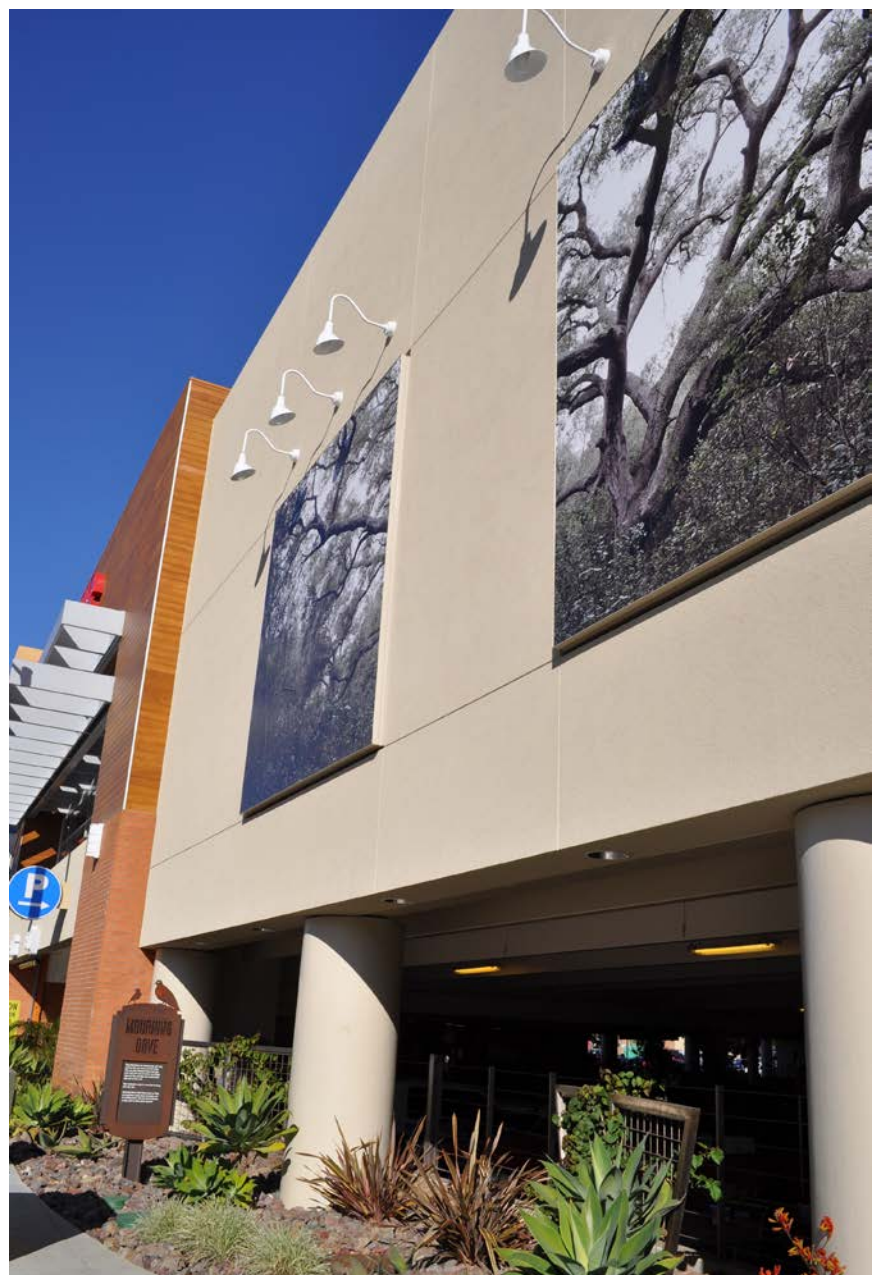
1. Streetwalls should be consistent along Harbor Boulevard, with articulation used primarily for entrances and outdoor dining areas.
2. Individual buildings along the streetwall should be delineated. Provide slight differences in materials, coloration, and embellishment while keeping consistent floor heights, structural bay patterns, and upper-story window placements.
3. The highest level of detail should occur on the ground floor's front facade and facades visible from public streets. However, similar and complementary massing, materials, and details should be incorporated into side and rear facades.
4. Building facades should be articulated with a building base, body, and roof or parapet edge. This creates a shared point of reference that allows different buildings to relate to each other, regardless of individual architectural styles or approaches.
5. Monolithic building wall facades should be broken by horizontal and vertical articulation, including variation in the wall plane (projecting and recessing elements), variation in wall height, and roofs containing different forms and located at different levels.
6. Openings in the streetwall should be restricted to those needed to provide for pedestrian paseos, public plazas, entry forecourts, and permitted vehicular access driveways.
7. The maximum width of a blank wall without an architectural feature of at least 6 inches should be 25 feet.
8. Building facades should include three-dimensional detailing such as cornices, belt courses, window moldings, bay windows, and reveals to create shadows and facade relief. Ample, articulated doors and windows create visual interest and allow one to see inside.
9. Materials, texture, patterns, colors, and details on building facades should vary to diminish the perceived mass of large buildings and to create the impression of smaller-scale buildings.
10. Walls are encouraged to incorporate art work and other surface articulation to add visual interest to the streetscape. Walls may not contain offsite or onsite advertising except as permitted in Section 41-863 of the SAMC.



Illumination should augment the architecture of the building and add to the pedestrian experience.



Lighting should be used to highlight architectural features of a building.



Walls may be made more visually interesting by incorporating art work or other surface articulation. Walls may not contain offsite or onsite advertising.



Awnings provide visual interest for the pedestrian and automobile while also providing shade for the frontage and sidewalk.



Outdoor dining areas are encouraged along pedestrian pathways and within plazas.



Open space with pedestrian amenities such as seating, shade, landscaping, and water features are ideally located at intersections. Open space area should be directly connected to the public right-of-way through pedestrian pathways accented by distinct landscaping, lighting, and paving

Entrances and Storefronts

1. Active uses along the streetwall should be focused at the sidewalk level, with the greatest concentration at the intersection of two streets.
2. Entries to stores and ground-floor commercial uses should be visually distinct from the rest of the store facade, with inventive use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings. These entries should have direct at-grade access from the sidewalk.
3. Individual storefronts should be clearly defined by architectural elements such as piers or changes in plane and/or materials.
4. Live-work or shopkeeper units should be designed to appear like a commercial storefront, gallery, or urban light industrial, compatible to the area it is most affiliated with in character.
5. Between 3 and 12 feet above the sidewalk, a minimum of 60% of the facade should contain windows of clear or lightly tinted vision glass that allows views of indoor space. Heavier tinted or mirrored glass should not be permitted.
6. Incorporate Crime Prevention Through Environmental Design (CPTED) measures to establish safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages.
7. Residential units must be designed to ensure the security of residents through secured entrances and exits that are separate from the nonresidential uses and are directly accessible to resident parking areas.

Awnings, Canopies, and Marquees

1. Awnings, canopies, and marquees enhance the pedestrian environment by providing visual interest and a human scale. Their use is encouraged but care must be taken so they do not negatively impact the pedestrian zone. Ground supports for encroachments are prohibited.
2. A continuous series of awnings, canopies, or other coverings is encouraged along all retail street frontages. Awnings and canopies should be designed to correspond to individual storefront structural bays and should convey the outline and proportion of storefront window openings.
3. Awnings should be composed of quality materials such as steel and glass. High-gloss, vinyl, or plasticized fabrics should not be used. Awnings should not conceal important architectural details.

Open Space

Public Space

1. Public open spaces, such as plazas, arcades, and paseos, should be incorporated into the public right-of-way.
2. Public open spaces should be surrounded by attractively designed buildings and landscape elements, as well as uses that promote pedestrian activity.
3. Outdoor dining areas are encouraged within plazas to encourage activation of the pedestrian realm.
4. Buildings, signs, landscaping, and outdoor furniture should work together to create a pleasant pedestrian environment. Trees that provide shade are especially important and should be incorporated in public outdoor spaces.
5. Site amenities, such as seating areas, drinking fountains, provisions for bicyclists, water features, and public art, should be incorporated into the public right-of-way and should complement its architectural character.
6. A perimeter feature such as a low hedge or seat wall may be included along the edge of a park or plaza, but fencing is prohibited unless hours are restricted.
7. String lights (non-blinking) can be used to accent trees or trellises within public spaces to create a festive atmosphere at night.

Pedestrian Pathways

1. Safe and convenient pedestrian connections should be provided between buildings, open spaces, and parking areas. The connections should be visually emphasized through landscaping, lighting, and/or paving materials.
2. Public paseos should be made available where blocks are greater than 400 feet in length or where a destination, view, or pedestrian path warrants a midblock pedestrian link.
3. The onsite pedestrian circulation system should be directly connected to off-site public sidewalks.
4. Pedestrian connectivity should be preserved and emphasized when transitioning between neighborhoods and differing land uses.
5. Walkways and paseos should be lit to ensure safe nighttime conditions.
6. Lighting should be scaled for pedestrians and of a style consistent with the surrounding architectural theme.
7. Where appropriate, pocket lighting may be incorporated into walls, stairs, or bollards.



Circulation and Parking

Access

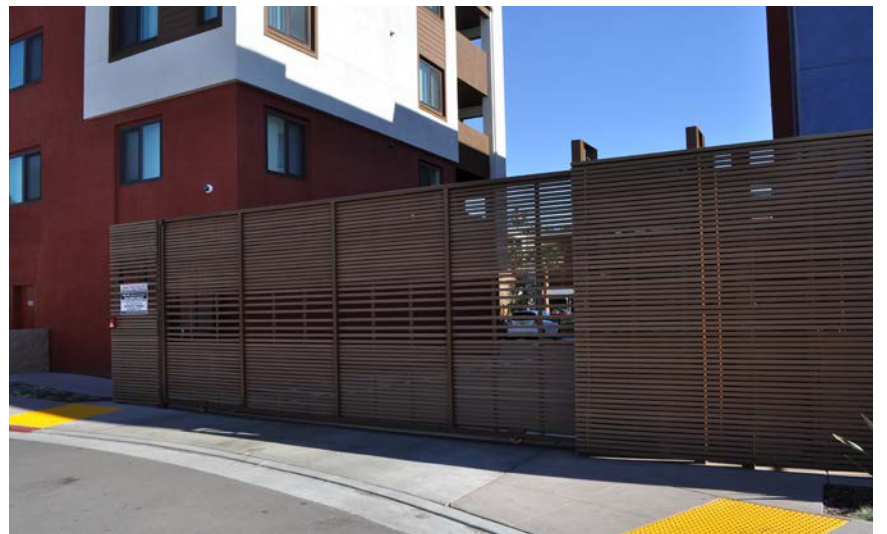
1. Vehicular access to each site must be designed to minimize conflicts between pedestrians, autos, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in final site designs. Entrance and exit points should be well marked with streetscape and landscape features.
2. The number of site access points should be minimized. Curb cuts should be located on minor secondary streets, which assists in eliminating pedestrian and vehicular conflicts.
3. Parking lot access points should be located as far as possible from street intersections to allow adequate stacking room.
4. Dead end drive aisles must be avoided.
5. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
6. The main vehicular access into a multi-family development should be through an entry drive rather than a parking drive.

Service and Loading Areas

1. Service and loading access points and doors should be designed as an integral component of the facade and should use materials fitting with other materials used throughout the building.
2. Service and loading areas should be carefully designed, located, and integrated into the site plan so they do not detract from the street scene or create a nuisance for adjacent property owners or vehicle traffic.
3. Service and loading areas should be located behind the primary structure out of public view whenever possible. Otherwise, they shall be shielded with berms, landscaping, attractive walls, or decorative screening.
4. When commercial properties are adjacent to residential properties, loading and delivery facilities should be located away from the residences or screened with vegetation.
5. The location of the service and loading areas should consider noise impacts to adjacent properties, which may necessitate enclosing the service or loading area.
6. Service and loading areas should be designed so service vehicles have clear and convenient access and do not block adjacent vehicular or pedestrian circulation.

