



HARBOR BOULEVARD STREETSCAPE



June 2020

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Introduction

Harbor Boulevard is a vibrant and active corridor, providing daily connections for residents and visitors to homes, businesses, and amenities. Harbor Boulevard is a large thoroughfare, extending from the northern City limit at the Westminster Avenue intersection, to the southern City limit, south of Kent Avenue. In a regional context, Harbor Boulevard is a 23-mile long major arterial road that connects many central communities in Orange County, starting in La Habra to the north, south through Fullerton, Anaheim, Garden Grove, Santa Ana, Fountain Valley and terminating in Costa Mesa. The corridor serves as a key gateway opportunity to distinguish the City from its surrounding neighbors.

The Harbor Boulevard Streetscape Plan presents streetscape design recommendations for a more livable and sustainable corridor. The plan outlines a framework for the improvement of the public realm, as transit opportunities along the corridor are implemented and redevelopment occurs.

Study Area

The Harbor Boulevard Streetscape Plan covers the 2.5-mile segment of Harbor Boulevard located on the west side of Santa Ana. The public realm along Harbor Boulevard, which includes areas within the public right-of-way controlled by the City of Santa Ana or other public agency, is the focus of this plan. Existing neighborhoods surrounding the Harbor Boulevard corridor include Riverview West to the west, Santa Anita to the east, the city of Garden Grove to the north and the city of

Fountain Valley to the south. From north to south, the study area includes the following intersections:

- Westminster Avenue, a six-lane major arterial street
- West Washington Avenue, a two-lane street with stop sign at Harbor Boulevard
- West 11th Street, a two-lane street with stop sign at Harbor Boulevard
- Hazard Avenue, a two-lane street and traffic signal at Harbor Boulevard
- West 5th Street, a four-lane street west of the Harbor Boulevard intersection, and a two-lane street east of Harbor Boulevard, with a traffic signal
- West 1st Street, a six-lane major arterial street
- West Camille Street, a two-lane residential street with stop sign at Harbor Boulevard
- McFadden Avenue, a four-lane arterial street
- Kent Avenue, a two-lane street with traffic signal



Custom Light Pole Banners



Landscape Frontage

Parcels or future development projects that include frontage along Harbor Boulevard will be subject to the improvements recommended in this plan.

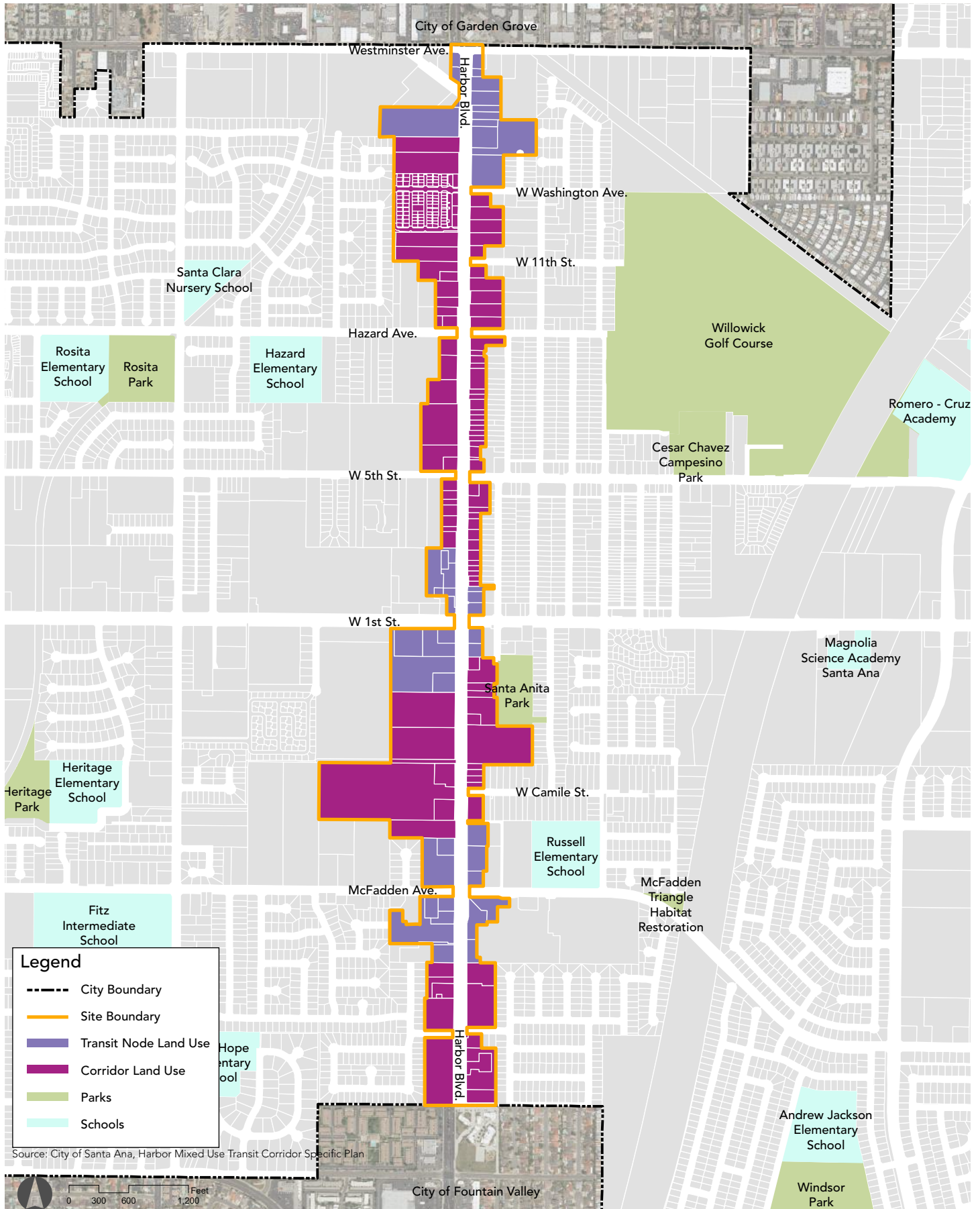
Related Plans

[Harbor Mixed Use Transit Corridor Plan](#)

The Harbor Boulevard Streetscape Plan responds to, and implements, the Harbor Mixed Use Transit Corridor Specific Plan (Specific Plan). The Specific Plan was adopted in 2016 and created a zoning framework to allow for new housing and mixed-use development opportunities, using a multi-modal approach to circulation.

The Specific Plan recommended specific public realm improvements, which include the following:

Figure 1.1 Study Area



- Infrastructure improvements, including upgrades to sewer and storm drain capacity.
- Road improvements to Harbor Boulevard and cross streets, including narrowing and re-striping vehicular travel lanes, installing and improving medians on cross streets, designated bike lanes where feasible, improving bike and pedestrian crossings at intersections, and reducing the speed limit, where appropriate.
- Streetscape enhancements, including widening sidewalks and installation of street lighting, pedestrian lighting, street furniture, and landscaping.
- Facade improvement program for existing commercial and residential buildings.
- Parks and common open space provided for new development.

Additionally, the Harbor Boulevard Streetscape Plan supports the goals and vision outlined in the Santa Ana General Plan, which is the City's long-range plan that guides future development, conservation, and enhancement. Applicable General Plan policies supported by the Harbor Boulevard Streetscape Plan include:

Circulation Element

- 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.



Harbor Boulevard Looking North

Urban Design Element

- 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.



Neighborhood Sign



Typical Intersection Crossing

Existing Conditions

Land Use and Mobility

Harbor Boulevard is a six-lane major arterial street, and one of the principal north-south corridors in Santa Ana. Harbor Boulevard connects two established neighborhoods, Riverview West, west of Harbor Boulevard, and Santa Anita, east of Harbor Boulevard (Figure 2.1).

