The following is a chronology of the approved zoning ordinance amendments that have been incorporated into this document since it was adopted by Santa Ana City Council on May 16, 1994:

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INTRODUCTION

The North Harbor Specific Plan provides standards for land use, circulation, public services, general design, architecture and landscaping within the planning area.

The planning area is bounded to the north by Westminster Avenue, to the south by the Fountain Valley city limits, and to the west and east a distance of approximately 500 feet from Harbor Boulevard. The planning area encompasses approximately 424.6 acres.

A larger area around the Harbor Boulevard planning area has also been designated as a study area. Encompassing approximately 1,000 acres, the study area incorporates the whole community lying east of Newhope Street, west of the Santa Ana River, south of Westminster Avenue and north of the Fountain Valley city limits. The purpose of the study area is to achieve coordination between future plans for Harbor Boulevard with the larger residential community surrounding it and to ensure that the activity on Harbor Boulevard does not negatively impact properties within the study area.

1.1 PURPOSE AND INTENT

The purpose of the North Harbor Specific Plan is to develop an implementable planning document to improve the Harbor Boulevard Corridor. The document provides an overall long-term strategy for upgrading of Harbor Boulevard between Westminster Avenue and the Fountain Valley/Santa Ana city limits.

The document addresses concerns in the areas of traffic and visual quality and land use while respecting the needs of property owners in the planning area. The Specific Plan also develops appropriate land use standards and a mix of services along the corridor. City and local property owners and businesses are provided with clear guidelines for future development. It respects and preserves the historical and cultural features of the area to the maximum extent possible. Additionally, it identifies effective areas for investment for both public and private resources.

1.2 AUTHORITY AND SCOPE

In accordance with California law, the City of Santa Ana's General Plan sets forth land use designation and guidelines to direct overall development of the City in such a way that the public safety needs and well-being of the citizens of Santa Ana are addressed. All projects are required to be consistent with this General Plan. In addition to the general plan, California state law allows cities and counties the right to adopt specific measures and means to implement their general plan. A specific plan is one instrument by which those measures and means are accomplished.

The specific plan provides the link between a city's general plan, its city-wide policies, and development regulations, such as zoning ordinances and subdivision to be applied to specific development proposals within a focused area.

California Government Code Section 65451 states that a specific plan shall include text and graphics that discuss in detail all of the following subjects:

1. The distribution, location and extent of the uses of land, including open space, within the area covered by the plan.

2. The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area.

3. Any and all development and design standards, including criteria for conserving, developing and utilizing natural resources.

4. A process including regulations, programs, public works projects and financing measures to implement all of the above.

This Specific Plan establishes performance, design and use guidelines in order to direct future development within the Harbor Boulevard area while maintaining flexibility as development proceeds. It is the intent of the North Harbor Specific Plan to respond to issues of sensitive land use, landscape design, architectural treatment, logical phasing of development, and efficient provision of public services in the future. This Specific Plan contains broad policy implication as typically found in a general plan as well as detailed development and design standards found in a zoning ordinance.

1.3 SUMMARY

Harbor Boulevard serves as both a local and regional transportation corridor as well as serving as a local and...
The overriding issue to be addressed in any planning effort for the area is the image it projects both locally and regionally. Through this Specific Plan, program goals have been established that will ensure that uses along Harbor Boulevard will respond to both community and regional needs.

This Specific Plan addresses existing conditions on Harbor Boulevard (Appendix 1-11) the issues that arise from those conditions, the goals of the City, the contiguous community, and the needs of business and landowners. During the preparation of the Plan, various land use alternatives were developed from which a preferred alternative (concept) was selected. Based on this preferred alternative, development standards have been generated. In addition, the Plan identifies certain locations within the planning area that are of special interest and therefore, have been designated as Focus Project Areas. Chapter 3 examines these issues.

A series of design recommendations and standards tie together all of the visual, traffic, urban design and socio-economic issues.

The implementation chapter of the Specific Plan synthesizes the issues, goals and objectives of the Plan. It outlines how the Plan is to be realized through plan adoption, phasing and zoning changes. The practical issues of cost and traffic mitigation are also included in this discussion.

1.4 ADMINISTRATING THE PLAN

The North Harbor Specific Plan has been designed to accommodate development changes along this commercial corridor. Its intent is to provide a regulatory mechanism that is flexible in its enforcement and responsive to future changes and needs of the business community. It is also designed to protect and enhance the interests of the neighboring residences. The balance between these interests, commercial and neighborhood, remains the heart of the Specific Plan; therein, lies the philosophy of the Specific Plan.

It becomes a challenge to the City of Santa Ana to justify administer these concepts. The Specific Plan is written in such a way to allow interpretations to be made. These interpretations shall be guided by the philosophy of the Specific Plan. In cases that are unclear or can be interpreted in such a way that accommodates a positive reinforcement of the philosophy, the administrator's decision shall abide.

The Specific Plan is written as a regulatory tool to promote, not disallow changes. The North Harbor Specific Plan shall clearly be a document to respond to the needs and desires of those interests under its jurisdiction. Harbor Boulevard shall become a place that can accommodate unorthodox, creative, yet logical business maneuvers required for economic survival. The Specific Plan also ensures that the neighboring residences will not be negatively impacted by commercial activities occurring along Harbor Boulevard.

All properties within the boundaries of the North Harbor Specific Plan shall be subject to the regulations, provisions and criteria adopted therein.

Existing properties within the corridor shall be required to comply with the regulations unless the following occurs:

1. The property has been vacant for more than twelve (12) consecutive months and is to be occupied by a tenant which does not conform to the criteria of the Specific Plan but does not constitute a change from the previous permitted use. Properties which meet this criteria must, however, comply with current parking and signage regulations. This provision, if adopted, shall expire January 1, 1999. After that time, all properties must comply with the regulations prescribed in the North Harbor Specific Plan and the existing non-conforming ordinance.

2. Existing non-conforming properties that are to be occupied by uses that conform to the uses established by the Specific Plan shall only be required to meet the parking and signage requirements of the Plan. This applies to all properties which comply with the uses prescribed by the Plan regardless of an intensification of use or elapsed vacancy time. This provision shall expire on January 1, 1999. After this date, all properties shall conform in all respects to the criteria prescribed within the North Harbor Specific Plan and the existing non-conforming ordinance.

3. Adult entertainment uses as described in Sections 41-12.1, 41-12.2 and 41-12.3 shall be prohibited from establishing operations within the boundaries prescribed by the North Harbor Specific Plan. All regulated uses per Section 41-191 of the Santa Ana Municipal Code shall be prohibited with the exception of night clubs in conjunction with bonafide eating provisions. In these cases, a conditional use permit will be required.
GOALS AND OBJECTIVES

The following goals and objectives are based on an analysis of current conditions that are fully documented in the Appendix, and the input of local business operators, property owners and residents. This document sets forth a mission statement for the North Harbor Specific Plan. It identifies primary goals, each providing a general policy statement regarding future development of the planning area. The set of objectives accompanying each goal is intended to serve as the basis for implementing the Specific Plan.

MISSION STATEMENT

THE MISSION OF THE NORTH HARBOUR SPECIFIC PLAN IS TO CREATE A STRONG AND Viable COMMERCIAL DISTRICT SUPPORTED BY SAFE AND WELL-MAINTAINED SUPPORTING NEIGHBORHOODS.

2.1 Goal One: To retain and upgrade the area’s commercial character while improving and expanding its role as a significant regional commercial district.

Objectives: 1. Create a wide but cohesive mix of commercial land uses and activities throughout the planning area including regional, community, and neighborhood-serving commercial activities.

2. Organize common economic/land-use activities within the planning area into distinct activity zones with a strong sense of identity.

3. Limit residential development along the Harbor Boulevard corridor to the existing cluster of residential uses.

4. Encourage uses that have high-quality design values throughout the planning area, especially at main entries and major intersections including high-quality, family-oriented, full-service restaurants, integrated community-serving shopping centers and office buildings.

5. Provide a balance of shopping and employment opportunities for both local residents and the region as a whole.

6. Establish strategies for achieving lot consolidation throughout the planning area.

7. Ensure the consistent application of development standards, and the elimination of activities that are incompatible with improving the area’s overall image.

8. Continue to fund and support community improvement strategies including assertive policing and the provision of community service programs to alleviate crime and social problems along the corridor.

2.2 Goal Two: To enhance and support the residential neighborhoods surrounding Harbor Boulevard.

Objectives: 1. Reduce the potential land use conflicts between residential and commercial activities through the implementation of design standards, appropriate land use designations and buffers.

2. Provide and maintain a variety of neighborhood-serving commercial activities along Harbor Boulevard and First Street including, but not limited to, neighborhood shopping centers, sit-down family-style restaurants, theaters, and neighborhood-oriented services.

3. Improve intra-neighborhood circulation through enhanced collector streets and pedestrian travel routes, land use planning that clusters neighborhood serving uses, and improved traffic flow on Harbor Boulevard.

4. Retain, expand and/or redesignate open space areas when possible and/or necessary, including Santa Anita Park, Campesino Park and Willowick Golf Course.

5. Use landscaping, entry monuments and other design features to define residential neighborhoods and enhance neighborhood identity.

6. Continue to support and assist neighborhood organizations (e.g. associations, community-oriented policy) to encourage neighborhood pride, revitalization and a catalyst for dialogue between residents, local businesses and City staff.
7. Continue to fund and support community improvement strategies such as residential rehabilitation loan programs, policing and code enforcement efforts, and public improvements to alleviate crime and social problems and improve the quality of life in the neighborhoods.

2.3 Goal Three: To improve vehicular and pedestrian circulation in and around the Harbor Boulevard area.

Objectives: 1. Complete widening of all streets to their ultimate widths using a combination of public/private funds and dedications.

2. Reduce traffic congestion to acceptable levels of service through median construction, lane configuration, signalization and other traffic control techniques.

3. Encourage pedestrian circulation through the creation of new pedestrian links and the development of enhanced parkways and sidewalks.

4. Improve vehicular approaches to Harbor Boulevard along McFadden Avenue, First Street, Hazard Avenue, Fifth Street and Westminster Avenue.

5. Provide improved service and access for handicapped individuals including, but not limited to, handicap ramps, parking spaces, transit access and handicap access routes to all new buildings.

6. Enhance public transit systems in the study area by including turnouts at designated bus stops, shelters and handicapped access which should be carried out in close cooperation with transit operators.

7. Improve the traffic circulation along Harbor Boulevard by reducing the number of driveways, encouraging larger lot development and promoting integrated development.

Objectives: 1. Achieve a uniformly, high-quality visual image throughout the area by the implementation of consistent development standards and land use patterns.

2. Implement and maintain a systematic landscaping pattern and standards for both public and private land that is attractive, appropriate and easily maintained.

3. Enhance the commercial character of the area while achieving an attractive urban corridor atmosphere by implementing design and architectural standards for both new and rehabilitated structures.

4. Place major emphasis on improving the visual appearance of all arterial streets through an aggressive streetscape improvement program.

5. Create a visually active environment with the use of mimetic architecture and innovative signage.

6. Coordinate visual improvement strategies and implementation with adjacent jurisdictions and other agencies where necessary.

2.5 Goal Five: To enhance the economic viability of the Harbor Boulevard area.

Objectives: 1. Assist local businesses and property owners through available financing and other means in upgrading their properties or expanding their businesses where appropriate and consistent with this Specific Plan.

2. Work to retain existing and emerging businesses that are consistent with the Specific Plan, wherever and whenever possible, through redevelopment or rehabilitation efforts.

3. Recruit and actively encourage new businesses into the area that will meet the standards of this Specific Plan, enhance the overall quality of the area and contribute to its overall economic vigor.
4. Encourage the relocation of inappropriate activities and/or those activities that will not be consistent with the goals and objectives of this Specific Plan.

5. Encourage the formation of a business improvement association or similar entity comprised of local merchants to promote the area, help educate other businesses and instill high professional and maintenance standards.

2.6 Goal Six: To create a secure atmosphere within which business and residential communities can thrive.

Objectives: 1. Encourage land uses and design features that are not prone to attracting criminal activity.

2. Continue to reduce the levels of criminal activity through active and visible policing efforts.

3. Attract more desirable and viable uses to the area that serve to enhance its customer base.

4. Continue to fund and support community improvement strategies such as residential rehabilitation loan programs, community policing and code enforcement efforts, public improvements to alleviate crime and social problems, improve the quality of life in the neighborhood and encourage neighborhood pride.

5. Encourage safe pedestrian circulation through adequate lighting standards, appropriate setbacks, improved visibility, well-designed landscaping and convenient links to neighborhood shopping centers.

6. Encourage high maintenance standards for all areas of public and private land to upgrade the overall appearance of the area and increase public pride.

7. Create an inter-agency task force to coordinate policing, land use regulation, housing and community service activities.
CHAPTER 3
OVERALL CONCEPT

This chapter describes the overall concept for the North Harbor Specific Plan that was generated in response to the issues, opportunities and constraints identified by property owners (see Appendix and to the goals and objectives identified in the Appendix and Chapter Two.

The overall concept is aimed at encouraging the development of distinct and coherent nodes of commercial activity along Harbor Boulevard. Within these nodes, land uses are grouped together to form areas that have a well-defined economic and visual character. Groupings of similar business types much the same as at shopping malls tend to help establish easily recognized centers of business activity. It also encourages repeat customers for each business.

This general concept for the future development and redevelopment of the study area is based in part on the findings of the market study which was completed as part of the overall North Harbor planning program. This study identifies good market potential in the region as a whole and points to the need to upgrade the planning area, both by cosmetic treatments to the street and by the organization of land uses along Harbor Boulevard. Such upgrades to the image of the area will attract new investment from available markets. Assistance from the City, especially with regard to site assemblage at the northern and southern ends of the planning area, is considered to be a major implementing factor for the overall improvement process along Harbor Boulevard.

3.2 EMPHASIS ZONES

3.2.1 General Aims and Purposes

The North Harbor Specific Plan aims at encouraging a mix of high-quality development by integrating existing land uses with future land uses into distinct and coherent nodes of commercial activity that are called emphasis zones. Each zone is intended to exhibit a well-defined economic and visual character supported by improvements achieved through a unified detailing along the public right-of-way.

3.2.2 General Policies

1. Creation of a Pedestrian Realm - Pedestrian circulation within the planning area should not be dominated by automobile circulation.

2. Establish visual and physical access into Santa Anita Park by promoting pedestrian corridors and a linked open space network between building complexes. These corridors should connect directly to Harbor Boulevard. Shrubbery to be maintained at 3' height.

3. Develop a consistent, well-integrated visual character along Harbor Boulevard and the area's other arterial streets that is supported by a unified landscape palette, sidewalks and lighting.

4. Develop pedestrian zones within parking areas that establish clearly delineated access pathways to building entryways and associated pedestrian plazas. Such pedestrian linkages should link with the public right-of-way.

5. The pedestrian corridors described in this section must be carefully designed to encourage building-complex territoriality. Emphasis must be placed on high visibility/natural surveillance and association with adjacent land uses. All pedestrian corridors to be illuminated to a minimum maintained 1 footage.

2. Architectural and Site Design Issues - Architecture and site design should reflect good design practices consistent with the commercial character of the planning area.

6. Aid in establishing a high-quality of design for new and remodeled buildings.

7. Group buildings into complexes to create a pedestrian realm wherever possible.

8. Establish guidelines for the scale, massing, height, fenestration, material, color and texture of new buildings that harmonize with the existing neighboring projects.

9. Encourage ingenuity in design.

3. Urban Design Issues - Integration of the Harbor Boulevard area should be created through consistency in street-side landscaping. While each emphasis zone should take on its own character, common landscaping elements are to be used to integrate
the whole planning area. (See Figure 3.3)

- Create visual and physical gateways at both ends of the Harbor Boulevard planning area enhanced by distinct landscape architectural elements.

- Establish a consistent tree palette in both the medians and within the parkway as well as along key arterial streets within the planning area.

- Establish a consistent treatment in the public right-of-way throughout the planning area.

- Establish a consistent parking lot tree-planting scheme throughout the planning area. Such treatments should work to shade parking lots as well as provide visual quality.

- Unify the various land use districts along North Harbor Boulevard through a consistent treatment of the public right-of-way as defined by landscape palette and setbacks.

- Establish coordinated landscape elements at key intersections and entry points.

