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Bristol Street Corridor Specific Plan Amendment



City of Santa Ana
November 2014

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Chapter 1

Introduction

1.1 Preface

The Bristol Street Corridor Specific Plan Amendment provides the framework for future redevelopment of a 3.9-mile section of the Bristol Street Corridor in the central portion of the City of Santa Ana. The plan, which has been developed in accordance with existing environmental conditions, City planning policies, and input from City staff and decision-makers, provides a comprehensive land use program and urban design guide for the area along with goals and policies to guide the future public and private actions relating to the area’s redevelopment. In addition, the plan includes a strategy for its implementation and mechanisms to insure that development proposed by area landowners will be coordinated and occur in an orderly, planned manner.

1.2 The Specific Plan

The City of Santa Ana has determined that a specific plan is the appropriate planning mechanism to guide long-range redevelopment of the Bristol Street Corridor. A specific plan is a planning and regulatory tool made available to local governments by the State of California. By law, specific plans are intended to implement a city or county’s general plan through the development of policies, programs, and regulations which provide an intermediate level of detail between the general plan and individual development projects. As vehicles for the implementation of the goals and policies of a community’s general plan, State law requires that specific plans can only be adopted or amended if they are consistent with the jurisdiction’s adopted general plan.

The authority to prepare and adopt specific plans and the requirements for its contents are set forth in the California Government Code (Planning and Zoning Law), Title VII, Chapter 3, Article 8, Sections 65450 through 65457. The law requires that a specific plan include text and diagrams specifying:

- The distribution, location, and intensity of land uses, including open space, within the plan area;
- The distribution, location, and capacity of infrastructure, including transportation, water, storm drainage, solid waste, and energy systems;
- Design standards and criteria for development and use of natural resources; and
- An implementation program, including capital improvement plans, regulation and financing strategies.

Adoption of this Specific Plan will provide framework for the future use and form for development along the Bristol Street Corridor through to ultimate build out of the area. The adopted plan will provide a public planning document that will act as an extension of the General Plan, and be used as both a policy and a regulatory document. When private development proposals for the planning area are brought before the City, the Planning staff will use the Specific Plan as a guide for project review. Projects will be evaluated on their consistency with the intent of plan policies and conformance with development standards and design guidelines. For projects with the Bristol Street planning area, policies and standards in the Specific Plan will take precedence over more

general policies and standards applied throughout the rest of the city. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the City’s General Plan and Zoning Ordinance will continue to apply.

The adoption of the Bristol Street Corridor Specific Plan constitutes a project under the California Environmental Quality Act (CEQA). As such, the plan will be subject to environmental review in accordance with CEQA statutes. The Specific Plan has been developed to conform to and implement the policies and improvements identified in the Bristol Corridor Redevelopment Plan adopted by the City of Santa Ana on December 4, 1989. In conjunction with the Redevelopment Plan, the City prepared an Environmental Impact Statement (EIS) (Bristol Street Widening Environmental Impact Statement, FHWA-CA-EIS-89-01-D, Willdan Associates) to analyze the effects and propose necessary mitigation for the Redevelopment Plan’s principal action which is the widening of Bristol Street. The Specific Plan has therefore been developed to also be consistent with and sensitive to environmental conditions identified in the EIS, and to implement City-adopted mitigation measures.

In addition, environmental review and assessment of the Specific Plan was addressed through preparation of an environmental Initial Study Checklist which found that the City’s Final Environmental Impact Report (EIR) No. 88-1, Bristol Corridor Redevelopment Project (State Clearinghouse

No. 87101404), was adequate to serve as the environmental documentation for the Specific Plan.

To keep the Specific Plan as concise as possible, much of the environmental background data has not been included in this plan document. For additional information relating to the environmental foundation of the plan, one should refer to the Bristol Street Widening EIS and EIR 88-1 which can be obtained from the City Planning Division. Although the environmental documentation has been included in a separate document, it is important to note that environmental factors have been an integral component of the planning process from the very beginning to ensure sensitivity to critical environmental concerns.

1.3 Specific Plan Amendment

This amendment to the Bristol Street Corridor Specific Plan is being prepared to amend the land use plan to accommodate remnant parcels of land acquired by the City as a result of the widening of Bristol Street. More appropriate zoning designations have been recommended for parcels within the corridor based on new street right-of-way designs and compatibility with existing land uses.

Changes included in this amendment involve minor revisions to Parcel Blocks 2, 4, 5, 8, 9, 18, 22a, 22b, 26, 28, 40a, 40b, 41, 41a, 42, 42a, 43, 44, 45, 47, 48, 51, 51a, 51b, 53, 55b, 56, 60b, 61, 62, 64, and 65 of the Land Use Plan adopted in 1991. Land previously identified for Park/Open Space has been added a commercial option (Parcel Blocks 2, 41, 41a, 43, 45, and 53) or has been changed to allow residential

development (Parcel Blocks 4, 5, 8, 9, 22a, 22b, 40a, 40b, 51, 51a, 51b, 56, 60b, 61, 62, 64, and 65). Land erroneously omitted from the original Specific Plan has been added to correct the intended land use (Parcel Blocks 18, 26, and 55b). Land previously identified as office has been changed to allow residential development (Parcel Block 28). A small area previously identified as a Redevelopment District has been changed to allow commercial and residential development (Parcel Blocks 42, 42a, and 44). Land previously identified as conditional use and adjacent land previously identified as residential have been changed to allow commercial development (Parcel Blocks 47 and 48). The updated land uses are shown in Figure 5-1 Land Use and Table 5-1 Parcel Inventory.

An addendum to EIR 88-1 has also been prepared to address the minor land use revisions of the amendment to the Specific Plan and the revised street right-of-way widths. Right-of-way widths would be increased to 150 feet from Saint Andrew Place to Civic Center Drive, 128 feet in the sections from Warner Avenue to Saint Andrew Place and from Civic Center Drive to Santiago Creek, and would remain at 100 feet north of Santiago Creek. The addendum has identified that environmental impacts are less than significant, and that the general findings and conclusions of the previous EIR are still applicable.

1.4 Organization of the Plan

The Specific Plan is organized to provide a step-by-step understanding of the Plan’s components and the rationale behind its policy recommendations, design concepts, and implementation measures. The first three chapters are primarily descriptive, describing the plan, its purpose, the planning context, planning goals, and an outline of the principal planning concepts. The development standards, design guidelines, and implementation measures which will regulate future development are presented in subsequent chapters. The policies, standards, guidelines, and implementation measures in the plan are organized to correspond to categories established by City and State General Plan guidelines (i.e. Land Use, Circulation, Urban Design, and Implementation).

Chapters in the Specific Plan include:

- 1. Introduction – establishes the broad purpose of the Specific Plan, describes the legislative authority under which specific plans exist, outlines the organization of the Plan.
- 2. Planning Context – summarizes the general conditions and sequence of events leading up to the Plan’s preparation.
- 3. Planning Area Description – describes the location and general character of the planning area, and

identifies key factors that influenced the Plan’s form and policies.

- 4. Specific Plan Goals – states the fundamental intention identified for the Bristol Street Corridor.
- 5. Development Plan – sets forth the rationale and conceptual framework underlying the Plan’s physical form, land use program, development standards and design guidelines, and infrastructure improvements.
- 6. Planning Standards and Design Guidelines – sets forth development and design concepts and translates them into standards and guidelines guiding the development of streets, yards, open space, grading, siting, landscaping, buildings, and other physical features.
- 7. Implementation Program – describes policies, regulations, and ordinances that must be adopted or amended to implement the plan and identifies development approval procedures, capital improvements, and development phasing recommendations.

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Chapter 2

Planning Context

2.1 Background and Need for Plan

Bristol Corridor Redevelopment Plan

On December 4, 1989 the City of Santa Ana adopted a redevelopment plan for the area referred to as the Bristol Corridor. The redevelopment area included parcels on either side of Bristol Street extending from Central Avenue on the south to the northernmost edge of the Bristol Marketplace on the north (i.e. just south of 21st Street). Along Bristol Street, the average width of the redevelopment area is approximately 750 feet. At First Street and 17th Street, the redevelopment area extends east and west along both sides of these two cross streets. A map of the Bristol Corridor Redevelopment Area is included in Figure 7-1 of this plan.

The Bristol Street Corridor is a major north-south corridor through the City of Santa Ana. The street, which is designated as a Major Arterial Highway in the Orange County Master Plan of Arterial Highways (MPAH), serves as a vital north-south transportation link which has regional as well as local significance. The roadway also serves as the designated truck route through the central section of Santa Ana. Consistent with the high levels of traffic that move through the area, land use patterns along the Corridor reflect the importance of the area within the City's overall urban fabric. The City of Santa Ana General Plan Circulation Element shows the corridor having four major commercial nodes distributed along the length of the corridor; South Bristol Center, North Bristol Center, College Center, and an extension of the Civic Center District. These commercial areas are intended as

mixed use development areas whose primary function is to provide retail services in support of surrounding neighborhoods but which also provide recreational, cultural and educational facilities and activities, employment. Residential neighborhoods fill the areas that separate the four District Centers.

The need for the Bristol Corridor Redevelopment Plan arose out of the fact that the area was not physically or economically meeting its designated potential as either a major transportation or commercial corridor. Overall, the Corridor suffers from negative physical and visual characteristics typically associated with strip development. Large sections of the Corridor are depressed or economically failing. As development has occurred over the years, the land use pattern has become increasingly haphazard as residential lots fronting the Corridor have been converted to various commercial and office type uses. Development standards along the Corridor vary widely, compounding the perception of disorder.

Many of the older development areas are in poor physical condition, as it appears the economic incentive is absent to renovate and upgrade these properties. In addition, Bristol Street itself no longer has adequate capacity to accommodate current traffic volumes. During peak-hour periods the Corridor suffers from significant congestion with many segments and intersections operating at levels of service which are below acceptable urban standards. This congestion not only causes annoying delays for traffic, but

has also resulted in an increased occurrence of traffic accidents and injuries. The Bristol Corridor Redevelopment Plan was approved as a mechanism for alleviating existing problems through a process of redevelopment, rehabilitation, and revitalization. While it does not provide detailed plans how this will be accomplished, it does create a framework within which specific projects and improvements can begin to take place. The general direction established for the redevelopment of the Bristol Corridor area is set forth in the Redevelopment Plan goals and objectives, which can be summarized as follows:

- Reduce and prevent blight conditions;
- Widen and improve Bristol Street;
- Promote new and continuing private sector investment;
- Establish a higher quality urban design character;
- Retain and expand as many existing businesses as possible;
- Provide for increased revenues to the City;
- Preserve the existing employment base and create new job opportunities;
- Replan, redesign, and redevelop areas which are stagnant or underutilized;
- Eliminate or ameliorate environmental deficiencies;
- Expand the community's supply of housing, including low-and moderate-income units;
- Reduce City costs for providing services to the area; and
- Protect existing neighborhoods and housing from adverse impacts associated with new development and/or redevelopment.



Bristol Street Widening Project

As can be seen in the above list of redevelopment goals and objectives, the only specific project proposed by the redevelopment plan is the widening of Bristol Street. The widening of the roadway to accommodate existing and projected traffic levels represents the keystone to the whole redevelopment process, without which the successful revitalization of the corridor would be highly unlikely. For this reason the City of Santa Ana undertook a study, in 1989, to determine the most appropriate means of expanding the capacity of the Bristol Street Corridor to accommodate both existing and projected traffic levels. At present, Bristol Street is a four-lane, undivided arterial between Warner Avenue and Memory Lane. To the north and south of this section, the roadway is already six lanes. This narrower section of the roadway is responsible for the current capacity limitations along the Corridor. The existing curb-to-curb width for

Bristol Street varies from 58 to 84 feet, while the right-of-way width varies from 70 to 115 feet.