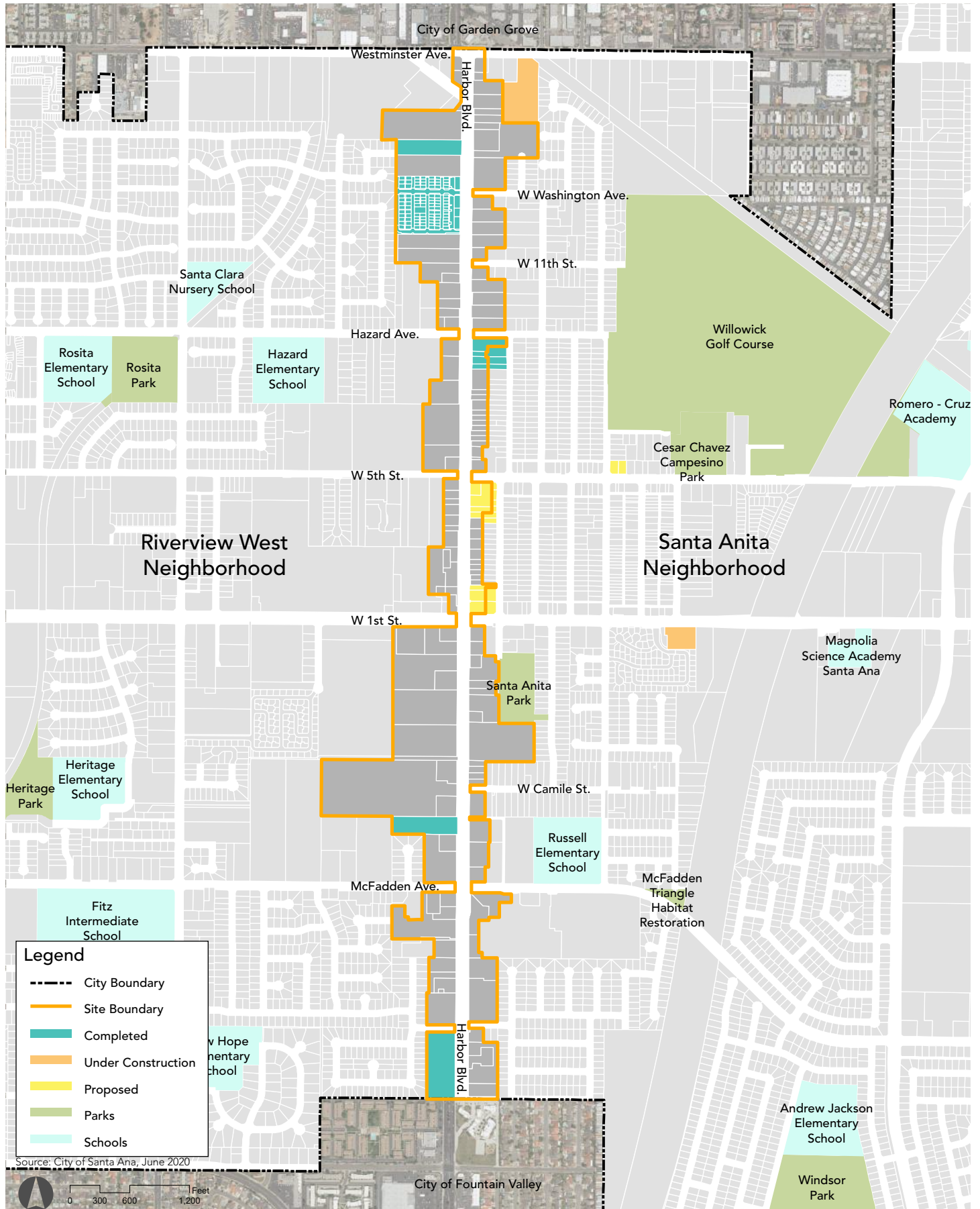
Existing land uses along the corridor vary greatly, with the majority of the area consisting of commercial uses, such as large retail centers, independent businesses, and auto-oriented uses such as body shops and car dealerships. Additional land uses in the study area include new multi-family residential and mixed-use development, churches, and mobile home communities. Santa Anita Park, a 2-acre public park accessed from South Figueroa Street, is the only park within the Specific Plan area.

Figure 2.1 shows development projects that have recently been completed, are under construction, or are currently proposed and in the development review process at the time of completion of this plan, June 2020. New development consists primarily of large infill residential communities.

Adjacent land uses include a mix of single-family residences, apartment complexes, and mobile home communities.

The typical right-of-way cross section width for Harbor Boulevard is currently 120 feet wide, which includes 10 - 12-foot wide sidewalks on both sides, a 6-foot wide Class II bike lane and 6-foot striped buffer, 10 - 11-foot wide vehicular travel lanes, and a 14-foot wide center median with left turn pockets. The speed

Figure 2.1 Recent Development



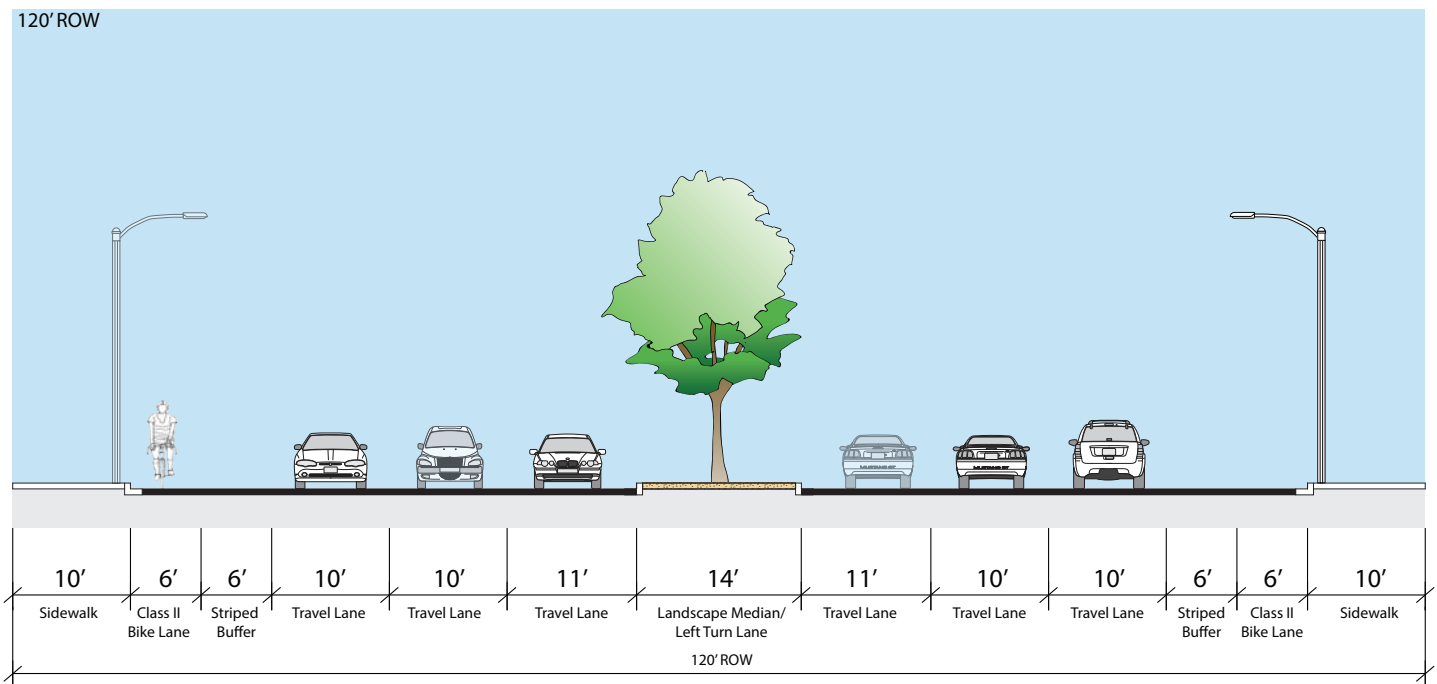
limit along Harbor Boulevard is 45 miles per hour, and the corridor is defined in the Specific Plan as a multi-modal corridor with significant current and future levels of pedestrian, bicycle, and transit activity. There is no on street parking allowed on Harbor Boulevard.

Harbor Boulevard is classified as a major arterial. There are segments of deviation from the 120 feet wide typical cross section. In some locations, the right-of-way width is reduced to 100 - 110 feet wide. However, these segments are not consistent throughout the entire corridor.

Transit

Existing transit facilities include bus routes operated by the Orange County Transit Authority (OCTA). Route 43 (Fullerton - Costa Mesa) and Route 543 (Fullerton Transportation Center - Costa Mesa) operate along Harbor Boulevard. Route 543 is

Figure 2.2 Typical Existing Cross Section: 120 foot Right of Way



part of OCTA's Bravo rapid transit service, which stops less frequently and typically provides users with a faster ride. Bravo Route 543 only stops at major transfer points and destinations between MacArthur Boulevard in Costa Mesa and the Fullerton Transportation Center.

There are eight northbound bus stops and eight southbound bus stops along Harbor Boulevard. Additional bus routes that cross the study area include Route 66 Huntington Beach - Irvine eastbound and westbound on McFadden Avenue, Route 64 Huntington Beach - Tustin eastbound and westbound on 1st Street, and Route 60 Long Beach-Tustin eastbound on Westminster Avenue. Bus stop facilities include seating and route signage, and several bus stops also have a bus shelter.