3.3 LAND USE CATEGORIES

The Specific Plan divides the planning area into seven land use categories. The titles of these categories have been created to clearly reflect the intended character of the zone as well as remove any confusion of semantics between these districts and the land use designation in the City's General Plan.

The following is a listing of these categories and their relationship to the General Plan:

The following commercial districts correspond to the General Business District (GBD) land use designation of the General Plan. A floor area ratio of 0.5 has been established, Citywide, for this land use designation. These districts are to be developed in conformance with the existing GBD intensities:

General Commercial (FAR 0.5)

General Commercial uses are located along the corridor to serve the neighborhood uses as well as provide opportunity for development of support uses to the focused project areas.

Recreational Vehicle Automotive Commercial (FAR 0.5) - This land use is concentrated in an area from north of Hazard Avenue to north of Washington Avenue. It serves the regional market for recreational vehicles, mobile homes and small trucks. A range of automotive activities will be permitted including sales, servicing and repairs, and other related uses. Typical related uses will include commercial and retail outlets, e.g. R.V. supplies, auto insurance agents, etc.

This unique design district recognizes existing auto-oriented and auto service uses currently established along Harbor Boulevard that serve the regional market for recreational vehicles, mobile homes and used automobiles. These land uses are transitional uses anticipating future development changes. Architectural standards have been established to encourage visual continuity.

Entertainment (FAR 0.5)

An entertainment node has been designated just south of First Street with a regional and local focus for the planning area. This will be closely related to the adjacent commercial and open space areas.

The two categories, Industrial (FAR 0.4) and Open Space, have not had their titles changed because past history has proven there is generally a clear conception of these terms and the uses permitted in these districts.

Industrial (FAR 0.4)

Industrial land is restricted to that part of the study area north of the Pacific Electric right-of-way and east of Harbor Boulevard.

Open Space

The Open Space designation covers existing parks and open spaces in the study area, with land additions being proposed to enhance and open up those facilities to major streets wherever possible.

Single-Family Residence (seven dwelling units per acre or less)

The single-family residence land use designa-
tions are designed to provide single-family housing opportunities along Jackson Street adjacent to Willowick Golf Course. It is also provided along Harbor Boulevard in areas presently developed as mobile home parks. This designation will preserve the residential use and prevent mass displacement of residences as a result of redevelopment.

**Town House**

Attached residential units meeting the Santa Ana Municipal Code definition of townhomes which excludes development of single-family and duplex residential projects. The category is intended to relate to the Medium Density Residential (MR) land use category at 15 dwelling units per acre or less.

A small area of Medium Density housing is located on Harbor Boulevard close to the northern end of the study area with townhouse development opportunity between two recently built apartment complexes. This will be the only location along Harbor Boulevard proposed for residential development.

Table 3.1 summarizes land use acreage under the plan, and Figure 3.1 shows how land uses are distributed in the planning area.

<table>
<thead>
<tr>
<th>Table 3.1</th>
<th>NORTH HARBOR SPECIFIC PLAN CONCEPT PLAN LAND USE SUMMARY</th>
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<td>ACREAGE</td>
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<tr>
<td>RIGHT-OF-WAY</td>
<td>48.0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>424.6</strong></td>
</tr>
</tbody>
</table>

### 3.4 RECREATIONAL VEHICLE/AUTOMOTIVE COMMERCIAL

The purpose of this district is to encourage the development of a discrete area that will address the regional market for recreational vehicles, services and supplies. While a wide variety of recreational vehicle and automotive uses are permitted in this district, recreational vehicle sales and services are encouraged over other uses.

### 3.4.1 Uses Permitted

1. Recreational vehicle and trailer parts stores and services.

2. Recreational and trailer repair services and shops, with all repairs being conducted within a completely enclosed building.

3. New and used recreational vehicle and trailer sales.

4. Tire stores with all operations conducted within a completely enclosed building.

5. Recreational vehicle and trailer rental services with storage and vehicle preparation areas located behind the main building and screened from view from Harbor Boulevard or any other public right-of-way.

6. Automobile parts stores and services.

7. Automobile repair services and shops with all repairs being conducted within a completely enclosed building.

8. New and used automobile sales.

9. Automobile rental services with storage located behind the main building and screened from view from Harbor Boulevard or any other public right-of-way.

10. Recreational vehicle storage with storage located behind the main building and screened from view from Harbor Boulevard or any other public right-of-way.

11. Automobile, recreational vehicle, truck and trailer parts stores and services.

12. Automobile, recreational vehicle, truck and trailer repair services, body repair services and shops with all repairs being conducted within a completely enclosed building.

13. New and used automobile, recreational vehicle, truck and trailer sales.

14. Tire stores with all operations conducted within a completely enclosed building.
Figure 3.1
North Harbor Specific Plan
Emphasis Zones
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15. Automobile, recreational vehicle and trailer rental services with storage located behind the main building and screened from view from Harbor Boulevard or any other public right-of-way.

3.4.2 Minimum Lot Size and Dimensions

The minimum size of any development proposal shall be 15,000 square feet. The minimum lot frontage shall be 120 feet.

Separately owned units of real property may be deemed a single lot for the purposes of this section if they are subject to conditions, covenants and restrictions, and reciprocal easements of access that provide for unified responsibility for vehicle access, parking, landscaping and signage. Adjacent parcels under the same ownership shall be combined and developed under one site plan or other development permit.

3.4.3 Special Requirements

1. The following items shall be screened from view from any arterial or collector street, and shall be consistent with all other applicable provisions of the Santa Ana Municipal Code:
   - Loading docks, service bays, garage doors and loading areas
   - Utility meters and shall be within a building footprint
   - Mechanical equipment and shall be within a building footprint
   - Trash storage

2. The design of all development within the Recreational Vehicle Commercial District shall be such that significant building architectural and landscape elements are present on all building elevations.

3. Garage doors or service bays shall be screened from view from any public right-of-way by orienting bays to face away from the street, or by facing such onto an interior street, alley, court or driveway. Automobile, recreational vehicle, truck and trailer repair services body repair services, and shops (with all repair being conducted within a completely enclosed building). Refer to Chapter 6 for specific design standards.

4. Uses desiring to display vehicles for sale shall be permitted a display area of not more than 400 square feet. This display area can be located within the required front yard setback providing the following:
   a. The display area is elevated at least three feet above the sidewalk.
   b. That no more than 50% of the lineal dimension of the property frontage is consumed by the display area.
   c. The display area and product is lighted for night viewing.

3.4.4 DESIGN STANDARDS

Refer to Chapters 5 & 6 for design and development standards.

3.5 GENERAL COMMERCIAL

The General Commercial District is intended to provide for a wide range of commercial and office activities oriented towards providing service to the entire Santa Ana community. This district is concentrated along Harbor Boulevard and First Street. Shopping centers and other commercial developments with an anchor tenant are expected in this district, especially on larger parcels.

3.5.1 Uses Permitted

Permitted uses within the General Commercial District may include the following subject to a site plan, issued pursuant to this Specific Plan and to other applicable sections of the Santa Ana Municipal Code:

1. Retail stores, businesses or commercial activities not involving any kind of manufacturing, processing or treatment of products other than that which is clearly incidental and essential to the retail business conducted on the premises. Such activities shall include:
   - Apparel and shoe stores
   - Auto parts and accessories (but not repair or maintenance)
   - Book, gift and stationery stores
   - Candy stores and confectioneries
   - Convenience stores
   - Department stores
   - Discount stores
   - Drug stores and pharmacies
• Florist shops
• Furniture stores
• Grocery stores
• Home improvement stores
• Jewelry stores
• Office, business machine and computer stores
• Pet shops and supplies
• Specialty retail stores
• Sporting goods stores
• Variety stores
• Other uses of a similar operation or nature

2. Offices, including:
• Administrative services
• Business services
• Design, architectural or planning services
• Financial institutions
• Medical and dental offices
• Professional services
• Veterinary offices
• Other uses of a similar operation or nature

3. Cinema (indoor) excluding "adult-only"
4. Public facilities and offices

3.5.2 Conditionally Permitted Uses

The following uses may be permitted subject to the issuance of a conditional use permit pursuant to the Santa Ana Municipal Code:

1. Drive-through facilities whether part of another permitted use, a conditionally permitted use, or as a separate facility
2. Parking structures
3. Service and/or gasoline stations
4. Restaurants and other eating establishment, including take-out, but not including drive-through facilities
5. Public dance halls and public dance places with or without a cover charge
6. Transient/residential hotels as defined in Section 41-139 of the Santa Ana Municipal Code.

3.5.3 Minimum Lot Size and Dimensions

The minimum size of any development proposal shall be 15,000 gross square feet. The minimum lot frontage shall be 120 feet on a public right-of-way.

Separately-owned units of real property may be deemed a single lot for the purposes of this section if they are subject to conditions, covenants and restrictions, and reciprocal easements of access that provide for unified responsibility for vehicle access, parking, landscaping and signage.

Adjacent parcels under the same ownership shall be combined and developed under one site plan or other development permit.

3.5.4 Special Requirements

1. The following items shall be screened from view from any arterial or collector street:
   • Loading docks, service bays, garage doors, and loading areas
   • Utility meters
   • Mechanical equipment
   • Trash storage

2. The design of all development within the General Commercial District shall be such that significant building architectural and landscape elements are present on all building elevations.

3.5.5 DESIGN STANDARDS

Refer to Chapters 5 and 6 for Design and Development Standards.

3.6 ENTERTAINMENT

The Entertainment District is intended to provide an area along Harbor Boulevard specifically set aside for private, profit-making recreation and family entertainment activities such as restaurants, skating rinks, theaters, or night clubs. Development in this district should be well integrated with Santa Anita Park with shared access where possible and integrated pedestrian circulation.

This land use designation is concentrated in the mid block area between First Street and McFadden Avenue and forms the central focus for the General Commercial zone. Typical uses within this zone include restaurants, theaters, movie theaters, health leisure clubs, night clubs, community centers, urban open space including outdoor display and entertainment areas, and other leisure activities.

3.6.1 Uses Permitted

1. Health clubs
2. Ice skating and roller skating rinks
3. Miniature golf courses and driving ranges
4. Batting cages
5. Cinema (indoor) excluding "adult-only"
6. Museums and other publicly or not-for-profit operated cultural or similar institutions
7. Live theater
8. Bowling
9. Other uses of a similar operation or nature as deemed appropriate by the Planning Manager.
10. Churches and accessory church buildings subject to the issuance of a conditional use permit pursuant to Article V, Chapter 41 of the Santa Ana Municipal Code.

3.6.2 Conditionally Permitted Uses

The following uses may be permitted subject to the issuance of a conditional use permit pursuant to the Santa Ana Municipal Code:

1. Restaurant and other eating establishments
2. Other uses of a similar operation or nature as deemed appropriate by the Planning Manager

3.6.3 Minimum Lot Size and Dimensions

The minimum lot size in this district is 15,000 square feet. The minimum lot frontage shall be 120 feet.

The whole of each ownership shall be developed as an integrally planned unit with access and parking being shared with adjacent uses to the maximum extent feasible, a uniform architectural style, a common landscape plan, and under a single site plan or other development permit.

3.6.4 Special Requirements

1. The following items shall be screened from view from any arterial or collector street and shall be consistent with all other applicable provisions of the Santa Ana Municipal Code:
   - Loading docks, service bays, garage doors and loading areas
   - Utility meters (shall be within a building footprint)
   - Mechanical equipment (shall be within a building footprint)
   - Trash storage
2. The design of all development within the Entertainment district shall be such that significant building architectural and landscape elements are present on all sides fronting on a public right-of-way.

3.6.5 Special Requirements

Special requirements shall be the same as those contained in Sections 41-473 through 41-477 of the Santa Ana Municipal Code.

3.6.6 Design Standards

Refer to Chapters 5 & 6 for design and development standards

3.7 INDUSTRIAL

The Industrial District is intended for application in the existing Industrial District along Westminster Avenue immediately east of the Pacific Electric right-of-way. The purpose of this district is to maintain the present mix of industrial as they now are, but to allow a general upgrading of the area.

3.7.1 Uses Permitted

Permitted uses in the Industrial District shall be the same as those in Section 41-472 of the Santa Ana Municipal Code.

3.7.2 Conditionally Permitted Uses

Conditionally permitted uses in the Industrial District shall be the same as those in Section 41-472.5 of the Santa Ana Municipal Code (with the exception that any C-2 use permitted in this district shall be within 100 feet of Westminster Avenue).

3.7.3 Minimum Lot Size Dimension

The minimum lot size shall be one (1) acre, and the ratio of floor area to lot size shall not exceed 0.40 to 1. The minimum lot frontage shall be 100 feet.

3.7.4 Special Requirements

Special requirements shall be the same as those contained in Section 41-473 through 41-477 of the Santa Ana Municipal Code.

3.7.5 Design Standards

Refer to Chapters 5 and 6 for Design and Development Standards.
3.8 OPEN SPACE

The intent of this district is to maintain and preserve the Specific Plan’s open space resources including Santa Anita Park, Campero Park and the Willowick golf course.

Open Space
This land use designation includes the existing parks in the study area, Willowick Golf Course and areas for the future expansion of these facilities. Although Santa Anita Park has not been shown as being extended, visual and physical links are provided through the Entertainment District. This link is being achieved by urban plaza requirements described under the entertainment land use zone and by the requirement for shared parking facilities associated with the General Commercial designation southeast of the Harbor Boulevard/First Street intersection. These two designations are shown in Figure 3.2. Uses within the Open Space zone will include parks for both active and passive recreational activities, a golf course and other public outdoor recreation activities.

3.8.1 Uses Permitted

Permitted uses in the Open Space District shall be as follows:

1. Public parks and traditional park facilities including indoor and outdoor athletic facilities and night lighting
2. Museums and other publicly funded cultural facilities
3. Other public facilities suitable to a park-like setting
4. Golf courses and related secondary uses but not including miniature golf

3.8.2 Conditionally Permitted Uses

1. Commercial recreational facilities.

3.8.3 Design Standards

Refer to Chapters 5 and 6 for Design and Development standards.

3.9 SINGLE-FAMILY RESIDENCE

This land use district is intended to provide for single-family detached residential development at densities of up to seven (7) dwelling units per net acre.

3.9.1 Uses Permitted

Permitted uses in the Single Family Residence District shall be the same as those in Section 41-232 of the Santa Ana Municipal Code.

3.9.2 Conditionally Permitted Uses

Conditionally permitted uses in the Single-Family Residence District shall be the same as those in Section 41-232.5 of the Santa Ana Municipal Code.

3.9.3 Permitted Assessor Uses

1. Garages and other enclosed parking facilities
2. Swimming pools
3. Fences, walls and patios
4. Greenhouses (non-commercial)
5. Landscaping and recreational facilities
6. Other uses that are clearly incidental to primary uses and are for the exclusive use of the residents of the site.

3.9.4 Minimum Lots Size

The minimum lot size shall be 6,000 square feet.

3.9.5 Yard Requirements

Front, side and rear yards shall be as set forth in Sections 41-234, 41-235 and 41-236 of the Santa Ana Municipal Code.

3.9.6 Building Heights

Maximum building heights shall be twenty-seven (27) feet with the exception that architectural features such as towers, cupolas or chimneys may be permitted above the maximum building height. Building heights shall be calculated as the distance between average finished grade and the top of the parapet for flat roofs or the ridge line for pitched roofs.

3.10 TOWN HOUSE

3.10.1 Uses Permitted

Uses permitted in the Town House District shall be as follows:

1. Duplexes with the main entrance and a portion of the living space for each unit on
the ground floor
2. Town homes with the main entrance and a portion of the living space for each unit on the ground floor

3.10.2 Conditionally Permitted Uses

Conditionally permitted uses in the Town House District shall be the same as those in Section 41-247.5 of the Santa Ana Municipal Code.

3.10.3 Permitted Accessory Uses

1. Garages and other enclosed parking facilities
2. Swimming pools
3. Fences, walls and patios
4. Greenhouses (non-commercial)
5. Landscaping and recreational facilities
6. Other uses that are clearly incidental to primary uses and are for the exclusive use of the residents of the site.

3.10.4 Minimum Lot Size

In order to develop a multi-unit project (two units or more) a minimum lot size of 9,000 square feet shall be required. The number of units permitted shall be calculated at one (1) unit per 3,000 square feet above the first unit which is calculated at one (1) dwelling unit per every 6,000 square feet of land.