Parking

1. The site area adjacent to the street should not be dominated with parking. Surface parking lots shall not front Harbor Boulevard. Vehicular parking is encouraged to be hidden from view.
 - » Parking should be concentrated in areas behind buildings and away from the street. Parking can be provided underground, in above-ground garage, or behind street-facing buildings within interior parking courts.
 - » Parking lots should be screened from adjacent street views but should not be hidden from the view of passersby and police. Headlight walls used to screen parking should provide breaks to allow pedestrian circulation. The walls should be low enough for safety and security purposes.
 - » Parking structures and surface lots should be located or screened to enhance the pedestrian environment.
2. Large projects should break up parking areas into a series of smaller connected parking areas to create visual interest.
3. Stand-alone parking structures are not permitted. All above-ground structured parking must be fully integrated into the building(s).
4. Where parking structures are provided, shops, offices, or other commercial spaces should be incorporated on the ground level of the parking structure along street frontages to maintain a pleasant pedestrian experience.
5. Garages should be designed as an integral part of the architecture of the development. They should be the same in materials, color, and detail to the principal buildings of the development.
6. The facades of parking structures must be screened on all sides using architectural solutions and/or landscaping that is integrated and visually consistent with the existing or proposed streetscape.
7. Sufficient tree coverage should be provided within surface parking lots to mitigate the heat island effect and improve views from adjacent streets and buildings.
8. Landscape elements such as green screens or shrub massings at least 5 feet wide should be provided along parking lots adjacent to a street. Landscape planters should be provided adjacent to garage entries along drive aisles to help soften the built environment.
9. Shared access to parking courts with neighboring parcels is highly encouraged.



Service areas should be located behind the building, away from public view.



Parking lots and structures should be screened and designed so that they enhance the pedestrian environment. Garage openings should adhere to the overall aesthetic of the building's architecture.



Trees and landscaping should be used to enhance the pedestrian environment and buffer the setback.



Formal planting designs and water features are encouraged in courtyards, plazas, and entry areas.



Residential signs should be compatible with the building's architecture.

10. Short-term parking should be located on-street when permitted by the street design.
11. Accessible, secure, and lockable bicycle parking should be provided at strategic locations throughout the development.
12. Parking area lighting should be designed using many small-scale lights versus fewer excessively tall lights.
13. Lighting fixtures should be a continuation of the theme of surrounding architectural styles and in keeping with the quality of surrounding buildings.

Landscaping

1. Trees should be used to create an intimate scale, enclose spaces, and frame views, but placement should respect the long-range views of surrounding neighbors.
2. Seasonal shading from trees and shrubs on southern and western facades should be used when developing planting schemes for courtyards and required setback areas. Deciduous trees provide solar control during summer and winter while providing fall color, seasonal flowers, and other desired effects.
3. Vines and potted plants should be used to provide facade texture and color, as well as to accentuate entries, plazas, and paseos.
4. Accent planting should be used around entries and key activity hubs.
5. Formal planting designs are encouraged in courtyards, plazas, and tree wells along the street frontages. Water features should be used with landscaping and natural materials in courtyards and plazas.
6. Vines, espaliers, and potted plants should be used to provide walls, columns, texture, and color and to accentuate entryways, plazas, and paseos.
7. Drought tolerant grasses should be used for lawn areas where possible.
8. Incorporate roof gardens where possible. Soil depths, roof drainage, and waterproof membranes should be considered during the structural design of the building. Drip irrigation systems should be used with roof gardens to conserve water.
9. Irrigation systems should be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.
10. Landscaping located directly below the eaves or at a rain gutter outlet should be sturdy and able to tolerate heavy sheet flow and periodic saturation.
11. Landscaping should be used to screen trash enclosures, parking areas, storage areas, loading areas, and public utilities.
12. The selected plant species and design and placement of landscaping should provide for natural surveillance of pedestrian areas and should avoid the creation of hiding places.
13. Trees and shrubs should be located and spaced to allow for mature and long-term growth of canopies and root spaces.

Signage

Overall

1. Signs should be compatible or complementary with the building's character, including the architecture and landscape. Signs should enhance the overall theme of the site and building.
2. If multiple signs are located on a single facade, the signs should be arranged in a hierarchical order and should be situated toward varying viewpoints.
3. A shared sign program should be used if multiple tenants are displayed on a single sign. Names should be of a consistent typeface, size, and color palette.
4. A joint sign program should be designed for multi-building sites or buildings that are part of corporate campuses.
5. Mixed-use projects with ground floor commercial should adhere to the standards for nonresidential signs.
6. Additional provisions not addressed in this Specific Plan shall apply per Chapter 41, Article XI of the SAMC.

Placement

1. Signs should typically be located above the ground floor storefront and just below the second floor windows, or below the building cornice of one-story buildings.
2. Signs should be affixed so that they relate to the building design. Care should be taken if new bolt holes or brackets are needed that installation does not damage the building.
3. Signage attached to storefront windows should be kept to a minimum.



Design and Content

1. Signs should be cohesive with the building's architecture and landscape and express a well-defined hierarchy of information.
2. A sign's message should be as brief as possible.
3. Lettering on a sign should be legible and of an appropriate scale to be read by the intended user.
4. Typefaces, characters, and graphics for signage at the street level should be appropriately scaled for viewing by pedestrians.
5. Letters should be spaced an appropriate distance from one another so as to be easily readable. Letters spaced too close together or too far apart are difficult to read.
6. Lettering styles should be limited to three or less on a single sign to maximize legibility.
7. Symbols and logos may be used in place of words and are often a more efficient and effective way to display information.
8. A substantial contrast between the letters or symbols and the background will improve a sign's legibility.
9. A sign should typically include no more than three colors to be easily legible.

Structure and Materials

1. All raceway should be hidden from view. If this is not possible it should be finished to match the background wall.
2. Signage should be of a permanent type, neatly designed, well constructed, and properly weather proofed, and should incorporate original designs.
3. Signs should be constructed of durable materials.
 - a) Metal: formed, etched, cast, and/or engraved and powder coated or otherwise protected.
 - a) Wood: carved, sandblasted, or etched and properly sealed, primed, and painted or stained.
 - a) High density preformed foam or similar materials.
2. Rectangular sign cabinets and plastic are not permitted.
3. Signs composed of individual letters and/or symbols are desirable. Cut-out or open three-dimensional letters are encouraged.

Illumination

1. Signs should be externally illuminated by ambient lighting, lights attached to the facade, or exposed neon on the top. External illumination should use focused, low-intensity equipment.
2. Additional illumination should be used when street lights or display window lights do not provide adequate illumination.
3. Channel letters that are individually illuminated are desirable, and internally illuminated plastic cabinets are discouraged.
4. Signs illuminated by downward-directed, wall-mounted lights with fully shielded lamps are encouraged.
5. Projecting light fixtures used for externally illuminated signs should not obscure the graphics of the sign.

Temporary Signs

1. A banner sign attached to a building wall should be the only type of temporary sign allowed.
2. Banners should be understated and observe the design standards of all permanent signs. Banners should remain only for a time period necessary for a specified event.
3. Banners should comply with Section 21.44 of the Municipal Code. Banners should not be displayed in any other fashion. Balloons, flags, etc., are not permitted.

Public Art

1. Public art should be developed in the most accessible and visible places and considered in relation to other visual elements and cues (signage and other elements that may impede or heighten its enjoyment).
2. New installation proposals shall provide a contextual understanding of and be clearly related to the overall network of public art in Santa Ana.
3. Artists should create sustainable, maintainable works of art that aspire to the highest standards of innovation and aesthetic quality.
4. Public art shall be integrated into the project's design at an early stage of development to ensure cohesiveness of site design, architecture, art, landscape, and public space.



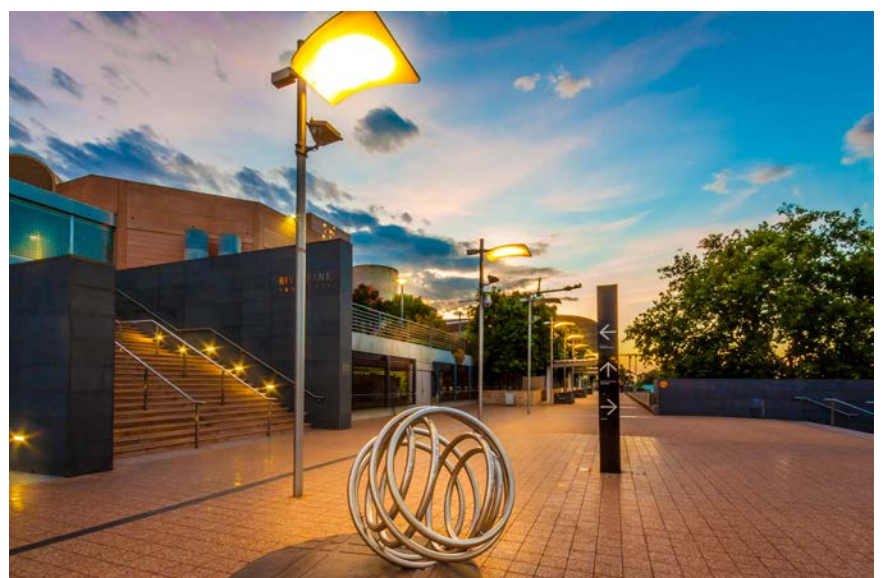
Symbols may be used instead of words and are often more effective.



Signage should be of a permanent type, neatly designed, well-constructed, and properly weather-proofed, and should incorporate original designs. Channel letters which are individually illuminated are encouraged.



Signage that is internally illuminated is easy to read at night and strengthen the identity of the individual store and overall area. External lighting sources should be focused and low intensity. Additional creative elements can be added that serve during the day and night.



Public art, signage, and lighting can work together to create an attractive and interesting sidewalk environment.



Trash and recycling enclosures should use the same materials as the primary building and screen the area employing elements such as solid masonry walls, berms, and landscaping.

Utility, Trash, and Recycling Areas

1. All utilities, such as backflow prevention devices, groupings of meters, etc., should be located outside the public right-of-way within a building recess, utility room, or landscaped area and be fully screened from view of the public right-of-way.
2. The utility wants of future commercial occupants (e.g., grease traps, exhaust chutes, air conditioning) should be thought of in advance, during the initial building design, to avoid problems when retrofitting buildings after construction.
3. A combination of elements should be used to screen utility, trash, and recycling areas, including solid masonry walls, berms, and landscaping.
4. Materials used on trash, recycling, utility, and mailbox enclosures and screens should be the same as or compatible with the primary building. Enclosures connected to or separate from buildings should have a solid, architecturally compatible roof structure.
5. Mailboxes must be onsite and provide adequate parking areas for delivery trucks.
6. Drainage from adjoining roof and pavement should be diverted around the trash and recycling area.
7. Services, including all utility access, above ground equipment, and trash enclosures must be screened.
 - » Where alleys do not exist, services including utility access, above-ground equipment, and trash enclosures shall be located in compliance with the building location standards for the zone and this division.
 - » No trash enclosure shall be located in required landscape areas, within direct view of streets, or in traffic or pedestrian aisles.
 - » Services and their appurtenances shall be screened from and shall not be located in required setback or landscaped areas.
 - » Each development shall provide a trash area. All trash enclosures must be roofed. Multiple family, commercial, and industrial developments with common parking areas shall provide trash enclosures per Section 41-623 and 16-1 to 16-19 of the SAMC. Residential development providing individual trash containers shall provide an area that measures a minimum of 3.5' x 7', outside of required setbacks and yards, to store and place out for pick up.
 - » Individual trash bins located in a garage shall not encroach into the required parking area.
8. Each residential unit shall have access to onsite laundry facilities.



Solar orientation of the building, overhangs, and other devices placed on the exterior of buildings reduce direct sunlight into interiors, lowering heat gain and the amount of energy needed for cooling.