An Environmental Impact Statement (EIS) was prepared in conjunction with the Bristol Street Widening study to evaluate the potential impacts associated with such a project. Four possible alternatives were evaluated in the Draft EIS and public hearings held on the environmental document. Based on the findings of the EIS and the public comment on the project, the City Council selected a preferred alternative which incorporated a combination of the characteristics of each of the preliminary alternatives.



The preferred alternative was formulated with careful consideration given to the social, environmental, and fiscal costs of the final solution. Given the narrow existing right-of-way between Warner Avenue and Memory Lane, acquiring

additional needed right-of-way and the related impacts of such land acquisition (i.e., residential and business displacement) was a major issue addressed in the EIS. Public comments on the project generally supported the need for the widening, provided that affected property owners would be adequately compensated for the economic costs resulting from the project. In addition, a major concern was that the widening should not adversely affect the several major community facilities currently located along this segment of the corridor: Mater Dei High School, Santa Ana College, Santiago Elementary School, and the John Garthe Reservoir.

As adopted, the preferred alternative calls for the widening of a 3.9-mile section of Bristol Street between Warner Avenue and Memory Lane from its current four lanes to six lanes. Right-of-way widths would be increased to 150 feet from Saint Andrew Place to Civic Center Drive, 128 feet in the sections from Warner Avenue to Saint Andrew Place and from Civic Center Drive to Santiago Creek, and would remain at 100 feet north of Santiago Creek. In order to avoid impacts on major community facilities, the widened roadway would have meandering centerline shift. While right-of-way along most of the corridor would be acquired equally from both sides of the roadway, in areas adjacent to the major public facilities, all the right-of-way would be acquired from the side opposite the facility. Further widening, beyond 150 feet or 128 feet, would be provided at key intersections to accommodate additional right-of-way widths, a section as much as 20- to 60- feet deep will need to be acquired from the frontage of existing developed parcels. The widened

street section itself would provide for three travel lanes in each direction with a 14-foot wide, raised center median that could be fully or partially landscaped (Figure 5-6). The findings of the EIS indicated that the street widening project would have a number of beneficial effects on the Bristol Street Corridor including improved drainage, air quality, aesthetics, circulation, and noise attenuation. Adverse impacts related to the street widening included the potential displacement of existing residential and business uses, and potential short-term construction impacts relating to circulation, noise, dust, and utility relocation.



Bristol Street Corridor Specific Plan

The Bristol Street Corridor Specific Plan is being prepared as a direct consequence of the policies, goals, objectives, and improvements approved and adopted as part of the Bristol Corridor Redevelopment Plan and the Bristol Street Widening Project. Its function is twofold. First, the Plan can be seen as a tool for implementing mitigation measures to reduce identified impacts. Specifically, the Plan will identify which existing uses can be retained, where displaced uses can be relocated within the planning area, how to reuse irregular and substandard parcels created by the right-of-way acquisition, and how to best address environmental constraints such as noise. Secondly, the Specific Plan is a mechanism for addressing in a more detailed fashion, the goals and objectives set forth in the redevelopment plan. The Bristol Street Widening Project, because with the right-of-way acquisition, creates an excellent opportunity to move forward while achieving other redevelopment objectives. Specifically, the Plan will reexamine stagnant, underutilized, or disturbed parcels; reduce blighted conditions by identifying structures which need to be removed; mitigate environmental impacts and compatibility conflicts with adjacent residential neighborhoods; and provide landscape and urban design guidelines which will upgrade the overall character of the corridor. These improvements, in turn, will help to attract new private sector investment to the area and improve the business climate along the corridor, which will have a positive effect on the area's property values and revenue-generating potential.

Bristol Street Corridor Specific Plan Amendment

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Chapter 3

Planning Area Description

3.1 Location

Bristol Street is located in the City of Santa Ana. The street is a north-south transportation corridor which runs the length of the city bisecting it into two areas of approximately equal size. Bristol Street, which is aligned parallel to and one mile west of the Main Street corridor, Santa Ana's principal north-south urban spine, extends north to provide connections to the Garden Grove, Santa Ana, and Orange Freeways, and to the south to provide connections with the San Diego and Costa Mesa/Newport Freeways. Figure 3-1 shows the location of the planning area within the citywide context.

The planning area extends along both sides of Bristol Street in the area between Warner Avenue and Santiago Creek, a section of approximately 3.9 miles in length. Within this section, several major east-west streets intersect Bristol Street, including, from north to south, 17th Street, First Street, McFadden Avenue, Edinger Avenue, and Warner Avenue. The depth of the planning area from the roadway varies throughout the length of the Corridor. Property located within the planning area corresponds to those parcels identified by the former City Redevelopment Agency as being subject to eminent domain procedures as a result of right-of-way acquisition requirements of the Bristol Street Widening Project. Figure 3-2 shows the boundaries of the entire planning area.

It should be noted, that while there is significant overlap in the boundaries and extent of the Bristol Corridor Redevelopment Area and the Bristol Street Widening Project Area, the Specific Plan does not extend east and west along 17th Street, as does the Redevelopment Plan, while the latter, unlike the Specific Plan, does not extend north of 21st Street to Santiago Creek.

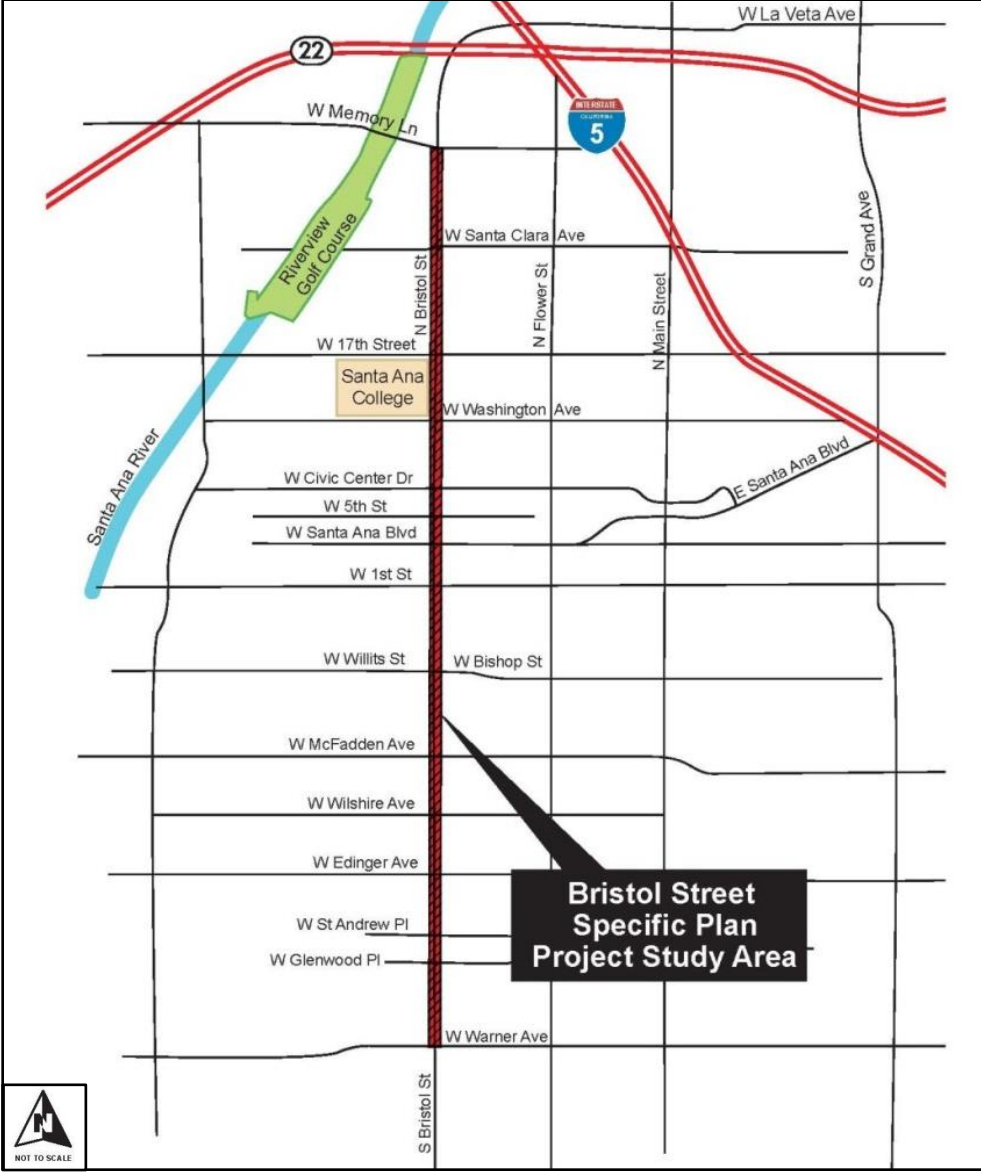
While Santiago Creek acts as a defined visual entry into the corridor from the north, there is no equivalent sense of entry from the south. The intersection of Bristol Street and Warner Avenue, while being the project boundary as far as the Specific Plan is concerned, is not distinguished from those further to the south. For this reason, it is recommended that the standards and guidelines developed for this Specific Plan also be applied south of Warner Avenue to Sunflower Street, which is the city boundary.



Figure 3-1 Regional Location



Figure 3-2 Project Study Area



3.2 Planning Area Character

Development and Land Use Character

Bristol Street is a straight and practically flat (average slope of 0.4 percent) urban corridor with a north-south alignment consistent with the grid pattern street system that predominates in Santa Ana. The current roadway extends through a completely urbanized area which includes a mixture of commercial, residential, and public facility uses. The area is characterized by a haphazard mixture of buildings of different types and uses, physical condition, and age. The contrast between old and new is quite pronounced and contributes to a disjointed, generally unappealing character.

The existing development character along the corridor indicates that much of the corridor was developed in the middle decades of this century, and has changed in a piecemeal fashion over the years as traffic volumes on Bristol Street have increased and uses along the corridor have become more auto-oriented. Currently the corridor is typical of strip development areas that have grown up since World War II, with the exception of the incongruous presence of remaining residential uses.

Most of the planning area was initially developed with residential uses, and then as the community grew and development patterns changed, strip commercial and other uses began to incrementally displace the residential uses. The displacement started at the intersections and extended toward mid-block. In several locations within the area, single family residences that front on Bristol Street have been

converted to commercial and office uses with little or no change to the structure's exterior other than signage. In other areas, single-family homes continue to front onto the Corridor.



Within the area, there is a perceptible transition in the age of development from north to south, with age increasing as one moves south along the corridor. With the increase in age also comes a corresponding deterioration in the physical condition of the properties and a decline in the general level of maintenance. Newer development within the area is scattered throughout the Corridor. However, most of it is located at the intersections with major cross streets.

In addition to the discrepancies in the character and age of the structures along the Corridor, the area is also characterized by features that are fairly typical of strip development and which detract from the area's visual

character. These features include an uncoordinated clutter of billboards and signs, overhead power lines, and inconsistent public improvement standards. In general, signage along Bristol Street is of a very low quality and indicates the presence of businesses with little or no resources, ability, interest, or need to upgrade sign quality or character. Temporary signs add to the overall low quality of signage along portions of Bristol Street.



The level of amenity provided along the Corridor is generally low, with only a minimal area devoted to landscaping, street furniture, or other improvements that would contribute to the visual character of the street. Without exception, existing commercial parking lots, which comprise a significant portion of the Bristol Street frontage, are almost completely unlandscaped.

Businesses in the planning area are predominantly local-serving in character. Many people have been observed walking from adjacent residential areas to nearby shopping areas such as the Northgate Supermarket on the southwest corner of Bristol Street and McFadden Avenue. The majority of the commercial uses along the Corridor are located in strip malls and only a handful of commercial businesses are located in freestanding structures (frequently in converted residences). Among the service type businesses, there are a number of small personal and professional services businesses offering medical, dental, personal care, financial, and day-care services.