3.10.5 Yard Requirements

Front, side and rear yards shall be as set forth in Section 41-249, 41-250 and, 41-251 of the Santa Ana Municipal Code.

3.10.6 Building Height

Maximum building heights shall be twenty-seven feet, with the exception that architectural features such as towers, cupolas or chimneys may be permitted above the maximum building height. Building heights shall be calculated as the distance between average finished grade and the top of the parapet for flat roofs or the ridge line for pitched roofs.
FOCUS PROJECT AREAS

CHAPTER 4
Regional Events Map

Figure 4.1
Regional Events Map
4.1 FOCUS PROJECT AREAS

4.1.1 Regional Setting

The City of Santa Ana is in the heart of Orange County. Harbor Boulevard, one of the main commercial arteries in the City, is located in the southwest portion of Santa Ana. It is one of Santa Ana's major thoroughfares resulting from the commercial and industrial developments along Harbor Boulevard. Santa Ana's Harbor Boulevard is viable because it is linked to all major highways. It allows transportation to a number of different attractions throughout Orange County within a few minutes.

The amusement parks within the region are major attractions bringing visitors from all parts of the world. Disneyland is the primary destination (Figure 4.1). People are enchanted by the famous cartoon characters and are treated to a day of fun and surprises. The addition of Westcott will be an enlightening experience allowing tourists to fantasize they are in several foreign countries without leaving the park. Another amusement park that is in Orange County is Knott's Berry Farm, known for its famous chicken dinners, jellies and western atmosphere.

Orange County is fortunate to have four major cultural centers separated by a few minutes of freeway travel. The Orange County Performing Arts Center features world acclaimed opera and ballet companies, musicals, theater, symphonies and concerts. The second venue is Bower's Museum which displays cultural exhibits from around the world. The third site is Irvine Meadows, an outdoor amphitheater that showcases an array of musical groups from rock and roll to classical. Lastly, there is Little Saigon, a settlement boasting the largest concentration of Vietnamese culture outside of Vietnam. This ethnic community consists of authentic restaurants and shops that give it a unique atmosphere.

California is in a sub-tropical region that allows people to enjoy outdoor activities all year round. Willowick Golf Course in Santa Ana has the distinction of being the second most used golf course in California. It is an 18 hole course that is conveniently located at Harbor Boulevard and Fifth Street. Mile Square Park is located in the nearby city of Fountain Valley. This park contains a variety of recreational facilities consisting of an archery range, golf course, basketball courts, baseball fields and a radio-controlled airplane air field. Newport Beach is located 20 minutes south of Santa Ana allowing for easy access to the Pacific Ocean. Newport Harbor is a great way to spend a day enjoying the vistas of one of the largest moorings of pleasure boats in the nation. Along the bayside there is a small amusement park, the Balboa Fun Zone, that has entertained families for seven decades.

Retail shopping centers are important points of interest in Orange County. South Coast Plaza is one of the largest and most lucrative malls in Orange County. Main Place in Santa Ana is a $400 million shopping center with four major retailers and over 170 shops and restaurants.

A means of transportation is essential for travelers who visit Orange County. John Wayne Airport is just ten minutes from Harbor Boulevard. The recent expansion doubled its capacity to 8,000,000 passengers annually, and it is now able to handle over 90 flights per day with commercial airlines.

Orange County can be considered a major metropolitan area with its arenas and professional teams. Anaheim Stadium can hold a capacity crowd of 59,000 people to watch the Los Angeles Rams of the National Football League or the California Angels of the American Baseball League. The Anaheim Arena offers a maximum capacity of 17,000 to watch the Mighty Ducks of Anaheim play in the National Hockey League.

Orange County is a center for higher learning for the Western region of the United States. The University of California Irvine is gaining a reputation among the nations top ranked universities. The school's renowned researched accomplishments and medical facilities are just two of its many outstanding qualities. Rancho Santiago Community College, located in Santa Ana, is part of the California junior college system. It is nationally acclaimed as an excellent academic program at a minimal tuition cost.

From a regional perspective, Harbor Boulevard serves as a major link between two major national attractions, Disneyland and the Pacific Ocean. Due to its peripheral proximity, Harbor Boulevard services many attractions.

Disneyland has embarked on an extremely aggressive expansion program, Westcott. This project is the largest private development project in the United States. It will produce 5,000 new employees and generate additional tourism.

Harbor Boulevard, because of its unique location, can capitalize on this as a secondary market for recreational commercial business.

The City of Garden Grove would have been the natural
recipient of vacation business spin-offs; however, the stretch of Harbor Boulevard which runs from Seventeenth Street to the Anaheim City boundary has been recently developed with commercial uses. The result of this timetable is that the City of Garden Grove cannot respond to the opportunity that the Disneyland Westcott project offers.

The properties along Harbor Boulevard on the Santa Ana side however, have not been maximized. Large parcels of acreage exist under single or dual ownerships. It appears that a market shift to recreational commercial uses is viable. The Specific Plan acknowledges this new direction and has designated properties within the Specific Plan boundaries for special marketing activity by the City to capitalize on this shift.

These properties are referred to as Focus Project Areas.

4.2 FOCUS PROJECT AREAS

Focus project areas are specific sites along Harbor Boulevard that have potential for development. These developments could be of a size that can alter the economic viability along the commercial corridor.

Five sites have been identified:

1. Southeast corner of Harbor Boulevard at Seventeenth Street
2. Southwest corner of Harbor Boulevard at Seventeenth Street
3. Mid-block of Harbor Boulevard at Washington Street on west side of Harbor
4. West side of Harbor Boulevard between Hazard and Fifth Street
5. Southeast corner of Harbor Boulevard at McFadden Avenue

4.2.1 Focus Area 1

The southeast corner of Harbor Boulevard at Seventeenth Street offers approximately eight acres of land. A four-acre panel owned by one individual is located adjacent to the P & E Rail right-of-way. The remaining parcels fronting Harbor Boulevard have been developed as commercial uses.

The availability of the rear four acre site in conjunction with the P & E right-of-way offers an opportunity for a future station site. It also offers the potential for development as a destination use. Vacation/recreation use are also encouraged.

4.2.2 Focus Area 2

The southwest corner of Harbor Boulevard at Seventeenth Street is approximately two acres of land. One acre is under single ownership. These parcels are improved with commercial uses.

Located adjacent to the site is the Vietnamese Catholic Church. This church serves as a regional destination for Catholics primarily in the Asian community.

Little Saigon is an ethnic community/commercial district located west of this site. It is located in the City of Garden Grove but is in close proximity. This site, as a result, offers an opportunity to serve this segment of the population with an ethnic commercial center.

4.2.3 Focus Area 3

The nine-acre property is located on the west side of Harbor Boulevard at the intersection of Washington Street and Harbor Boulevard. The property is currently underdeveloped and is owned by two separate parties.

The property is located in the Automotive District of the emphasis zones. There is opportunity to develop this property for auto sales, recreational vehicle sales and services, motor home sales, motor home park or similar vacation oriented or vehicle oriented businesses.
4.2.4 Focus Area 4

This area is located on the west side of Harbor Boulevard between Fifth Street and Hazard Street. The properties consist of approximately seven acres and are owned by four individuals. The property offers the opportunity for a master-planned commercial use. It is anticipated that the type of uses may be support services for the vacationer section such as travel agencies, money exchanges, restaurants or similar type uses concentrated on one site.

4.2.5 Focus Area 5

Area five consists of a twenty-two acre site located at the southeast corner of McFadden Avenue at Harbor Boulevard. The entire site is under one ownership. It offers a potential for a commercial shopping center, recreational commercial use.
CHAPTER 5
5.1 DESIGN STANDARDS

5.1.1 Introduction

The design standards for the North Harbor Specific Plan have been established to create a high quality appearance appropriate to the image and land use patterns desired, to direct character and form, to ensure continuity in design and development and to enhance the property of the area as well as the surrounding community. In addition, the design standards were developed to provide specific design criteria and guidance for improvements within the public right-of-way. The standards are intended as criteria to be used by builders, planners, architects, landscape architects and civil engineers under the review and approval of the City of Santa Ana.

5.2 ARCHITECTURAL STANDARDS

5.2.1 Overview

The following general standards present parameters for architectural character, building form and massing, facades, fenestration, structure, entries, materials, details, service areas and mechanical equipment. These standards should be considered on a project by project basis.

5.2.2 Purpose

The purpose of the architectural design standards is to aid in establishing a high quality of design for new and remodeled buildings. The intent of these guidelines is to isolate factors that contribute to good or bad design. Elements of good design such as sequence, proportion, balance and scale are often implemented per the architect's direction. All architecture in the planning area shall be designed by architects registered in the State of California.

5.2.3 Historical Style

Mimetic architecture will be encouraged along Harbor Boulevard. The word mimetic is derived from mime or mimic. A prime example of this architecture is the former Brown Derby restaurant. With the structure architecturally portraying the name of the restaurant. A number of structures exist that portray the product being sold. This style of building is encouraged to provide a visually active experience. It also supplements signage since it allows the entire building to become a sign. (Figure 5.1).

The use of mechanical motion is also encouraged. Exterior moving gears, animated structural components or other creative and visually stimulating applications of motion are expressly encouraged.

5.2.4 Style Guidelines

The Specific Plan does not dictate a specific style of building type that would be inappropriate to the sporadic overall development pattern. Rather, the quality of the specific plan area will be promoted via controls placed upon building massing, height and materials, and on factors addressing street configuration and landscape architectural requirements.

5.2.5 General Guidelines

The scale, massing, height, fenestration, materials, colors and textures of buildings should be designed to harmonize with existing neighboring projects. Greater density and height can occur at the entry points into the specific plan area where the establishment of a theme for North Harbor Boulevard is encouraged.

Public perception of North Harbor Boulevard will be dictated primarily by the view of the buildings from public edges such as streets, parks or parking lots. Building massing, scale and roof forms comprise the primary design components and, therefore, require careful articulation. Building scale must match style and maintain the integrity of intent. (Figure 5-A).

Building design should employ clean, simple, not overly ornate geometric forms and coordinated massing that produce overall unity, scale and interest.

The existing architectural vocabulary of a building should be carried through in the design of any addition to the structure (or refurbished to reflect a new style).

The design theme for a complex of buildings should be maintained for all buildings including buildings on separated “pads”. Standard designs for “chain” businesses should be modified to conform with the established theme.

Points of entry should be easily recognizable. Entry points for vehicular and pedestrian traffic should be separate.

Stair, handrail and guardrail materials, colors and designs should be integrated into the appearance of the entire building.

Vents, louvers, flashing, etc. should be colored in a manner consistent with the theme of the building.

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5.3 SITE DESIGN

5.3.1 Buildings

Buildings should be grouped within complexes to create plaza areas or pedestrian mall areas which are highly visible from the public right-of-way. (Figure 5-B.)

5.3.2 Access Drives

Where feasible, access drives shall be limited in number with a minimum distance of no less than 150 feet between curb cuts. In cases where parcels cannot be combined, access drives may be less than 150 feet apart.

Avoid locating access drives near corners of street intersections. Under these conditions compliance with adopted service station standards is required.

Stacking space should be provided at access drives so internal circulation does not conflict with exiting or entering traffic.

On new developments adjacent businesses or properties shall seek joint access agreements in order to share entries via access drives. Where it is demonstrated that this is not feasible, joint access may be waived by the City.

Figure 6-B

5.3.4 Transformers

Transformers shall not be allowed in the required front or side of the building setback and shall be screened from public view.

Figure 6-C

5.3.3 Parking

Internal circulation within a parking lot may not use the public right-of-way.

Figure 6-A

5.3.5 Trash Enclosures

Trash stored in areas visible from the public right-of-
way (ROW) shall be within enclosures and incorporated into the building footprint. The location and architectural design of trash enclosures, while meeting functional requirements (vehicular sight clearance, quantity, access, storage size, etc.), shall also be unobtrusive in view and use as well as be complementary to the approved architectural style of the development. The enclosure shall be properly maintained and kept free of debris in all areas outside of the dumpsters.

Dumpsters and trash enclosures shall not be located in the middle of the parking areas or adjacent to the street.

All trash vehicles must enter or leave the public ROW with a forward motion.

Trash storage must be located so that trash trucks may enter and leave the site with forward motion.

Truck loading shall not be permitted in the public ROW.

Views into any storage area shall be screened or filtered by concrete/plaster finish or masonry block walls, solid gates and trellises (when enclosure is within view of second-story buildings). The use of plant material such as trees shrubs (particularly unis) is encouraged to screen the overall appearance. The storage of all materials shall meet all City requirements.

5.3.6 Vehicle Containment

The materials utilized by automotive sales businesses to contain vehicles on their lot shall be carefully designed and shall include fencing, hedging and other low walls not to exceed 36 inches in height. The materials must be acceptable to the city. Galvanized steel pipes imbedded in the ground or chainlink fencing are not acceptable.

5.3.7 Bus Turnouts

Bus turnouts shall be provided at major intersections according to Orange County Transit Authority (OCTA) plans and conforming to OCTA standards.

5.3.8 Flags

Plastic pennant flag lines or corporate flags are not acceptable as flags or promotional material.

5.3.9 Paving

Paving textures and materials shall be varied to the building entrances and incorporated within design of the project to define pedestrian pathways.

5.3.10 Roofs

Materials (Residential)

Any material is acceptable, applicable building code permitting, except corrugated products.

Materials (Non-Residential)

Any material is acceptable, applicable building code permitting, except wood shingles, asphalt shingles or corrugated products.

Materials (General)

Avoid materials that are intended to simulate other materials (such as plastic to look like brick or stone). Materials shall be contextual and compatible with each other.

Colors

Avoid bright colors. Select only colors that harmonize with the hue of the existing building.

Slope

Roof slopes of a pitch greater than 12 inches horizontal to 12 inches vertical are prohibited. Steeply pitched roofs tend to appear “tacked on” and usually do not integrate well architecturally. (See Figure 5-D) for inappropriate treatment and Figure 5-E for an appropriate treatment.

Size/Proportion

Avoid short roofs (e.g. five rows of tile), especially when roof is extended for a long distance along the elevation. Long expanses of roof elevation should be interrupted by a change in roof direction, higher roofs, etc.

Avoid short roofs that do not terminate into a wall at the top of the roof slope (mansard) unless they slope for a substantial distance (thereby avoiding the impression they have been “tacked-on”).

Avoid short roofs that are attached to the face of tilt-up walls without support by columns. They also appear “tacked-on”.

5.3.11 Mechanical Equipment Screens

Rooftop and ground mounted mechanical equipment shall be located and screened to minimize the visual intrusion of the equipment to the general public and users of the area. This shall be achieved by including the equipment in the utility rooms within the building footprint. (Figure 5-F shows poorly screened equip-
Provide concrete pad for dumpster loading operation.

Utilize trellis when enclosure is within view of second story buildings.

Provide solid materials for walls and gates to block view of dumpsters.

Materials and colors shall complement architectural style of building.

Refuse Storage/Trash Enclosures

NORTH HARBOR BOULEVARD
SPECIFIC PLAN
ment, while Figure 5.2 shows acceptable screening techniques).

Avoid providing separate screens around the equipment. Instead, provide wells behind sloping roofs or parapet walls high enough to hide the equipment. One-story structures adjacent to taller structures shall be considered on an individual basis to determine appropriate mechanical screening from views observed from above.

5.3.12 Skylights

Skylights are encouraged. When exposed to view, the type of skylight and frame finish should be coordinated architecturally with the entire building. Corrugated fiberglass should not be used.

5.3.13 Walls/Columns

Materials (General)
Avoid the use of materials which are intended to simulate other materials, e.g., aluminum siding instead of wood siding and various simulations of stone and masonry products. The use of these materials must be reviewed by the City. It is best to limit the wall finish to one or two materials, preferably stucco or wood.

Materials (Residential)
Any material is acceptable except corrugated products and exterior plywood (i.e., T-1-11).

Materials (Non-residential)
Corrugated products or materials and exterior plywood that are not durable shall not be used.

Colors
Avoid bright colors except as an accent or trim. Select only colors that harmonize with other elements of the project and neighboring buildings.