Resource Conservation

Energy Efficiency

1. Projects and buildings are encouraged to be more energy efficient than required by local and state codes.
2. Energy efficient building materials should be used whenever possible and appropriate.
3. EPA "Energy Star" labeled windows with low-e coatings are encouraged.
4. Energy-efficient and natural lighting should be used wherever possible. Maximize daylighting and views through window placement and design. Passive solar design can be used to reduce heating requirements by 30 to 50%, thus saving money and energy.
5. Materials should be used that reduce the transfer of heat into and/or out of the building. For example, the use of light-colored roofing materials to reflect heat and reduce cooling in buildings is encouraged.
6. South- and west-facing windows should be shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.
7. Parking structures should integrate sustainable design features such as photovoltaic panels (especially on top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.
8. Non-toxic, recycled-content materials should be used whenever possible.

Landscaping and Drainage

1. Projects are highly encouraged to use native and low water use plants consistent with the landscaping palettes recommended by the Public Works Agency.
2. Irrigation systems should incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.
3. Landscaping areas should use minimal water resources and impermeable surfaces. Lawn/turf shall be limited to areas that serve a functional purpose.
4. Drainage should be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of stormwater runoff and to facilitate groundwater recharge.



Native and drought tolerant landscaping should be used in parkways and setbacks.



Transit Station Areas

1. Transit amenities such as bus stops, seating, bike racks, bike storage, and showers should be integrated into new projects to promote the use of alternative transportation.
2. The ground floor of buildings should be mostly active commercial uses to enliven the pedestrian environment and provide retail experiences and services to transit users.
3. Enhanced pedestrian lighting should be incorporated into the design of new projects to augment the safety of the station areas.
4. The design of plazas, with seating and landscape elements, at the corners of buildings adjacent to transit station areas is encouraged to provide public open space for residents, visitors, and transit users.
5. The provision of publicly accessible restrooms as part of a new project within a transit station area is strongly encouraged.

Healthy Design

Open Space and Recreation

1. Recreational amenities should provide activity options for various age groups. Spaces could include areas for physical activity, community gardens, and community gathering space.
2. Locate physical activity spaces in centrally visible locations to increase awareness and use by residents.
3. Providing a green roof is an additional option for creating active space without requiring additional land.
4. Provide lighted sidewalks and active play/recreation areas to extend opportunities for physical activity into the evening.

Building Design

1. Windows and balconies should overlook an active yard to increase awareness of the building's active features.
2. Provide visibility and access to an outdoor courtyard from the lobby to increase use.
3. Stairs should be visible and near the building's entrance. Integrating stairs with the principal areas of travel within the building will increase their usage.
4. Provide an integrated vertical circulation system that incorporates stair use for travel between adjacent floors; elevators should primarily be used for vertical travel of three floors or more.
5. Bicycle storage should be secure and easily accessible.
6. Gazebos and other architectural elements provide a comfortable, shaded place for play/recreation while creating visual interest.
7. Incorporate natural ventilation into a building.

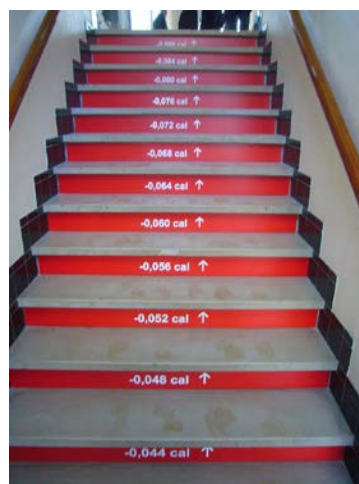
Pathways

1. To facilitate pedestrian movement, a continuous, unobstructed path of travel, measuring at least six feet wide and eight feet high measured from the sidewalk grade, must be maintained in any pathway.
2. Use pedestrian pathways to connect less active outdoor spaces with more active uses. Patterned pathways can promote movement toward active features like the stairs and courtyard.
3. Provide marked, measured walking paths as part of a wayfinding system targeted to pedestrians.
4. Extended pedestrian and bicycle crossing markings help to increase safety and usage.
5. Pedestrian pathways covered by a trellis or awning provide shade for pedestrians.
6. Create a buffer separating pedestrians from moving vehicles using street furniture, trees, and other sidewalk infrastructure.
7. Support physical activity among people with disabilities by making streets and paths universally accessible.
8. Provide signage at buildings, transit stops, and major intersection showing a map and the distance, time route, and/or calories burned to the nearest or next transit stop.



Photo by John R. Alpha

Areas around transit stations should be active spaces and offer amenities to pedestrians and bicyclists



Healthy design should be reinforced in the design of building and open space. Open space and recreation areas should incorporate areas and activities for all ages.



Crossing areas and pathways should use distinct patterns and materials to highlight pedestrian, handicapped, and bicycle use.



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7 ADMINISTRATION AND IMPLEMENTATION

General Administration

Authority

The Harbor Mixed Use Transit Corridor Plan (Harbor Corridor Plan) is a specific plan adopted by ordinance through the authority granted to the City of Santa Ana by the California Government Code Sections 65450 through 65457 and as stated in Section 41-592 of the Santa Ana Municipal Code (SAMC).

As a specific plan adopted by ordinance, its provisions shall be implemented as the zoning for the site. All future development plans, tentative parcel and/or tract maps, or other similar entitlements shall be consistent with regulations in this document and with all applicable City regulations.

In the event of a conflict between the provisions of the Harbor Corridor Plan and the provisions in the SAMC, the Harbor Corridor Plan shall prevail. If the Harbor Corridor Plan is silent regarding any development standard or process, the provisions in the SAMC shall prevail.

Permitting Process

Applications filed under this Specific Plan shall comply with the procedures, thresholds, and requirements as outlined in Chapter 41 of the SAMC, except as specified in this Specific Plan. Figure 7-1 illustrates the general permitting process.

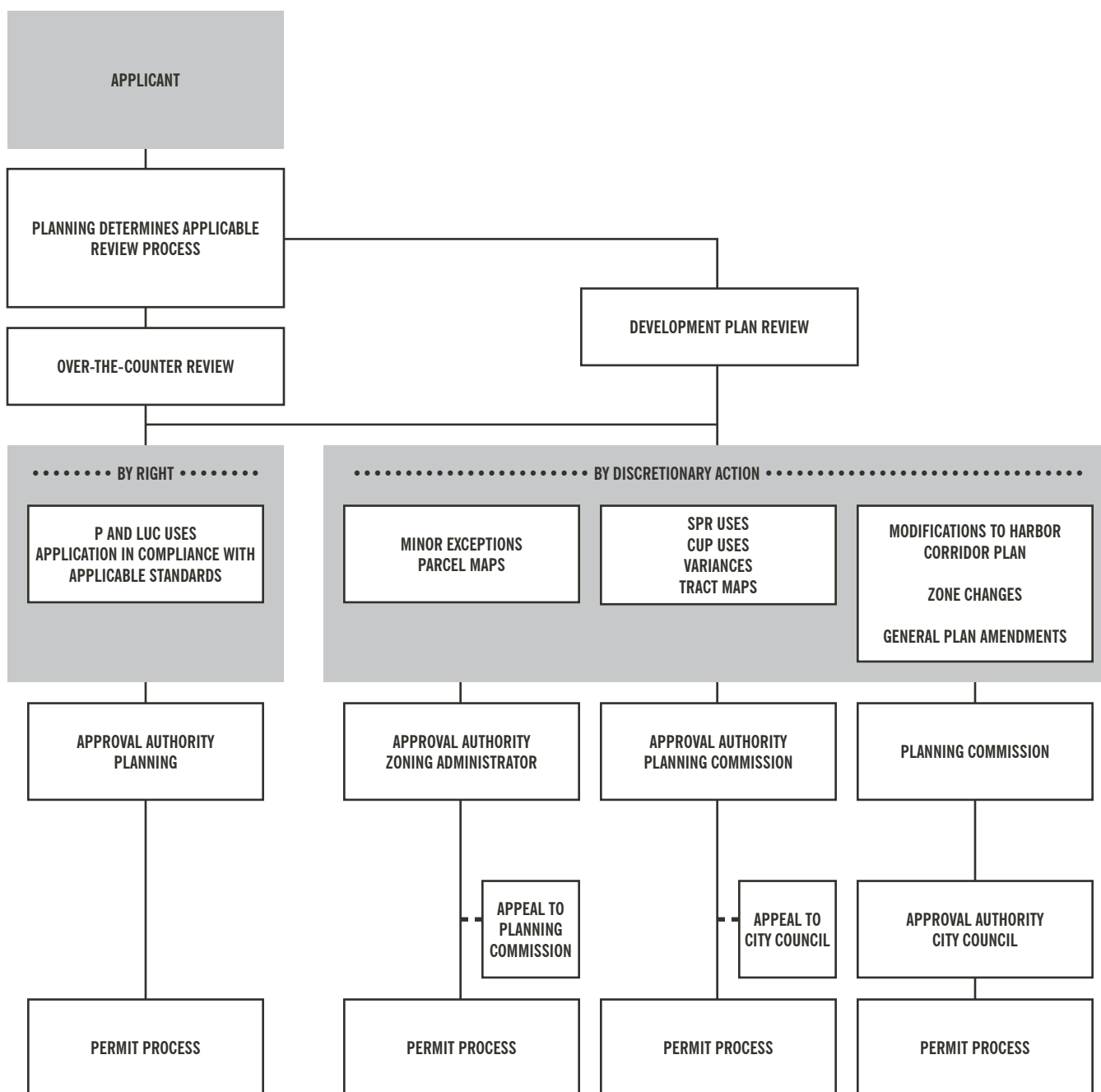
Housing Threshold

The Harbor Corridor Plan creates a land use and development framework to support from 1,700 to 4,600 residential units and 2 million square feet of commercial and employment space. The ultimate vision for the corridor is a place that contains a wide mixture retail stores, restaurants, office buildings, hotels, museums, and housing options in a more walkable, safe, and attractive environment.

The demand for new residential development in Orange County is extremely high and, if left uncontrolled, could easily consume nearly all of the land area within the corridor—leaving little potential for a balance of nonresidential uses.

Accordingly, the Harbor Corridor Plan limits new residential development built within the Specific Plan boundary after October 2014 to 2,000 units. After this threshold is met, the City Council must approve an amendment to this Specific Plan to set a new threshold or to remove this limitation. Otherwise, no new residential development shall be approved in excess of 2,000 units.

Figure 7-1. Permitting Process



P Use is permitted by right LUC Land Use Certificate CUP Conditional Use Permit SPR Site Plan Review

Note on Site Plan Review: Any project may be subject to an administrative site plan review in advance of plan check or a Planning Commission hearing date. Specific types of land uses and any structure over three stories in height, as listed in Table 3-2 of this Specific Plan, also require a discretionary site plan review and approval by the Planning Commission.