McFadden Avenue Intersection

Additional transit facilities along the corridor include the OC Streetcar, which is currently in the design and planning stage. The OC Streetcar is a new transit option that will connect users along a 4.15 mile route between the Santa Ana Regional Transportation Center and Garden Grove. There is a planned stop at Westminster Avenue, north of the study area.



Bus Stop at Washington Avenue

Bike Facilities

Existing bike facilities include a Class II bike lane along portions of Harbor Boulevard (Figure 2.3). The typical Class II bike lane includes a 6-foot wide lane and a 6-foot wide striped buffer. The bike lane along Harbor Boulevard is not continuous. Cross streets that have a Class II bike lane include:

- First Street, west of Harbor Boulevard
- McFadden Avenue, west of Harbor Boulevard

Pedestrian Facilities

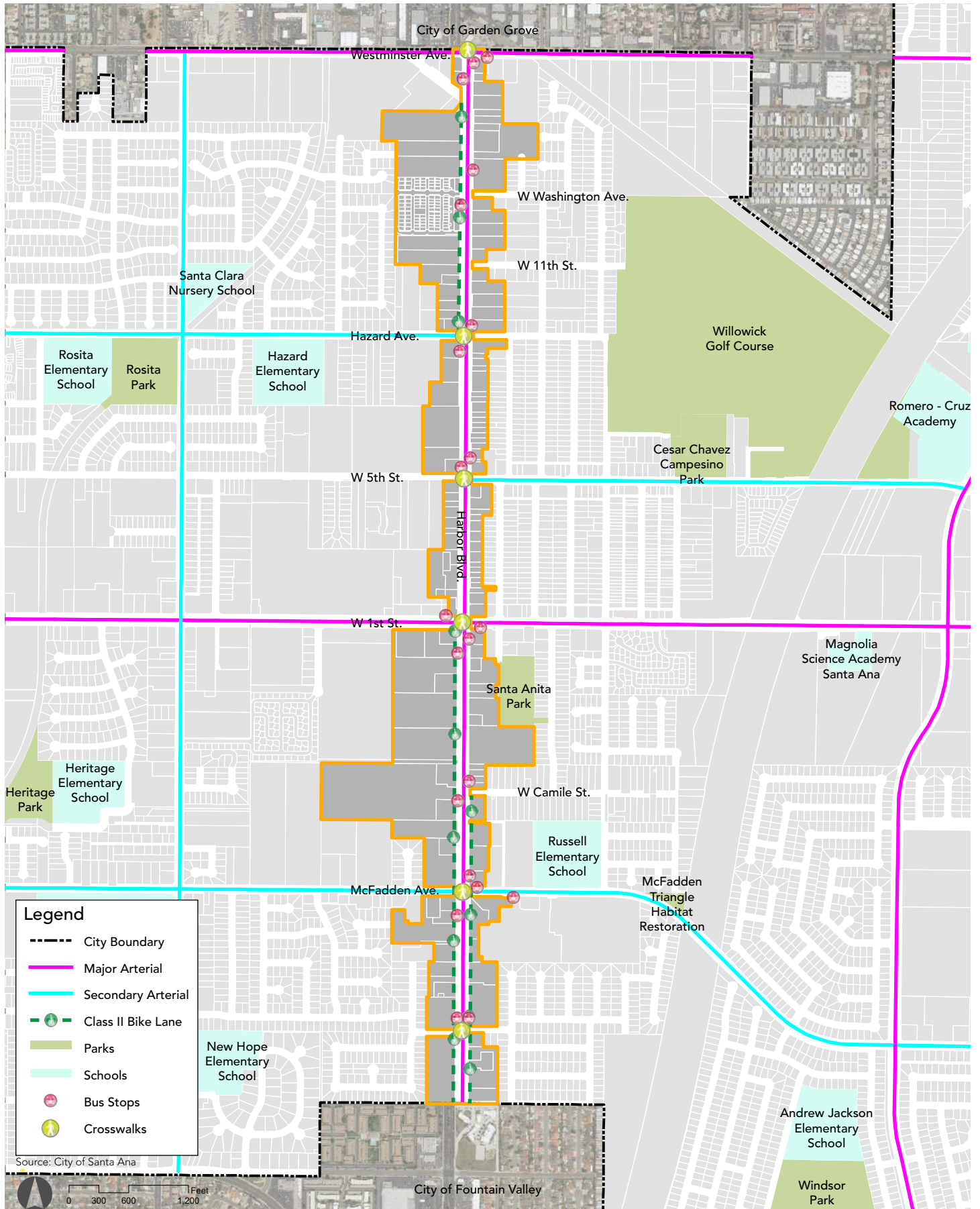
There are continuous sidewalks along both sides of Harbor Boulevard for the entire length of the corridor. Sidewalks typically range in width from eight feet to 12 feet wide. Cross streets in the Specific Plan area also have continuous sidewalks on both sides of each street.



Bus Stop at Kent Avenue

There are no mid-block crossings on Harbor Boulevard. Marked crosswalks are limited to transverse type crossings (standard striping). Crosswalks are located at major intersections, which include:

Figure 2.3 Existing Mobility Network



- Westminster Avenue
- Hazard Avenue
- 5th Street
- 1st Street
- McFadden Avenue
- Kent Avenue

Streetscape Elements

Street Trees and Landscape

The majority of street trees along the corridor are mature trees in the medians. Typical tree species in medians include *Tipuana tipu* (Tipu Tree). Street tree species include *Lophostemon confertus* (Brisbane Box), *Handroanthus heptaphyllus* (Pink Trumpet), *Platanus x acerifolia* (London Plane), and *Syagrus romanzoffiana* (Queen Palm). There are infrequent street trees along the sidewalks and there is also a lack of parkways and planting areas along Harbor Boulevard. There are a total of 286 existing trees along Harbor Boulevard, as shown in Figure 2.5.

Street Lighting

Street lighting consists of cobra head lighting at intersections and along the corridor. Typical lighting spacing is approximately 200 - 300 feet.

Site Furnishings

Site furnishings along Harbor Boulevard are limited to intermittent bus shelters, which typically include seating and litter receptacles.

Figure 2.4 Existing Street Trees



Handroanthus heptaphyllus
(Pink Trumpet)



Lophostemon confertus
(Brisbane Box)



Platanus x acerifolia
(London Plane)