Wall Treatment
Avoid large expanses of building wall surfaces devoid of architectural treatment. Provide articulation of walls with stucco screens, tile, concrete reveals, bands of con-
Rooftop Mechanical Equipment Screening

Figure 6.2
Mechanical Screening
trasting textures or materials, upper floor overhangs, windows and roofs. No wall shall run more than 100 feet without offset of at least 10 feet. (See Figure 5-G.) Avoid utilizing stone, masonry or other materials in panelled sections applied to the wall. They should be integrated into the building design so that they do not appear “applied”. All masonry walls and buildings shall be treated with a graffiti-resistant coating or paint.

Attachments
Electrical and telephone panels, pipes, electrical conduits, fire sprinkler risers and similar items shall be located within the building footprints and not exposed on the exterior of the building.

![Diagram of Building](image)

Figure 5-G

Roof access ladders are not permitted to be attached to exterior walls. Ladders shall be located inside the building.

Exposed gutters and downspouts are not permitted. They must be within the building walls and footprint unless they are an integral element in the overall building design.

Metal flashing should be painted to match the surface it is attached to unless it is carefully integrated with the building colors as an accent.

5.3.14 Windows and Doors

Materials
Either wood or metal windows are acceptable as are all types of glazing. Overhead service doors with corrugated material shall be avoided. All service doors shall be rolling overhead doors and be equipped with exterior steel bollards.

Colors
All colors are acceptable provided they harmonize with the exterior building palette. Bright colors in particular must be carefully selected. Natural aluminum finish should be avoided unless the other building colors are compatible. A color palette must be submitted and approved by the City on the basis of each project.

Architectural Treatment
Doors and windows (not storefront) shall be recessed into the wall at no greater than 10 inches or decorated by raised trim or other means unless part of an overall design theme.

Awnings
Awnings can add interest to a building design and provide shade to the windows. Durable materials should be selected so they do not appear worn or faded in a short period of time. Awnings should be integrated into the overall building design. Metal awnings shall be avoided.

Screening
Overhead service doors shall be screened from public view and particularly from the street. Garage doors shall not face the street.

Items to Screen
The following shall be blocked from public view or that of adjacent properties:

- Roof mounted pipes, ducts, conduits, etc.
- Wall mounted pipes, electrical and telephone panels, fire sprinkler risers, etc. (Shall be contained within the building footprint).
- Overhead service doors
- Maintenance, service, or material yards, trash bins, loading docks, etc. (Fencing and walls shall be used to screen) outdoor storage areas
- Parking areas and automobile sales lots. (Cars should be partially screened from street view by fence or hedges to a maximum height of three feet).
- Open service bays
- Back flow devices
- Transformers
- Water, gas meters
- Cable transformers

Materials
The screens shall be opaque.
Chainlink screens and gates with slat inserts of wood, corrugated fiberglass and metal are prohibited, except in industrial districts.

**Design Integration**
Rooftop screening is best provided by utilizing the wall parapet or sloped roof. All screening should be integrated into the design. Use similar colors and materials of the total development.

**5.3.15 Lighting**

Lighting is intended to focus attention on major design elements by creating consistent bands of light at areas of special interest.

Exterior light fixtures shall be integrated into the overall design of the building.

Light standards shall not be placed within landscape planters or next to tree cut-outs in parking areas.

Parking lot fixtures 20 to 25 feet high are preferred and should be compatible with the overall building design.

All exterior lighting should be adequately controlled and shielded to prevent glare and undesirable illumination on adjacent properties and streets.

High intensity security lighting fixtures should not be substituted for site landscape lighting or general building exterior illumination. Such lighting should be limited to loading and storage locations or to similar service areas only. Site lighting shall be an integral design feature of the site and architecture.

Exterior lighting of the site, landscape or building should be of a configuration, style and finish that complement the materials of the building and its overall architectural theme.

There must be an overriding concern that lighting strategies create unity between the various buildings in a clustered development. (Reference 6.2.3) All outside storage areas and pedestrian corridors shall be illuminated to a minimum maintained one foot candle of light.

**5.3.16 Signage**

Signage shall be provided in accordance with Sections 41-8600- 41-1000, 8-210, 8-211 of the Santa Ana Municipal Code with the following additions:

1. Non-English sign characters are permissible as primary signage providing the following criteria has been met:
   a. An English description of the business type (i.e. bakery, insurance, clothing) is prominently displayed in letters one-half the size of the main sign, or
   c. the business provides a monument sign which has been formed to clearly portray the product being sold or the business type.
CHAPTER 6
6.1 LANDSCAPE ARCHITECTURAL STANDARDS

6.1.1 Landscape Concept

The establishment of landscape standards for the North Harbor Specific Plan will significantly contribute to the overall site character. The landscape concept is intended to promote an overall aesthetic value for the North Harbor Specific Plan Area by improving and upgrading the visual image and visual consistency of the area. In addition, the implementation of these concepts will enhance the area's commercial character as a significant commercial strip while improving the vehicular and pedestrian circulation in and around the North Harbor Boulevard area.

To achieve this, the landscape concept strives to create visual and physical gateways at both ends of the North Harbor Boulevard Project Area. The landscape concept also creates focus areas at key intersections.

In addition, a consistent tree palette is established in the medians and within the parkway as well as along key arterial streets within the project area.

Landscaping will enhance the special use entertainment zone through associated streetscape treatment and the landscape palette for private development.

6.1.2 Landscape Zones

The North Harbor Specific Plan area is divided into two zones dictating landscape treatment of all streets and special focus areas as well as private off-site development within the specific plan area. Figure 6.4 is a landscape palette map for the major street tree planting. Figure 6.1 indicates the section locations. Refer to Figures 6.5 and 6.3 for typicals.

6.1.3 Public Right-of-Way

Adequate landscaping can contribute to the urban commercial character of North Harbor Boulevard. Planting within the public right-of-way and medians is designed to create visual continuity and a consistent scale of streetscape that enables land use patterns to be well-integrated at the street. See Table 6.1 for required street trees.

6.1.4 Private Landscape Setback

Planting requirements are established to create a positive public perception of the land uses by diminishing the visual impact of large expanses of parking and by screening unwanted visual clutter facing the public right-of-way.

6.1.5 Landscape Setbacks

No fences, walls or architectural elements of any type, with the exception of allowed signage, and display areas per Section 3.43 (4) will be permitted within the landscape setbacks.

6.1.6 General Landscape Requirements

Refer to Tables 6.1 - 6.5 for tree, shrub and groundcover palettes for the North Harbor Boulevard public right-of-way and medians. Lavender Trumpet (Tabebuia spp.) shall be planted at 30 feet on-center (o.c.) on either side of the boulevard or as deemed appropriate after consideration for utilities, driveways, etc., and Cape Chestnut (Calodendrum capense) shall be planted at 35 feet o.c. in boulevard medians. The private landscape setback shall be planted with Lavender Trumpet (Tabebuia spp.) for consistency and correct spacing with trees in the public right-of-way.

Refer to Tables 6.1 - 6.5 for tree, shrub and groundcover palettes required for arterial and collector streets. Plant materials for local streets shall be drawn from the same palette subject to approval as part of the permit process.

The location of trees near intersections and driveways shall conform to all safety standards per the Santa Ana Municipal Code. Tree planting is required in all parking areas. Trees located within five feet of hardscape shall be planted in root barriers and be provided with supplementary irrigation. The minimum dimensions for each tree planter shall be 8 1/2 feet wide by 18 feet long.

Automatic irrigation systems shall be installed in all planted areas in medians and outside of the public right-of-way. The sprinklers and/or bubblers shall be automatically controlled. The system shall provide a complete and appropriately even coverage with adequate water supply and shall be zoned to reflect varying areas of exposure and plant type.

All plumbing equipment in setbacks shall be screened by plant materials and shall be located on the site plan submitted for Planning Division review.

All street trees in the public right-of-way on North Harbor Boulevard and on all arterial streets within the Specific Plan Project area will be maintained and irrigated by the City of Santa Ana. The City will water the
NORTH HARBOR
BOULEVARD
REDEVELOPMENT
AREA
SPECIFIC PLAN
CITY OF
SANTA ANA

Figure 6.1
Section Locations

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Figure 6.2
General and Neighborhood Commercial
Figure 6.3
Sections
trees with watering trucks.

Planting area Santa Ana utilized for parking lot screening or wall/fence coverage shall follow the requirements stipulated elsewhere in this chapter. The massing of shrubs is encouraged for visual contrast and to minimize maintenance costs associated with the clipping of individual shrubs.

6.2 SITE ELEMENTS

6.2.1 Fences and Walls

All fences and walls shall be designed as an integral part of the overall architectural and site design. All materials shall be durable and finished in textures and colors complementary to the overall architectural design.

Walls and fences between buildings and fronting public streets are not allowed. No fence or wall shall exceed eight (8) feet in height as measured from the adjacent, finished grade of the residential property. The overall height shall not exceed 10 feet on either side of wall for commercial property.

The use of vines on fences and walls is required.

6.2.2 Utilities

All utilities shall be placed underground including both existing on-site overhead lines as well as off-site lines extended to serve the proposed development in a manner consistent with the City of Santa Ana Municipal Code. Placement of underground utilities to be coordinated so as not to interfere with new or existing landscape plantings.

6.2.3 Lighting

All new projects shall provide an ornamental night lighting plan. The lighting plan shall be prepared by an electrical engineer registered in the State of California and submitted to the Planning and Building Agency and the Police Department for review and approval prior to the issuance of a permit.

The system must avoid lighting that will interfere with the reasonable uses occurring on the adjoining properties. In addition, it must minimize on-site and off-site glare, provide adequate on-site lighting, limit the height of electroliers to avoid excessive illumination and provide lighting fixtures that are compatible with the overall design of the proposed project. Indirect and exposed neon lighting is encouraged.

Specific lighting requirements shall include a photometric plan that extends a minimum of 20 feet outside the property lines shall be prepared to show a point-by-point foot candle layout.

The maximum height of fixtures shall be no more than 20 feet, including footings.

Parking lot fixtures and other building mounted fixtures shall possess sharp cut-off qualities at property lines, and shall be of an indirect light source type that shields the light source from the top and sides. The maximum pole height shall be 16 feet above the concrete footing. Overall height inclusive of the above-grade concrete footing shall not exceed 20 feet.

There shall be no more than a 7:1 maximum/minimum ratio of illumination levels between any twopoints. Placement of lighting shall be coordinated so as not to interfere with new or existing landscape plantings.

No low pressure sodium lighting fixtures shall be permitted, except in parks.

The minimum illumination standard shall be one foot candle in parking and driveway areas, pedestrian corridors and paths.

Accent lighting used within pedestrian areas shall be of a scale that relates to pedestrian use. Such specialty fixtures include mounted ornamental fixtures and/or bollards. The accent lighting of plant material is also permitted so long as the source is shielded and the light is concentrated on highlighting only the plant material.

Street lights will be standard City-specified pole and fixture. The spacing and location of the light fixtures will be per the City's Public Works Agency's specifications.

On-building lighting shall be in conformance with the City's Building Security Ordinance and shall be architecturally compatible with the buildings. Indirect lighting is encouraged.

6.2.4 Streetscape

In keeping with the desire to create a unified design approach for the North Harbor Specific Plan, there shall be a coordinated street furniture program. Street furniture includes any design element within a setback or along a street. These design elements include items such as: lights, signs, benches, bike racks, free standing
planters, mailboxes, drinking fountains, bus stop shelters, trellises and fountains. Materials and color selection shall be vandal-resistant and shall complement those of the architectural design standards.

The street furniture program shall be submitted for City review and approval in conjunction with the development review process.
Figure 6.4
Landscape Plan

Legend:
- Cape Chestnut
- Australian Flame Tree
- Lemon-scented Gum
- Lavender Trumpet
- Brisbane Box
# NORTH HARBOR SPECIFIC PLAN

## Table 6.1
Required Street Tree Palette

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westminister (Parkway)</td>
<td>Platanus acerifolia</td>
<td>London Plane Tree</td>
</tr>
<tr>
<td>Westminister (Median)</td>
<td>Platanus acerifolia</td>
<td>London Plane Tree</td>
</tr>
<tr>
<td>Harbor Boulevard (Focus Area Intersections)</td>
<td>Brachychiton acerifolia</td>
<td>Australian Flame Tree</td>
</tr>
<tr>
<td>Harbor Boulevard (Parkway)</td>
<td>Tabelua lpe</td>
<td>Purple Trumpet Tree</td>
</tr>
<tr>
<td>Harbor Boulevard (Median)</td>
<td>Calodendrum capense</td>
<td>Cape Chestnut</td>
</tr>
<tr>
<td>5th Street (Parkway)</td>
<td>Tristania conferta</td>
<td>Brisbane Box</td>
</tr>
<tr>
<td>1st Street (Parkway)</td>
<td>Tristania conferta</td>
<td>Brisbane Box</td>
</tr>
<tr>
<td>1st Street (Median)</td>
<td>Eucalyptus citriodora</td>
<td>Lemon-Scented Gum</td>
</tr>
<tr>
<td>The Loop: Hazard, Jackson and McFadden (Parkway)</td>
<td>Tristania conferta</td>
<td>Brisbane Box</td>
</tr>
</tbody>
</table>

**NOTES:**

1. All trees shall be a minimum 24-inch box size except for Cape Chestnut (48" box).
2. Trees planted within walks shall meet current City requirements as to openings and gratings. Deep root barriers shall be employed.
3. Street tree planting shall be spaced 31 feet on center for all streets, 35 feet on center for Cape Chestnut, or as deemed appropriate after consideration for utilities and driveways. Tree planting in the medians shall be 25 feet on center specifically treated per the guidelines in Figure 6.5 and 6.6.
4. Tree planting shall adhere to City requirements regarding clearances from utilities, and shall be 15 feet from any entrance, egress or from any radius.
### Table 6.2
**Required Street Tree Palette**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Landscape Setback</td>
<td>Tabeluia lpe</td>
<td>Lavender Trumpet</td>
</tr>
<tr>
<td>Parking Area Trees</td>
<td>Tabeluia lpe</td>
<td>Lavender Trumpet</td>
</tr>
<tr>
<td></td>
<td>Cassia leptophylla</td>
<td>Gold Medallion</td>
</tr>
<tr>
<td></td>
<td>Koelreuteria paniculata</td>
<td>Goldenrain Tree</td>
</tr>
<tr>
<td>Flowering Accent Tree</td>
<td>Pyrus calleryana</td>
<td>Aristocrat Pear</td>
</tr>
<tr>
<td></td>
<td>'Aristocrat'</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brachychiton acerifolia</td>
<td>Australian Flame Tree</td>
</tr>
<tr>
<td></td>
<td>Tipuana tipu</td>
<td>Tipu Tree</td>
</tr>
</tbody>
</table>

**NOTES:**

1. Shrubs shall be (5) gallon in size and spaced no greater than 30 inches on center.

2. Shrubs screening parking areas shall be clipped to a consistent height of between 30 inches and 42 inches, except in areas where vehicular ingress, egress and turning points sight line clearance needs require shrubs to be no more than 30 inches in height to ensure adequate vehicular visibility over shrubs.

3. Unless specifically indicated, shrubs utilized on remain streets may be selected from the entire list with the one selection be utilized per parcel(s) in order to maintain a consistent quality and appearance throughout each project.

### Table 6.3
**Required Shrub Palette**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbor Blvd. &amp; Arterials (Median)</td>
<td>Marathon I &amp; II</td>
<td>Drought Tolerant Fescue</td>
</tr>
<tr>
<td>Parking Lots &amp; Edge Screen</td>
<td>Escallonia exoniensis 'Fradesil'</td>
<td>Frades Escallonia</td>
</tr>
<tr>
<td></td>
<td>Ligustrum japonicum 'Texanum'</td>
<td>Texas Ligustrum</td>
</tr>
<tr>
<td></td>
<td>Viburnum tinus 'Spring Bouquet'</td>
<td>Viburnum</td>
</tr>
<tr>
<td></td>
<td>Nerium oleander 'Petite'</td>
<td>Compact Oleander</td>
</tr>
<tr>
<td></td>
<td>Coleonema spp.:</td>
<td>Breath-of-Heaven</td>
</tr>
<tr>
<td></td>
<td>Nandina domestica 'Compacta'</td>
<td>Nandina</td>
</tr>
<tr>
<td></td>
<td>Myrsine africana</td>
<td>African Boxwood</td>
</tr>
</tbody>
</table>

**NOTES:**

1. Shrubs shall be (5) gallon in size and spaced no greater than 30 inches on center.

2. Shrubs screening parking areas shall be clipped to a consistent height of between 30 inches and 42 inches, except in areas where vehicular ingress, egress and turning points sight line clearance needs required shrubs to be no more than 30 inches in height to ensure adequate vehicular visibility over shrubs.