The breakdown of businesses in the planning area by type is:

Type of Business	Number
Service	27
Retail	32
Office	8
Eating Establishment	23
Day Care	2
Health Care	14
Miscellaneous Commercial	12
Source: Field review, February 2011	

The major exception to the pattern of small commercial centers and individual uses is Bristol Marketplace, an approximately 38-acre commercial and shopping center located at the northwest corner of Bristol Street and 17th Street. The concentrations of commercial uses that occur

along the Bristol Street Corridor are located in the following areas:

- West side between Wilshire Avenue and McFadden Avenue;
- Northwest corner of Bristol Street and Warner Avenue;
- Southwest corner of Edinger Avenue and Bristol Street;
- Northwest corner of Edinger Avenue and Bristol Street.
- Bristol Street, between Cubbon Street and Brook Street;
- Southeast corner of Bristol Street and Civic Center Drive;
- Southeast corner of Bristol Street and Washington Avenue;
- Southwest corner of Bristol Street and Washington Avenue;
- Northwest corner of Bristol Street and 17th Street;

The newer strip malls can be distinguished from the older strip malls in their elaborate architectural style versus a plain rectangular shaped architectural style that characterizes the older strip malls, specifically those located on North Bristol Street.

In addition to housing and commercial uses, there are a number of community and educational facilities which are not in, but adjacent to, the planning area. Eight schools are located along the Bristol Street Corridor:

- Jose Andres Sepulveda Elementary School (1818 South Bristol Street);
- Mater Del High School (1202 West Edinger Avenue).

- Santa Ana College Digital Media Center (1300 South Bristol Street);
- Glen L. Martin Elementary School (939 West Wilshire Avenue); and
- Dr. Martin Luther King Jr. Elementary School (1001 South Graham Lane);
- Santa Ana College (1530 West 17th Street);
- Gonzalo and Felicitas Mendez Fundamental Intermediate School (2000 North Bristol Street);
- Santiago Elementary School (2212 North Baker Street);



In addition to the schools, there are also two day care centers/preschools along the Corridor: Love 2 Learn Preschool (1200 West 17th Street) and Santa Ana Campus Early Childhood Education Center (1720 West 17th Street).

Four churches are located in the planning area:

- Non Sectarian Church of God (1239 West 5th Street);
- Johnson Chapel of the African Methodist Episcopal (AME) Church (1306 West 2nd Street);
- Bread of Life (429 South Bristol Street); and
- Deje de Sufirir Universal Church (1622 South Bristol Street).

Finally, at the north end of the planning area adjacent to Santiago Creek and the east side of Bristol Street, is a city-owned reservoir.



Socio-Economic Character

As indicated by the physical character of the street, the planning area is a low to moderate income area. The City's 2009 Housing Element indicated that approximately 60 percent of the households in the City have annual incomes of less than 80 percent of the county median income.

The City's 2009 Housing Element also indicates the City has 12,234 extremely, which is considered low income households. In 1990 the population was approximately 293,742 and it rose to 340,338 citywide in 2009 – a 16 percent increase in population – making Santa Ana the most populous city in Orange County according to the 2009 U.S. Census population estimates. In 2010 the US Census estimated the citywide median income was \$54,421 which is slightly lower than the \$57,384 median income for the Anaheim-Santa Ana-Garden Grove Metropolitan Statistical Area. Observation of the planning area confirms that household incomes in the planning area and immediately adjacent areas are probably consistent with this pattern.

Although the spread may not appear to be significant, the slight differentiation of Santa Ana's average household income from the Orange County average may be attributed to the higher density per square mile in Santa Ana. Santa Ana's household size is 4.38 (according to the U.S. Census 2005-2009 American Community Survey) in comparison to the rest of Orange County at a 3.01 average household size. The average is even higher in the census tracts adjacent to

the Bristol Street Corridor, which has a 4.69 average household size.

A more accurate assessment of the poverty level in Santa Ana can be better reflected in the per-capita income, which averages \$16,521, whereas the average per-capita income for the Anaheim-Santa Ana-Garden Grove Metropolitan Statistical Area is approximately \$20,002. The average per-capita income for Orange County is \$33,901.

The population in the planning area vicinity is characterized by a large percentage of ethnic minorities, particularly Hispanic residents, which make up approximately 46 percent; White residents make up 24 percent, while the other 24 percent is made up of people reporting to be of one other race. These numbers are based on the census tracts adjacent to the project area.



Housing in the planning area is predominantly single family with more than 87 percent of the units being detached single family homes. The remaining housing consists of duplex units. Altogether 105 housing units have been identified in the planning area. Of these, 92 are single-family units and 13 are duplex units. The housing located south of First Street tends to be more uniformly single family in character, while most of the duplex units are located north of 1st Street, with a large concentration located between 21st Street and Santa Clara Avenue on the west side of Bristol Street. The majority of neighborhoods adjoining the planning area is well-maintained and exhibit signs of relative stability. Those residential areas exhibiting the greatest signs of neglect and deterioration are on the east side of Bristol Street between Cubbon Street and Richland Avenue and 3rd and 6th Streets. In the better maintained areas along the Corridor, the residential neighborhoods contain distinctive streetscape elements that contribute to the character of the area, including individualized wrought iron and masonry fences around front yards, entry gates, porches, trees, lawns, and mature, coordinated street-tree plantings.



There are approximately 118 businesses in the planning area, most of which are small, community serving businesses, ranging from laundromats, party rental stores, and local retail selling apparel, auto accessories and cell phones. The larger employers in the area large grocery stores, which include Northgate Super Market, El Metate Super Market and Food 4 Less – all who employ a range of approximately 50 to 100 employees. These establishments typically hire a majority of their workers locally. In addition, the number of local eating establishments, primarily restaurant chains which employ anywhere from 15 to 20 employees, and the assumption that other local business employ an average 4 people each, the employee base is approximately 762 employees in the planning area.

Reflecting the local nature of much of the commercial and service uses in the area, a large percentage of these employees are of Hispanic descent. Precise figures on the composition of the work force are not available. However, statistics for the census tracts surrounding the planning area indicate that roughly 56 percent of the labor force is employed in blue collar jobs and the other 43 percent in white collar jobs.

The female population in the census tracts surrounding the planning area is largely employed in the white collar sector, at 57 percent, whereas males in the same census tract area are largely employed in the blue collar sector at 65 percent. Unemployment figures for the area are also unavailable, but based on the census tracts adjacent to the Corridor, the unemployment figures are 6 percent unemployment for the male population and 9 percent unemployment for the female population. The aggregate unemployment for the tracts adjacent to the Corridor is 7.5 percent based on 2005-2009 Census estimates. This is substantially lower than the Los Angeles- Long Beach-Santa Ana Metropolitan area unemployment rate, which, according to the U.S. Department of Labor Statistics was 11.7 percent in 2010. However the unemployment rate figures for Santa Ana better reflect the planning area unemployment rate prior to the 2008 recession and not current levels of unemployment, which are not available for the planning area.

Chapter 4

Planning Goals and Objectives

4.1 Land Use

Goal:

Utilize the redevelopment of the Bristol Street Corridor as an opportunity to upgrade the development character of the area and to enhance the viability of those commercial enterprises which remain.

Rationale:

There are a number of existing neighborhood shopping centers and several adjacent blocks of street oriented commercial development along the Bristol Street Corridor which have the potential for continued operation. Many of the existing businesses appear to be marginal in their operation, but provide important services to the local residents and would benefit from improved conditions along the Corridor which would make it more attractive. Other uses detract from the character of the Corridor and are less dependent on their particular location. Widening of the Corridor will affect many business operations with the Corridor either by removing parking or structures. The Specific Plan represents the opportunity to encourage and enhance continued operation of those businesses which will contribute most to the design and land use character chosen for the Corridor.

Objectives:

- Relocate the mini-mall and strip commercial land uses that are typical for high volume arterials from their mid-block locations to new development on existing shopping center sites or in new commercial buildings near the intersections with major cross streets.
- Encourage commercial activity along the corridor as a means of generating revenues for the City through fees and sales tax revenues.
- Retain as many existing businesses as possible and encourage their rehabilitation and possible expansion. Businesses which serve and benefit local residents and provide high levels of employment will receive highest priority for retention and rehabilitation. Parcels which are stagnant and underutilized will be re-planned.
- Assemble parcels where necessary to provide adequate replacement area for remaining businesses that have lost important space or facilities to the road widening.
- Replace residential uses fronting Bristol Street with others compatible to the commercial character of the corridor.
- Develop frontage parcels not to be of a type to detract from the overall image and character of Bristol Street.

Goal:

Protect and enhance adjacent residential areas and community facilities along the Bristol Street Corridor by reducing the potential for adverse impacts related to traffic or other uses within the Corridor.

Rationale:

High traffic volumes on Bristol Street and the related noise and air quality conditions have already negatively impacted some residential neighborhoods adjacent to the Corridor. In addition, the haphazard mix of uses and the absence of consistent development standards in existing development detracts from the overall character of the local community. Redevelopment and use of the frontage parcels on Bristol Street will reduce existing adverse conditions without imposing additional impacts on adjacent areas that would further erode the building fabric and quality of street life for the neighborhoods.

Objectives:

- Convert shallow frontage parcels adjacent to residential areas, schools, or churches into landscape buffer areas.
- Require visual screening and noise buffers between the Bristol Street Corridor and adjacent residential and community facility uses.
- Establish standards for the type and placement of lighting within the corridor that will minimize light and glare nuisances in adjacent residential uses.
- Establish land-uses and development standards and guidelines that will consider security and privacy concerns of uses adjacent to the Corridor.
- Develop guidelines for processing and approving new uses in the planning area in the transition period between adoption of the Specific Plan and its implementation.
- Adjacent to residential areas, land uses should be restricted to community facilities, neighborhood-serving commercial and professional office uses; general retail and other traffic-generating uses should be restricted to frontage parcels and/or to corners on major cross streets.

4.2 Urban Design

Goal:

Create a distinctive visual image for the Bristol Street Corridor which enhances its use as an urban corridor and as a center for community-serving commercial uses.

Rationale:

The widening of Bristol Street to a six-lane arterial with an extended median to control left turn movements will be a physical expression of its importance to the city as a major connector. The widening also provides the opportunity to establish a unified and safe streetscape that can enhance neighborhood character and contribute to community pride by bringing more consistency to the land use character of the corridor and removing certain deteriorated and visually unattractive uses. Despite the projected increase in traffic on the upgraded roadway, a unified design treatment within the corridor, including landscaping, pavement treatments, street furniture, and open space can also make Bristol Street more accommodating to the pedestrian, and not just as a cross-town corridor.

Objective:

- Establish a unifying landscape image for the street using the full range of available elements, including plant materials, hardscape (i.e. pavement), lighting, signage and street furniture.
- Develop a landscape treatment that mitigates the increased area devoted to paved roadway and provides an attractive and effective buffer to the adjacent residential neighborhoods.
- Create a landscape plan for the corridor that is sensitive to the consumption of water and long-term maintenance costs.
- Demonstrate principles of ‘green’ streets through the implementation of various stormwater facility strategies, such as inlets to vegetated swales, within parkways.
- Establish site development criteria that will contribute to a safe, attractive, and better defined street edge, and which are responsive to the overall land use and design concept for the corridor.
- Establish design guidelines for the architecture and signage.
- Reduce visual clutter within the corridor by placing all overhead utility lines underground.
- Create open space areas which are attractive to the local residents, responsive to their needs, and which will encourage pedestrian activity.

4.3 Circulation

Goal:

Facilitate the safe and efficient movement of traffic on Bristol Street.

Rationale:

Bristol Street is being widened to allow it to function as a high volume arterial. Development and use of frontage parcels are not to create access conditions which will conflict with the efficient flow of traffic along the Bristol Street corridor.

Objectives:

- Limit left turns to or from Bristol Street to major intersections only.
- Minimize the number of right-turn-in, right-turn-out conditions along the Bristol Street frontage.
- Utilize side streets and alleys for access to Bristol Street frontage between major cross streets.
- Reduce visual clutter along the street frontage to provide safer driving conditions.
- Provide facilities that will encourage the use of alternative modes of transportation along the corridor.