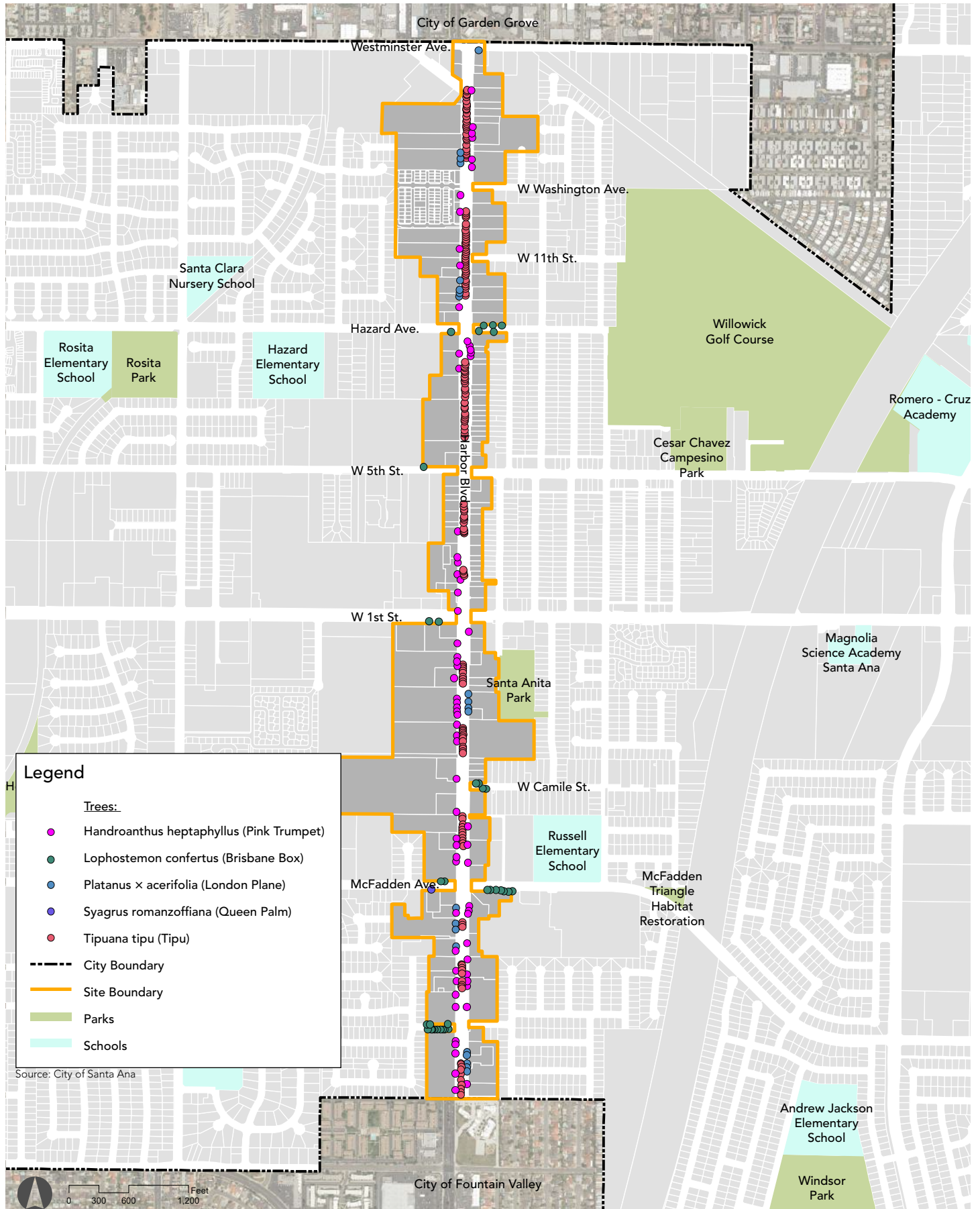


Syagrus romanzoffiana
(Queen Palm)



Tipuana tipu
(Tipu)

Figure 2.5 Existing Street Trees



Opportunities

Multi-modal access and connectivity

- A. Planned transit improvements will improve local and regional mobility throughout the corridor and surrounding neighborhoods.
- B. There are existing bike lanes along several blocks of Harbor Boulevard and adjacent cross streets, providing an opportunity to expand the bike lane network.
- C. Wide sidewalks provide for a larger pedestrian realm, improving circulation and providing a perception of safety from vehicular traffic.

New residential development

- D. New multi-family development is oriented to Harbor Boulevard, which enhances pedestrian access.
- E. New residential development is providing open space for residents with open space oriented to Harbor Boulevard.

Mix of land uses

- F. A variety of land uses along Harbor Boulevard attracts diverse users, including residents of surrounding neighborhoods, shoppers, diners, and visitors.



Harbor Boulevard Looking South



Kent Avenue Intersection

Opportunities



A



B



C



D



E



F

Constraints

Vehicle-oriented corridor

- A. Harbor Boulevard includes six travel lanes with fast moving traffic, serving as a major regional arterial corridor.
- B. Bicyclists may feel intimidated using the striped bike lane with no physical barrier to vehicular traffic. Several bike riders have been observed cycling along the sidewalk.
- C. There are no mid-block crosswalks, with street crossing limited to major intersections.

Access to open space

- D. Santa Anita Park feels disconnected from Harbor Boulevard because there is no direct access and the park is tucked behind large auto-oriented businesses fronting Harbor Boulevard.
- E. Santa Anita Park is the only City-owned park in the vicinity.

Typical cross section

- F. The cross section is fixed, which may make providing green infrastructure and open space improvements challenging.

Constraints



Streetscape Design

Vision and Goals

Santa Ana and Harbor Boulevard are places for people, where residents and visitors are connected to the neighborhood, City, and region and enjoy a variety of shopping and dining attractions. This vision for Harbor Boulevard will be supported with public realm improvements by providing safe multi-modal mobility opportunities that connect people and places, open spaces that provide areas for passive recreation, and a streetscape design that defines the identity of the Harbor Boulevard corridor.

Multi-modal mobility opportunities that connect people and places

The Harbor Boulevard Mixed Use Transit Corridor Specific Plan and the City's Go Local Transit Vision aim to link downtown, employment centers, educational facilities, and housing. The OCTA rapid bus service, local bus service and future OC Streetcar system that will run along the Pacific Electric right-of-way and link to the Santa Ana Regional Transportation Center in downtown, are viable transportation alternatives along Harbor Boulevard, in addition to walking, bicycling, and vehicular travel.

The Harbor Boulevard Streetscape Plan presents recommendations to sidewalks and bike lanes that will provide residents and visitors with safe and attractive facilities for moving around.

Open spaces that provide passive recreation

Open space is a vital component of any successful public realm. Open space reduces the urban heat island effect and noise impacts from the busy corridor, while providing a connection to nature. Access to open space is currently limited. The Harbor Boulevard Streetscape Plan encourages the provision

of additional open space along the corridor through semi-private open space required onsite for new development and oriented toward Harbor Boulevard, new landscape zones within the public realm, and a specific tree and plant palette for new landscape areas.

Streetscape design

The Harbor Boulevard streetscape will be a cohesive and attractive environment for residents and visitors with wide sidewalks that encourage walking and gathering, site furnishings that provide a safe and comfortable experience, and building materials that define key areas along the corridor.

Mobility Improvements

The mobility objectives for Harbor Boulevard, as outlined in the Specific Plan, are to integrate with local and regional transit improvements, provide safe and efficient pathways for pedestrians and bicyclists, and preserve capacity for cars and trucks.

Harbor Boulevard will continue to be classified as a Major Arterial, as shown on Figure 3.1. The typical right-of-way width will increase from 120 feet to 124 feet wide. The 124-foot right-of-way width includes the following on each side of the street:

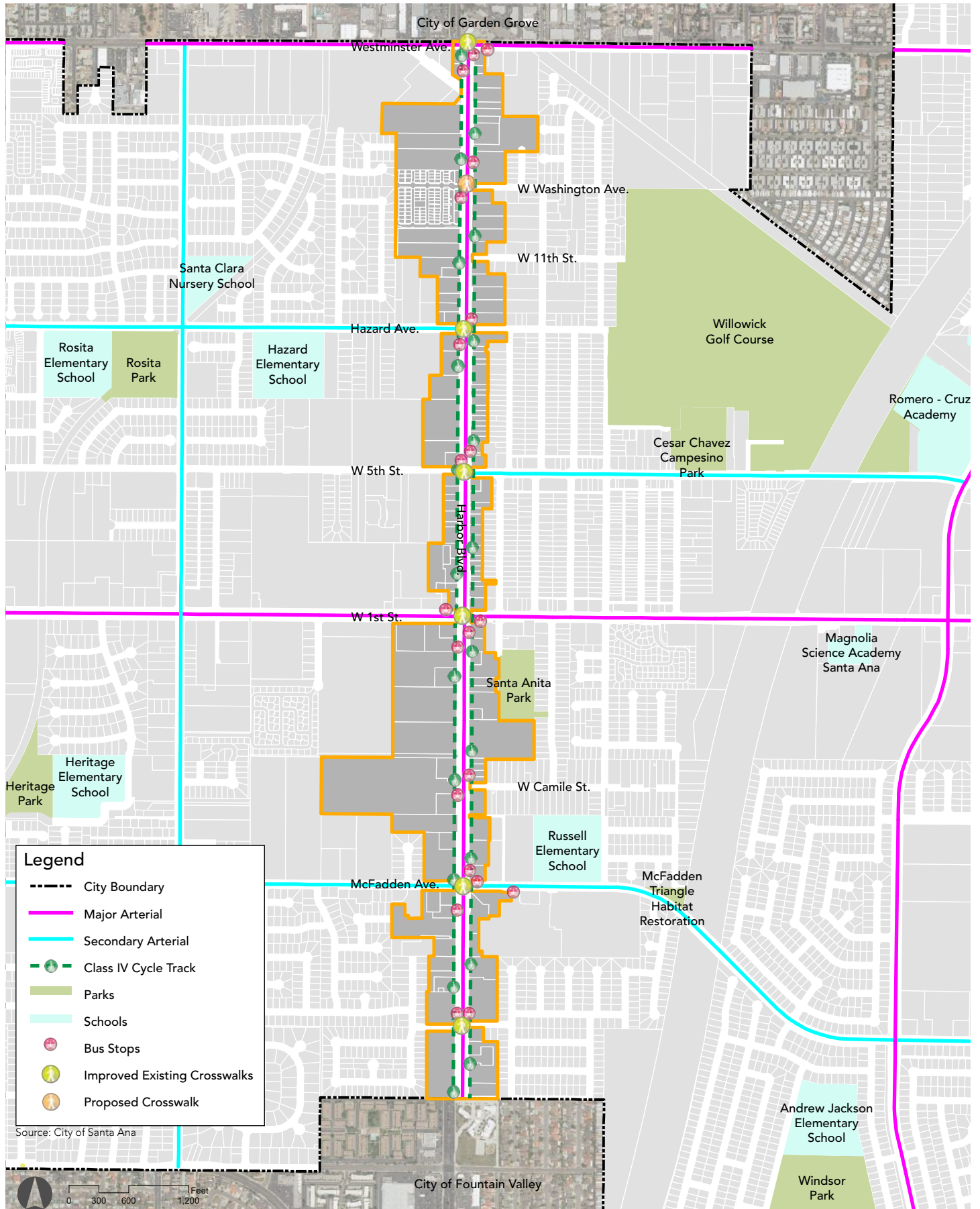
- 12-foot wide sidewalks (with amenity zone or landscape parkway)
- 11-foot wide Class IV Cycle Track, which includes a 6-foot wide bike lane and 5-foot wide raised planter buffer
- Three travel lanes (11', 10', and 11' wide)
- 14-foot wide median and left-turn pocket in the center of the street

Further description of these facilities is included in Table 3.1 and the following sections.