3. Unless specifically indicated, shrubs utilized on remaining streets may be selected from the entire list with one selection utilized per parcel(s) in order to maintain a consistent quality and appearance throughout each project.
### Table 6.4
**REQUIRED GROUNDCOVER PALETTE**
**PRIVATE PROPERTY**

<table>
<thead>
<tr>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hedera helix 'Hahnii'</td>
<td>Hahn's self branching Ivy</td>
</tr>
<tr>
<td>Rosmarinus officinalis prostratus 'Lockwood deForest'</td>
<td>Dwarf Rosemary</td>
</tr>
<tr>
<td>Arctotheca calendula</td>
<td>Cape weed (Beach daisy)</td>
</tr>
<tr>
<td>Myoporum parvifolium</td>
<td>Myoporum</td>
</tr>
<tr>
<td>Duchesnea indica</td>
<td>Indian Mock Strawberry</td>
</tr>
<tr>
<td>Drosanthemum floribundum</td>
<td>Rosea Ice Plant</td>
</tr>
</tbody>
</table>

**NOTES:**

1. Turf is required in all medians. Groundcover may be appropriate for xeriscape plantings on private property.
2. Groundcover is to be planted from flats eight (8) inches on center.
3. Applies to landscape setback and on-site shrub planting area.
4. Remaining setbacks and remaining groundcover areas may be planted with a groundcover of individual choice, recommended at eight (8) inches on center.
5. Shredded redwood bark or similar mulch shall be spread evenly at a minimum depth of two (2) inches over the entire groundcover area.

### Table 6.5
**REQUIRED VINE PALETTE**
**PRIVATE PROPERTY**

<table>
<thead>
<tr>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parthenocissus tricuspidata</td>
<td>Boston Ivy</td>
</tr>
<tr>
<td>Ficus repens</td>
<td>Creeping Fig</td>
</tr>
<tr>
<td>Clytostoma callistegiodes</td>
<td>Violet Trumpet Vine</td>
</tr>
<tr>
<td>Distictis 'Rivers'</td>
<td>Royal Trumpet Vine</td>
</tr>
<tr>
<td>Distictis buccinatoria</td>
<td>Blood Trumpet Vine</td>
</tr>
<tr>
<td>Hibbertia scandens</td>
<td>Gold Guinea Vine</td>
</tr>
<tr>
<td>Antigonon leptopus</td>
<td>Coral Vine</td>
</tr>
</tbody>
</table>

**NOTES:**

1. All vines shall be five (5) gallon in size.
2. Minimum spacing shall be ten (10) feet on center.
3. Vines shall be permanently attached to the structure using moly bolts or other unobtrusive fasteners.
7.1 CIRCULATION

The circulation plan is intended to provide for the orderly, efficient and safe vehicular and non-vehicular access into, within and through the North Harbor Specific Plan area. The circulation standards outlined in this chapter also implement the policies of the Santa Ana General Plan. A traffic study that makes various recommendations to improve the local circulation system was prepared in connection with this Specific Plan and is incorporated herein by reference.

7.1 EXISTING CIRCULATION

The following details the present status of streets in and around the North Harbor Specific Plan area:

7.1.1 Harbor Boulevard

While Harbor Boulevard serves as the major traffic corridor through the planning area, improvements along the street are incomplete with certain sections having only two travel lanes in each direction or no improved shoulders. Continuous two-way left-turn lanes are provided between intersections with dedicated left-turn lanes at all signalized intersections. Regulatory signs prohibit stopping and restrict parking through the length of Harbor Boulevard. The City of Santa Ana has classified Harbor Boulevard as a major arterial with a right-of-way width of 120 feet and a curb-to-curb width of 102 feet. The Orange County Master Plan of Arterial Highways (MPAH) classifies Harbor Boulevard as a major arterial.

7.1.2 Westminster Avenue

Westminster Avenue is presently constructed as a four-lane arterial with a continuous, two-way left-turn lane between arterial intersections. On-street parking is permitted along most of its length except at intersection approaches. Both the City of Santa Ana and the MPAH classify Westminster Avenue as a modified major arterial.

Westminster Avenue is planned for widening to six lanes with a functional classification as a major arterial and with full intersection enhancements during the 1990s.

7.1.3 Fifth Street

This street is currently built as a two-lane undivided arterial with no median. Between Newhope Street and Harbor Boulevard, Fifth Street is classified as a local collector with a right-of-way width of 60 feet, and a curb-to-curb width of 40 feet. East of Harbor Boulevard, Fifth Street is classified as a secondary arterial within a right-of-way of 64 feet. Stopping is prohibited along both north and south sides of the street at any time.

7.1.4 First Street

First Street is currently a six-lane roadway with a continuous two-way left-turn lane. At key intersections, major capacity improvements have been constructed including dual left turn lanes. Stopping is prohibited along First Street during the morning and evening rush hours. The City of Santa Ana and the MPAH classify First Street as a major arterial with a right-of-way width of 120 feet and a curb-to-curb width of 102 feet.

7.1.5 McFadden Avenue

Except for the two-lane section immediately west of Harbor Boulevard, McFadden Avenue is a four-lane arterial with a continuous, two-way left-turn lane between arterial intersections. On-street parking is permitted along most of its length except at intersection approaches and along the two-lane section. The City of Santa Ana classifies McFadden Avenue as a secondary arterial with a right-of-way of 80 feet and a curb-to-curb width of 64 feet.

7.1.6 Hazard Avenue

Running between Newhope Street and Jackson Street, Hazard Avenue is presently a four-lane undivided roadway with on-street parking permitted. The City of Santa Ana classifies Hazard Avenue as a local roadway with a 60 foot right-of-way and a curb-to-curb width of 36 feet. The MPAH designates it as a secondary arterial throughout its length in the study area. On-street parking is permitted along the facility except for the approaches to Harbor Boulevard.

7.1.7 Jackson Street

Jackson Street is a two-lane undivided roadway that is classified as a local street with a right-of-way width of 60 feet and a curb-to-curb width of 36 feet. The intersection with First Street has neighborhood identification improvements including a special roadway treatment and a reduced curb-to-curb width at the entry point. The south leg has been provided with a left-turn pocket. Parking is prohibited only at certain times for street cleaning.

7.1.8 Newhope Street

Newhope Street currently is a four-lane roadway with a continuous two-way left-turn lane. On-street parking is prohibited along Newhope Street between Fifth Street and Westminster Avenue. Parking is permitted south of Fifth Street. Left-turn lanes are provided at the signalized intersections. Newhope Street is classified as a secondary arterial with a right-of-way width of 80 feet and a curb-to-curb width of 64 feet.

7.1.9 Fairview Street

Fairview Street is a four-lane roadway with a continuous, two-way left-turn lane. South of First Street to Edinger Avenue, it is a four-lane divided roadway with turn lanes provided at key intersections. On-street parking is prohibited between First Street and Westminster Avenue, but it is allowed south of First Street to Edinger Avenue.

7.1.10 Figueroa Street

Figueroa is a two-lane roadway classified as a local collector street with a right-of-way width of 60 feet and curb-to-curb width of 44 feet. Although outside of the project area, the zoning ordinance allows commercial development to shut Figueroa Street but prohibits such development from deriving access from Figueroa Street. Access may only be provided from Harbor Boulevard. Parking is only prohibited at certain times for street cleaning.

7.1.11 Susan Street

Susan Street is a two-lane roadway classified as a local street with a right-of-way width of 60 feet, and curb-to-curb width of 36 feet. The intersections with First Street and Fifth Street are controlled by stop signs.

7.2 HIERARCHY OF STREETS

The hierarchy of streets for the North Harbor Specific Plan area reflects the Santa Ana General Plan's Circulation Element and the Orange County Master Plan of Arterial Highways. This hierarchy is shown on Figure 7.1, and typical cross-sections for each street type are shown on Figures 6.2 through 6.3.

7.2.1 Major Arterial Highways

Harbor Boulevard, First Street and Westminster Avenue are all classified as major arterial highways with a right-of-way width of 120 feet. As such, each street is ultimately expected to have three travel lanes in each direction divided by a median.

7.2.2 Modified-Major Arterial

This type of road may remain on the County MPAH or a City circulation plan in lieu of a major arterial in already developed areas. A narrower right-of-way than the 120 feet may be developed, but not less than 100 feet in such cases accommodate a six-lane divided facility with a capacity of 30,000 - 45,000 vehicles per day at Level of Service "C". This requires on-street parking and striping for six lanes where practical, parking and bus turnouts.

7.2.3 Secondary Arterial Highways

McFadden Avenue, Hazard Avenue west of Harbor Boulevard, and Fifth Street east of Harbor Boulevard are designated as secondary arterial highways with a right-of-way width of 80 feet and a curb-to-curb width of 64 feet. Two undivided travel lanes in each direction will be provided ultimately. Note that the Orange County Master Plan of Arterial Highways designates Hazard Avenue as a secondary arterial highway throughout its entire length in the planning area. However, because it dead ends at the Willowick Golf Course, and because it only serves a local residential street function east of Harbor Boulevard, Hazard Avenue has been designated as a local street east of Harbor Boulevard in the City of Santa Ana.

7.2.4 Local Collector Streets

Figueroa is classified as a local collector street with a right-of-way width of 60 feet and a curb-to-curb width of 36 feet. This will accommodate two travel lanes in each direction with on-street parking.

7.2.5 Local Streets

The remainder of the public roadways in the planning area are designated as local streets with a right-of-way width of 60 feet and a curb-to-curb width of 36 feet. Of the local streets, Jackson Street is the longest and provides the best access to the arterial roadways. As such, it serves more as a collector street than as a local street. No further widening of Jackson Street is proposed, however.
Figure 7.2
Intersection Improvements

\( \text{a - lane is wide enough to accommodate one left-turn and one right-turn movement.} \\
\text{b - flared out to allow right-turn movements.} \)
7.3 CIRCULATION CONCEPT

7.3.1 Access

1. Access drives from Harbor Boulevard will be limited in number. A minimum distance between curb cuts will be established.

2. Shared access between businesses is encouraged.

3. Clear, well-articulated access into parking lots and buildings is encouraged.

7.3.2 Parking

1. Internal circulation within parking lots will not conflict with the public right-of-way.

2. Parking circulation shall be well-defined through the use of orchard planting, visible pedestrian corridors, lighting and signage.

7.3.2 Arterial and Collector Streets

1. All arterial and collector streets will be developed to their full right-of-way width. Harbor Boulevard, First Street and Westminster Avenue will all receive full median landscaping treatments.

2. Intersections throughout the planning area will be widened to reduce present and future congestion.

7.4 INTERSECTION IMPROVEMENTS

This section describes intersection improvements required to adequately serve vehicular traffic on arterial streets in and around the North Harbor planning area. The following improvements, when coupled with other traffic control measures described in the following sections, will result in a circulation system in and around the planning area that will carry traffic volumes at an evening rush hour Level of Service D or better, except as noted. This level of service is the minimum acceptable intersection level of service used by the City of Santa Ana.

7.4.1 Level of Service Definition

Level of service (LOS) is a qualitative measure that represents the collective factors of speed, travel time, traffic interruptions, freedom to maneuver, safety and driving comfort provided by a roadway under various traffic volume conditions. In urban and suburban areas, LOS ranges from "A", which represents excellent traffic conditions to "F", which represents overloaded conditions. This measure is used to describe the condition of traffic flow at intersections which are usually the primary variable in fixing congestion along urban streets. LOS "C" is typically used as the design standard for intersections with a LOS of "D" being acceptable during urban rush hour conditions.

Free-flow traffic conditions are defined by LOS "A" and LOS "B", while LOS "C" indicates that service is acceptable, but drivers occasionally may have to wait through one red light. Under LOS "D", delays may be substantial during high portions of the rush hour, but backups should not be excessive or long-lasting.

Poor traffic conditions are characterized by LOS "E" and LOS F. With LOS "E", the intersection is at capacity, and long queues may develop. Intersection failure is represented by LOS "F", under which long delays and gridlocked intersections could result because the intersection has exceeded its capacity to handle vehicles.

Table 7.1 shows the current level of service for each intersection, and the level of service that will result after the completion of all intersection improvements and full development of the Specific Plan. Figure 7-2 summarizes these intersection improvements. These improvements are based on the traffic study prepared for this specific plan, and include intersections both inside and outside the planning area.

The only intersection improvement that will be necessary to accommodate anticipated specific plan traffic will be the provision of a northbound right-turn at the intersection of Newhope Street and Westminster Avenue. All other intersection improvements are necessary to accommodate future traffic regardless of the proposed specific plan.

7.4.2 Intersections Inside the Planning Area

Intersections inside the planning area shall be improved to include the following lane configurations.

Harbor Boulevard at Westminster Avenue

Harbor Boulevard Northbound - Three through lanes and one exclusive left-turn lane.

Harbor Boulevard Southbound - Three through lanes, one exclusive left-turn lane and one exclusive right-turn lane.

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>LOS EXISTING CONDITIONS</th>
<th>FUTURE LOS WITH GENERAL PLAN IMPROVEMENTS*</th>
<th>FUTURE LOS WITH ALL PROPOSED IMPROVEMENTS**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersections Inside the Planning Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harbor Blvd. at Westminster Ave.</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Harbor Blvd. at 5th St.</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Harbor Blvd. at 1st St.</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Jackson St. at 1st St.</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Harbor Blvd. at McFadden Ave.</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Harbor Blvd. at McFadden Ave.</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Intersections Outside the Planning Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West-Bound SR-22 at Harbor Blvd.</td>
<td>C</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>Harbor Blvd. at Trask Ave.</td>
<td>F</td>
<td>E</td>
<td>D</td>
</tr>
<tr>
<td>East-Bound SR-22 at Trask Ave.</td>
<td>B</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Newhope St. at Westminster Ave.</td>
<td>E</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Fairview St. at 17th St.</td>
<td>F</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Newhope St. at 5th St</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Newhope St. at 1st St</td>
<td>E</td>
<td>E</td>
<td>D</td>
</tr>
<tr>
<td>Harbor Blvd. at Edinger Ave.</td>
<td>D</td>
<td>C</td>
<td>D</td>
</tr>
</tbody>
</table>


* Represents full development of the planning area with no improvements other than those called for in the City of Santa Ana General Plan and without implementation of this specific plan.

** Represents full development of the planning area according to the Specific Plan with improvements called for in the Santa Ana General Plan and additional improvements called for in this specific plan.

Westminster Avenue Westbound - Three through lanes, one exclusive right-turn lane and one exclusive left-turn lane.
Westminster Avenue Eastbound - Three through lanes and one exclusive left-turn lane and one exclusive right-turn lane.
Harbor Boulevard at Fifth Street
Harbor Boulevard Northbound - Three through lanes and one exclusive left-turn lane.
Harbor Boulevard Southbound - Three through lanes and one exclusive left-turn lane.
First Street Westbound - One through lane, one left-turn lane, and one right-turn lane.
First Street Eastbound - One through lane and one left-turn lane.
Harbor Boulevard at First Street
Harbor Boulevard Northbound - Three through lanes, one exclusive right-turn lane and two exclusive left-turn lanes.
Harbor Boulevard Southbound - Three through lanes and two exclusive left-turn lanes and one exclusive right-turn lane.
First Street Westbound - Three through lanes and two exclusive left-turn lanes.
First Street Eastbound - Three through lanes and two exclusive left-turn lanes.

Jackson Street at First Street
Jackson Street Northbound - One through lane and one exclusive left-turn lane.
Jackson Street Southbound - First Street Westbound - Three through lanes and one exclusive left-turn lane.
First Street Eastbound - Three through lanes and one exclusive left-turn lane.
Harbor Boulevard at McFadden Avenue
Harbor Boulevard Northbound - Three through lanes and two exclusive left-turn lanes.
Harbor Boulevard Southbound - Three through lanes and two exclusive left-turn lanes.
McFadden Avenue Westbound - Two through lanes and one exclusive left-turn lane.
McFadden Avenue Eastbound - Two through lanes and one exclusive left-turn lane.

