

EXISTING PHOTO 2012



HARBOR BLVD. AT WESTMINSTER AVE.

HARBOR BOULEVARD CORRIDOR PLAN | LOOKING SOUTH

This is a project for the City of Santa Ana with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs. The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the U.S. Department of Transportation (DOT) in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code. The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, DOT or the State of California. This report does not constitute a standard, specification or regulation. SCAG shall not be responsible for the City's future use or adaptation of the report.

October 2012



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CONCEPT ILLUSTRATION



This intersection is the northern entrance to the Harbor Corridor and the City of Santa Ana. It is also the location where three future transit lines will intersect: OCTA's Harbor and Westminster BRT lines, and the Santa Ana-Garden Grove Fixed Guideway System. Finally, a large amount of vacant land is available on the northeastern corner. All of these factors make this part of the corridor the ideal candidate for more transit-oriented development.

The buildings shown in this illustration range from two to four stories, with the tallest buildings reaching 50 feet in height. While ground floor activity would focus on retail and restaurants, upper floors would generally consist of residential or office uses attracted by the transit options and mixed-use environment. Buildings vary their massing and are set back from the street 15 to 25 feet to soften the intensity and create an enjoyable space for pedestrians, bicyclists, and outdoor dining.

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HARBOR BLVD. AT FIFTH ST.

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CONCEPT ILLUSTRATION



The Harbor Corridor Plan would expand opportunities to build a variety of housing types along the boulevard, such as small lot homes, courtyard housing, row/townhomes, and apartments—generally two to four stories in height. Public outreach revealed strong support for new housing options that could take advantage of existing and planned transit services.

This illustration also shows how the sidewalk area can be redesigned to accommodate pedestrians and bicyclists without reducing the capacity for cars and buses. Public outreach also indicated a strong desire for safer bicycle travel along Harbor Boulevard. In this concept, the bicycle lane is brought onto the sidewalk area and is buffered from vehicle traffic by landscaping. The bicycle lane is also separated from the pedestrians to provide a safe and comfortable sidewalk environment. Businesses also have room for small outdoor dining and/or landscape areas.

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