Nonconforming Buildings, Structures and Uses

A nonconforming building, structure or use shall comply with all of Article VI of the SAMC, except as modified below:

1. A building or structure that does not conform to the architectural style or story height requirements at the time of the adoption of this Specific Plan shall not cause the structure to be non-conforming.
2. Sections 41-681.1 through 41-681.4 of the SAMC shall not apply to this Specific Plan.
3. Rehabilitation, enlargement or exterior structural alterations of any nonconforming structure or structure occupied by a nonconforming use, except for structures occupied by single family and two-family dwellings, may be rehabilitated as follows:
 - a. Rehabilitation limited to structural or non-structural alterations without any building expansion is permitted if:
 - i. All signage on the structure and the site on which it is located shall be brought into conformity with the signage requirements of this Specific Plan.
 - ii. All outdoor storage shall be screened by a solid screen wall not to exceed eight feet in height. Outdoor storage shall not exceed the height of the screen wall.
 - iii. There shall be no increase in the number of dwelling units unless the site on which the structure is located complies with the off-street parking and open space requirements of this Specific Plan.
 - iv. Architectural massing, features and detailing shall be modified to bring the structure into closer compliance with the architectural standards of this Specific Plan, as deemed appropriate by the Executive Director of the Planning and Building Agency, or their designee.
 - b. Rehabilitation may include expansion when the total floor area of all expansions occurring in any five-year period does not exceed ten percent of the floor area as it existed at the beginning of the five years, provided that the following conditions are met:
 - i. All signage on the structure and the site on which it is located shall be brought into conformity with the requirements of this Specific Plan.
 - ii. There shall be no loading or unloading of vehicles between the hours of 10 pm and 7 am.
 - iii. All outdoor storage shall be screened by a solid screen wall not to exceed eight feet in height. Outdoor storage shall not exceed the height of the screen wall.
 - iv. There shall be no enlargement which would intrude into any required yard.
 - v. There shall be no enlargement which would result in a new nonconformity with the requirements of this Specific Plan.
 - vi. Off-street parking shall be provided in conformance with the requirements of this Specific Plan.
 - vii. Landscaping shall be improved to bring the site on which the structure is located into closer compliance with the landscaping requirements of this Specific Plan, as deemed appropriate by the Executive Director of Planning and Building Agency, or their designee.
 - viii. Architectural massing, features and detailing, shall be modified to bring the structure into closer compliance with the architectural standards of this Specific Plan, as deemed appropriate by the Executive Director of Planning and Building Agency, or their designee.
4. Rehabilitation, enlargement or exterior structural alterations of buildings occupied by a single family and two-family dwellings is permitted subject to the following:
 - a. Structural alterations and additions may be made where the total floor area of all such expansions occurring in a five-year period does not exceed forty percent of the floor space of the building as it existed at the beginning of said time, provided the number of dwelling units is not increased; and no new non-conformances with the requirements of this code are created.
 - b. Structural alterations and additions which exceed forty percent of the total floor area as it existed at the beginning of a five-year period; or remodeling which involves the demolition of more than fifty percent of the building shall be permitted; provided that the following conditions are met:
 - i. Off-street parking shall be provided in conformance with the requirements of this Specific Plan.
 - ii. No new nonconformities with the requirements of this Specific Plan are created.
 - c. Where rehabilitation of a building involves more than fifty percent of a building wall which encroaches into a front or side yard setback and is demolished or is structurally altered, the remainder of the building wall

shall be demolished. Any subsequent building wall shall conform to all provisions of this Specific Plan.

- d. An existing two-car garage with a minimum dimension of eighteen feet by eighteen feet exterior dimension shall be considered conforming.
- e. Remodel shall mean to reconstruct, or to make over in structure or style, but shall exclude re-roof, window replacement, exterior finish replacement and repair or similar modifications.

Interpretation

In case of uncertainty or ambiguity to the meaning or intent of any provision of this Specific Plan, the Executive Director of the Planning and Building Agency (Executive Director) or their designee has the authority to interpret the intent of the provision. The Director may, at their discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation.

All land uses not listed in Table 3-2 shall be prohibited, except that the Executive Director has the authority to interpret, in cases of uncertainty, the intent of this Specific Plan as to whether an unlisted land use shall be designated as permitted, not permitted, or requiring a conditional use permit, land use certificate, and/or site plan review.

All interpretations made by the Director or Zoning Administrator may be appealed to the Planning Commission and City Council in accordance with the appeal procedures in Section 41-645 of the SAMC.

Severability

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the plan.

Environmental Assessment

An environmental impact report (EIR) has been prepared as a companion document to this Specific Plan and will provide California Environmental Quality Act (CEQA) review for approval of the Harbor Corridor Plan. The EIR serves primarily as a source of environmental information for the City of Santa Ana as lead agency for the project. The EIR describes the potential impacts that could result from the adoption of the Harbor Corridor Plan.

The EIR has been prepared as a program EIR as defined by Section 15168 of the CEQA Guidelines. As defined by section 15161 of the CEQA Guidelines, subsequent projects that are within the scope of the EIR will not require further environmental documentation nor focused environmental analysis, unless determined by the Executive Director of the City of Santa Ana to have the potential for environmental impacts not addressed in the EIR.

Definitions

The following section defines words and phrases for use and interpretation in this Specific Plan, unless from the context a different meaning is intended or unless a different meaning is specifically defined and more particularly directed to the use of such words or phrases.

The words used in the present tense include the future tense, and words in the singular number include the plural number. If any of the definitions in this section conflict with definitions in Chapter 41 of the SAMC, these definitions shall control for the purposes of this Specific Plan.

Accessory structure: An accessory structure or building is a detached building or structure, or part of a building or structure, which is incidental or subordinate to the main building, structure or use on the same lot or parcel of land, without cooking facilities (e.g., storage shed, garage, gazebo), and is used exclusively by the occupant of the main building.

Adult business: A business as defined in Section 41-1701.6 of the SAMC.

Alley: An alley is any public or private thoroughfare for the use of pedestrians or vehicles, not less than ten (10) feet nor more than thirty (30) feet in width, and is intended for service and only a secondary means of access to abutting properties.

Arcade: see 'Frontage Types'

Artisan/craft product manufacturing: The manufacturing of products primarily by hand by persons trained in an artistic skill, including ceramics, pottery, glass blowing, or sculptures.

Bank, financial institution: An establishment for the custody, loan, exchange or issue of money, for the extension of credit, and for facilitating the transmission of funds. Excludes check cashers as defined by California Civil Code section 1789.31.

Bike- or bicycle-friendly: The practice of addressing the needs of bicyclists through urban design and streetscape principles so that bicyclists are not



forced to ride unsafely in the street or on the sidewalk (e.g., clearly striped or protected bike lanes, good signage, bicycle-specific traffic signals, bike racks, and lockable bike storage).

Block: An area of land within a subdivision which area is entirely bounded by streets, highways or ways, excepts alley and the exterior boundary of the subdivision.

Building height: The vertical extent of a building measured in stories to the eave of the highest story, not including a basement or an attic. Height limits do not apply to masts, belfries, clock towers, steeples, equipment screening, chimney flues, and similar structures. Building height shall be measured from the average grade of the fronting thoroughfare curb level.

Building placement: The maximum horizontal envelope available for placing a building on a lot.

Building type: A structure defined by the combination of configuration and placement. The building types used in this Specific Plan are listed below:

Bungalow Court: A configuration of freestanding single units arranged around a common, shared courtyard that is wholly open to the street. The individual buildings are arranged next to each other to form the bungalow court building type.

Courtyard Housing: A building type consisting of residences that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, and flats over flats. The structures are arranged next to each other, on one or more courts that are partly or wholly open to the street.

Duplex, Triplex, and Quadplex (2-/3-/4-plex): Multiple dwelling forms that are architecturally presented as large single-family houses in their typical neighborhood setting.

Flex Block: A building generally of a single massing element, designed for occupancy by retail, service, or office uses on the ground floor, with upper floors also configured for those uses or for residences.

House: A detached structure occupied by a single household that also accommodates commercial and office uses as allowed.

Lined Block: A building that conceals a public garage or other faceless building that is designed for occupancy by retail, service, or office uses on the ground floor, with upper floors also configured for those uses or for residences.

Live-Work: An integrated residence and working space, occupied and utilized by a single household in an arrangement of at least 3 such structures or 1 multiple structure with a least 3 units arranged side by side along the primary frontage, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

Rowhouse: An individual structure on a parcel with a private rear yard and individual garage accessed from an alley. Such structure shall be developed in an arrangement of at least 3 such structures along the primary frontage. Or, a structure of at least 3 attached townhouse unit types arranged side by side with a private rear yard and individual garage accessed from an alley along the primary frontage.

Stacked Dwellings: A building of single-floor or multi-floor residences of similar configuration either above or below that are stacked.

Tuck-Under: An individual structure on a parcel with no rear yard, where its garage is tucked under the rear of the house and accessed from an alley.

Bungalow Court: See 'Building Types'

Care homes: Residential facilities providing nursing and health-related care as a primary use with in-patient beds. Examples of these uses include: board and care homes; convalescent and rest homes; and skilled nursing facilities. Long-term personal care facilities that emphasize medical treatment are considered "Extended Care" facilities.

Clinic, urgent care: A facility other than a hospital where medical, mental health, surgical or other personal health services are provided on an outpatient basis, including incidental medical laboratories. Examples of these uses include:

- » Medical offices with five or more licensed practitioners or medical specialties out-patient care facilities
- » Urgent care facilities
- » Counseling services by other than medical doctors or psychiatrists are included under "Offices - Professional/Administrative"

Community assembly: Group gatherings conducted indoors such as synagogues, mosques, temples, churches, community centers, bingo halls, private clubs, fraternal, philanthropic and charitable organizations and lodges.

Commercial recreation facility - Indoor: Establishments providing indoor amusement and entertainment services for a fee or admission charge, including:

- » Bowling alleys
- » Coin-operated amusement arcades
- » Electronic game arcades (video games, etc.)
- » Pool, billiards
- » Skating sports (ice, roller, board)

This use does not include adult businesses. Four or more electronic games or coin-operated amusements in any establishment, or a premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; three or fewer machines are not considered a land use separate from the primary use of the site.

Courtyard Housing: See 'Building Types'

Doctor, dentist, chiropractor office: A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite.

Duplex, Triplex and Quadplex: See 'Building Types'

Dwelling unit types:

- » Apartment: A multi-unit rental version of a Flat, Loft, or Townhouse
- » Condominium: An ownership version of a Flat, Loft or Townhouse
- » Flat: A single-story unit, often found in a stacked configuration
- » House: a single, detached unit
- » Loft: A double-story height unit with a mezzanine
- » Townhouse: A two to three-story unit with a common wall

Eating establishment: A commercial establishment whose primary use is the sale and service of meals onsite to guests and which has suitable kitchen facilities containing the necessary appliances required for cooking unpackaged foods, and which complies with all of the requirements of the local department of health and the California Department of Alcoholic Beverage Control for a bona fide public eating place pursuant to the Section 23038 of the California Business and Professions Code.

Elevation (building): The exterior walls of a building. Also referred to as 'Facade' when the elevation is along a frontage line.

Entrance (main or primary): The principal point of access of pedestrians to a building. In the support of pedestrian activity, the main or primary entrance should be oriented to the frontage rather than to the parking.

Facade: The exterior wall of a building that is set along a frontage line. Facades support the public realm and are subject to frontage requirements additional to those required of elevations.

Flex Block: See 'Building Types'

Forecourt: See 'Frontage Types'

Frontage Line: Those lot lines that coincide with a public street line. One shall be designated as the Principal Frontage Line. Facades along Frontage Lines define the public realm and are therefore more highly regulated than the elevations that coincide with other lot lines. Frontage lines are subject to the urban standards, architectural standards, signage standards, and subdivision standards.

Frontage type: The architectural element of a building between the public right-of-way and the private property associated with the building. Frontage Types combined with the public realm create the perceptible streetscape. The following frontage types used in this Specific Plan are listed below:

Arcade: A facade with an attached colonnade, that is covered by upper stories. This frontage 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.

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

Frontyard / Porch: A common frontage type associated with single family houses, where the facade is set back from the right of way with a front yard. A 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.

Gallery: A colonnade that is attached to storefronts and projects over the sidewalk.

Shopfront: A facade placed at or close to the right-of-way line, with the entrance at sidewalk grade. This frontage 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.

Stoop: An elevated entry porch that corresponds directly to the building entry, with stairs placed close to the frontage line on a building with the ground story 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.