7.4.3 Intersections Outside the Planning Area

Intersections outside the planning area shall be improved to include the following lane configurations to accommodate increased traffic due to future development along Harbor Boulevard, as well as growth in traffic throughout the general area.
Westbound SR-22 Offramp at Harbor Boulevard:

Harbor Boulevard Northbound - Three through lanes and one exclusive left-turn lane.
Harbor Boulevard Southbound - Three through lanes.
Westbound Offramp - One through lane and one left-turn lane.
Banner Avenue Eastbound - One exclusive left-turn lane and one exclusive right-turn lane.
Harbor Boulevard at Trask Avenue
Harbor Boulevard Northbound - Three through lanes, one exclusive left-turn lane and one exclusive right-turn lane.
Harbor Boulevard Southbound - Three through lanes and one exclusive left-turn lane.
Trask Avenue Westbound - Three through lanes and one exclusive left-turn lane.
Trask Avenue Eastbound - Three through lanes and two exclusive left-turn lanes.

Eastbound SR-22 Offramp at Trask Avenue:

Southbound Offramp - One exclusive left-turn lane and one exclusive right-turn lane.
Task Avenue Westbound - Two through lanes.
Task Avenue Eastbound - Two through lanes and two exclusive left-turn lanes.
Newhope Street at Westminster Avenue:

Newhope Street Northbound - Two through lanes and one exclusive left-turn lane and one exclusive right-turn.
Newhope Street Southbound - Two through lanes and one exclusive left-turn lane.
Westminster Avenue Westbound - Three through lanes, one exclusive left-turn lane and one exclusive right-turn lane.
Westminster Avenue Eastbound - Three through lanes, one exclusive left-turn lane, and one exclusive right-turn lane.

Fairview Street at Seventeenth Street:

Fairview Street Northbound - Three through lanes, one exclusive left-turn lane, and one exclusive right-turn lane.
Fairview Street Southbound - Three through lanes, one exclusive left-turn lane, and one exclusive right-turn lane.
Seventeenth Street Westbound - Three through lanes, one exclusive left-turn lane and one exclusive right-turn lane.
Seventeenth Street Eastbound - Three through lanes, one exclusive left-turn lane and one exclusive right-turn lane.

Newhope Street at Fifth Street
Newhope Street Northbound - Two through lanes and one exclusive right-turn lane and one exclusive left-turn lane.
Newhope Street Southbound - Two through lanes and one exclusive left-turn lane.
Fifth Street Westbound - One through lane, one left-turn lane, and one right-turn lane.
Fifth Street Eastbound - One through lane, one left-turn lane, and one right-turn lane.
Newhope Street at First Street
Newhope Street Northbound - Two through lanes and one exclusive right-turn lane and one exclusive left-turn lane.
Newhope Street Southbound - Two through lanes and one exclusive right-turn lane and one exclusive left-turn lane.
First Street Westbound - Three through lanes and one exclusive left-turn lane and one exclusive right-turn lane.
First Street Eastbound - Three through lanes and one exclusive left-turn lane.

Harbor Boulevard at Edinger Avenue
Harbor Boulevard Northbound - Three through lanes, one exclusive right-turn lane, and two exclusive left-turn lanes.
Harbor Boulevard Southbound - Three through lanes, one exclusive right-turn lane, and two exclusive left-turn lanes.
Edinger Avenue Westbound - Two through lanes, one exclusive right-turn lane, and two exclusive left-turn lanes.
Edinger Avenue Eastbound - Two through lanes, one exclusive right-turn lane, and two exclusive left-turn lanes.

7.5 OPERATIONAL IMPROVEMENTS

In addition to the intersection improvements, the following operational improvements shall be implemented.

7.5.1 Median Construction

Raised median islands on Harbor Boulevard are scheduled to be constructed in the near future to improve traffic flow conditions along Harbor Boulevard by eliminating left-turn movements at midblock locations, and by concentrating left and U-turn movements at signalized intersections.

Full left-turn access to some minor streets from Harbor Boulevard also will be eliminated through the construction of medians. This will reduce the number of intersections and, likewise, the potential for accidents by having fewer areas of traffic conflict along Harbor Boulevard. As such, some minor street traffic may be directed to other available routes.
The following locations have been identified for full access median openings between Edinger Avenue and Westminster Avenue:

- Edinger Avenue and Lilac Avenue - A restricted opening will accommodate left-turn maneuvers for the west side areas of Harbor Boulevard.
- Between Lilac Avenue and Kent Avenue - A restricted opening will be provided for the west side of Harbor Boulevard serving apartments and a shopping center.
- Harbor Boulevard at Kent Avenue - This intersection will be signalized. The intersection will be controlled by stop signs on Kent Avenue until funds become available to install the traffic signal. A northbound and southbound left-turn lane will be provided.
- Between Kent Avenue and McFadden Ave., So. of McFadden Avenue - A restricted opening will accommodate left turn maneuvers for the proposed development areas on both sides of Harbor Boulevard.
- Harbor Boulevard at Camille Street - This intersection will be controlled by stop signs on Camille Street. A northbound and southbound left-turn lane will be provided.
- Between Camille Street and 1st Street - A restricted opening will be provided for the east side.
- Between Washington Avenue and Century Boulevard - An opening will be provided at Washington Street for left turns northbound and southbound.
- Between 1st Street and 5th Street - A restricted opening will be provided for the west side.

7.5.2 Signalization Improvements

A signal coordination system along Harbor Boulevard from Trask Avenue to Edinger Avenue shall be provided through interconnection of all traffic signals. Left-turn phasing in all directions at the intersections of Harbor Boulevard with Trask Avenue, Westminster Avenue, Fifth Street, First Street, McFadden Avenue and Edinger Avenue shall be also provided. Additionally, emergency vehicle override devices shall be provided in all directions at all signalized intersections.

7.5.3 Bus Turnouts

Far-side bus turnouts shall be provided along both the northbound and southbound sides of Harbor Boulevard at the following intersections:

- Westminster Avenue
- First Street
- McFadden Avenue
- Edinger Avenue

Implementation of bus turnout areas will eliminate the potential blockage of through traffic by stopped buses, thus increasing the capacity of the street. Bus turnouts shall be required as part of any future development permit at the above intersections, and shall conform to the standards of the Orange County Transportation Authority.

7.5.4 Parking Policy

Parking shall be prohibited along both sides of Harbor Boulevard from Trask Avenue to Edinger Avenue. The prohibition of parking will improve traffic operation and increase the capacity of Harbor Boulevard by eliminating the potential conflicts between parking and unparking maneuvers with through traffic. Prohibiting parking will also improve sight distances at the intersections or adjacent to driveways, thus reducing accident potential at these locations.

City of Santa Ana Resolution No. 84-5, adopted on February 27, 1984, states that on-street parking will not be removed for the next 10 years. The moratorium should not impact the City's ability to implement the removal of on-street parking as part of the Specific Plan, because the moratorium area is outside the area covered by this specific plan.

7.5.5 Figueroa Street Realignment

The intersection of Figueroa Street and First Street is recommended to be closed. Figueroa Street will be realigned to connect with Bewley Street in order to provide access to First Street. The construction of the realignment shall conform with the established development standards of the City of Santa Ana.

Because this specific plan calls for commercial development along the western side of Figueroa Street and because such commercial development may take access only from Harbor Boulevard or First Street, future traffic demand along Figueroa Street will be reduced. Diversion of the remaining residential traffic to Bewley Street should not adversely affect existing service levels along Bewley.

7.5.6 Peripheral Loop Road

This facility is to be located north of McFadden Avenue and west of Harbor Boulevard. The commercial land uses along the length of the road and the low density residential land uses at the northern end would be the primary generators of the projected trips for the facility. The development of the roadway design will conform
The development of the roadway design will conform to City of Santa Ana established standards for the construction of new facilities such as horizontal curve radii and intersection location.

The intersection with McFadden Avenue will allow for westbound right turns for ingress and for southbound right turns for egress maneuvers. No southbound left-turns will be allowed because of the raised median along McFadden Avenue.

The intersection with Harbor Boulevard opposite West Camille Street will warrant a signal if greater than four percent of the average daily traffic generated by all the sites adjoining the new street utilize this access intersection. By constraining the range of turning movements at the loop road and McFadden Avenue intersection, it is projected that traffic volumes at loop road and Harbor Boulevard intersection will warrant a signal. However, if the commercial land uses are allowed access directly to Harbor Boulevard, which effectively defines the loop road as a residential collector, then no signal will be warranted at the Harbor Boulevard and loop road/West Camille Street intersection.

### 7.6 COST ESTIMATES

The following cost estimates, as of March, 1991, apply to the reconstruction of Harbor Boulevard to full City of Santa Ana standards.

<table>
<thead>
<tr>
<th>Reconstruction Costs*</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1: Westminster Avenue to First Street</td>
<td>$1,113,000</td>
</tr>
<tr>
<td>Phase 2: First Street to southern City limit</td>
<td>$899,000</td>
</tr>
<tr>
<td>Intersection Enhancements (mitigation)</td>
<td>$1,800,000</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$3,829,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Median Construction Costs*</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Entire length (no phase identified)</td>
<td>$1,080,000</td>
</tr>
<tr>
<td>Total</td>
<td>$4,909,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Figueroa Street realignment and the Peripheral Loop Road*</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Figueroa Street</td>
<td>$90,000</td>
</tr>
<tr>
<td>Peripheral Loop Road</td>
<td>$225,000</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$325,000</td>
</tr>
</tbody>
</table>

* Striping, lighting and drainage facilities were included in these costs as well as the assumption that the terrain is generally flat with no major earthwork required. Costs for right-of-way acquisition and for site clearing and grading that may be associated with potential relocation of existing structures are not included in the above figures.
Implementation

CHAPTER 8
IMPLEMENTATION

The previous chapters of this specific plan provide a comprehensive set of development standards for the North Harbor Boulevard planning area. This chapter outlines the manner in which the Specific Plan will be implemented, including "Bullet" items plan adoption, phasing, recommended changes to the Santa Ana General Plan and the Zoning Ordinance, public improvements financing and maintenance, and submittal requirements.

8.1 Adoption of the Specific Plan

Adoption of the Specific Plan as formal City of Santa Ana public policy in the planning area and its enforcement by City agencies is the primary implementation tool.

Consistent application of the standards contained herein will ensure the implementation of the goals of this plan over time. It is recommended that this plan be adopted as an amendment to the City of Santa Ana Zoning Ordinance thereby giving the plan equal legal stature with other zoning requirements.

Adoption of the North Harbor Specific Plan in no manner replaces or reduces the Community Redevelopment Agency’s power in the planning area. Nothing herein shall be interpreted to prevent the Community Redevelopment Agency from exercising its full powers including its power to assemble land for redevelopment. All redevelopment activities shall be undertaken in accordance with adopted City and Agency policy and the laws of the State of California.

8.2 PHASING

Future development of public improvements in the North Harbor Specific Plan area shall be phased in accordance with Figure 8.1. The purpose of the phasing plan is to facilitate the orderly development of public improvements and actions in the planning area. The phasing plan shows three phases; however, the phasing plan is intended only to set priorities for the expenditure of public funds and the commitment of staff resources. If the opportunity to accomplish goals set for a later phase should arise during an earlier phase, then such opportunities may be pursued. For instance, if a developer should be identified for the South Entry Focus Area during the first phase, then the Community Redevelopment Agency may seize on this opportunity and enter into appropriate negotiations and agreements.

8.2.1 First Phase

The first phase is intended to include the first three to five years following adoption of this specific plan, and involves the following discretionary actions:

- Adoption of the Specific Plan, and all supporting General Plan and Zoning Ordinance revisions described below.
- Establishment of appropriate funding districts including benefit assessment districts, to help finance improvements called for in this specific plan.
- Construction of improvements to the intersections of First Street and Harbor Boulevard. All construction shall include widening and the construction of curbs, gutters and sidewalks.
- Construction of medians and street reconstruction south of Seventeenth Street to the south City limits. All construction shall include widening and the construction of curbs, gutters and sidewalks per the City’s Capital Improvement Program.
- Landscaping and other improvements in the public right-of-way shown as first phase street improvements on Figure 8.1. This does not include presently-planned street reconstruction and median construction activities as described above.
- Initiation of a program by the Community Development Agency to identify a developer(s) for the joint development of the focus project areas along North Harbor Boulevard. It is expected that development in this area will be accomplished over a three to five-year period.

8.2.2 Second Phase

The second phase is intended to follow the completion of Phase One, the adoption of this specific plan and includes the following discrete actions:

- Landscaping and other public right-of-way improvements as shown as second phase street improvements on Figure 8.1.
- Street widening and reconstruction along First Street and along McFadden Avenue west of North Harbor Boulevard (known as Phase Three).
- Closure of Figueroa Street in conjunction with the development or redevelopment of the northeast corner of North Harbor Boulevard and First Street.
8.2.3 Third Phase

The third phase is intended to follow the completion of Phase Two and includes the following discrete actions:

- Construction of the southern loop road connecting McFadden Avenue with Camille Street east of North Harbor Boulevard. This should be accomplished as part of any future development at the northwest intersection of McFadden Avenue and North Harbor Boulevard.
- Landscaping and other street improvements, as shown as third phase street improvements on Figure 8.1.

8.3 OTHER PLANNING DOCUMENTS

8.3.1 General Plan Amendment

The City of Santa Ana General Plan shall be amended upon adoption of this specific plan to reflect fully all provisions of this specific plan. Minimally, the Land Use Element shall be amended based on the recommendation of the Specific Plan and shall refer users to the Specific Plan for precise policies. The Circulation Element shall reflect all appropriate circulation-related recommendations of this specific plan.

8.3.2 Zoning Ordinance Amendment

Zoning throughout the Specific Plan area shall be changed to SP-2 upon adoption of this specific plan. The Santa Ana Municipal Code shall be used for all issues not addressed by the Specific Plan.

8.4 PLAN IMPROVEMENTS FINANCING

8.4.1 Circulation Improvements Financing District

Traffic generated from future development within the North Harbor Specific Plan area, and traffic generated from other development throughout the general area surrounding North Harbor Boulevard will increase intersection congestion as identified in the traffic study prepared in conjunction with this specific plan.***

It is proposed that the City of Santa Ana create a financing district or other similar-structured revenue-generating source for the purposes of establishing a fund that will provide for area-wide circulation improvements as described in the traffic study. The financing district should be structured in such a way that each new development contributes money to the district in proportion to its share of total traffic at each intersection at total buildout of the General Plan. In this way, no development located adjacent to an intersection that requires major improvements will be required to ultimately bear the entire cost of improvements at the intersection; rather, these costs will be spread out over a larger area over time.

The district either can be funded both through one-time or on-going assessments on new development on individual property owners, or through a combination of both methods. These assessments can be used as revenue to fund improvement bonds.

The boundaries of the traffic improvements benefit assessment district should be set to correspond at a minimum with the area covered by the traffic study. This area is defined by the Garden Grove Freeway on the north (SR-22), Edinger Avenue on the south, Newhope Street on the west and Fairview Street on the east.

Because the boundaries for the proposed benefit assessment district lie within the cities of Santa Ana, Garden Grove and Fountain Valley, a joint powers authority to fund and coordinate the necessary circulation improvements called for in this specific plan and in the traffic study should be established.

8.5 PUBLIC IMPROVEMENTS FINANCING

The City of Santa Ana will follow its current plan to upgrade the public improvements of the planning area as described in the seven-year Capital Improvement Program and in the North Harbor Redevelopment Plan. Funding for these improvements will come from the City's general fund, tax increment from the Redevelopment Agency, and other County, State and Federal resources.

The City of Santa Ana may explore the creation of improvement districts in and around the North Harbor Boulevard planning area. Improvement districts can be used to provide needed public right-of-way, the construction of other proposed improvements, including landscape improvements, entry features and other major area enhancements called for as part of the specific plan.

*** North Harbor Redevelopment Area Traffic Study, DKS Associates April, 1990
8.6 COMMERCIAL REHABILITATION LOAN PROGRAM

A commercial rehabilitation loan program for businesses in the North Harbor Specific Plan area is proposed. This program is to be used as funds are available to provide low interest loans and other financial incentives to businesses and property owners with uses that are consistent with the land use standards of this specific plan, or wish to bring their business into full conformance with City Codes and the Specific Plan. The loans may be used for a full range of physical improvements including facade improvements, parking lot improvements, landscaping or signage replacement. Sources of funds for the rehabilitation loan program may include existing and future Community Development Block Grant funds, redevelopment funds or other funds that may become available in the future.