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Chapter 5

The Development Plan

5.1 Plan Overview

The plan for Bristol Street facilitates optimum use of the assembled parcels for development while mitigating adverse circulation and environmental impacts resulting from the street widening project.

The principal criteria used in determining the land’s optimum use were parcel configuration and surrounding land uses. In general, where the assembled land did not provide adequate width or depth for standard commercial, office or residential prototypes, the use was adjudicated to open space, or park. Conversely, where the parcel dimensions were adequate for development, commercial uses were considered in a manner consistent with the General Plan and with sensitivity to the scale and character of the adjacent neighborhoods.

Because the corridor exhibits the variety of land uses, development intensities, building prototypes, multiple neighborhood characters and will be divided into commercial and open space zones, a principal purpose of the plan is to treat the street as a binding agent that can unify the corridor into a coherent whole. Attention has therefore been focused on the street’s landscape treatment, particularly on the selection and rhythm of trees which can impart a strong, unifying image.

Proposed Land Uses

In general, the distribution of land uses responds to the City’s General Plan intent to concentrate commercial uses at major intersections, leaving the section of the Corridor between

these nodes for less intensive uses like office, residential or open space.

There are four proposed land uses: Commercial, corresponding to the City’s C-5 (Arterial Commercial Zoning District); Office, or P (Professional Zoning District); Residential, or R-1 (Single-Family Residential Zoning District), R-2 (Two-Family Residential Zoning District), & R-3 (Multiple-Family Residential Zoning District); and Park, or O (Open Space Zoning District). One overlay use is proposed: a C-5 overlay on select park areas. The commercial overlay zone is proposed as a means to permit certain commercial uses on parcels with configurations that are considered marginal for parking and/or building footprints. While on these parcels, a park use is considered most appropriate, commercial development should be permitted as long as they meet zoning regulations and Specific Plan guidelines.

Figure 5-1 shows the proposed land uses for the planning area.

Use Distribution

Table 5-1 Parcel Inventory, summarizes the net change in use from what is existing to what is proposed. The specific use by parcel was determined following a series of consultations with the City Planning and Public Works Divisions.