Frontyard/Porch: See 'Frontage Types'

Gallery: see 'Frontage Types'

General retail: Stores and shops selling many lines of merchandise. Examples of these stores and lines of merchandise include:

- » Art galleries, retail
- » Art supplies, including framing services
- » Bicycles
- » Books, magazines, and newspapers
- » Cameras and photographic supplies
- » Clothing, shoes, and accessories
- » Department stores
- » Drug stores and pharmacies
- » Dry goods
- » Fabrics and sewing supplies
- » Florists and houseplant stores with indoor sales only
- » Grocery or food market
- » Hobby materials
- » Jewelry
- » Luggage and leather goods
- » Music and/or musical instruments, parts, and accessories
- » Orthopedic supplies
- » Small wares
- » Specialty shops
- » Sporting goods and equipment
- » Stationery
- » Toys and games
- » Variety stores

General retail does not include the following:

- » Adult business as defined in Section 41-1701.6 of the SAMC, antique or collectible stores, furniture, furnishings and appliance stores, medical marijuana dispensaries or second hand stores.
- » Sheet metal shops, body-fender works, automobile paint shops, repair garages, and any activity which includes the processing, treatment, manufacturing, assembling or compounding of any product, other than that which is clearly and traditionally incidental and essential to a particular retail activity.
- » Any use which is more specifically identified as a permitted use or as a use which may be permitted subject to the issuance of a conditional use permit or land use certificate in one or more use districts pursuant to this Specific Plan.

Ground floor/ footprint: The area resulting from the application of building placement and open space requirements and as further articulated by particular building design. In calculating the area, only the conditioned floor space shall be counted for purposes of calculating allowable upper floor area, the area occupied by zaguans shall be counted as "ground floor/footprint."

Ground floor residential: Dwellings with their primary entrance and habitable space at grade.

Health and fitness: A commercial establishment providing facilities for aerobic exercises, running and jogging, exercise equipment, game courts, swimming facilities, saunas, showers, and lockers. Health and fitness facilities may also provide for instruction programs and classes, such as functional fitness, martial arts, and yoga; lockers and showers may be provided.

Heavy industrial: The manufacture, extraction, treatment, storage, or assembly of materials or products that may or may not include the use of hazardous materials. Examples of heavy industrial include:

- » Automobile impound, salvage, or wrecking yards
- » Cement, lime, gypsum, or plaster of paris manufacture
- » Crematories
- » Food manufacture or processing
- » Fertilizer manufacture
- » Hazardous waste treatment facilities
- » Recycling facilities
- » Site for the transfer, disposal, or dumping of refuse
- » Smelting of tin, copper, zinc, or iron ores

Hotel: A facility offering short-term lodging accommodations to the general public and which may include additional facilities and services, such as restaurants, meeting rooms, entertainment, personal services and recreational facilities. Access to the guest rooms shall be through the main lobby of the building. A hotel shall contain more than five guest rooms. A hotel that contains a kitchen as defined by the California Building Code (CBC) in guest rooms shall be deemed to be a long term stay business hotel as defined by the SAMC. A hotel that meets the criteria of a transient/residential hotel as defined by the SAMC, shall be deemed to be a transient/residential hotel.

House: See 'Building Types'

Joint living-working quarters: A building or component of a building in which both residential and commercial uses may occur within the same unit.

Light industrial: The manufacture or assembly of products from previously treated material where no impact is created to the adjacent uses and no hazardous materials are used in the production of such products. The maximum number of employees shall be 10. Examples of light industrial include:

- » Athletic equipment
- » Bakeries
- » Camera, photo equipment
- » Clothing
- » Electronics
- » Musical instruments
- » Optical goods
- » Woodworking

Lined Block: See 'Building Types'

Live-Work: See 'Building Types'

Lot width: The frontage of a parcel which is used to identify the parcel for street address purposes.

Mixed-use building: Typically a structure lawfully containing residential and non-residential uses, although a structure that lawfully contains two types of non-residential uses can also be considered a mixed-use building.

Multi-family dwelling: A residential structure lawfully containing two or more dwelling units.

Multimodal corridor: A street and system of pathways that safely accommodates numerous transportation options for people to access and travel through the area. This can include the automobile, transit, pedestrian systems, and bicycle facilities.

Office: These do not include medical offices (see Clinic, Urgent Care," and "Doctor, dentist, chiropractor, office.").

1. Service. Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, elected official satellite offices, etc. This use does not include "Bank, Financial Services," which is separately defined.

2. Administrative. Office-type facilities characterized by high employee densities, and occupied by businesses engaged in information processing, and other computer-dependent or telecommunications-based activities. Examples of these uses include:

- » Airline, lodging chain, and rental car company reservation centers, not including retail travel agencies
- » Computer software and hardware design and development
- » Consumer credit reporting
- » Data processing services
- » Health management offices where no medical services are provided
- » Insurance claim processing
- » Mail order and electronic commerce transaction processing
- » Telecommunications facility design and management
- » Telemarketing

3. Professional. Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include:



- » Accounting, auditing and bookkeeping services
- » Advertising agencies
- » Attorneys
- » Business associations, chambers of commerce
- » Commercial art and design services
- » Construction contractors (office facilities only)
- » Counseling services
- » Court reporting services
- » Detective agencies and similar services
- » Design services including architecture, engineering, landscape architecture, urban planning
- » Educational, scientific and research organizations
- » Financial management and investment counseling
- » Literary and talent agencies
- » Management and public relations services
- » Media postproduction services
- » News services
- » Photographers and photography studios
- » Political campaign headquarters
- » Psychologists
- » Secretarial, stenographic, word processing, and temporary clerical employee services
- » Security and commodity brokers
- » Writers and artists offices

Paseo: a public place or path designed for walking; promenade.

Pedestrian-friendly: The practice of addressing the needs of people, once out of their automobiles, through a series of interdependent urban design and streetscape principles (e.g., wide sidewalks, street trees and shade, on-street parking, outdoor dining, inviting storefronts, the feeling of being in an 'outdoor room', short crosswalk distances, interconnected and short blocks).

Personal services: Establishments providing non-medical services to individuals as a primary use. Examples of these uses include:

- » Barber, nail salons and beauty shops
- » Clothing rental
- » Dry cleaning pick-up stores with limited equipment
- » Home electronics and small appliance repair
- » Locksmiths
- » Pet grooming with no boarding
- » Shoe repair shops
- » Tailors

These uses may also include accessory retail sales of products related to the services provided.

Personal services - restricted: Personal services that may tend to have a blighting and/or deteriorating effect upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. Examples of these uses include:

- » Laundromats (self-service laundries), which shall comply with the development and performance standards set forth in Section 41-199 of the SAMC
- » Massage (licensed, therapeutic) as defined on Section 41-1751.1 of the SAMC
- » Pawnshops

Planter: The layer of the streetscape which accommodates street trees. Planters may be continuous or individual according to the Thoroughfare and location within the neighborhood.

Podium: A continuous raised platform supporting a building, or a large block of two or three stories beneath a multi-layer block of a smaller area.

Porch: see 'Frontage Types'

Religious facility: see 'Community Assembly'

Residential development: The addition of new residential units or the conversion of apartments to condominiums.

Residential unit: Any single-family home; any separate occupancy unit in a two-family or multifamily dwelling building; any live-work unit; and any other structure designed for human occupancy which contains a kitchen. However, this excludes any other building or structure designed or intended to be occupied or used for business or commercial purposes, such as sleeping rooms in hotels and motels without kitchens or kitchen facilities.

Rowhouse: See 'Building Types'

Setback: The area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures excepting galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, and terraces which are permitted to encroach into the setback subject to the standards established in Chapter 3 of this Specific Plan.

Shared parking (joint use or park-once policy): An accounting for parking spaces that are available to more than one function. The requirement is based on a range of parking demand found in mature, mixed-use centers. The shared parking ratio varies according to multiple functions in close proximity unlikely to require the spaces at the same time. This approach to parking uses the following types of parking in combination to achieve a balanced and distributed supply of parking: off-street (surface lots and garages), on-street (parallel and diagonal).

Shopkeeper: A unit that contains space on the ground floor for use and operation by a retail merchant or tradesman along with residential space on the upper floor(s) that can be occupied by the same shop operator or a different resident. The residential and commercial components each have separate, dedicated entrances. See also 'Live-Work'

Shopfront: See 'Frontage Types'

Single family dwelling: A residential building containing one or more habitable rooms with only one kitchen, designed for occupancy by one independent household unit with common access to, and common use of all living, kitchen and bathroom areas.

Stacked Dwellings: See 'Building Types'

Stoop: See 'Frontage Types'

Story: A habitable level within a building from finished floor to finished ceiling: Attics and basements, as defined by the California Building Code (CBC) are not considered a story for the purposes of determining building height and are subject to the applicable requirements of this code and the CBC, except for when the finished floor level directly above a basement or cellar is more than six feet above grade, such basement or cellar shall be considered a story.

Streetscape: The urban element that provides the major part of the public realm as well as paved lanes for vehicles. A streetscape is endowed with two attributes: capacity and context. Capacity is the number of vehicles that can move safely through a segment within a given time period. It is physically manifested by the number of lanes and their width, and by the curb radius.

Studio: A workplace of one or more individuals who are engaged in the production of art, such as fine and fiber arts, lithography, calligraphy, photography, music, dance and the performing arts. Galleries, not to exceed 50 percent of the floor area, are permitted as an ancillary use. Any regulated use, as defined on Section 41-191 of the SAMC is not allowed. Uses meeting the definition of artisan/craft product manufacturing shall be deemed an artisan/craft product manufacturing use.

Tandem parking stall: Two or more parking spaces arranged one behind the other.

Thoroughfare: A vehicular way incorporating moving lanes and parking lanes (except alleys/lanes which have no parking lanes) within a right-of-way.

Traffic calming: A set of techniques which serves to reduce the speed of traffic. Such strategies include lane-narrowing, on-street parking, chicanes, yield points, sidewalk bulge-outs, speed bumps, surface variations, mid-block deflections, and visual clues. Traffic calming is a retrofit technique unnecessary when thoroughfares are correctly designed for the appropriate speed at initial construction.

Transit-oriented development: Compact, higher intensity development that includes uses supportive to transit; i.e., residential uses that increase ridership and transit efficiency or commercial uses that serve transit users. Its structure creates nodes at an efficient spacing for mass transit. These nodes are mixed-use areas limited in extent by walking distance to the transit stop.

Transition line: A horizontal line, the full width of a facade expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

Tuck-Under Housing: See 'Building Types'

Zaguan: A covered pedestrian passage between courts of one to two rooms in depth and one story in height.



Related Plans and Programs

Southern California Association of Governments (SCAG)

SCAG is a council of governments, regional planning agency, and a forum for jurisdictions to address regional issues concerning transportation, the economy, community development, and the environment. SCAG also cooperates with the Southern California Air Quality Management District, the California Department of Transportation, and other agencies in conducting regional planning efforts and preparing regional planning documents.

Compass Growth Vision and Blueprint Strategy

In 2004, SCAG adopted the Compass Growth Vision (CGV), which was a response, supported by a regional consensus, to the land use and transportation challenges facing southern California. SCAG developed the CGV to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole. The CGV is a framework that helps local jurisdictions address growth management cooperatively and also helps coordinate regional land use and transportation planning.

In conjunction with the CGV, SCAG also adopted the Compass Blueprint 2% Strategy, which is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. The 2% Strategy is a guideline for how and where the CGV for southern California's future can be implemented toward improving measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. Through extensive public participation and land use and transportation modeling and analysis, the program resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas). As indicated by the name, these opportunity areas occupy roughly two percent of the land area in the southern California region.

Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

In the 2012–2035 RTP/SCS, SCAG emphasizes integrated planning guided by three principles: mobility, economy, and sustainability. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375 (2008), improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around.

High Quality Transit Areas

With the adoption of the 2012 RTP/SCS, the areas previously known as 2% Strategy Opportunity Areas were updated by SCAG and replaced with what are now called High Quality Transit Areas (HQTAs), which are a part of, and integrated into, the SCS portion (Chapter 4) of the 2012 RTP/SCS. An HQTA is generally a walkable transit village or corridor that is within a half mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The overall land use pattern of the 2012 RTP/SCS focuses jobs and housing in the region's designated HQTA. The majority of the specific plan area is designated a HQTA.