Table 3.1 Recommended Improvements by District

Improvement	Transit Node District	Corridor District
<i>Cycle Track w/ Stormwater Planter</i>	✓	✓
<i>Sidewalk</i>	12' Wide	8' Wide
<i>Paving</i>	Enhanced (Pavers or Integral Color Concrete)	Standard Concrete
<i>Parkway</i>		4' Wide
<i>Amenity Zone</i>	✓	
<i>Street Trees</i>	Accent Trees, 40' On Center Spacing	Parkway Trees, 40' On Center Spacing
<i>Lighting</i>	40' On-Center Spacing	40' On-Center Spacing
<i>Furnishings</i>	✓	
<i>Gateway and Wayfinding Signage</i>	✓	

Figure 3.1 Proposed Mobility Network





Enhanced Paving at Bus Stops



Bus Shelter



Transit Node (TN)

Transit Facilities

Transit options along Harbor Boulevard include bus routes currently operated by OCTA and Bravo rapid transit route 543. Bravo route 543 includes stops at Westminster Avenue, First Street, and McFadden Avenue. These bus routes, combined with the OC Streetcar, will provide residents and visitors of Harbor Boulevard with a multitude of transportation alternatives.

Transit amenities provided at bus stops may require coordination with OCTA, with the level of amenities based on ridership at each stop. Standard facilities include the following amenities:

- Bus shelter
- Bench
- Trash receptacles
- Signage

Recommended enhancements include the following:

- Enhanced paving
- Combined trash and recycling receptacles
- Lighting

Bike Facilities

The Harbor Boulevard Streetscape Plan planning and development process identified protected and dedicated bike lanes as a priority. Types of bike lanes that were considered along the corridor include a Class I Multi Use Path or a Class IV Cycle Track. Class I Multi Use Paths consist of paved right-of-way for exclusive use by bicyclists, pedestrians and non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Class IV Cycle Tracks are protected bikeways, physically separated from vehicular traffic and distinct from the sidewalk.

A Class I path along Harbor Boulevard would require widening of the sidewalk, relocation of the curb and gutter on both sides of the street, and retrofitting and lengthening existing driveways.

A Class IV Cycle Track proved to be a more viable option, considering that there are currently portions of dedicated buffered bike lanes, and a raised planter buffer would provide opportunity for critical stormwater infrastructure and landscape area. The separated Cycle Track would also allow for sidewalks that are dedicated to pedestrian foot traffic, in addition to furnishings, lighting, and parkway landscape areas in certain locations.

The proposed Class IV Cycle Track consists of a six-foot wide bike lane and a five-foot wide raised stormwater planter buffer (Figures 3.2 and 3.3). The stormwater planters would require further study and design to determine sizing and capacity requirements.

Pedestrian Facilities

Pedestrian facilities, including sidewalks and crosswalks, should respond to the land uses envisioned along Harbor Boulevard in the Specific Plan. Harbor Boulevard is composed of the following Land Use Districts and associated land use types in the Specific Plan:

- Transit Node (TN): high intensity, transit-oriented mixed-use development
- Corridor (CDR): housing options and neighborhood serving uses within walking distance of a transit node

Transit Nodes are focused on major intersections, including Westminster Avenue, 1st Street, and McFadden Avenue, which will also have a Bravo bus rapid transit stop. Corridor land uses are located mid-block between Transit Nodes. Refer to pages 3-1 and 3-2 for Land Use Districts in the Harbor Boulevard Mixed Use Transit Corridor Specific Plan.

Pedestrian facilities include a continuous sidewalk on both sides of the street, expanded to 12 feet wide. Sidewalks should correspond with adjacent land uses as follows:

- Transit Nodes at Westminster Avenue, First Street, and McFadden Avenue: 12-foot wide sidewalk, including a four-foot wide amenity zone for street trees, lighting, and furnishings. The sidewalk includes enhanced paving such as integral color concrete or interlocking concrete pavers (Figures 3.2 and 3.4).
- Corridor land uses: 8-foot wide sidewalk with a 4-foot wide (including six inch curb) landscape parkway with street trees and pedestrian lighting. Sidewalk paving should include standard concrete with a light sandblast finish (Figures 3.3 and 3.5).



Corridor (CDR)



Class I Bike Lane



Class IV Cycle Track

Figure 3.2 Transit Node District

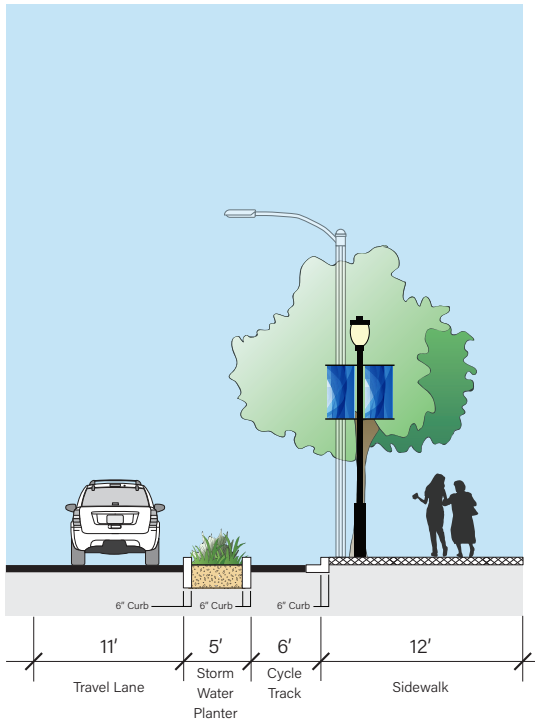
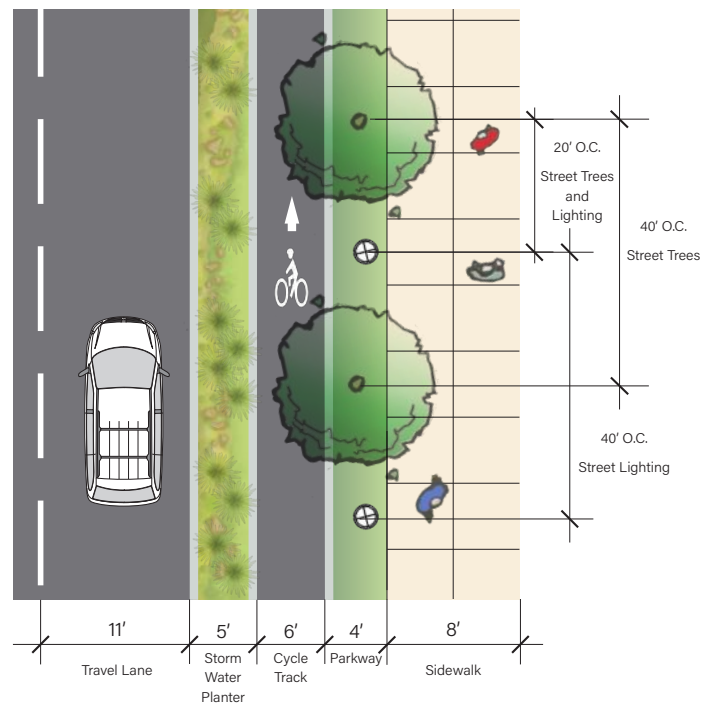
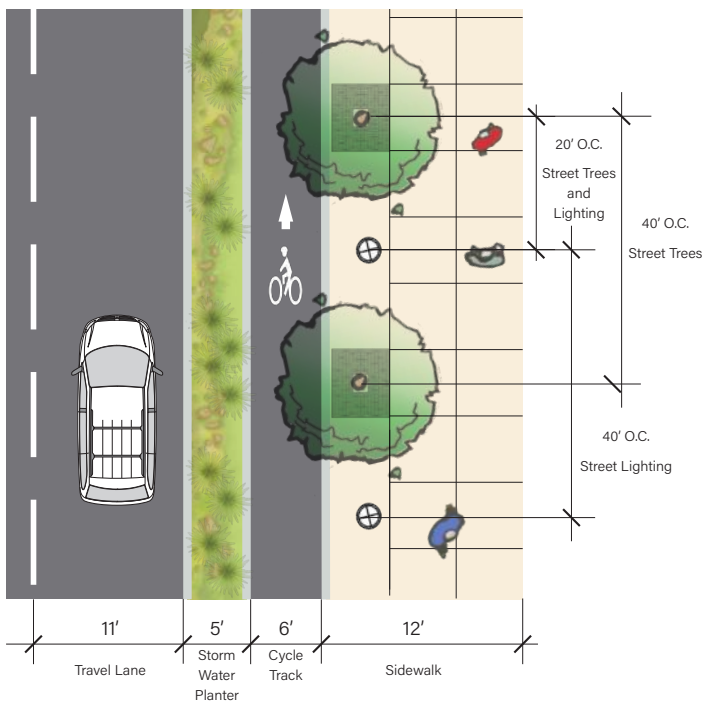
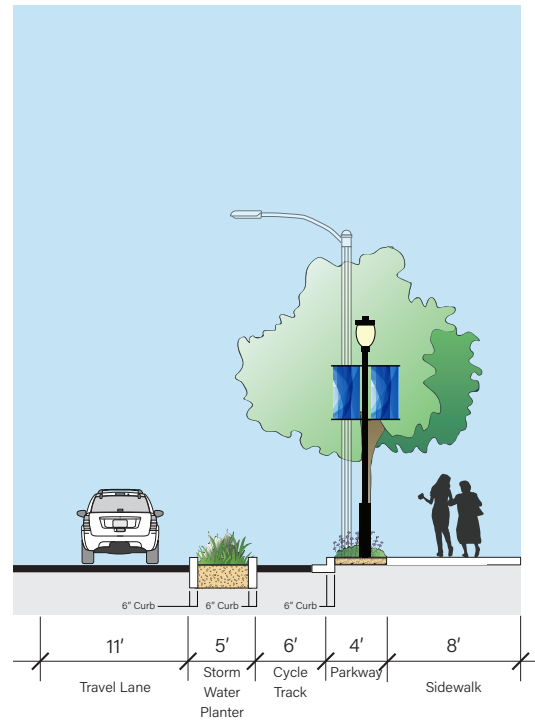