Figure 5-1 Land Use



Figure 5-1 Land Use



Figure 5-1 Land Use



Figure 5-1 Land Use

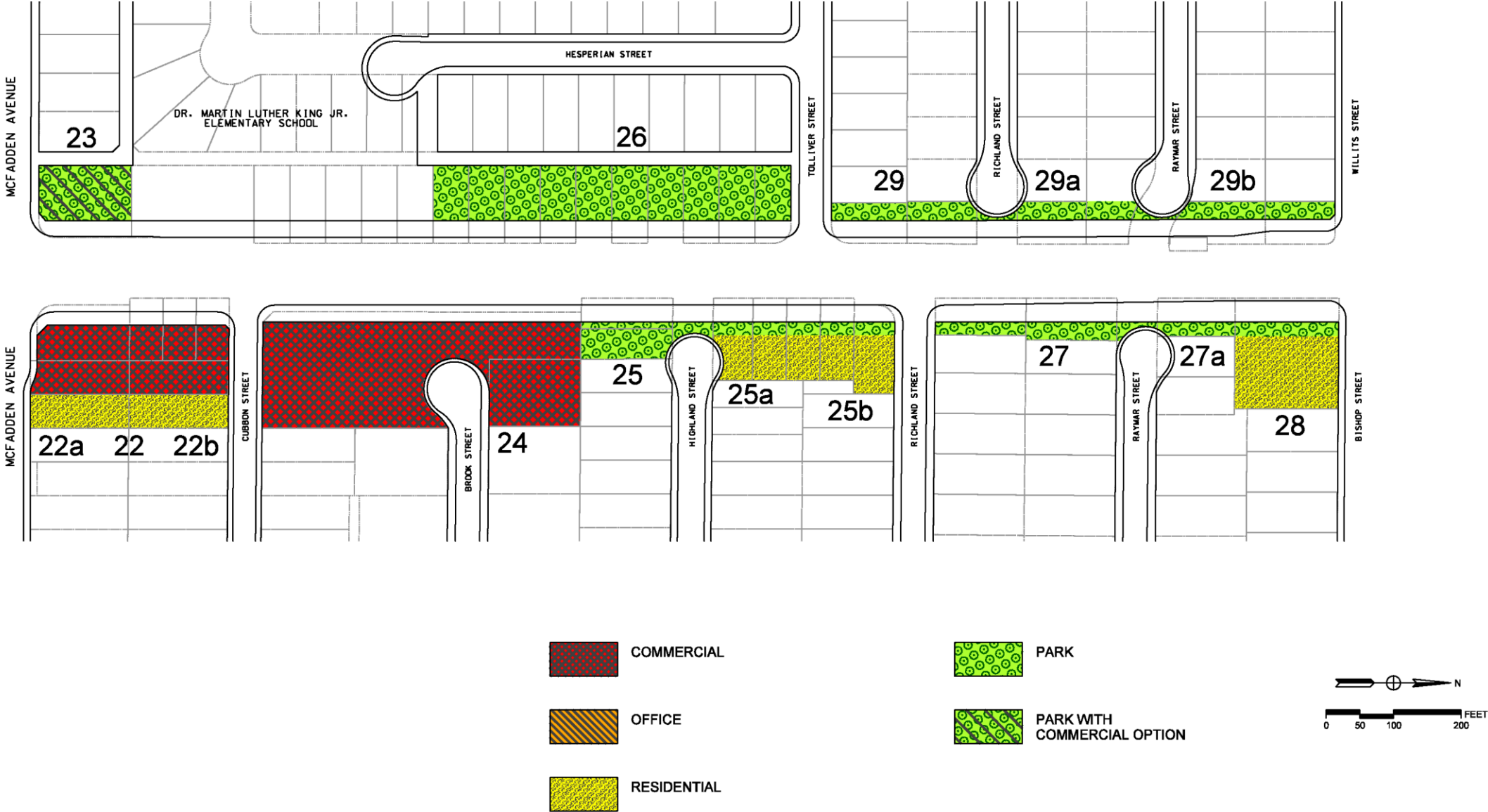


Figure 5-1 Land Use



Figure 5-1 Land Use

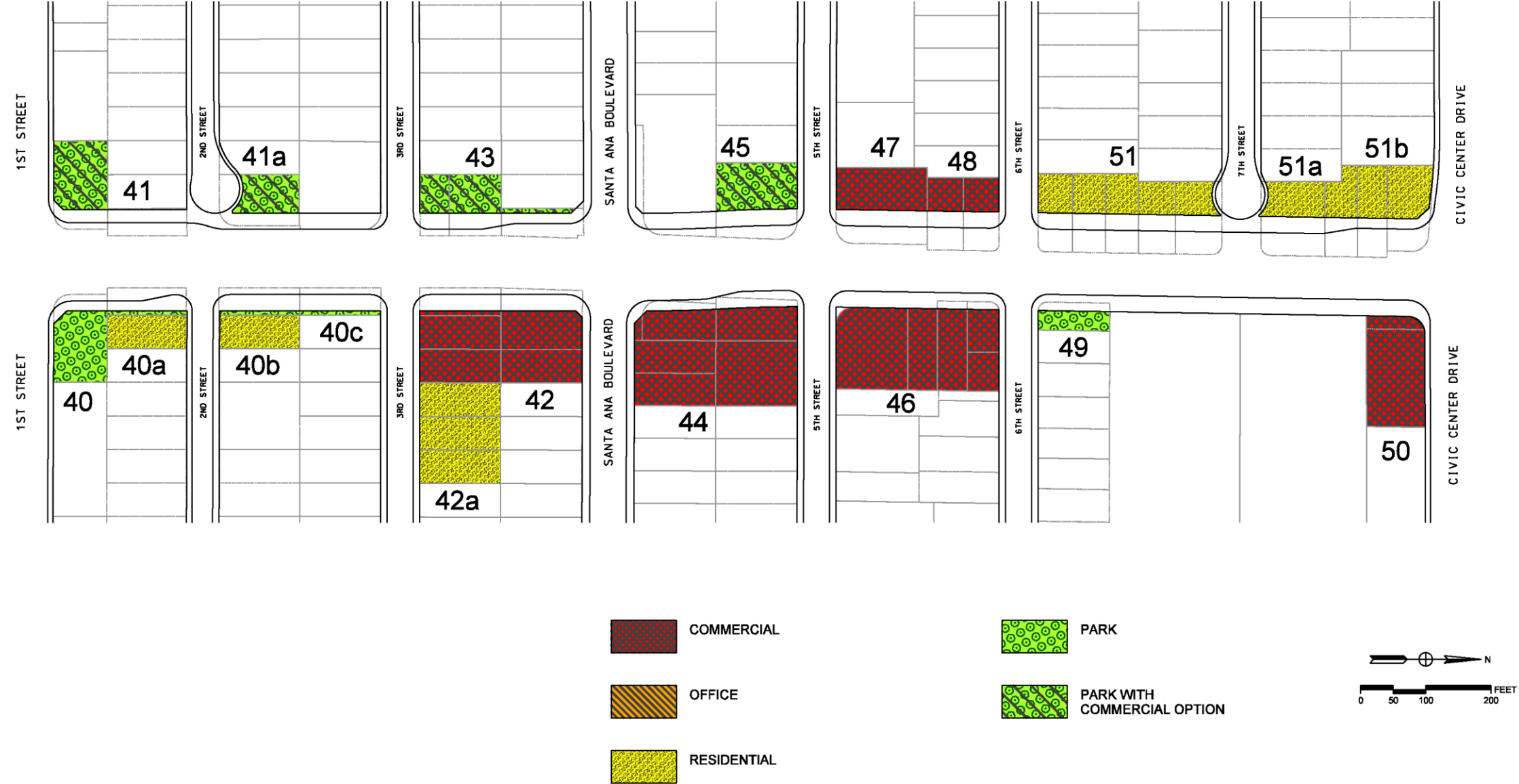


Figure 5-1 Land Use

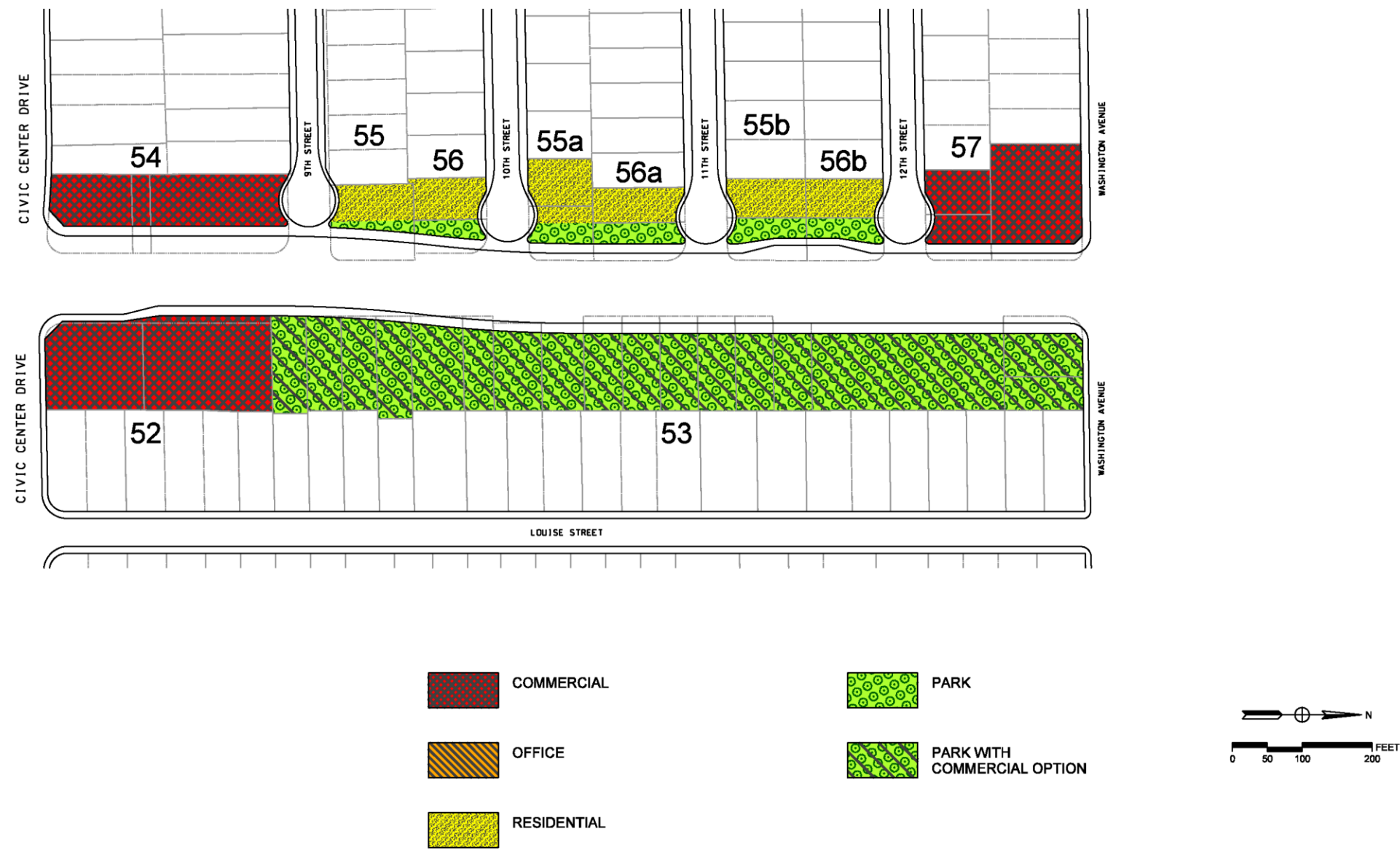


Figure 5-1 Land Use

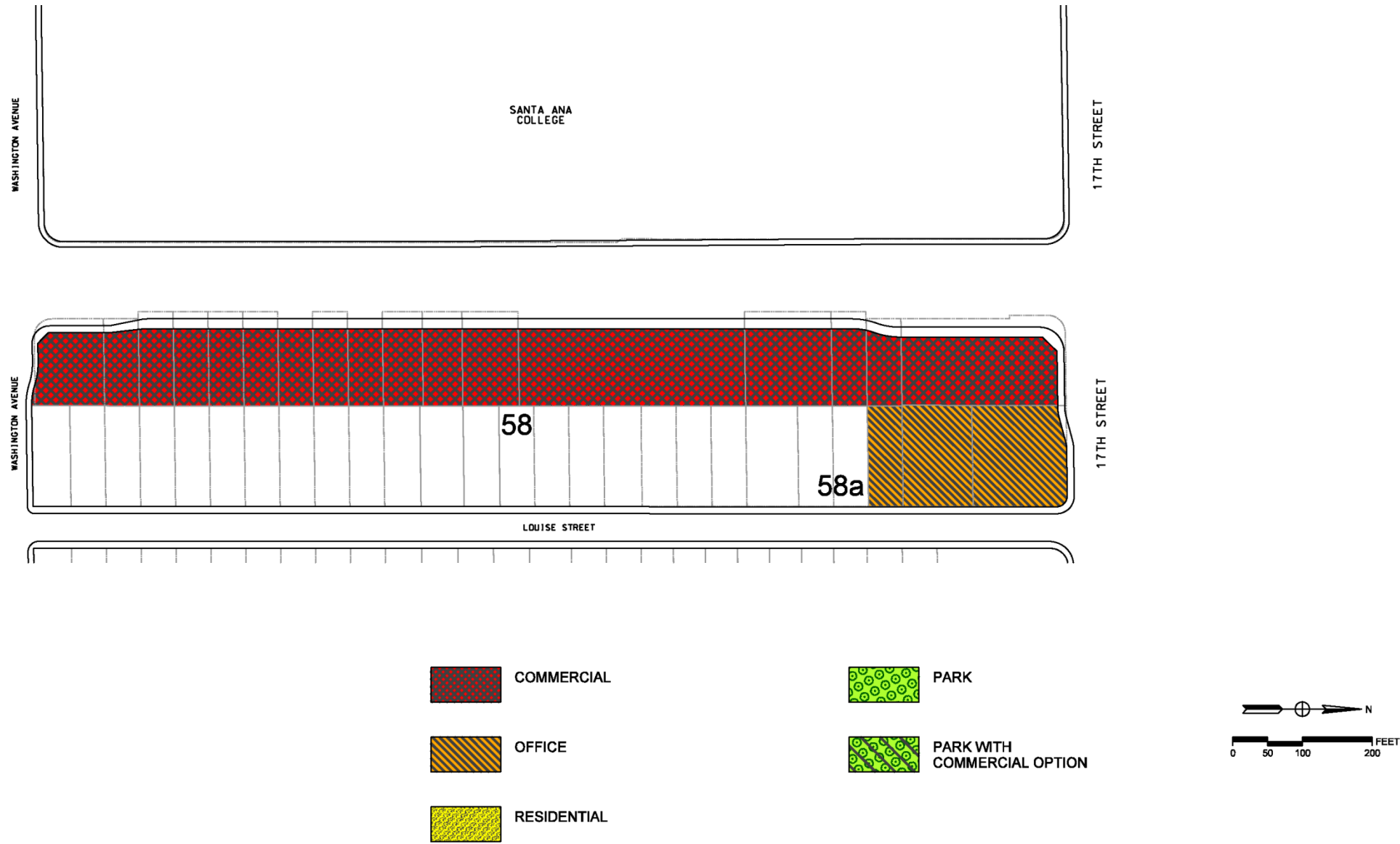


Figure 5-1 Land Use



Figure 5-1 Land Use



Table 5-1 Parcel Inventory

LEGEND		PARCEL INVENTORY			
Zoning	Use	EXISTING		PROPOSED	
C = Commercial	CH = Church	Parcel	Area (sf)	Zoning	Use
O = Open Space	COM = Commercial				
P = Professional	GS = Gas Station	Parcel	Area (sf)	Zoning	Use
R = Residential	OFF = Office				
	PK = Park	Parcel	Area (sf)	Zoning	Use
	RES = Residential				
		1	30,795	C-5	COM OFF
		2	45,305	C-5	COM OFF RES
		3	7,730	R-2	RES
		4	12,935	R-2	RES
		5	13,047	R-2	RES
		6	6,828	C-5	GS
		6a	7,071	C-5	GS RES
		7	5,106	R-2	RES
		7a	5,331	R-2	RES
		8	12,068	R-2	RES
		9	12,072	R-2	RES
		10	6,519	R-2	RES
		11	6,074	R-2	RES
		11a	5,015	R-2	RES
		12	2,278	R-2	RES

Table 5-1 Parcel Inventory

LEGEND		PARCEL INVENTORY			
Zoning	Use	EXISTING		PROPOSED	
C = Commercial	CH = Church	Parcel	Area (sf)	Zoning	Use
O = Open Space	COM = Commercial				
P = Professional	GS = Gas Station	13	84,151	C-1 C-5	COM OFF GS RES
R = Residential	OFF = Office				
	PK = Park	14	87,970	C-1 C-5	CH COM
	RES = Residential	15	6,666	C-5	OFF
		16	6,336	C-5	OFF
		17	3,423	C-5	OFF
		18	61,387	C-5	COM OFF RES
		19	46,674	C-5	COM OFF RES
		19a	33,681	C-5	COM OFF RES
		20	16,698	C-5	COM
		21	44,821	C-1	COM

Table 5-1 Parcel Inventory

LEGEND		PARCEL INVENTORY			
Zoning	Use	EXISTING		PROPOSED	
C = Commercial	CH = Church	Parcel	Area (sf)	Zoning	Use
O = Open Space	COM = Commercial				
P = Professional	GS = Gas Station	Parcel	Area (sf)	Zoning	Use
R = Residential	OFF = Office				
	PK = Park	Parcel	Area (sf)	Zoning	Use
	RES = Residential				
		22	29,205	C-1	COM
		22a	7,313	C-1	RES
		22b	7,366	C-1	RES
		23	11,186	C-1	COM
		24	65,708	C-1	COM RES
		25	7,339	C-5	COM RES
		25a	18,500	C-5	COM OFF RES
		25b	5,381	C-5	COM OFF RES
		26	43,535	C-5	OFF RES
		27	6,273	R-2	RES
		27a	5,604	R-2	RES
		28	16,603	R-2	RES

Table 5-1 Parcel Inventory

LEGEND		PARCEL INVENTORY			
Zoning	Use	EXISTING		PROPOSED	
C = Commercial	CH = Church	Parcel	Area (sf)	Zoning	Use
O = Open Space	COM = Commercial				
P = Professional	GS = Gas Station	29	5,882	R-2	RES
R = Residential	OFF = Office				
	PK = Park	29a	4,682	R-2	RES
	RES = Residential	29b	5,848	R-2	RES
		30	5,607	R-2	RES
		30a	5,343	C-5	RES
				R-2	
		31	13,156	C-5	OFF
		32	48,522	C-5	COM
					RES
		33	5,430	C-5	COM
					RES
		33a	5,364	C-5	COM
					OFF
					RES
		33b	3,899	C-5	OFF
		33c	3,802	C-2	COM
				C-5	
		33d	9,490	C-2	COM
				C-5	

Table 5-1 Parcel Inventory

LEGEND		PARCEL INVENTORY			
Zoning	Use	EXISTING		PROPOSED	
C = Commercial	CH = Church	Parcel	Area (sf)	Zoning	Use
O = Open Space	COM = Commercial	34	13,842	C-5	COM RES
P = Professional	GS = Gas Station	35	13,188	C-5	COM OFF RES
R = Residential	OFF = Office	36	6,761	C-5	OFF
	PK = Park	37	59,235	C-5	OFF
	RES = Residential	38	34,866	C-1	COM RES
		39	20,520	C-2	COM GS
		40	9,555	C-1 C-2	COM OFF
		40a	6,283	R-2	RES
		40b	6,351	R-2	RES
		40c	1,607	C-1 R-2	COM RES
		41	8,641	C-1 C-5	CH

Table 5-1 Parcel Inventory

LEGEND		PARCEL INVENTORY					
Zoning	Use	EXISTING		PROPOSED			
C = Commercial	CH = Church	Parcel	Area (sf)	Zoning	Use		
O = Open Space	COM = Commercial						
P = Professional	GS = Gas Station	Parcel	Area (sf)	Zoning	Use		
R = Residential	OFF = Office						
	PK = Park	Parcel	Area (sf)	Zoning	Use		
	RES = Residential						
		41a	5,422	C-1	CH	C-5	PK/COM
				C-5			
		42	27,544	C-2	COM	C-5	COM
				R-2	RES		
		42a	19,208	R-2	RES	R-2	RES
		43	8,253	C-1	COM	C-5	PK/COM
				C-2			
		44	36,982	C-2	COM	C-5	COM
				R-1	RES		
		45	9,004	C-2	COM	C-5	PK/COM
		46	31,192	C-2	COM	C-5	COM
				C-5	RES		
		47	9,134	C-2	COM	C-5	COM
		48	5,750	C-5	RES	C-5	COM
		49	3,303	C-5	RES	O	PK
		50	15,153	C-4	COM	C-5	COM
		51	15,462	C-5	COM	R-2	RES
					RES		