City of Santa Ana General Plan

The general plan sets forth the goals, policies, and directions the City will take in managing its future. It is the blueprint for development and a guide to achieving the long-term citywide vision. Specific plans act as a bridge between the general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific area. The Harbor Corridor Plan maintains consistency with and implements the policies of the Santa Ana General Plan. The following is a list of relevant General Plan policies (adopted as of August 2014) that are strengthened by the Harbor Corridor Plan (note that some policies include specific reference numbers while others do not).

Circulation Element

Policy 1.11: Minimize travel impediments on bicycle and pedestrian paths.

Policy 3.1: Support the efforts of regional, state, and federal agencies to enhance local and express bus services.

Policy 3.5: Enhance sidewalks and pedestrian systems to promote their use as a means of travel.

Policy 3.6: Maximize the use of public rights-of-way for pedestrian and bicycle paths.

Policy 3.7: Support system enhancements and bikeway support facilities that encourage bicycle usage.

Policy 3.8: Develop bicycle paths that maximize access to major activity centers, neighboring jurisdictions, and regional bicycle paths.

Policy 5.2: Enhance street design standards to promote attractive circulation corridors.

Conservation Element

Policy: Support local and regional land use and transportation plans that increase mass transit usage and reduce vehicle trips.

Energy Element

Policy: Provide energy efficient modes of transportation and fixed facilities to encourage transit, bicycle and walking as regularly used modes of travel.

Policy: Encourage higher densities of housing and office (mixed use) development to relate to areas of higher transportation access and capacity.

Growth Management Element

Policy: All new development shall pay its share of the street improvement costs associated with that development including regional traffic mitigation.

Housing Element

Policy HE-2.3: Encourage the construction of rental housing for Santa Ana's residents and workforce, including a commitment to very low, low, and moderate income residents and moderate income Santa Ana workers.

Policy HE-2.4: Facilitate diverse types, prices, and sizes of housing, including single-family homes, apartments, townhomes, mixed/multiuse housing, transit-oriented housing, multigenerational housing, and live-work opportunities.

Policy HE-2.5: Require excellence in architectural design through the use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive ("green") building and design practices.

Policy HE-2.7 Entitlement Process. Provide flexible development review and entitlement processes that facilitate innovative and imaginative housing solutions, offer a consistent approval process, and allow for appropriate oversight.

Land Use Element

Policy 1.6: Support "live/work" opportunities within specifically defined areas.

Policy 1.9: Coordinate street and parkway designs that are attractive, functional, and compatible with adjacent onsite development.

Policy 2.2: Support commercial land uses in adequate amounts to accommodate the City's needs for goods and services.

Policy 2.4: Support pedestrian access between commercial uses and residential neighborhoods which are in close proximity.

Policy 2.6: Encourage the creation of new employment opportunities in developments which are compatible with surrounding land uses, and provide a net community benefit.

Policy 2.10: Support new development which is harmonious in scale and character with existing development in the area.

Policy 3.1: Support development which provides a positive contribution to neighborhood character and identity.

Policy 4.5: Encourage development of employment centers and mixed-use projects within targeted areas adjacent to major arterial roadways, transit and freeway corridors.

Policy 5.5: Encourage development which is compatible with, and supportive of surrounding land uses.

Policy 5.10: Support a circulation system which is responsive to the needs of pedestrians and vehicular travel.

Urban Design Element

Policy 1.1: New development and redevelopment projects must have the highest quality design, materials, finishes, and construction.

Policy 1.5: Enhanced architectural forms, textures, colors, and materials are expected in the design of all projects.

Policy 1.11: Visual and physical links between districts, nodes, significant sites, landmarks, and other points of interest, are to be provided in all public and private projects.

Policy 2.1: Projects must acknowledge and improve upon their surroundings with the use of creative architectural design, streetscape treatments, and landscaping.

Policy 2.2: New development must be consistent with the scale, bulk, and pattern of existing development.



Policy 3.1: Landscaping will be promoted on freeway slopes, roadway medians, and parkways.

Policy 3.2: Street improvements and adjacent development, should be consistently designed to eliminate a haphazard look and visual clutter along corridors.

Policy 3.3: Enhanced streetscapes, architectural themes, and landscaping are to be provided to visually strengthen the path and enhance adjacent development.

Policy 3.4: Streetscape improvements are to be redesigned to provide a pleasant and safe environment and to improve pedestrian circulation.

Policy 3.6: Streetscape design should be used to link major destination points, landmarks, and local activity nodes.

Policy 3.10: Safe and pleasant bicycle and pedestrian routes are to be provided and they should link activity nodes and places of interest.

Policy 3.11: Maximize the use of street trees and parkway landscaping to create a pleasant travel experience and positive City image.

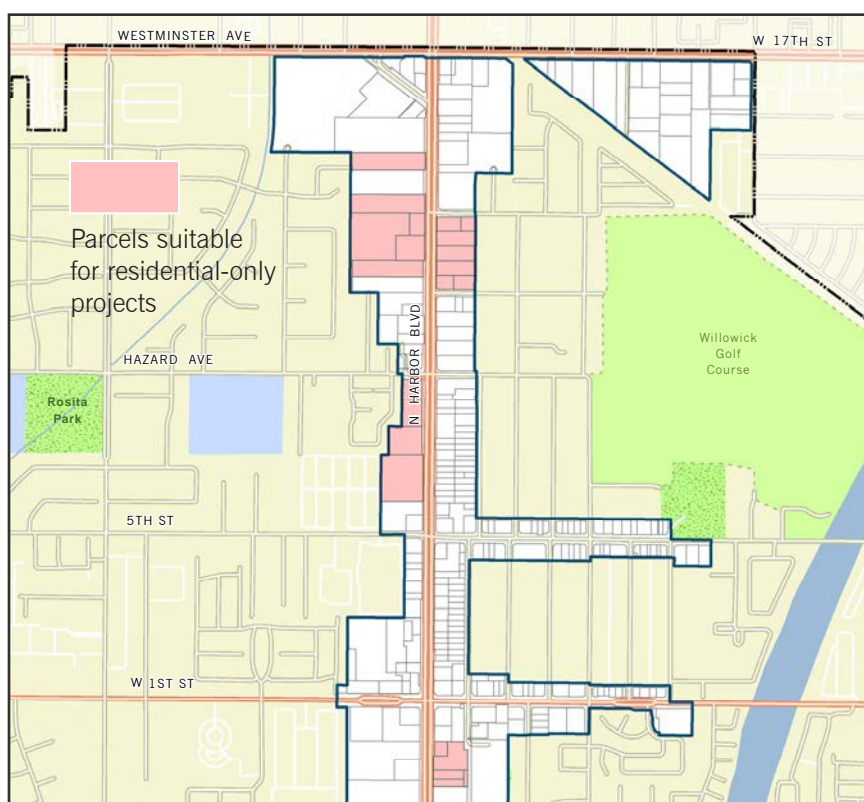
Housing Requirements

Chapter 41-1900, et al of the SAMC (Housing Opportunity Ordinance) shall apply to the Harbor Corridor Plan.

Additionally, California law requires that cities zone land to encourage and facilitate their fair share of housing growth—referred to as the regional housing needs assessment (RHNA). Based on the City’s 2014 Housing Element, 10.1 acres of land in the Harbor Corridor Plan must be zoned for residential development. The zoning must permit residential by right at a minimum density of 20 units per acre on sites that can accommodate a minimum of 16 total units.

While residential is permitted throughout the entirety of the Harbor Corridor Plan, Figure 7-2 identifies 22 parcels on 24 acres within the Specific Plan area that are well positioned for residential development. Upon adoption of the Harbor Corridor Plan, these parcels are rezoned to allow residential projects by right at a minimum density of 20 units per acre. The City must demonstrate that there are at least 10.1 acres for residential projects at a density of at least 20 units per acre during the 2014–2021 Housing Element planning period.

Figure 7-2: Parcels Suitable for Residential-Only Projects



Implementation and Financing

Realizing the vision and implementing the Specific Plan involves changes in the private realm and the public realm. As new development occurs, the Specific Plan provides direction and standards for the improvement of the private realm.

The following describes the implementation and financing options for improvements to the public realm. The discussion is provided in two ways: first by type of improvement and then by task. Following that is a more general description of the financing mechanisms.

Description of Public Realm Improvements

Infrastructure

Certain infrastructure upgrades will be necessary to accommodate the new development envisioned in the Specific Plan.

Water System. As discussed in the infrastructure chapter, the existing water supply and distribution is sufficient to accommodate the amount of development accommodated by the Specific Plan. Thus, this implementation program does not include any specific improvements for the water system. The City is currently updating its Urban Water Management Plan. As part of this work, a nexus study may be conducted to establish a development impact fee for water infrastructure.

Sewer System. As discussed in the infrastructure chapter, the amount of development accommodated by the specific plan will require an upgrade to the size of certain sewer mains in the project area. The existing mains are sufficient to convey the current amount of wastewater flow generated and passing through the project area, however as more development occurs in the area some mains will be over capacity.

Developers will need to contribute to the development impact fees for improvements to the sewer system.

Storm Drainage System. As discussed in the infrastructure chapter, the existing flood control and drainage system is deficient. The amount of development accommodated by the Specific Plan would increase the level of deficiency.

Subsequent to the adoption of the Specific Plan, the City will need to conduct a nexus study to establish development impact fees for upgrades to the flood control and drainage system. This study will determine the proportion of the improvements applicable to new development, and thus subject to development impact fees, and the proportion applicable to existing development, and thus subject to funding through City revenues or through the establishment of an assessment district or other type of funding and financing district.

Roads

The Specific Plan calls for reducing lane widths along Harbor Boulevard and several cross streets, restriping the roadway, and installing and improving medians on cross streets. The additional right-of-way no longer used for travel lanes could be used for bikeways, on-street parking, and widened sidewalks. In addition, several key intersections along Harbor Boulevard will be improved with enhanced crosswalks and bulb-outs. With the roadway improvements, the Specific Plan may have a reduction in average speeds, which could warrant a reduction in the posted speed limit.

Development impact fees approved as part of the Harbor Corridor Plan will be used for road restriping, medians, bikeways, parking meters, and intersection improvements.

Road Restriping. The City will restripe the travel lanes. Relative to other improvements, the cost to restripe the lanes will be minimal. The City will pay for this action using City revenues.

Medians. The City will improve existing medians and install new medians on cross street.

Bikeways. The City will establish bikeways along Harbor Boulevard and several cross streets. The final design will be determined during the process of the Public Realm Improvement Implementation Program (specifically Tasks 3 and 4).

On-Street Parking and Parking Meters. The Specific Plan accommodates on-street parking along Harbor Boulevard and several cross streets, although parking would be restricted near intersections. Sidewalk bulb-outs will provide a safe transition between parking and no-parking sections of the roadways.

However, the City may decide to install parking meters and construct some on-street parking and sidewalk bulb-outs itself to create a unified streetscape where new development projects are interspersed with older development and other situations. If the City pays for the construction of on-street parking, bulb-outs, and parking meters, the City may recoup those costs from future development through a development impact fee, from existing development through a contractual assessment district, and/or through future parking meter revenues.



Intersection Improvements. The Specific Plan calls for improving bike and pedestrian crossings at intersections along Harbor Boulevard. These improvements may include special painting or special pavement. The City may start with special painting and upgrade to special pavement treatments as resources become available.

Speed Limit Reduction. Subsequent to the reduction in the travel lane widths, the City will conduct a speed study. If the lane reductions are accompanied by a reduction in the average travel speed, the City may reduce the speed limit along Harbor Boulevard. The City will pay for the speed study and any resultant change in speed limits using City revenues. The Specific Plan does not envision recouping this cost from new development.

Streetscaping

The Specific Plan envisions a robust streetscape treatment to improve the public image of Harbor Boulevard and to distinguish it as a unique destination in the regional marketplace. These improvements include widening sidewalks and installation of street lighting, pedestrian lighting, street furniture, and landscaping. In addition, the City may create a facade improvement program for properties that owners do not wish to redevelop.