Figure 3.3 Corridor District



Crosswalks

Existing crosswalks are limited to major intersections and include transverse type crosswalks (standard striping) only. Crosswalks at major intersections should be improved through enhanced striping, such as continental or decorative striping. Enhanced striping increases visibility and safety, while also defining the pedestrian zone in the intersection.

There are currently no crosswalks between Westminster Avenue and Hazard Avenue, which is a ½-mile stretch. An additional crosswalk is recommended in this area, to increase pedestrian mobility and help reduce dangerous crossings of the busy roadway. A warrant analysis would need to be completed by the City to confirm the addition of the new crosswalk (Figure 3.1).

Enhanced Paving - Intersections and Sidewalks

The creative application of enhanced paving and hardscape elements can add interest to the streetscape. The following are general guidelines for the application of hardscape material that define special places and act as visual cues.

- Areas between privately-owned properties and the street right-of-way may be paved with a different material than the sidewalk to accentuate entryways or other pedestrian ways.
- Courtyards and plazas provide inviting open spaces. These spaces should have detailed and well-defined paving design. Materials may include concrete or brick pavers, tile, scored, colored, and textured concrete. These spaces may be provided adjacent to building entries or facades at intersections, mid-block between buildings, and adjacent to parks.
- Durable, smooth and even surfaces should be used in well-traveled areas while less traveled areas could utilize other materials which are appropriate for minimal use.
- Patterns and colors should be installed in paving treatments using pavers, brick, or textured concrete in order to provide clear identification of pedestrian access points into buildings.
- Tile or metal inlays in paving areas are encouraged for artistic interest and may possibly serve as public art or can be functional art as a time piece, directional marker, or historical anecdote.



Existing Crosswalks



Continental Crosswalk



Decorative Crosswalk Paving

Figure 3.4 Proposed Typical Cross Section - Transit Node District

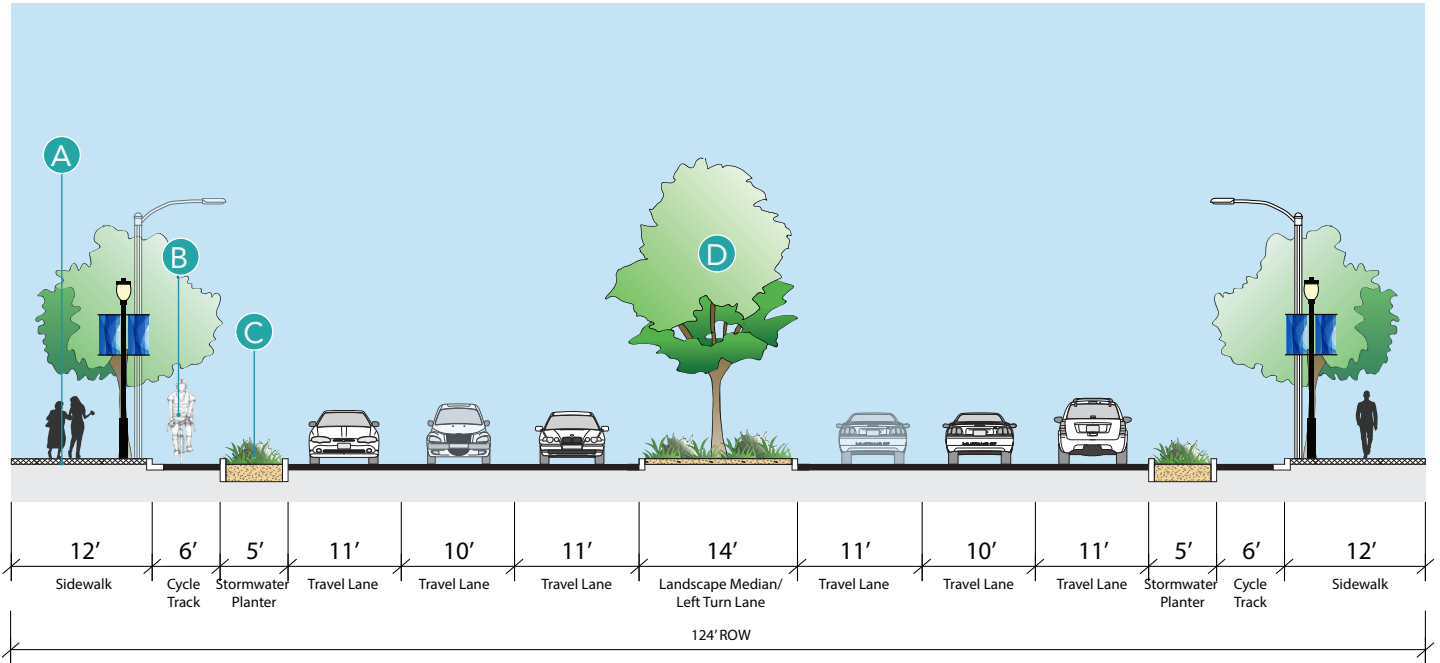
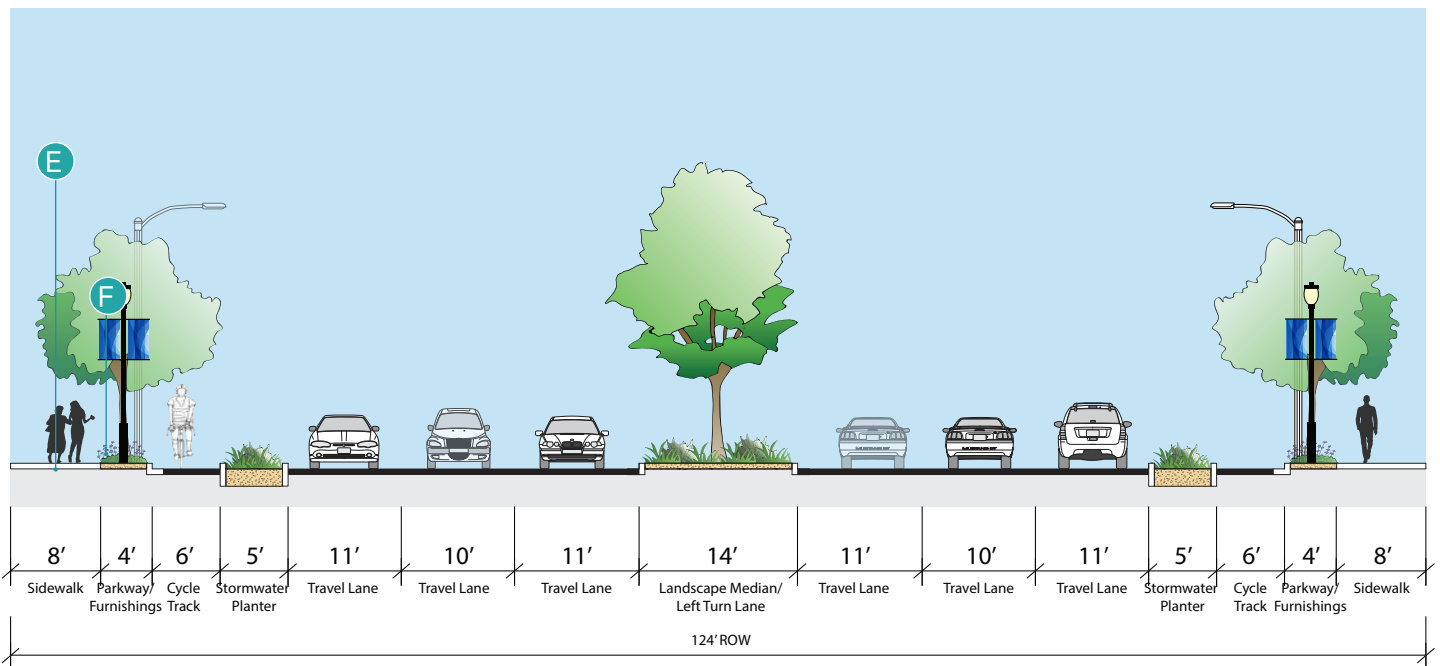