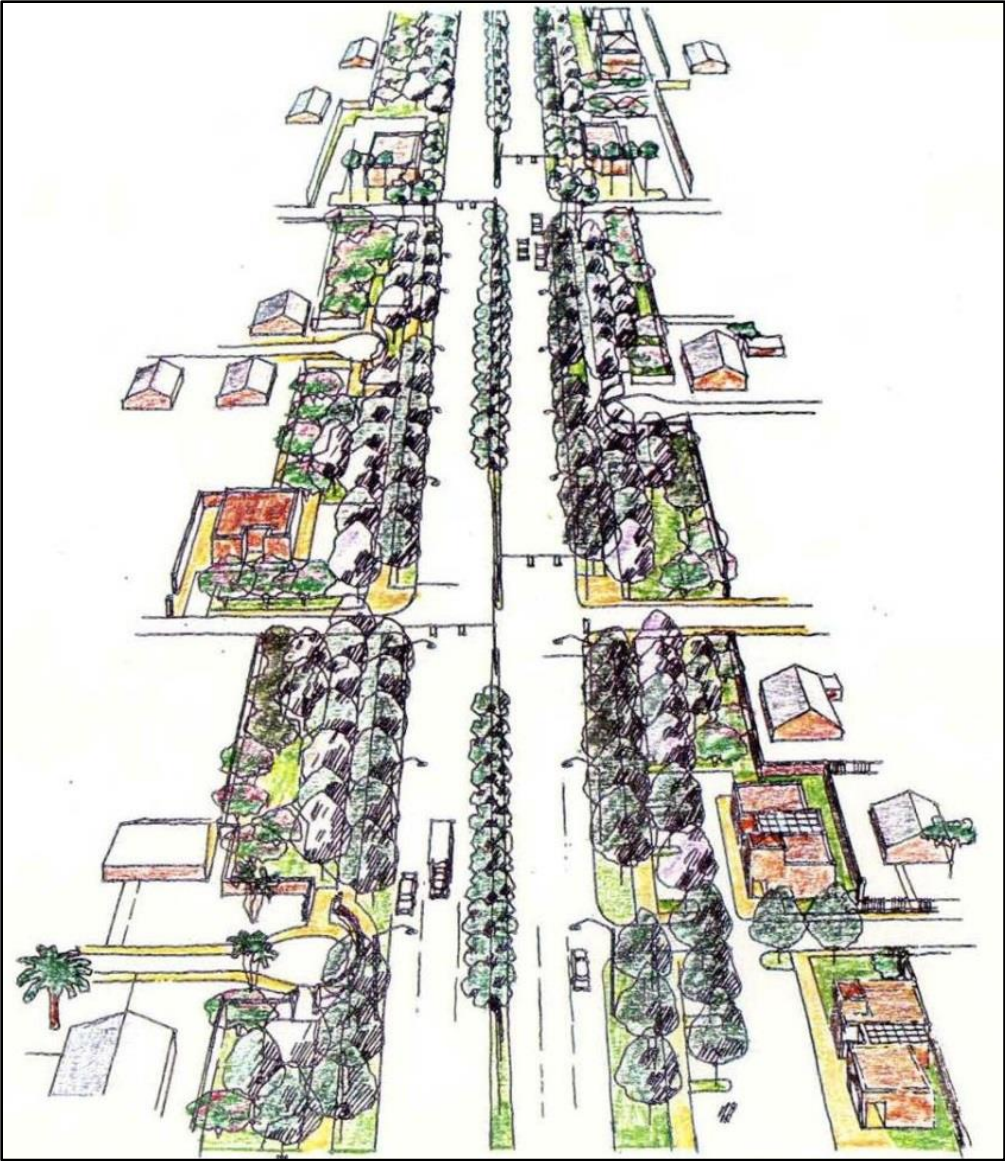
Table 5-1 Parcel Inventory

LEGEND		PARCEL INVENTORY			
Zoning	Use	EXISTING		PROPOSED	
C = Commercial	CH = Church	Parcel	Area (sf)	Zoning	Use
O = Open Space	COM = Commercial				
P = Professional	GS = Gas Station	Parcel	Area (sf)	Zoning	Use
R = Residential	OFF = Office				
	PK = Park	Parcel	Area (sf)	Zoning	Use
	RES = Residential				
		51a	6,313	C-5	COM OFF
		51b	11,045	C-5	COM OFF
		52	42,323	C-5	COM GS
		53	134,525	C-5	COM OFF RES
		54	24,490	C-5	OFF
		55	11,754	C-5 R-1	COM OFF RES
		55a	14,290	R-1	RES
		55b	11,942	R-1	RES
		56	3,906	R-1	RES
		56a	6,314	R-1	RES
		56b	6,611	R-1	RES
		57	27,864	C-5	COM RES

Table 5-1 Parcel Inventory

LEGEND		PARCEL INVENTORY			
Zoning	Use	EXISTING		PROPOSED	
C = Commercial	CH = Church	Parcel	Area (sf)	Zoning	Use
O = Open Space	COM = Commercial				
P = Professional	GS = Gas Station	58	157,744	C-1 C-5	COM OFF RES
R = Residential	OFF = Office				
	PK = Park	58a	40,922	C-1	COM
	RES = Residential	59	4,543	R-3	RES
		60	8,393	R-2	RES
		60a	42,368	R-2	RES
		60b	8,297	R-2	RES
		61	9,584	R-2	COM
		62	8,157	R-2	RES
		63	67,813	R-2	RES
		64	7,816	R-2	RES
		65	21,207	R-1	RES
		66	23,402	R-1 R-2	RES RES
		66a	16,290	R-1 R-2	RES RES

Figure 5-2 Street Prospect



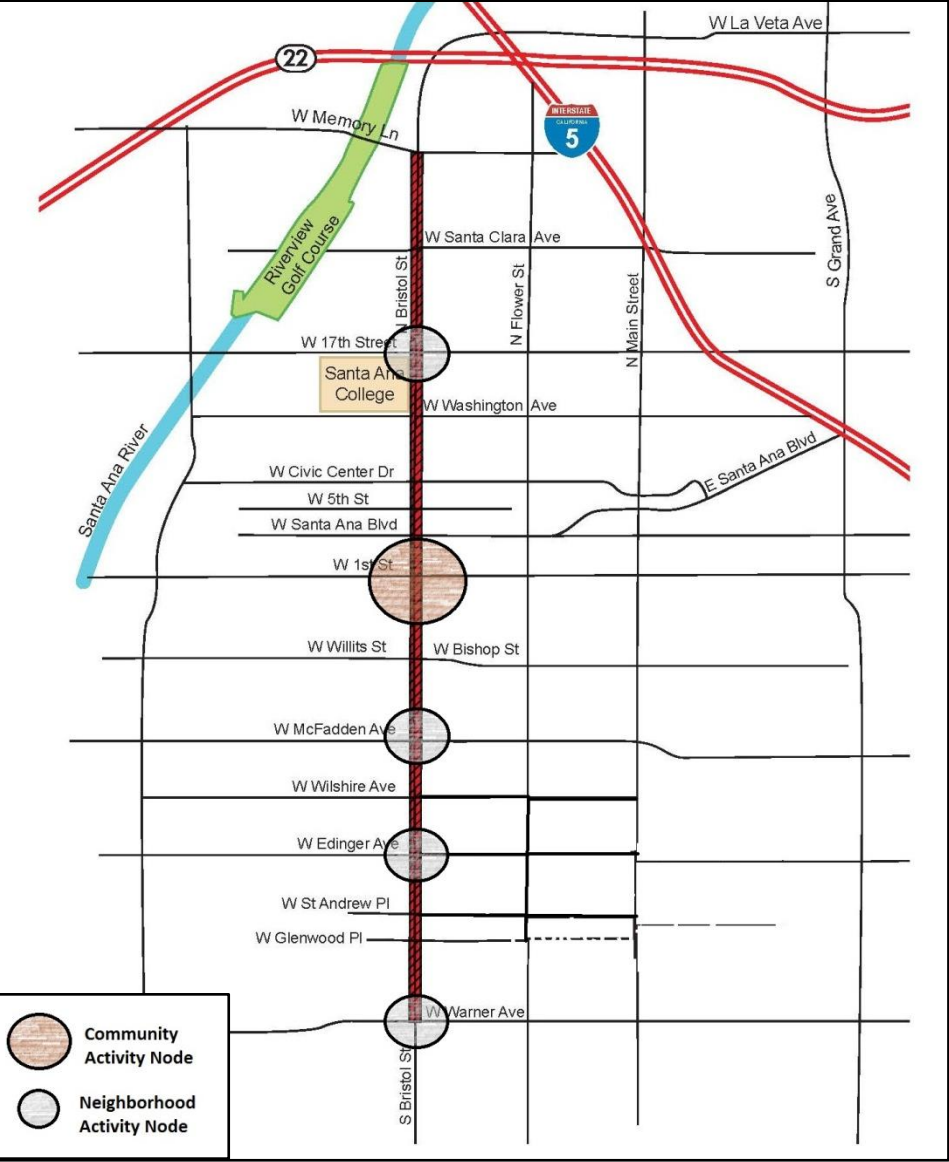
5.2 Urban Design Concept

Overall Concept

The widened Bristol Street will consist of commercial nodes at major intersections linked by tree-lined, landscaped areas serving as a buffer to the adjacent residential neighborhoods (Figure 5-2). While small office and commercial development may occasionally interrupt the open space buffer, the continuity of the landscape at the street edge will not be broken, giving the street the appearance of a continuous linear parkway. Bristol Street will thus function as a *limited access commercial parkway*.

This concept allows several benefits: it serves to enhance the appearance of the Corridor as a major commercial spine connecting the Santa Ana and San Diego freeways; it adds value to the surrounding neighborhoods by creating a park-like buffer; and it mitigates, through an urban reforestation program, adverse visual and environmental impacts stemming from the street widening.

Figure 5-3 Commercial Nodes



Nodes, Links, and Destination Points

The design concept calls for the Plan to define and differentiate areas along the Corridor in order to mitigate its haphazard, disordered appearance. By dividing the planning area into a series of distinct nodes, links, and destination points, the Plan will retain the corridor's variety of uses while adding definition and order to the overall development pattern.

Identifiable *nodes* within the planning area generally correspond to concentrations of commercial development and occur at the major east-west cross streets. The nodes can be divided into two broad categories relating to size and market area served. The smaller, more local-serving areas are designated as Neighborhood Activity (NA) nodes. The main community-serving area is designated as the Community Activity (CA) node (Figure 5-3).

The Community Activity Node is located in the area from First Street north to Civic Center Drive. This area is envisioned as a strong "town center" with intense commercial development that stretches east-west as well as north-south and is characterized by a commercial pedestrian promenade along either side of Bristol Street.

Four Neighborhood Activity Nodes have been identified in the area. The two larger nodes are located at the Warner Avenue/Bristol Street intersection and at the 17th Street/Bristol Street intersection. Two smaller nodes are located at the Edinger Avenue and McFadden Avenue intersections with Bristol Street. The Warner Avenue node

consists of existing commercial development on three corners, with the fourth corner designated for park with commercial as an option. The 17th Street node consists of the Bristol Marketplace, Santa Ana College, and existing commercial uses opposite the Bristol Marketplace. Redeveloped commercial is proposed along Bristol opposite the college.

Whereas the two larger nodes tend to anchor either end of the planning area, the two smaller nodes at McFadden and Edinger Avenue are located in the middle of the corridor closer together. At Edinger Avenue, existing commercial and Mater Dei High School occupy the southern quadrants of the intersection, while redeveloped commercial uses are designated for the west side of Bristol Street north of Edinger Avenue, and park area is designated along the east side of Bristol Street. At McFadden Avenue, existing commercial development will continue to occupy the southwest quadrant while new development will occur on the two east-side quadrants. The northwest quadrant of this intersection is designated for park or school use with an option for commercial use.

Links refer to the connections between nodes or major activity centers. The plan concept is for commercial activity nodes to be separated by street sections characterized by less active, non-retail uses and by more intensive landscape treatments.