An active code enforcement program may be coupled with the commercial rehabilitation loan program.

8.7 PROJECT APPROVAL AND ADEQUACY OF PUBLIC FACILITIES

Prior to the approval of any development permit pursuant to the provisions of this specific plan, the approving body shall certify that adequate public facilities, utilities and services are in place or are otherwise funded to service the project, and that implementation of the project will not reduce the level or adequacy of services to others including circulation in and around the planning area.

For projects larger than four acres in size, or for those that will generate more than 500 average daily vehicular trips, a traffic study shall be prepared to evaluate whether sufficient capacity exists at area intersections to service trips associated with the project and whether project traffic will contribute to a significant diminution in levels of service at major area intersections. If the study finds that insufficient capacity exists or that there will be a significant diminution in levels of service, the project shall not be approved until appropriate measures have been implemented or otherwise funded or that a Statement of Overriding Considerations is approved by the City Council as part of a required environmental impact report. All studies performed under that provisions of this section shall include all cumulative traffic generated by development throughout the North Harbor Specific Plan Area. Contributions to the area-wide circulation improvement district in and around the planning area to "E" or worse. If reductions in levels of service to "E" or worse anywhere in and around the planning area would result, then occupancy permits for the project may not be issued until such time as appropriate intersection are in place.
Appendix
EXISTING CONDITIONS

This chapter discusses existing conditions and issues in and around the North Harbor Specific Plan area, identifying opportunities that future planning can build upon. Further details regarding existing conditions in the planning area can be found in the North Harbor Boulevard Specific Plan Environmental Impact Report.

A 2.1 Local and Regional Setting

The City of Santa Ana is located in the central portion of Orange County, generally west of the Santa Ana Freeway (I-5) and Newport-Costa Mesa (SR-55) freeway, south of the Garden Grove Freeway (SR-22), and north of the San Diego Freeway (I-405). (See Figure 2.1.)

The North Harbor Specific Plan area is located near the western boundary of Santa Ana along the section of Harbor Boulevard south of Westminster Avenue and north of the Fountain Valley city limits. (See Figure A.1) The planning area is approximately two miles long, and covers approximately 424.6 acres.

A 2.2 Land Use

Existing land uses along Harbor Boulevard and the intersecting First and Fifth Streets are characterized by a wide variety of commercial activities. This includes used car lots, auto repair facilities, and mobile homes /trailer sales. Other commercial uses include five neighborhood shopping centers located at major Harbor Boulevard intersections. These often have two anchor stores with several small shops, together with many fast food restaurants. Uses along Harbor Boulevard serve both local and regional commercial needs. The presence of large concentrations of recreational vehicle-related activities indicates a significant role in the regional economy, and an attraction for people living a considerable distance from the site. There are approximately 1,172,000 square feet of commercial development located within the planning area.

Northern portions of the planning area have a higher concentration of manufacturing uses concentrated along Westminster Avenue. Existing manufacturing/industrial uses within the planning area total approximately 1,220,000 square feet.

Other land uses within the planning area include residential uses that are located primarily behind the commercial uses on Harbor Boulevard, First and Fifth Streets. The exceptions are two mobile home parks located directly on Harbor Boulevard, and three multi-family residential developments located at Harbor Boulevard and First Street. Currently there are 386 single family units and 131 multiple family units within the planning area.

A summary of the land uses based on type of use is listed in Table 3.1. Figure A.2 illustrates the location of the land uses.

A 2.3 PUBLIC SERVICES

A 2.3.1 Fire Protection

Fire protection, fire suppression, and life safety services are provided by the City of Santa Ana Fire Department. There is one fire station within the planning area and two other fire stations in the vicinity of the planning area. Fire response times are considered adequate, and no additional fire stations appear to be required.

A 2.3.2 Police Services

The City of Santa Ana Police Department is responsible for providing general municipal law enforcement services for the planning area. The police headquarters is located at 24 Civic Center Plaza. Approximately 50 police personnel work out of the Westend District Substation located within the planning area at the intersection of Harbor Boulevard and McFadden Avenue. Predominant crimes in the planning area include crimes against property, thefts, burglaries, possession of narcotics, and solicitation. No additional police facilities are required in the planning area.

A 2.3.3 Public Schools

There are three public schools within the study area that serve local residents: (1) Russell Elementary located at 600 South Jackson Street; (2) Hazard Elementary located at 4218 Hazard Street; and, (3) Newhope Elementary located at 4419 West Regent Street. Children that graduate from these three schools then attend either Fitz Intermediate School or Dolg Intermediate Schools. Two high schools serve this area, Los Amigos High School and La Quinta High School.
Figure A.1
Regional Location Map
<table>
<thead>
<tr>
<th>Category</th>
<th>Acreage</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undeveloped</td>
<td>37.26</td>
<td>9.4</td>
</tr>
<tr>
<td>Vacant/Improved</td>
<td>14.74</td>
<td>3.7</td>
</tr>
<tr>
<td>Residential (SFA)*</td>
<td>3.73</td>
<td>0.9</td>
</tr>
<tr>
<td>Residential (SFD)**</td>
<td>22.67</td>
<td>5.7</td>
</tr>
<tr>
<td>Residential (Duplex)</td>
<td>7.32</td>
<td>1.8</td>
</tr>
<tr>
<td>Residential (3 to 4)</td>
<td>5.30</td>
<td>1.3</td>
</tr>
<tr>
<td>Residential (5+)</td>
<td>12.66</td>
<td>3.2</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>26.50</td>
<td>6.7</td>
</tr>
<tr>
<td>Office</td>
<td>11.63</td>
<td>2.9</td>
</tr>
<tr>
<td>Convenience Center</td>
<td>8.94</td>
<td>2.2</td>
</tr>
<tr>
<td>Neighborhood Center</td>
<td>20.10</td>
<td>5.1</td>
</tr>
<tr>
<td>Stand Alone Retail</td>
<td>8.62</td>
<td>2.2</td>
</tr>
<tr>
<td>Stand Alone Service</td>
<td>7.56</td>
<td>1.9</td>
</tr>
<tr>
<td>Fast Food Restaurant</td>
<td>6.88</td>
<td>1.7</td>
</tr>
<tr>
<td>Full Service Restaurant</td>
<td>5.85</td>
<td>1.5</td>
</tr>
<tr>
<td>Motel/Hotel</td>
<td>6.01</td>
<td>1.5</td>
</tr>
<tr>
<td>Auto Sales</td>
<td>25.24</td>
<td>6.3</td>
</tr>
<tr>
<td>Auto Repair</td>
<td>15.76</td>
<td>4.0</td>
</tr>
<tr>
<td>Auto Supplies</td>
<td>1.79</td>
<td>0.5</td>
</tr>
<tr>
<td>Auto Rental</td>
<td>1.59</td>
<td>0.4</td>
</tr>
<tr>
<td>Auto Service Station</td>
<td>3.91</td>
<td>1.0</td>
</tr>
<tr>
<td>Warehouse</td>
<td>11.16</td>
<td>2.8</td>
</tr>
<tr>
<td>Salvage/Storage</td>
<td>12.51</td>
<td>3.1</td>
</tr>
<tr>
<td>Industry</td>
<td>5.51</td>
<td>1.4</td>
</tr>
<tr>
<td>Agriculture</td>
<td>1.24</td>
<td>0.3</td>
</tr>
<tr>
<td>Open Space/Park</td>
<td>104.60</td>
<td>26.3</td>
</tr>
<tr>
<td>Other</td>
<td>8.80</td>
<td>2.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>397.88</td>
<td>100%</td>
</tr>
</tbody>
</table>

* SFA = Single Family Attached
** SFD = Single Family Detached
No additional schools are presently required to serve area residents.

A 2.3.4 Parks and Recreation

The planning area is served primarily by two City of Santa Ana owned parks: Campesino Park and Santa Anita Park. Additionally, the planning area includes (Willowick) a 100 acre public golf course. Although located in Santa Ana, it is owned, maintained and operated by the City of Garden Grove. Currently, this golf course has the highest usage rate for public golf courses in Orange County. Figure 2.3 illustrates both size and location of the three public recreational facilities. While the amount of parkland available in the study area and the planning area is limited, the lack of adequately sized vacant parcels of land severely restricts the potential for adding new parks in the foreseeable future. Santa Anita Park is isolated from Harbor Boulevard. The entrance from First Street is difficult to access either visually, by foot or by car. Campesino Park and Willowick Golf Course are next to each other but do not play a major role as open space in the community. Neither facility has direct access from Harbor Boulevard.

A 2.3.5 Libraries

The planning area is served by the Newhope Branch Library located at 122 North Newhope and is just outside of the study area boundaries. The Newhope Branch serves a large percentage of the Santa Ana community as well as portions of the surrounding communities. The Newhope Branch provides the following services and facilities: (1) one meeting room; (2) several typewriters and computers; and (3) bilingual children program.

A 2.4 UTILITIES

A 2.4.1 Water

The City of Santa Ana is the primary provider of water services to the planning area. The planning area is served by a network of water mains ranging from 4 to 12 inches in size. A 12-inch main extends the length of Harbor Boulevard in the planning area. Additionally, Westminster and McFadden Avenues have 12-inch mains. First Street has a 10-inch main and Fifth Street an 8-inch main.

At this time, the City obtains 70% of its water from City-owned wells, and the remainder comes from the Metropolitan Water District. The study area contains wells #20, 21, and 30. (See Figure A.4.)

Water supply in the planning area is adequate for future development without major upgrades to existing facilities.

A 2.4.2 Storm Drains

The planning area storm water runoff is managed by a combination of closed drainage systems and open channels. A 90-inch culvert crosses Harbor Boulevard at Washington Street. A second large closed drainage system is located midway in the planning area between First and Fifth Streets. All drainage ultimately discharges into the Orange County Flood Control Channel. (See Figure 2.5.)

The entire planning area is subject to flooding during a 100-year storm, and this condition will continue until major flood control improvements along the upstream portions of the Santa Ana River are constructed. In the meantime, all new buildings are required to be at least three feet above the level of the 100-year floodplain in the AOE zone south of Hazard; and at the lowest flood level, between the 79' and 84' contour north of Hazard to Westminster.

A 2.4.3 Sewerage System

The planning area is served by a network of sewer lines ranging from 8 to 15 inches in size. First Street and portions of Harbor Boulevard have a 12-inch line. Additionally, a 10-inch sewer extends the length of Harbor Boulevard through the planning area. McFadden Avenue has a 15-inch sewer, the remaining areas are served by 8-inch lines. (See Figure 2.6.)

Adjacent to the planning area are two trunk lines that serve as a link for the smaller mains in the planning area. The Newhope-Placentia Trunk is a 48-inch line that extends along Newhope Boulevard, eventually connecting with the Orange County Sanitation District Treatment Plant #1. The 84-inch line located within the Santa Ana River is called the Santa Ana River Receptor. Similar to the Newhope-Placentia trunk, the 84-inch trunk extends to both Treatment Plants #1 and #2. Within the planning area, the Bolsa trunk extends along First Street and connects with other smaller lines operated by the City. In the planning area storm water runoff is managed by combination of closed drainage systems and open channels. A 90-inch culvert crosses Harbor Boulevard at Washington Street. A second large closed drainage system is located midway in the planning area between First and Fifth Streets.
NORTH HARBOR BOULEVARD SPECIFIC PLAN

NORTH HARBOR BOULEVARD REDEVELOPMENT AREA SPECIFIC PLAN CITY OF SANTA ANA

LEGEND

- Fire Station
- Police Substation
- Elementary School
- Park
- Golf Course

Figure A3
Public Services
Figure A.4
Water
Ali drainage ultimately discharges into the Orange County Flood Control Channel. (See Figure 2.5)

The entire planning area is subject to flooding during a 100-year storm, and this condition will continue until major flood control improvements along the upstream portions of the Santa Ana River are constructed. In the meantime, all new buildings are required to be at least three feet above the level of the 100-year flood plain in the AOE zone south of Hazard; and at the lowest flood level, between the 79' and 84' contour north of Hazard to Westminster.

A 2.5 VIEWS AND VISUAL QUALITY

A 2.5.1 Overall Character

Because the study area is concentrated along Harbor Boulevard, a north/south arterial, and along intersecting east/west roadways, particularly First and Fifth Streets, its visual character is predominantly linear with major views being along the street corridors. Since the area has little relief with the flat topography, views are somewhat restricted and defined by contiguous land use and buildings. The exception to this condition is the Santa Ana River, which defines the eastern boundary of the study area.

Since the retail and commercial components of the planning area are quite varied in use, architectural style, overall site design, and amenities, the general appearance of the area seems disorganized with no specific area of visual focus. The landscaping palette is sparse, and therefore provides little in the way of helping to give any sense of visual linkage along the corridor.

While Willowick Golf Course, Campesino Park, and Santa Anita Park provide significant open green space, and very positive visual quality, the overall impact on the area is not a major one because of their isolated location with respect to the total study area.

A 2.5.2 Visual Issues

The visual issues that need to be addressed by the specific plan fall into three main categories:

- lack of spatial definition;
- inconsistency in appearance and lack of any unifying element(s) throughout the corridor;
- mixed and intrusive visual elements

1. Spatial Definition - This issue includes the following major elements:
   
   - Mixed architectural styles with no sense of coordination
   - Wide or inconsistent setbacks giving the area a jagged sense
   - Open paved frontages with no landscaped buffer between the street and parking areas.

   - Insufficient landscaping
     
     - Poor boundary definition/open boundaries between properties gives a lack of definition for the whole area.
     - Scattered land uses
     - Vacant lots
     - Underdeveloped lots with temporary buildings
     - High proportion of unrelieved or unplanted concrete paving finishes

2. Appearance
   
   - Lack of consistently good architectural standards
   - Poor quality of buildings and other structures
   - Temporary structures
   - Lack of maintenance and/or housekeeping
   - Unmaintained vacant lots
   - Insufficient and disorganized landscaping
   - Deteriorating concrete finishes
   - Narrow/unpaved sidewalks

3. Visual Elements
   
   - Billboards
   - Signs
   - Flags
   - Overhead utilities and pole
   - Heavy traffic volumes
   - Hard/paved environment

These items occur at least to some degree throughout the planning area, and it is the combination of these elements that leads to the poor overall visual character. Some of these elements, for example single story buildings, insufficient landscaping, wide paved expanses, scattered land uses and vacant lots, may constitute one or more visual problems (i.e., may be both intrusive visual elements and lead to lack of spacial definition).
NORTH HARBOR BOULEVARD
REDEVELOPMENT AREA
SPECIFIC PLAN
CITY OF SANTA ANA

LEGEND

Interceptor/Trunk
Sewer (Garden Grove)
Sewer (Santa Ana)
Line Size

Figure A.6
Sewers
A 2.5.3 Character Zones

An outgrowth of an analysis of the visual issues and the items within the visual categories is a series of zones, each of which has its own particular characteristics. The study area has been divided into eight character zones, as follows. (See Figure 2.7.)

1. Designed Open Space: (No significant visual problems, some elements of higher visual quality.) Areas of intentionally undeveloped land including open recreational areas and school grounds. These are generally attractive ‘green’ areas which enhance the study area.

2. Undeveloped/Unused Land: (Lack of spatial definition/ appearance issues.) Vacant lots and open land with no designed use and with no or few built forms. The visual quality is uninteresting with no visual focus or emphasis. Visual containment is lost and views are often of the land uses beyond.

3. Undeveloped Land Uses: (Lack of spatial definition/ intrusive visual elements). Temporary or movable land uses on open lots generally with few permanent built forms (e.g., vehicle sales lots, mobile homes). Areas of open character with little visual containment. Boundaries are open or low and generally poor, landscape is insufficient or non-existent. There is a high level of visual confusion created by flags, signs, parked vehicles and bright colors.

4. Disorganized Single Story Building: (Building Appearance/Intrusive visual elements) Established areas with no distinct land use pattern. Mainly older quality and poorly maintained buildings on small lots. Buildings are generally of a low architectural standard with no particular style, cluttered frontages and many assorted signs. Setbacks are inconsistent and sidewalks are either narrow or absent. Landscaping is insufficient or non-existent.