Developers will need to contribute development impact fees for sidewalk, lighting, street furniture, and landscaping improvements. However, credit will be given if improvements are done as a condition of development.

Subsequent to adoption of the Specific Plan, the City will prepare a streetscape plan to establish the location and specifications of such improvements, including details on dimensions, materials, types, quality, design, and amount. The City may also make improvements using City revenues.

Facade Improvement Program. As properties in the Specific Plan are redeveloped to capitalize on the new opportunities afforded by the Specific Plan, some properties and buildings that are adequate for their existing use may benefit from facade improvements and the installation of streetscape improvements.

Subsequent to the adoption of the Specific Plan, the City may consider establishing a facade improvement program. The City could establish a contractual assessment district to pay for these improvements. To do this, the City would establish the program guidelines, which would specify the types of improvements that could be covered, and then establish a contractual assessment district. The City could provide initial funding for the facade improvement program with City revenues or future parking meter revenues. Interested property owners could then receive a loan from the program for the improvements and pay the money back over time through the contractual assessment district.

Parks

The Specific Plan acknowledges the challenges of providing adequate park and open space in an urban area. The Specific Plan requires new development to provide common open space and private open space onsite. In addition, consistent with Chapter 35, Article IV of the SAMC (Residential Development Fee), all new residential development shall contribute a fee equivalent to two acres of park and recreation facilities per 1,000 residents.

These fees shall be placed in a special fund to be known as the “Harbor Corridor Park Acquisition and Development Fund”. The Specific Plan augments the geographic requirements of the SAMC as follows. Moneys in such fund shall be expended for the acquisition and construction of park and recreation facilities within the Specific Plan boundary (preferred) and/or within one-quarter mile of Specific Plan boundary.

Public Realm Improvement Implementation Program

To implement the public realm improvements, this section provides a program for discrete implementation tasks. Each implementation task is described below, followed by Table 7-1 that illustrates the timetable for implementation.

Task 1. Adopt Interim Development Agreement Policy

It is likely that property owners and developers will propose new developments after the Specific Plan is adopted, but before other components of the public realm improvement implementation program are completed. In such cases, the City should negotiate with those developers to provide the public realm improvements and/or pay fees commensurate with the expected level of development impact fees.

In no case shall a development agreement be used to alter or in any way vary from any of the regulatory standards, design guidelines, or other requirements of the Specific Plan. The City shall adopt the interim development agreement policy either in conjunction with the adoption of the Specific Plan or within approximately one month of its adoption.

Task 2. Prepare Development Impact Fee Nexus Studies and Adopt Impact Fee Ordinance

To assess the costs of public improvements to new development through impact fees, the City must conduct a nexus study to determine the proportion

of improvement costs attributable to new development and then adopt an ordinance establishing the fees. Within one year of Specific Plan adoption, the City will prepare nexus studies for water and storm drainage improvements.

Based on the outcome of these nexus studies, the City will adopt an ordinance establishing development impact fees for the Specific Plan area. The ordinance shall be submitted for public hearing by the City Council within six months of the completion of the nexus studies. In preparing the ordinance, the City will establish when the improvements will be made, how the City will pay the upfront costs, and how and when the City will be repaid through the collection of impact fees. The City shall determine whether or not a special fund is needed for the improvements paid through impact fees.

Task 3. Prepare Ultimate Roadway Design and Specifications

The City shall prepare design and specifications for the ultimate roadway improvements, including parking and parking meters, sidewalk widening, sidewalk bulb-outs, median improvements, and intersection improvements including both striping and special pavement treatments. The design and specifications shall indicate which improvements are required as a condition of approval for new development.

The design and specifications shall also indicate which improvements may be provided through a contractual assessment district and which the City may construct or install on its own using City revenues. The City should complete the ultimate roadway design and specifications within one year of adoption of the Specific Plan, dependent on funding availability.

Task 4. Restripe Roadways for Initial Lane Configurations

The City shall prepare design and specifications for restriping roads to reduce lane widths. Opportunities for bicycle facilities and on-street parking will be considered. The City should complete the restriping within six months of completing the ultimate roadway design and specifications, dependent on funding availability.

Task 5. Establish the Parking Meter District and Fund

The City shall establish a parking meter district by ordinance in accordance with California Vehicle Code Section 22508. The ordinance shall describe the area included within the zone and rate of fees.

The City shall also establish a special fund to account for the collection and expenditure of parking meter fees. In conjunction with the establishment of this fund, the City shall adopt a policy setting forth how the parking meter fees may be used. The policy shall require repayment to the City of costs for installing parking meters prior to any other use of parking meter revenue. The policy shall also restrict the expenditure or use of parking meter revenues to improvements and activities in the Specific Plan area. The City shall establish the special fund and adopt the parking meter revenue policy within one year of the adoption of the Specific Plan.

Task 6. Create a Streetscape Plan

The City shall prepare a streetscape plan, covering street lighting, pedestrian lighting, street furniture, and landscaping. The plan shall indicate what improvements are required as a condition of approval for new development, which improvements may be provided through a contractual assessment district, and which the City may construct or install on its own using City revenues.

The streetscape plan shall also include standards and specifications for a facade improvement program. Unlike the other streetscape improvements, though, the facade improvement program likely would apply only to existing buildings and likely would only be implemented through a contractual assessment district. The City should identify funds for and complete the streetscape plan within one year of adoption of the Specific Plan, dependent on funding availability.

Task 7. Establish a Contractual Assessment District

The City may establish a contractual assessment district to provide a mechanism to allow property owners not developing or redeveloping their property to obtain roadway improvements (see Task 3) and streetscape and facade improvements (see Task 6). The contractual assessment district would establish the parameters for which improvements are covered, how and when the improvements would be made, which properties are eligible, and the standards for entering into an agreement for contractual assessments.

A contractual assessment is completely voluntary on the part of property owners and can be entered into on a parcel-by-parcel basis. If interested, property owners could obtain qualified improvements on or adjacent to their property by joining the contractual assessment district. The City would construct or install the specific improvements, and the property owner would repay the City over time through an annual assessment on the property. The assessment would run with the land and subsequent property owners would be bound to the agreement.

In conjunction with establishing the contractual assessment district, the City will establish a special fund to account for monies the City invests in the



district and the eventual repayment to the City. The City can make a one-time investment in the district to create a revolving loan fund in which funds are reused as they are repaid. The City may also make investments on an as-needed and as-available basis and collect repayments each year as assessments are paid to the district. The special fund used to account for the contractual assessment district may be a stand-alone fund or may be part of a single special fund for the Specific Plan, in which case it would include parking meter fees and park in-lieu fees.

The City may, at any time, choose to construct and install roadway improvements and streetscape improvements in any part of the Specific Plan area. Absent contrary provisions in the ordinance establishing the contractual assessment district or in any agreements, City construction and installation of improvements would not terminate or invalidate any then existing contractual assessment agreements.

The City may establish a contractual assessment district within six months of the completion of Tasks 3 and 6. The City may also include a sunset provision.

Task 8. Speed Study

Once the restriping and final travel lane configurations are in place (see Task 4), the City will conduct a speed study to determine the appropriate travel speed limit along Harbor Boulevard. The City will pay for the speed study and any resultant change in speed limits using City revenues. The speed study will be completed within one year of restriping the lane configurations.

The goal is to design Harbor Boulevard within the Specific Plan to satisfy the California Vehicle Code requirements and justify a lower speed limit due to the proposed increase in residential development and pedestrian activity.

Task 9. Annual Review

Each year in conjunction with the annual budget process, the Planning and Building Agency (PBA) will report on the implementation of the Specific Plan. Among other considerations, the annual review will evaluate the effectiveness of the public realm improvement program. Specifically, the report will indicate whether the primary reliance on new development and contractual assessment districts supplemented by target City investments is adequately and effectively achieving the Specific Plan’s vision.

If the PBA finds that sufficient progress is not being made, the PBA may recommend changes to the implementation program. Such changes may include the City taking a more direct role in paying for roadway and streetscape improvements and alternative approaches to recouping those costs. Funding for those improvements could be included in the City’s capital improvement program.

Such changes may also include recommendations to engage property owners in evaluating the feasibility of assessment districts, landscaping and lighting maintenance districts, and other applicable funding and financing districts. Any such changes to the implementation program may be approved by a simple majority vote of the City Council.

The PBA may recommend and a simple majority vote of the City Council may approve the termination of the annual review process upon a finding by the PBA that 60 percent or more of the Harbor Boulevard frontage has been improved pursuant to the ultimate roadway design and specifications and the streetscape plan.

Table 7-1. Public Realm Improvement Implementation Timetable

TASK	YEAR 1	YEAR 2
Task 1. Adopt Interim Development Agreement Policy		
Task 2. Prepare Development Impact Fee Nexus Studies and Adopt Impact Fee Ordinance		
Task 3. Prepare Ultimate Roadway Design and Specifications		
Task 4. Restripe Roadways for Initial Lane Configurations		
Task 5. Establish the Parking Meter District and Fund		
Task 6. Create a Streetscape Plan		
Task 7. Establish a Contractual Assessment District		
Task 8. Speed Study		
Task 9. Annual Review		

Note: This timetable presents the current scheduling goals for the City, but the tasks and timelines are subject to change.

Implementation Tools and Funding Mechanisms

The public realm improvement program described above provides for the use of a variety of implementation tools and funding and financing mechanisms. The following describes the general use and statutory requirements for these tools and mechanisms and for other tools that the City may employ at a future date to realize the vision for the Harbor Corridor Plan.

Developer-Funded Improvements

In some cases, the development of one or more parcels in the Specific Plan area may require the construction of offsite infrastructure improvements, the size of which may be larger than what is needed to serve just the proposed development. In such cases, if the City does not have the funds available to pay for the additional infrastructure capacity, the property owner or developer may agree, through a development agreement, to pay for the full cost of the offsite infrastructure improvement and to be repaid as additional development occurs.

The development agreement would stipulate the terms of such repayment. If the cost of infrastructure improvements is to be repaid to a property owner, developer, or other entity that paid the upfront cost, the City may prohibit other development under the Specific Plan until the project applicant has paid the required infrastructure cost repayment fee in accordance with the terms of the development agreement.

Development Impact Fees

A development impact fee is charged by a city to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project. The Specific Plan anticipates the use of development impact fees for right-of-way, sewer, drainage and flood control, and public park improvements.

The use of development impact fees is authorized by the Mitigation Fee Act (California Government Code, Section 66000, et seq.). The City may not require a proposed development to pay a development impact fee beyond the proposed development’s proportionate share of the public improvement cost.

Contractual Assessment Districts

In a typical assessment district, a municipality determines the cost of public improvements and places a levy on each property in the area unless a majority of property owners object. In contrast, a contractual assessment district is completely voluntary.

A municipality establishes a contractual assessment district program, creating guidelines that identify the types of improvements, costs, and locations. If and when a property owner wants to participate, the owner can voluntarily enter into a contractual assessment. Because the program is completely voluntary and because it applies to only one property at a time, there is no voting, balloting, or engineer’s report, as is required with a conventional assessment district. Typically the program authorizes the city manager or some other staff position to execute the contract on behalf of the city, thus eliminating the need for a public hearing.

These assessments are authorized by Contractual Assessments (part of the Improvement Act of 1911) (Streets and Highways Code Sections 5898.10 et seq.). Although this authority has existed for 100 years, this code section became better known with the passage of AB 811 (2008, Levine), which amended the code to allow contractual assessments to pay for energy efficiency and renewable energy improvements, most commonly for residential solar energy retrofits. Santa Ana has already use contractual assessment in the HERO program for energy efficiency improvements.