The links in the plan generally belong in one of two categories, "landscaped parkway" or "landscaped

professional." The landscaped parkway links are those street sections where all or most of the acquired land along the Bristol Street frontage will be developed as landscaped open space. The following links represent this characteristic: Warner Avenue to Edinger Avenue, Cubbon Street to Myrtle Street, Civic Center Drive to Washington Avenue, and 17th Street to the Santiago Creek. The landscaped professional links are those Corridor sections where non-retail uses are designated along the Corridor. These areas will have special landscape requirements, however, to ensure a consistent green spine between nodes. In some cases, the professional links will only have new development on one side of the corridor with parkway on the other. The landscaped professional links include the sections of Bristol Street between McFadden Avenue & Edinger Avenue and McFadden Avenue & 1st Street. Figure 5-4 shows a conceptual layout of structures, parking, sidewalks, and sound walls along the length of the Bristol Street planning area.

Figure 5-4 Site Development



Figure 5-4 Site Development

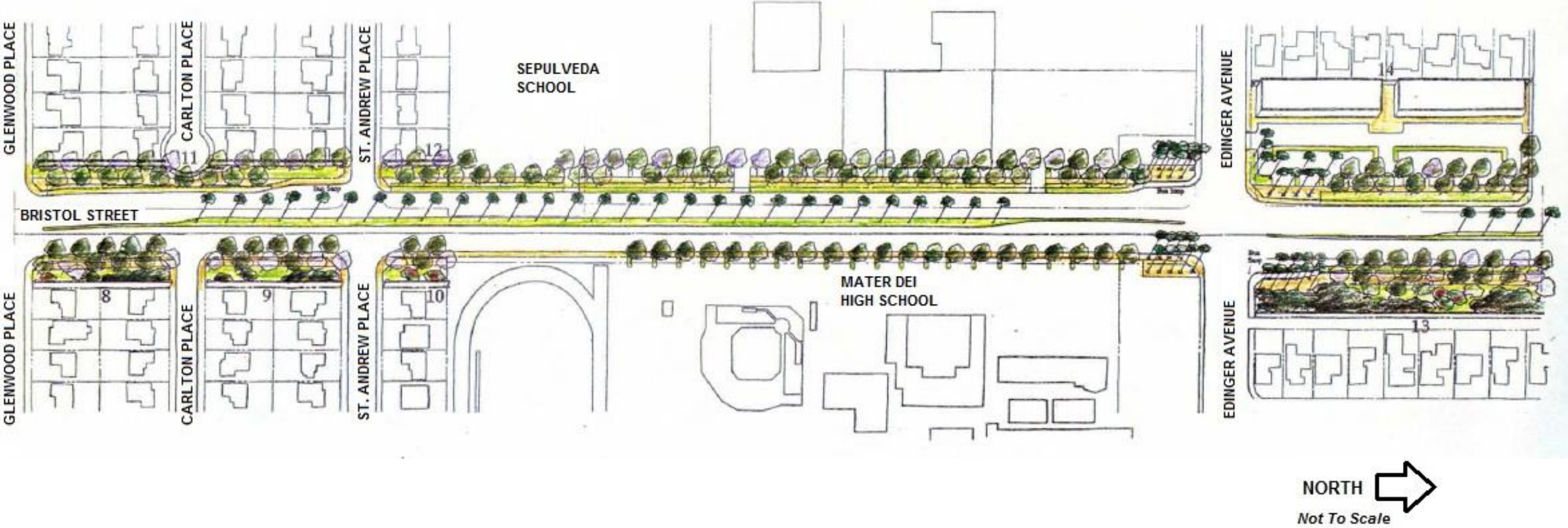


Figure 5-4 Site Development



Figure 5-4 Site Development



Figure 5-4 Site Development



Figure 5-4 Site Development



Figure 5-4 Site Development



Figure 5-4 Site Development



The Streetscape

Transforming Bristol Street from a strip-commercial thoroughfare into a verdant parkway brings to mind the great European boulevards and their alleys and trees framing along stretches of road. Using the “boulevard” as a streetscape prototype on Bristol Street satisfies a key purpose of the plan: to use the street as a strong, unifying element that gives motorists a sense of continuity and visual clarity from beginning to end. However, the open areas of the street behind its edge must act as a buffer to adjacent residential areas and provide a needed landscape amenity to pedestrians. For these reasons, the streetscape must also function like a park, allowing for a greater diversity of trees and a more varied ground treatment that encourages strolling, gathering, or stopping. The street must also accommodate commercial uses at intersections and along several intersections of the corridor between them. Therefore, special design considerations are proposed for these areas so that they can properly function as retail or office sites without disrupting the continuity of the streetscape. In combination, the street edge, the park areas and the commercial sites, yield the concept of a “commercial parkway”. Such streetscapes are rare in this region and nonexistent in Santa Ana.

Figure 5-5 and Figure 5-6 depict the three basic zones of the parkway concept: the median and street edge zone, the commercial zone, and the park zone.

Median and Edge Zone

The street median and the buffer strips within the public right-of-way are the primary and essential footholds in which to plant trees that can impart a strong, unifying quality to the landscape (Figure 5-7).

For the median the proposed trees are Canary Island Date Palms (*Phoenix Canariensis*), planted 35 to 45 feet on center to establish a dramatic sight-line from one end of the corridor to the other. Should these palms not be available in the required sized and quantity at the time of installation of the median, the Date Palm (*Phoenix dactylifera*) should be used as a substitute. Whichever tree is first planted, it should remain as the sole median tree. A minimum palm size of 20 feet brown-trunk height is recommended.

To frame the street in a boulevard fashion, a double, mixed row of London Plan tree (*Platanus acerifolia*) and Jacaranda (*Jacaranda acutifolia*) is proposed. The Jacarandas – also noted as the official tree for the City of Santa Ana – would be planted only in the interior or second row of the alley to add variety and color to the street edge. They should be planted in irregular spacings, at a 1:5 ratio (one Jacaranda for every five Sycamores). Medians should be designed with maintenance-access points at turn pockets. Median noses should be paved with stamped concrete paving or other decorative paving.

Commercial Area Zone

Commercial development sites (which include all Neighborhood Activity Nodes) require visibility both for considerations of safety and advertisement. Palm trees are an appropriate plant for these sites, as they provide visual interest and shade without obstructing the view of storefronts and signage. They would also reinforce the nodal structure of the corridor, calling attention to the major commercial intersections (Figure 5-8). Palms other than those used in the median should be considered for these sites. Palms shall be 20 feet brown-trunk minimum.

At intersections, the sidewalks coming from the park areas should be expanded to function more like plazas, with emphasis on ornamental paving, site furnishings and planters. Some of the plazas will also function as transit stops, allowing for people to comfortably gather and wait for buses.

Park Area Zone

These areas, which account for about one-third of the land in the corridor, should be heavily planted with trees to maximize their visual appeal and environmental value (Figure 5-9 & Figure 5-10). To address the anticipated pedestrian use of the park zone, a greater variety of species, planted in more irregular patterns is proposed behind the street-edge zone. The increase in species diversity and its informal placement also serves to visually “mesh” the parkway vegetation into the canopy of the adjacent residential areas. The ground plane should be kept free of visual obstructions, with emphasis on turf, ground cover, or optional decomposed granite coverages. Figure 5-10 depicts the criteria for using decomposed granite as an alternative to turf or ground cover planting. Trees should be drip or flood-irrigated wherever possible while sod and ground cover areas should be spray irrigated using low gallonage, vandal resistant nozzles.

Within the park zone, the Community Activity Node stretching from 1st Street to Civic Center Drive should receive special treatment. Because the adjacent areas are mostly commercial in character and/or are targeted for commercial redevelopment there is a lesser need to create a “buffer” landscape. Increased pedestrian activity should also be expected. Therefore, more of the park area should be paved in this section of the corridor, with regular tree planting appearing to be “cutout” from a paved matrix, rather than the other way around.

Within this node, the street intersections should be distinctive features of the streetscape. At each intersections corner, groves of palm trees, raised ornamental planters, shelters, special paving and other visually strong and unique features should be considered (Figure 5-11).

Sidewalks and Buffer Treatment

At the street edge is proposed either a 25-foot public buffer containing a 10-foot sidewalk or a 14-foot public buffer containing an 8-foot sidewalk (Figure 5-7). The initial Specific Plan Street Alignment (SPSA) called for the sidewalk to be immediately adjacent to the street curb. Following further study it was determined that the sidewalk should be placed behind the remaining 15-foot or 6-foot buffer corresponding to the 25-foot and 14-foot public buffers, respectively. This decision allowed the sidewalk to be placed between two rows of trees thus acquiring the most amenable of all possible alignments. Because the second or inner row of trees falls on private property, the design guidelines calls for continuous parking frontage whereby the trees could be planted on regularly spaced planting islands.

The spacing of the trees, therefore, is subject to the rhythm of the parking space. One tree every three spaces (9 feet per space) yields a spacing of 36 feet, which is adequate. The two rows should be planted in a staggered fashion to maximize canopy cover over the sidewalk. Slight adjustments in the placement of the trees should be exercised in order to accommodate underground utilities and new street lighting.

Flexibility on the exact dimension of the buffer alignment of the sidewalk will also be necessary. At Mater Dei High School, for example, there is no room for the buffer strip. In this instance the sidewalk will have to be placed adjacent to the curb line and, if feasible, trees planted on school property to preserve street-tree continuity. Similar variations may be required on other existing developments according to land availability. In such instances trees should be planted not more than 36 feet on center, in tree wells if necessary.

Lighting

Standard street lighting will be provided as part of the street widening project. However, given the extent of area proposed for pedestrian use, supplementary lighting to achieve a 1-footcandle illumination level will be necessary. Along sidewalk, plaza areas and gathering areas along the parkway, pedestrian-scaled fixtures should be provided. They should be placed in continuous rows and matched in style throughout the Corridor, both in private and public zones. Figure 5-12 illustrates the type of fixture proposed. These fixtures should be spaced no more than five times their height (measured to the light source) along the park zones and half as far in the commercial zones, or as otherwise determined by an engineer.

Walls

The Environmental Impact Statement requires the placement of sound absorbing walls that are at least six-feet high on the rear edge of the parcels abutting residential areas. The layout guidelines for the walls as described in the Bristol Street Widening Project should be maintained, with additional considerations as follows:

- The walls should be divided in three sections: straight runs, ornamental runs, and end runs. The purpose is to adjust the design of the walls according to their proximity to pedestrian activity, which increases towards the side streets.
 - The “straight runs” occupy the mid-sections of the wall between street intersections. These runs should be plain and simple, constructed of a single material and without excessive ornamentation. The walls should be planted with vines to eliminate the opportunity for graffiti and to soften the wall and add to ‘green environment’.
 - The “ornamental runs” extend 100 feet from a side street right-of-way, and, owing to their proximity to pedestrian activity, should offer more visual interest. Espalier vines, colorful tiles, decorative caps and piers should be considered as integral elements of the wall.
 - The “end run” corresponds to the terminal sections of the wall as they meet side streets. These sections should be “opened-up” or perforated, allowing for wrought iron or other see-through ornamentation, including shrubbery, to soften their appearance as they meet the side streets. The length of the “end

runs” should match adjacent building setbacks or be about 20 feet in length, whichever is greater. The wall ends should also act as “gateways” into the residential areas. Pylons, posts, trellises or other similar features should be considered, possibly incorporating neighborhood identification signs and logos. The “end runs” should be designed in pairs - two per side-street - with each pair assuming a distinctive character Figure 5-13 depicts the above concepts.

Figure 5-14 and Figure 5-15 depict the treatment at the end of cul-de-sac streets.