5. Organized Single Story Buildings: (Lack of spatial definition) More recently established developments typically consisting of retail, commercial and fast food outlets with a high proportion of strip and L-shaped malls. Buildings are generally of an acceptable architectural standard, although individual malls are different styles and characters. Signs are better organized. Developments are mainly single story with associated parking lots. Space around the buildings is designed for ease of vehicle movement as well as allowing for internal pedestrian movements. Most areas have designed landscapes.

6. Multi-Story Buildings/Architectural Character: (No significant visual problems/confused zones.) Taller buildings and groups of buildings, typically residential or motels with better than average visual or architectural interest. These areas are generally maintained to a reasonable standard with some associated landscaping.

7. Large Building/Low Architectural Quality: (Intrusive visual elements.) Mixed land uses with larger individual buildings on large or medium sized lots, typically industrial in character. These buildings are generally functional in character with little or no detailing around the buildings. Lots are open and are generally used for storage or vehicle parking. Little or no landscaping or other vegetation is present.

8. Low Rise Single Lot Developments: (Categories vary.) Single buildings set within individual and generally landscaped lots; typically residential neighborhoods. Buildings are of mixed quality with irregular maintenance standards. Most areas are away from the major circulation routes.

The character zones as described above are at times mixed within a relatively small area. This happens especially where single larger lots or groups of lots are of significant visual weight and therefore are categorized separately from surrounding zones. Where visual characters are mixed, they are shown as ‘Multidimensional Zones.’ No overriding landscape and visual character occurs. These are shown on Figure A.7 and surrounded by a black border.

In other places, single lots or small groups of lots are inconsistent with the overall character zone, and may be more accurately classed within a different category. However, where these are of little visual importance and do not alter the general character of the wider area, the major zone classification only is shown. These notable inconsistencies are marked on (Figure A.7) by an asterisk.

Also shown on (Figure A.7) are open views. These denote distant views with a feeling of openness, and areas where the visual quality or feature is not directly related to the streetscape. Where the adjoining land use character is the main visual definition to space as viewed from streets within the study area, the character of the adjoining area is indicated.

A 2.5.4 Road Edges

The streets that form the core of the area lack strong unifying features. In particular, Harbor Boulevard lacks a consistent landscape theme as exists along other parts
of the street outside the study area, and as occurs both to the north where it runs through Garden Grove and to the south through Fountain Valley. The northern and southern entrances to the planning area are marked by a noticeable change in visual character, as well as by large billboards. The major factor influencing this change in character is the marked change in landscape quality and in the quantity of vegetation. Both to the north and to the south of the study area, the median is landscaped to include some tree planting and trees, forming the visual boundaries on either side of the road. Although some of the problems found within the study area, for example above ground utility lines and poles, are also found elsewhere along Harbor Boulevard, the overall effect is softened and unified by the landscape to create a more harmonious environment.

A 2.6 DESIGN ISSUES

From the study of views and visual quality, a number of design issues arise that need to be addressed in order to formulate the proposals for the future development of the study area. These design issues concern mainly the problem elements or groups of problem elements that occur within the study area and the resulting character zones. From a design standpoint, the zones fall into three major categories: development related, landscape related and vehicle related.

A 2.6.1 Development Related Design Issues

Vacant Sites/Open Sites

The presence of vacant sites is a major negative factor to the area’s appearance and special definition. Vacant lots offer the greatest opportunity for new development within a relatively short time frame. However, at issue is the type of new development that could occur, together with project timing. If the pressure to develop overrides the desire for visual and environmental improvement, it is likely that less consideration will be given to the effect of the new development on the streetscape. As the study area is upgraded, new developments should enhance the visual quality of the area. Site planning, architectural style and quality and land use should all center on the theme of high standards of design.

Low Architectural Standards/Poor Quality Buildings/Undesirable Uses

The majority of the existing developments within the planning area do not have high visual standards. They are the major features that dominate the views. Also, many of the older buildings suffer from little or no maintenance. General improvements may be made by upgrading the overall environment and, in particular, the streetscape within which buildings are set. As such, the visual issues could be improved and softened by the impact of a higher quality setting.

New buildings should be well planned and designed and be of a high architectural standard and aesthetic character. It is important to consider also the visual impact of sites during the process of development, when sites will become vacant for a period of time prior to commencement of development operations.

Low Rise and Single Story Buildings

The desirability of having all single story buildings is an issue, particularly in relation to the lack of visual enclosure and spatial definition that is an inherent characteristic of the study area at present. Where new development is to occur, the height and mass of the new buildings will need to be carefully considered in relation to the overall setting on the lot and proposed character of the area. The decision as to whether to allow taller buildings in specific locations will have a very material effect upon the overall visual quality and identity of the area.

Small Lots, Scattered Land Use Pattern

Another main issue is whether visually it is desirable to have several different building styles and uses within a relatively small area, or alternatively to aim for single larger developments. Small lots do not allow for the comprehensive development of a significant area, which in turn may perpetuate the existing confused visual quality. This can be used to advantage to create visual interest, variety and character, if allowed in conjunction with strong development and improvement guidelines to ensure overall unity.

Alternatively, if lots could be consolidated to form larger sites, this would allow for comprehensive, well planned new developments that include landscaping and other desirable elements. Whether rehabilitation or new development is considered to be the favorable option, a consistent approach to design should be taken. An additional, but critical, issue is the parking associated with new development. This is a key design issue particularly with regard to small lots, and will need to be addressed in line with new proposal.
Confused Character Zones/Scattered Land Uses

What is of prime importance in areas of visual confusion is that the area is unified in some way. This may be through new development, but this would occur only within a fairly long time scale. Alternatively, shorter term improvements could be considered by the introduction of unifying elements such as trees or distinctive paving materials that would define the streetscape and visually draw together the diverse elements. This need not preclude the option of new construction or rehabilitation in the longer term.

Intrusive Visual Elements

The presence of features such as billboards, signs and flags is one of the main reasons for visual confusion of the study area. These individual elements, although smaller in scale, still constitute a major visual impact. Much of this is associated with many of the other issues, such as small scale and older buildings. Therefore, the resolution of these larger issues will, as a result, remove intrusive visual elements and yield greater unity and a higher visual standard. This may be accomplished through the provision of unifying and screening elements, or through new development. Alternatively, improvements may be made by enforcement of standards, and by a properly planned and financed abatement program.

A 2.6.2 Landscape Related Design Issues

Landscaping is a major issue in itself because of the lack of well planned or high quality landscaping. Also, this is a major contrasting issue between the study area, and areas to the north and south. The majority of existing landscaping is within the bounds of private property, and, therefore, there is no consistent theme or visual unity. Tree species are diverse, the standard of landscaping varies considerably, and much of this landscaping is away from the highway and therefore has a reduced visual impact on the views as seen from the public streets.

Landscaping of the Public Right-of-Way

A well planned landscape improvement program along the public right-of-way could act to unify many of the diverse visual elements, and to screen and soften intrusive features. The presence of vegetation could also bring color and texture to the street scene. However, though the benefits of a comprehensive streetscape improvement program could be very significant, it is critical that landscape improvements be considered in relation to other issues. In particular, traffic issues relating to access to property, visibility and general vehicular movement. Economic issues may also be a factor if landscaping were to screen property frontages, thus impacting trade.

Landscaping of Property Frontages

Landscaping of property frontages and setbacks relies upon the co-operation of property owners. Where some land users may be willing to include landscaping, others may resist, particularly because of the financial outlay which may be involved. Additionally, many of the land uses along Harbor Boulevard and the adjoining streets rely upon visibility and/or vehicle access, both of which will impact how landscaping is approached. Therefore, a set of well considered design standards based upon extensive field study needs to be adhered to. Many existing developments and land uses could not easily accommodate landscaping, making enforcement more difficult.

Public Open Space

With the exception of Campesino Park, public open space provides little in the way of positive visual experience within the study area. Landscaped open space, either public or private, can provide areas of enhanced color and texture along Harbor Boulevard in particular.

New public space, (i.e., parks) would stimulate a more pedestrian oriented environment that might provide linkage among retail establishments and also help in unifying the character of the area. However, accommodating public open space needs to be balanced against the financial and economic realities of uses of land for other than open space.

An alternative to the public open space notion is utilizing landscape along existing corridors to create a series of landscape “necklaces” that link existing open space.

Neither this idea or the notion of additional public open space are mutually exclusive.

A 2.6.3 Vehicle Related Design Issues

In addition to large volumes of moving traffic along Harbor Boulevard there are also both large and small open parking lots and car sales lots as well as areas of on street parking. These constitute a significant visual element in the planning area. As a result, the major issue that needs to be addressed is: should vehicles or vehicle-related uses be freely permitted within the study area; should they be controlled; to what extent should vehicles be accommodated; and, what level of vehicular intrusion can be considered acceptable.
Moving Traffic

Traffic along Harbor Boulevard is unlikely to decrease in the foreseeable future. To restrict such movement would result in a change in traffic patterns that would impact the contiguous residential communities, which is not an acceptable solution. Accepting that traffic is to remain, there are two alternative approaches. First, the existing visual intrusion of passing and stationary vehicles can be accepted, or an attempt can be made by the addition of screening and softening elements associated with the road edge to reduce the overall visual impact.

Stationary Vehicles

Stationary vehicles within parking lots and sales lots, or within smaller areas of on-street parking can be controlled. The extent of parking areas can be controlled in accordance with design guidelines, and parking lots can be designed to reduce visual intrusion on the surrounding area. Much can be done to screen or otherwise reduce the impact of stationary vehicles, whether over extensive areas, or as related to on-street parking.

Additionally, the location of parking and sales lots can be controlled. Use of the land for parking could be limited acceptable locations where uses can be better screened. To implement this policy, areas of existing parking or sales would need to be removed or re-sited, which would require strong enforcement policies.

New development offers an opportunity to control traffic patterns and off-street parking. These issues together with site and building design will have significant impact on visual quality.

Vehicle Repair/Service

Further visual issues relate to auto repair, servicing, and the storage of cars. Typically, these uses are associated with built developments, and, therefore, the issues related to architecturally unattractive buildings generally are relevant. Many of these uses require open paved frontages that are often grey and colorless, and lead to a loss of spacial definition and character. Additionally, these open areas are often cluttered, and have a particular range of problems including the storage of car parts, as well as parked vehicles. As such, this category of vehicular use is not visually positive, and should be screened.

A 2.7 RELATED PLANNING POLICIES

A number of planning documents other than this specific plan have direct effects on the planning area. These documents are the Santa Ana General Plan, the North Harbor Boulevard Redevelopment Plan, the North Harbor Strategy Plan, and, the North Harbor Neighborhood Plan.

A 2.7.1 General Plan

The City of Santa Ana’s General Plan sets forth land use designations and associated guidelines to direct development that will be appropriate and beneficial for the City. All projects are required to be consistent with the General Plan. This is done to ensure quality development that is consistent with the goals and objectives of the City General Plan.

As Figure 2.8 illustrates, the existing General Plan has six designations for the planning area: (1) Low Density Residential, (2) Low-Medium Density Residential, (3) General Business District, (4) Industrial, (5) Open Space, and (6) Institutional. The following discussion will provide details of each of the six General Plan designations.

Low Density Residential (LR) Allows single family residential development at a density of up to seven units to the acre. Within the planning area there are four areas designated LR totaling about five acres. These areas vary in size, and are located on the outer edges of the planning area.

Low-Medium Density Residential (LMR) This designation allows single family residential development at a density of up to eleven (11) dwelling units to the acre, approximately 28 acres are designated LMR in the General Plan.

General Business District (GBD) The General Business District designation allows for approximately 65 acres of retail, professional, office, churches, and service oriented businesses. This designation is intended to include neighborhood types of commercial uses. There are several suggested kinds of uses included under GB, ranging from hospitals to entertainment. As (Figure A.8) shows, land with this designation is concentrated on Harbor Boulevard and major cross streets.

Industrial. This designation is limited to those businesses that perform heavier types of uses such as manufacturing, processing or salvage. The northeastern portion of the planning area is designated for this type of use. This designation is concentrated to the northeastern corner of the planning area along the Pacific Electric Right-of-Way.
Open Space. There are approximately 130 acres of designated Open Space within the planning area. They include: Santa Anita Park, Campesino Park and, Willowick Golf Course.

Institutional. Russell Elementary School, Hazard School and Newhope School

A 2.7.2 Zoning

(Figure A.9) shows the existing zoning designations for the planning area. The area is primarily zoned for Commercial (C-2), with Harbor Boulevard containing the largest portion of C-2 properties. Additionally, some areas on Harbor Boulevard are zoned Planned Shopping Center (C-4), Arterial Commercial (C-5) and Specific Development (SD).

Zoning for single family residential uses (R-1) is limited to the four outer corner areas of the planning area. Medium density multi-family (R-3) and limited multi-family (R-2) residential uses are more dispersed across the entire planning area.

The portions of Fifth and First Streets included in the planning area are zoned in a similar fashion to Harbor Boulevard, with General Commercial along the street and varying residential behind. Westminster Avenue does have a portion of Light Industrial (M-1) zoned land located immediately adjacent to the Pacific Electric right-of-way.

The existing zoning designations for the planning area are, for the most part, in conformance with the General Plan designations for the area. The one exception to this case is the area zoned Light Industrial. This industrial zoning is not considered consistent with the residential/commercial designations in the immediate vicinity.

A 2.7.3 Redevelopment Plan

The North Harbor Boulevard Redevelopment Plan (Figure 2.10) was adopted by the Redevelopment Commission and the City Council in 1982. This Plan provides guidelines, implementation techniques and maps for the redevelopment, rehabilitation and revitalization of properties within the area.

The Redevelopment Plan contains several land use designations for the area. A majority of the area is designated for residential uses. Commercial and Industrial uses are cited as the alternative uses. Three areas, the Willowick Golf Course, Santa Anita Park and an area located west of Harbor Boulevard between First Street and McFadden Avenue are designated for parks, recreational and open spaces with Commercial/Industrial designations cited for alternative uses. The area located west of Harbor Boulevard and south of First Street is designated for a community shopping center with Commercial/Industrial uses allowed as an alternative. The area located west of Harbor Boulevard and north of Fifth Street is designated for professional and administrative offices with again, Commercial/Industrial designations cited as alternative uses.

A 2.7.4 Strategy Plan

In August 1987, the City adopted a strategy plan for the redevelopment area designed to serve as a guide for future development in the planning area. This plan included methods to enrich the economic health of the planning area with cost effective projects. The plan suggested funding opportunities and highlighted the area opportunities and constraints. Some of the goals of the plan are to:

1. Encourage private commercial/industrial rehabilitation, development and capital investment.

2. Encourage the highest and best use of available land.

3. Develop vacant or underutilized land.

4. Improve the market potential of Harbor Boulevard by creating a uniform commercial character.

5. Provide or replace public streets, alleys, parks, sidewalks, sewer, storm drains, traffic signals, lighting systems and other public improvements.

6. Continue to pursue code enforcement, in-fill housing and strict property maintenance policies.

A 2.7.5 Neighborhood Plans

The City of Santa Ana has a neighborhood improvement program that involves development of specific recommendations to address particular neighborhood issues. Generally, the process defines the existing conditions within a neighborhood and suggests improvements and time frames to implement improvements. Within the planning areas, one neighborhood plan has been prepared, the Santa Anita Plan. (See Figure 2.11.) The following recommendations have been made:
Figure A.9
Existing Zoning
Figure A.10
Redevelopment Area
1. Retain existing low density residential zoning and land usage.

2. Rezone First Street and Fifth Street between Harbor Boulevard and Harper (Susan) Street from C2 to C5; retain remaining C2 zoning within the study area.

3. Make alley improvements along First Street and Fifth Street and between Laurel, Jackson and Harper Streets a high priority.

4. Utilize code enforcement to promote rehabilitation and improvement of deteriorated or unsafe properties.

5. Implement beautification improvements.

6. Improve the northern entry into Santa Anita Park.

7. Pave streets adjacent to Santa Anita Park.

8. Change boundaries of the Santa Anita Neighborhood to extend south to McFadden Avenue and east to the Santa Ana River.

9. Locate a day care center in the neighborhood.

10. Conduct traffic studies on First and Fifth Streets.

11. Develop buffers between commercial and residential properties.

12. Promote the removal of incompatible uses through redevelopment.

13. Place neighborhood entryways at Washington Street, Bewley Street and Jackson Street at First Street.