Figure 3.5 Proposed Typical Cross Section - Corridor District





A Enhanced Paving



B Cycle Track



C Stormwater Planter



D Landscape Medians



E Standard Sidewalk Paving



F Landscape Parkway

Figure 3.6 Westminster Avenue Intersection - Existing



Figure 3.7 Westminster Avenue Intersection - Proposed



Landscape Amenities

Open Space

Open space and landscape amenities are an important component of the Harbor Boulevard Streetscape Plan. Open space is currently limited to Santa Anita Park, the only park within the vicinity.

The open space goals for the Harbor Boulevard Streetscape Plan include:

- Provide residents of the surrounding neighborhoods with open space opportunities, with open space or parks accessible to residents within a 10-20 minute walk from their home.
- Acquire and/or build parks by developing vacant city-owned properties, properties owned by other public, school, and utility agencies as joint-use facilities, acquire and develop private property.
- Implement requirements for new development to provide open space fronting Harbor Boulevard.
- Enhance the urban forest by planting new native and other interesting tree species along the street and in open space.
- Plant drought tolerant, low maintenance and native landscaping in medians, landscape parkways, and stormwater planters.
- Add understory planting to existing medians to enhance the landscape character of the corridor.

Implementation and applicability of improvements will be at the discretion of the City, and will be determined at the time of development review. Alternatively, the City can choose to improve portions of the Harbor Boulevard corridor as a phased street improvement project.

Street Furnishings

Street furnishings help establish an identity of an area and provide comfort and interest for users. Contemporary and durable site furnishings have been selected to complement the character of Harbor Boulevard.

- Street furnishings shall be located along the street edge of sidewalk, within the amenity zone, as shown in Figures 3.2 and 3.3. Provisions to accommodate persons with disabilities shall be incorporated into the design and location of furnishings. This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking.
- To create a more organized and efficient use of sidewalk space, furnishings shall be grouped together rather than scattered. Litter and recycling receptacles should be located near benches.
- A greater frequency of the number of furnishings should be located in higher-use pedestrian traffic areas, such as near Transit Nodes.
- Items should be securely anchored to the sidewalk, and a graffiti-resistant coating shall be applied to street furniture elements to ensure a good longer-term appearance. Street furnishings should be maintained regularly as needed.

Recommended street furnishings for Harbor Boulevard include new pedestrian lighting, benches (standard and backless), bike racks, and litter and recycling receptacles. Street furnishings should be located throughout the corridor at the recommended spacing.

Lighting

Pedestrian lighting provides safety and guidance for pedestrians and vehicles. Light poles along sidewalks should be consistent with City light standards. Fixtures should incorporate current energy-efficient fixtures and technology.

Street Furnishings



Pedestrian Lighting

- Manufacturer: BEGA
- Model: Edge-lit Pole Top Luminaire Symmetric 84 120
- Color/Finish: Black aluminum powdercoat
- Height: 12'
- Recommended Spacing: 40 feet on-center, coordinated with spacing of street trees
- Color temperature: warm
- Manufacturer-applied anti-graffiti coating



Bench

- Manufacturer: Forms + Surfaces
- Model: Cordia Bench
- Backless: SBCOR-72BA
- Backed: SBCOR-72BW
- Color/Finish: Dark Gray aluminum powdercoat frame and slats
- Length: 6'
- Spacing: Every 200 - 300 feet
- Manufacturer-applied anti-graffiti coating



Bike Rack

- Manufacturer: Anova Furnishings
- Model: Allure Bike Rack AL19BR2
- Color/Finish: Textured Charcoal powdercoat
- Spacing: At major intersection corners
- Manufacturer-applied anti-graffiti coating



Litter and Recycling Receptacle

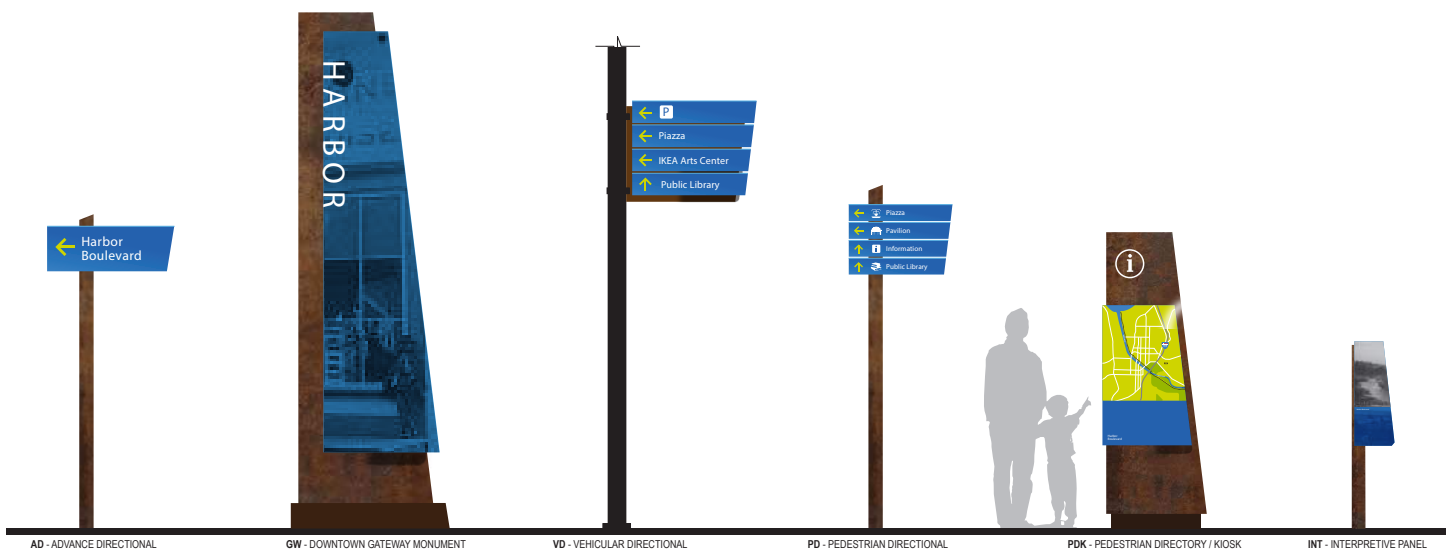
- Manufacturer: Forms + Surfaces
- Model: Urban Renaissance SLURB-36SS
- Description: Side opening split-stream litter and recycling, Vista grillwork
- Color/Finish: Dark Gray Metallic Texture powdercoat
- Spacing: Every 200 - 300 feet, near benches
- Manufacturer-applied anti-graffiti coating

Gateways and Wayfinding Signage

Gateway monumentation and wayfinding are visual methods of communicating identity and information about a place. They not only establish physical boundaries, but also present an opportunity to shape or brand Santa Ana. The foundation of a strong monumentation and wayfinding program is in the development of a consistency in logo identity and color. The logo and color scheme should be incorporated into the entry gateways monuments, street signs, directional signs, and banners to develop both a sense of place and an identity for Harbor Boulevard.