To establish a contractual assessment district, the City Council would first adopt a resolution indicating its intention to do so. The resolution of intention should:

- » Include a statement that the City proposes to make voluntary contractual assessment financing available to property owners
- » Identify the kinds of public works that may be financed
- » Describe the boundaries of the area within which voluntary contractual assessments may be entered into
- » Briefly describe the proposed arrangements for financing the program, including a brief description of criteria for determining the creditworthiness of a property owner

Prior to the public hearing to adopt a resolution, which establishes the contractual assessment district, the City would have to prepare a report containing:

- » A map showing the boundaries of the territory within which voluntary contractual assessments are proposed to be offered
- » A draft contract specifying the terms and conditions that would be agreed to by a property owner within the voluntary contractual assessment area and the City



- » A statement of City policies concerning voluntary contractual assessments including:
 - 1) Identification of types of improvements that may be financed through the use of contractual assessments
 - 2) Identification of a City official authorized to enter into voluntary contractual assessments on behalf of the City
 - 3) A maximum aggregate dollar amount of voluntary contractual assessments
 - 4) A method for setting requests from property owners for financing through voluntary contractual assessments in priority order in the event that requests appear likely to exceed the authorization amount
- » A plan for raising a capital amount required to pay for work performed pursuant to voluntary contractual assessments. The plan may include amounts to be advanced by the public agency through funds available to it from any source. The plan may include the sale of a bond or bonds or other financing relationship.

The plan shall include a statement of or method for determining the interest rate and time period during which contracting property owners would pay any assessment. The plan shall provide for any reserve fund or funds. The plan shall provide for the apportionment of all or any portion of the costs incidental to financing, administration, and collection of the voluntary contractual assessment program among the consenting property owners and the City.

The authorizing statute provides other requirements as well as the standards for noticing and conducting a required public hearing.

Grants and Loan Programs

Although the Specific Plan does not explicitly call for using grant and loan programs to implement the public realm improvements, the City may tap into various federal, state, local, and private grants to provide additional funding for public improvements. In particular, the project's focus on increasing transit ridership, promoting pedestrian- and bike-friendly environments, and relieving traffic congestion may help the project qualify for various grants dedicated to these goals. The following list provides a few examples of state and federal programs currently available and relevant to the Harbor Corridor Plan.

State

- » Transit-Oriented Development Housing Program
- » Housing Related Parks Program
- » Infill Infrastructure Grant Program
- » Land and Water Conservation Fund
- » Active Transportation Program
- » Highway Safety Improvement Program
- » Transportation Enhancement Program
- » Infrastructure State Revolving Fund Program
- » Public Agency Revenue Bond Program

Federal

- » Economic Development Initiative Grant
- » Community Development Block Grant
- » Section 108 Loan Guarantee

Assessment Districts

The Specific Plan anticipates that development impact fees, contractual assessments, and City revenues will be sufficient to fund the public realm improvements. Nevertheless, groups of property owners may desire and the City may find that assessment districts could help finance the construction of public improvements on public property, public rights-of-way, and public easements. The public must pay for the portions of the improvements that provide general benefit to the public at large, but real property that receives a special benefit may be assessed for the costs, proportional to the level of benefit received. Three different provisions of state law authorize assessment:

- » Improvement Bond Act of 1915 (Streets and Highways Code Sections 8500 et seq.)
- » Improvement Act of 1911 (Streets and Highways Code Sections 5000 et seq.)
- » Municipal Improvement Act of 1913 (Streets and Highways Code Sections 10000 et seq.), which contains only provisions for establishing assessment districts

Assessment districts are intended to finance construction of physical improvements. They cannot pay for operations and maintenance or additional services. If additional improvements are desired after an assessment district is established, the entire process is required for those additional improvements.

Assessment districts may be used to finance improvements in one of two general ways. The assessments may repay the City or an initial developer for the up front costs of infrastructure. The City may also issue bonds pursuant to an assessment district and use the proceeds to fund the infrastructure improvements and use the assessments to repay the bonds.

Generally, assessment districts can be used to finance these improvements:

- » Local streets
- » Streetlights
- » Parks
- » Water supply and distribution facilities
- » Gas and electric power
- » Landscaping
- » Sidewalks
- » Sanitary sewers
- » Flood control and drainage improvements
- » Parking facilities

The authorizing statutes referenced above set forth procedures for establishing assessment districts. Under existing State law, however, establishment of an assessment district cannot occur if a majority of the affected property owners object (weighted by the value of the proposed assessment).

Lighting and Landscaping Maintenance Districts

The Specific Plan anticipates that development impact fees, contractual assessments, and City revenues will be sufficient to fund the public realm improvements. Nevertheless, groups of property owners and the City may find that lighting and landscaping maintenance districts (LLMD) could be an effective way to fund the ongoing maintenance (or even the construction) of public realm improvements. LLMDs are authorized by the Landscaping and Lighting Act of 1972 (Streets and Highways Code section 22500 et seq.).

An LLMD requires an annual assessment process for any assessments other than previously approved assessments to pay previously approved and issued debt. The annual assessment process is similar to that used to establish assessment districts.

The improvements and services provided by LLMDs include:

- » Landscaping
- » Statuary, fountains, and other ornamental structures
- » Public lighting, including traffic signals
- » Appurtenant facilities, including grading, clearing, and removal of debris; the installation or construction of curbs, gutters, walls, sidewalks, or paving; or water, irrigation, drainage, or electrical facilities
- » Park or recreational improvements
- » Land preparation
- » Lights, playground equipment, play courts, and public restrooms
- » The maintenance or servicing or both of any of the foregoing
- » Acquisition of land for park, recreational, or open-space purposes
- » Acquisition of existing improvements
- » Acquisition or construction of any community center, municipal auditorium or hall, or similar public facility for the indoor presentation of performances, shows, stage productions, fairs, conventions, exhibitions, pageants, meetings, parties, or other group events, activities, or functions, whether those events, activities, or functions are public or private

LLMDs can be expanded over time, following a process similar to that used to establish the district. The City may condition development activity in the plan area on annexation into a LLMD if one is established for all or a part of the plan area. An LLMD may also be established to generate revenues from throughout the plan area to fund the operation and maintenance of public open space in or around the Specific Plan area.

Parking Districts

The development standards and concepts in this Specific Plan envision metered on-street parking and off-street parking (in structures or surface lots). Additionally, parking reduction strategies such as shared parking are explicitly encouraged to provide sufficient space for parking while fostering pedestrian, bicycle and transit friendly design. The design and management of parking is integral to the long term success of the Harbor Corridor and its surrounding neighborhoods. Nevertheless, groups of property owners and the City may find that it would be beneficial to form a parking management district to fund the construction and operation of additional parking facilities.



Jurisdictions may form a parking district and levy assessments per Streets and Highways Code Section 31500 et seq. to finance the:

- » Acquisition of land
- » Construction, operation and maintenance of parking facilities and garages
- » Associated project costs, including professional staff
- » Streets and Highways Code Section 11000 et seq. also permit parking districts to fund pedestrian improvements including:
 - » Street paving
 - » Water lines, flood control facilities, sewer, and drainage works
 - » Street lighting
 - » Fire protection,
 - » Statues, fountains, and decorations,
 - » Landscaping and tree planting
 - » Child care facilities
 - » Public assembly facilities
 - » Other improvements associated with pedestrian facilities

Special assessments under the 1911 Act may be levied to replace the use of fees and charges to repay outstanding bonds. Other revenue sources may include user fees, parking meter charges, and property taxes.

One or more parking districts could cover part of or the entire Specific Plan area, as well as adjacent neighborhoods.

Within a parking district, funds collected from parking charges are poured directly into improvements that make the district more attractive, such as sidewalks, landscaping, and other amenities or aesthetic improvements. New parking meter technologies have improved customer convenience (customers can pay remotely by credit card or cell phone), increased pricing flexibility (rates can be changed in real-time based on location, time of day, day of week, or level of occupancy), reduced streetscape clutter, and reduced operating costs.

A parking district could be responsible (and contract out) for the following operations associated with managing parking within the area:

- » Enforcement of parking regulations
- » Parking permits
- » Parking meter operations (including revenue collection)
- » Day-to-day management of shared parking
- » Researching parking usage and developing parking pricing strategies
- » Staff services

Infrastructure Financing Districts

Recent legislation enabled the formation of Infrastructure Financing Districts (IFDs) in former redevelopment project areas. An IFD diverts new local property tax revenues to either pay directly for the construction of infrastructure and public facility improvements, or to issue bonds to finance those improvements.

However, IFDs cannot divert property tax increment revenues from schools and can only pay for public facilities like roads, sewer, water, libraries, and parks – not routine operations and maintenance or, except in limited cases, affordable housing or economic development projects.

However, onerous approval requirements may limit the formation of an IFD: two-thirds of property owners or voters must vote in favor of forming the district, and all affected taxing entities (e.g., counties, special districts) must approve the contribution of their portion of the tax increment to the IFD.

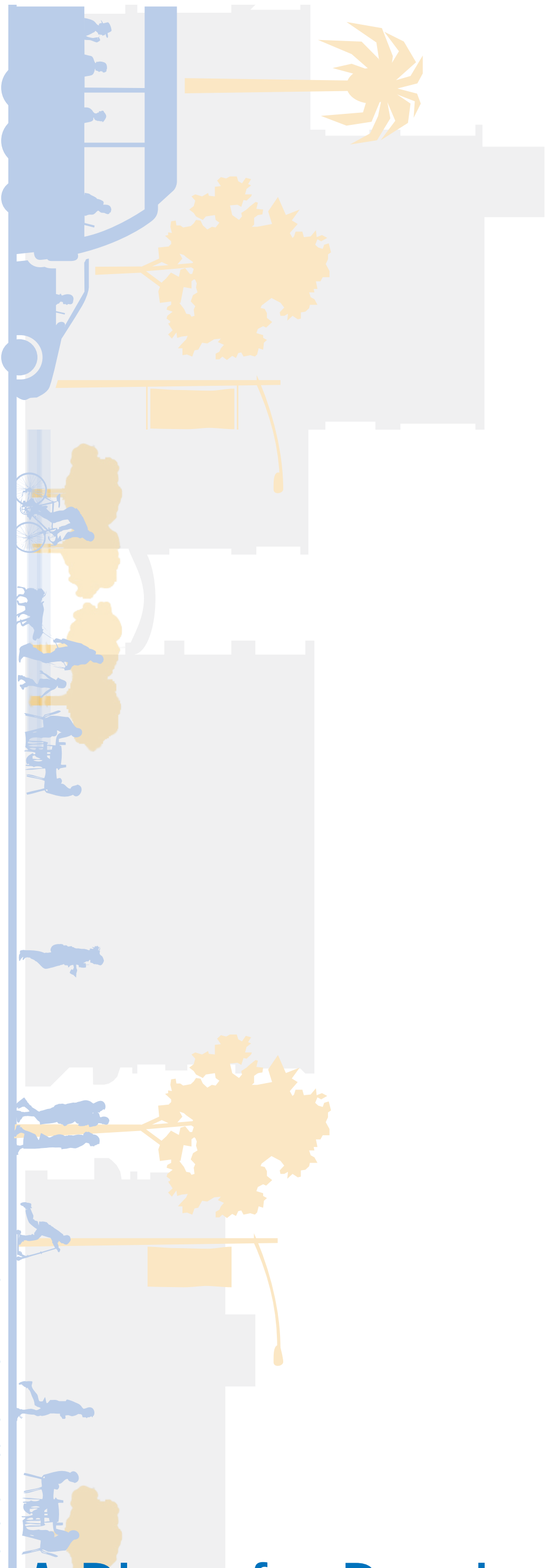
Cap-and-Trade Auction Proceeds

California established a cap-and-trade program to limit allowable greenhouse gas emissions. Beginning in late 2012, the state began regular auctions of greenhouse gas emission allowances.

The revenue produced by these allowance auctions may be available to fund transportation and sustainability improvements in the Harbor Corridor Plan. However, the amounts, uses, and means of distributing the revenue are still evolving and will continue to change as state agencies finalize programs and rules for their use in the context of the state budget process.



HARBOR MIXED USE TRANSIT CORRIDOR SPECIFIC PLAN



A Place for People