- Gateway signage should be located at the north and south entrances of the City, near the Westminster Avenue intersection and the Kent Avenue intersection, respectively.
- Gateway signage should be located in the medians to serve as a focal point upon entering the corridor.
- A banner program should also be implemented along the new pedestrian street light poles.
- Wayfinding signage would also be beneficial for area businesses, and should be located at the northern and southern terminus of Harbor Boulevard and surrounding major intersections and Transit Nodes.

Figure 3.8 Gateways and Wayfinding Signage



Example Comprehensive Signage Program



Gateway Monument



Banner Program

Street Trees

Street trees at intersection corners should be located in four feet wide (with six inch curb) tree wells with decomposed granite ground cover or tree grates. Parkway trees located between major intersections in the Corridor District should also be spaced 40 feet on-center and located in the landscape parkway. Recommended street trees are provided in the tree and planting palette on the following pages. Existing street trees should remain, with proposed parkway and accent trees augmenting the urban tree canopy.

Tree and Plant Palette

The tree and plant palette consists of recommended street trees and shrub and groundcover planting that are durable and drought tolerant upon establishment. The shrubs, groundcover, and grasses selected are primarily California native species. The palette also includes recommendations for the stormwater planters.

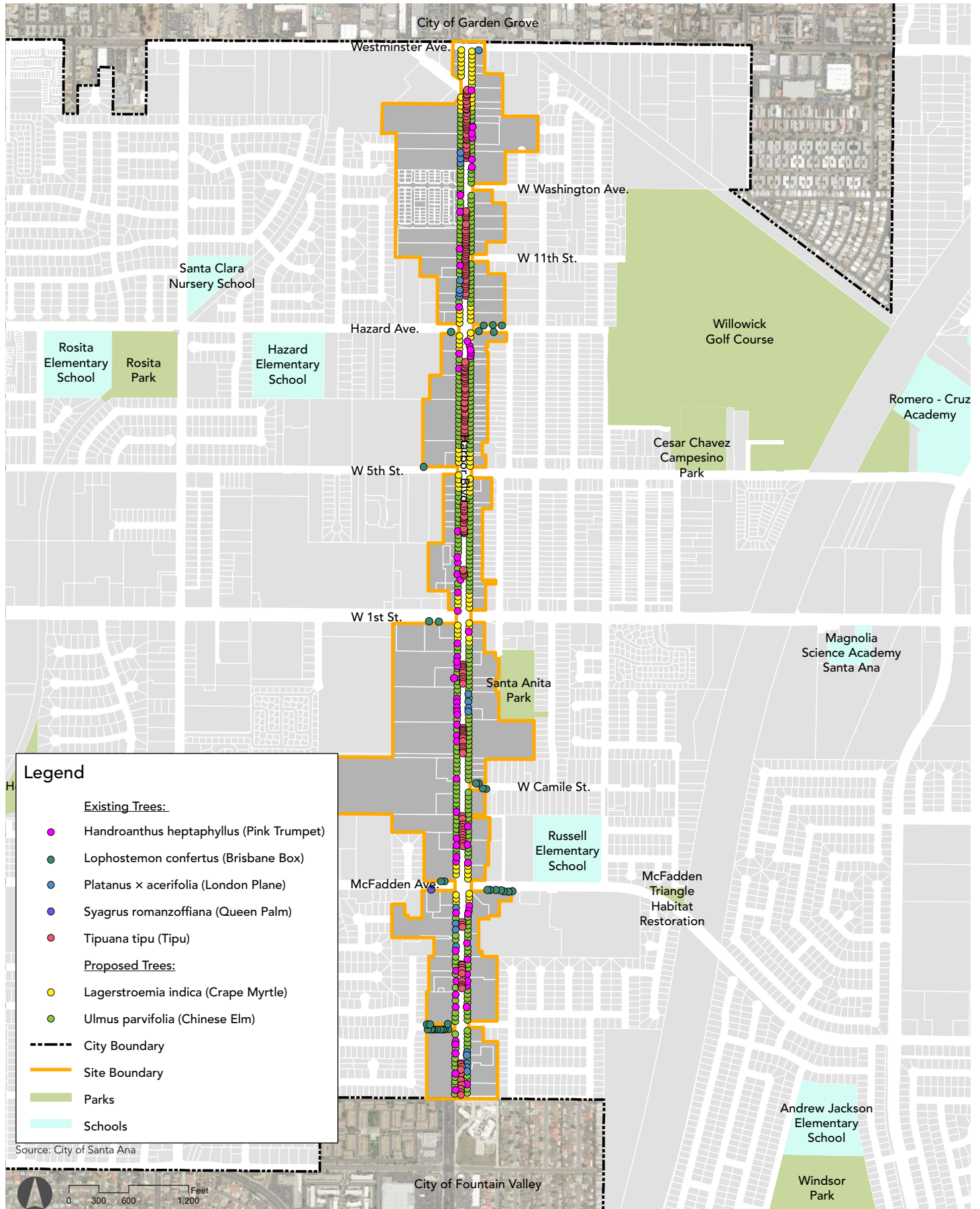
Recommended street trees include three classifications:

- Median tree: large existing trees in medians, to remain
- Accent tree: flowering or statement trees in the Transit Node District
- Parkway tree: trees located in the Corridor District

Recommended understory planting, including shrubs and perennials, grasses, and groundcover, include three classifications:

- Medians: shrub and groundcover planting in existing medians
- Parkways: planting in landscape parkways
- Stormwater: planting in stormwater planters

Figure 3.9 Right-of-way Tree Plan



Trees



Handroanthus heptaphyllus
(Pink Trumpet)

Height: 20 - 30'
Spread: 15 - 25'

Parkway tree



Syagrus romanzoffiana
(Queen Palm)

Height: 50'
Spread: 20 - 30'

Parkway tree
Accent tree



Lagerstroemia indica
(Crape Myrtle)

Height: 25'
Spread: 25'

Accent tree



Tipuana tipu
(Tipu)

Height: 25 - 50'
Spread: 25 - 50'

Median tree



Lophostemon confertus
(Brisbane Box)

Height: 30 - 50'
Spread: 10 - 30'

Parkway tree



Ulmus parvifolia
(Chinese Elm)

Height: 40 - 60'
Spread: 50 - 70'

Parkway tree



Platanus x acerifolia
(London Plane)

Height: 70 - 100'
Spread: 60 - 75'

Parkway tree

Shrubs and Perennials



Agave 'Blue Flame'

Height: 2 - 3'
Spread: 3 - 4'

Medians
Parkways



Dianella tasmanica 'Variegata'
(White Striped Tasman Flax Lily)

Height: 1 - 2'
Spread: 1 - 2'

Medians
Parkways



Aloe 'Always Red'

Height: 12 - 14"
Spread: 12 - 14"

Parkways



Hesperaloe parviflora
(Red Yucca)

Height: 3 - 4'
Spread: 4 - 5'

Medians
Parkways



Callistemon 'Little John'
(Dwarf Callistemon)

Height: 3 - 5'
Spread: 4 - 6'

Parkways



Mimulus aurantiacus
(Bush Monkey Flower)

Height: 3 - 5'
Spread: 5'

Parkways
Stormwater



Chondropetalum tectorum
(Small Cape Rush)

Height: 2 - 3'
Spread: 3 - 4'

Stormwater

Grasses



Aristida purpurea
(Purple Three Awn)

Height: 2 - 3'
Spread: 1 - 2'

Medians
Parkways



Muhlenbergia rigens
(Deer Grass)

Height: 4 - 5'
Spread: 4 - 6'

Medians
Parkways
Stormwater



Bouteloua gracilis 'Blonde Ambition'
(Blonde Ambition Blue Grama)

Height: 1 - 2'
Spread: 1 - 2'

Parkways
Stormwater



Carex praegracilis
(California Field Sedge)

Height: 1'
Spread: Spreading

Medians
Parkways
Stormwater



Festuca californica
(California Fescue)

Height: 1.3 - 4'
Spread: 3'

Medians
Parkways
Stormwater

Groundcover



Dudleya brittonii
(Giant Chalk Dudleya)

Height: 1'
Spread: 1 - 2'

Medians
Parkways



Iris douglasiana
(Douglas Iris)

Height: 1 - 2'
Spread: 2 - 3'

Parkways
Stormwater



Rosmarinus officinalis
(Creeping Rosemary)

Height: 5'
Spread: 5'

Medians
Parkways



Senecio mandraliscae
(Blue Chalksticks)

Height: 1 - 3'
Spread: 2 - 3'

Medians
Parkways