Architectural Character

The commercial sites within the corridor are for the most part small in area and therefore will be occupied by moderately sized retail or office buildings. Following the land use concept, these buildings will be spaced along the corridor rather than grouped to form long, “hard” edges; they will appear more like “structures in a park” than as a continuous urban frontage. For this reason, the buildings should be designed so that all of their visible sides display a reasonable architectural interest and façade articulation. Exposed, blank walls should be avoided. The emphasis should be on breaking the regularity of buildings, on treating them like ornaments in the landscape, with as much façade interest and articulation as possible within the limits of feasibility. On long buildings (over 50 feet in length), roof lines should be continuous but interrupted, either by breaks in the roof lines or by wall extensions or parapets; smaller buildings should be treated like pavilions, with continuous parapet

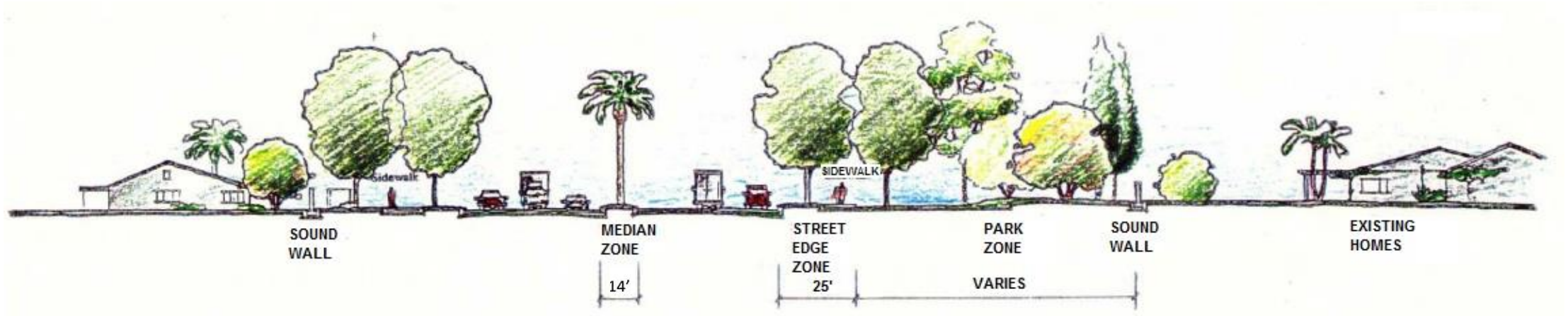
ornamentation or sloped roofs on all side. In all cases, buildings should blend with the landscape and the surrounding homes and businesses. Colors should be soft and muted rather than bright and contrasting.

An emphasis on high quality design, materials and architecture is recommended, with additional guidance available through use of the *City of Santa Ana’s Design Guidelines and Development Standards*. However, in as much as the Specific Plan dictates a specific approach to the corridor’s architecture, it must not preclude variety and/or refinements to the design intent. In this vein, the design guidelines are purposefully wide in scope, focusing not on the detail of the buildings but rather on the broad issues of scale, massing and façade articulation. They thus guard against possible gross misinterpretation of the stated aesthetic objectives while leaving ample room for creative and ingenious solutions.

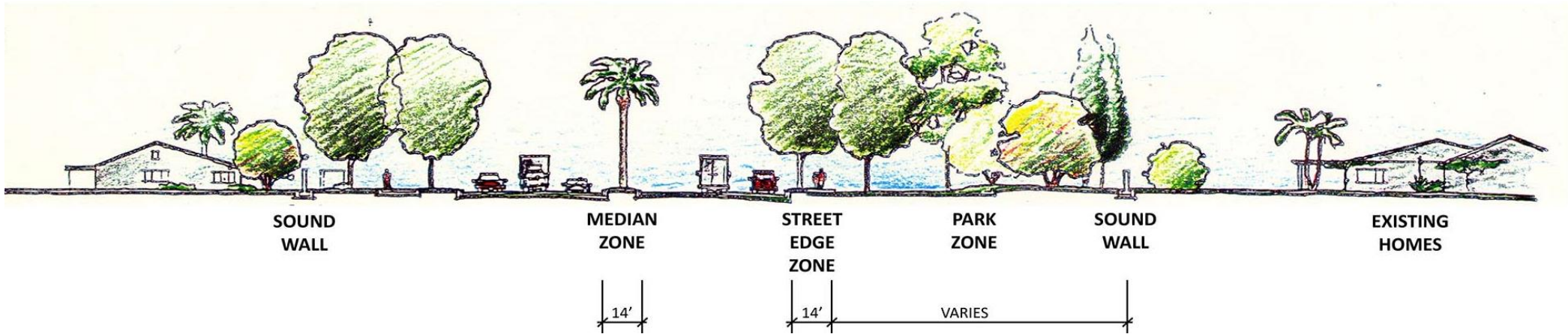
Figure 5-5 Parkway Concept



Figure 5-6 Street Section

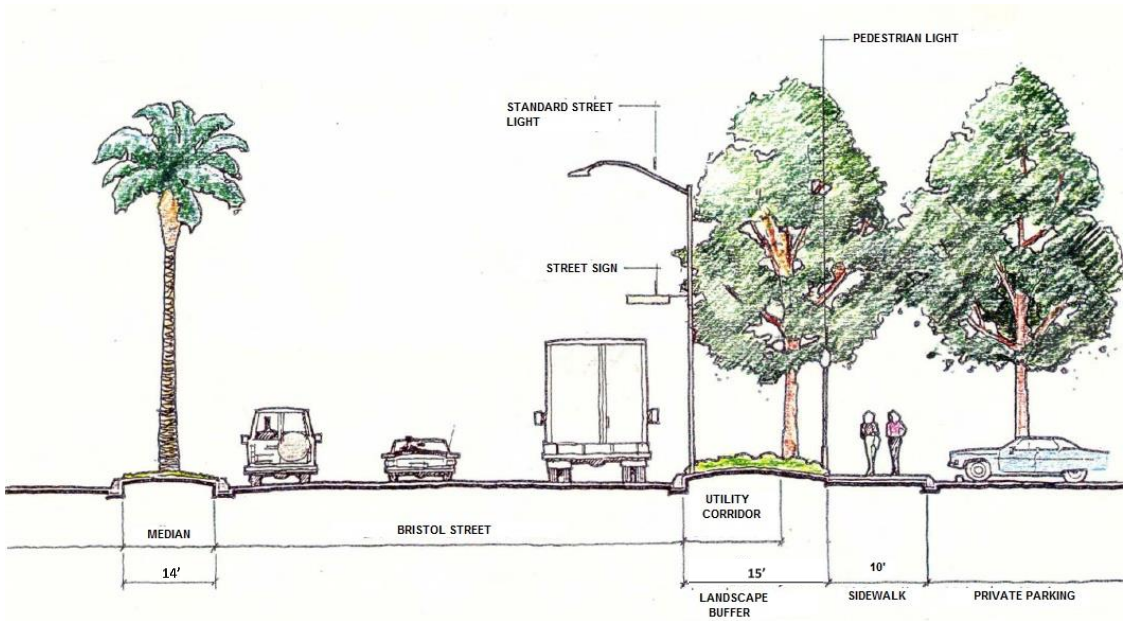


150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

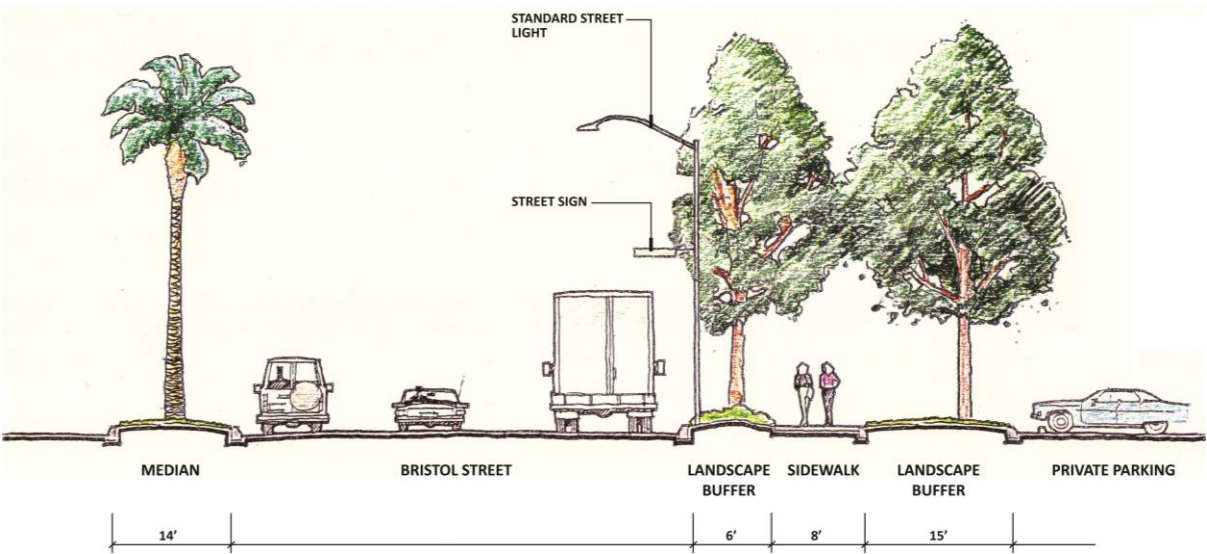


128' Right-of-Way
[Warner Avenue to Saint Andrew Place]
[Civic Center Drive to Santiago Creek]

Figure 5-7 Median and Edge Treatment

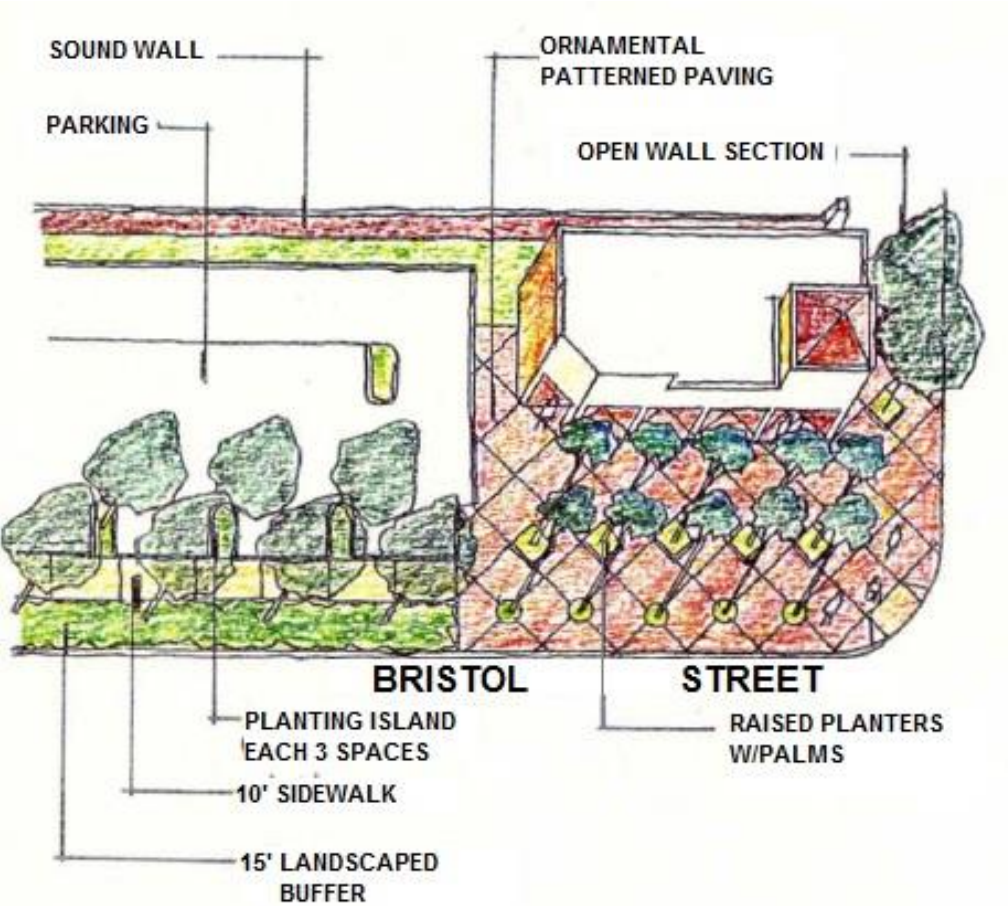


150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

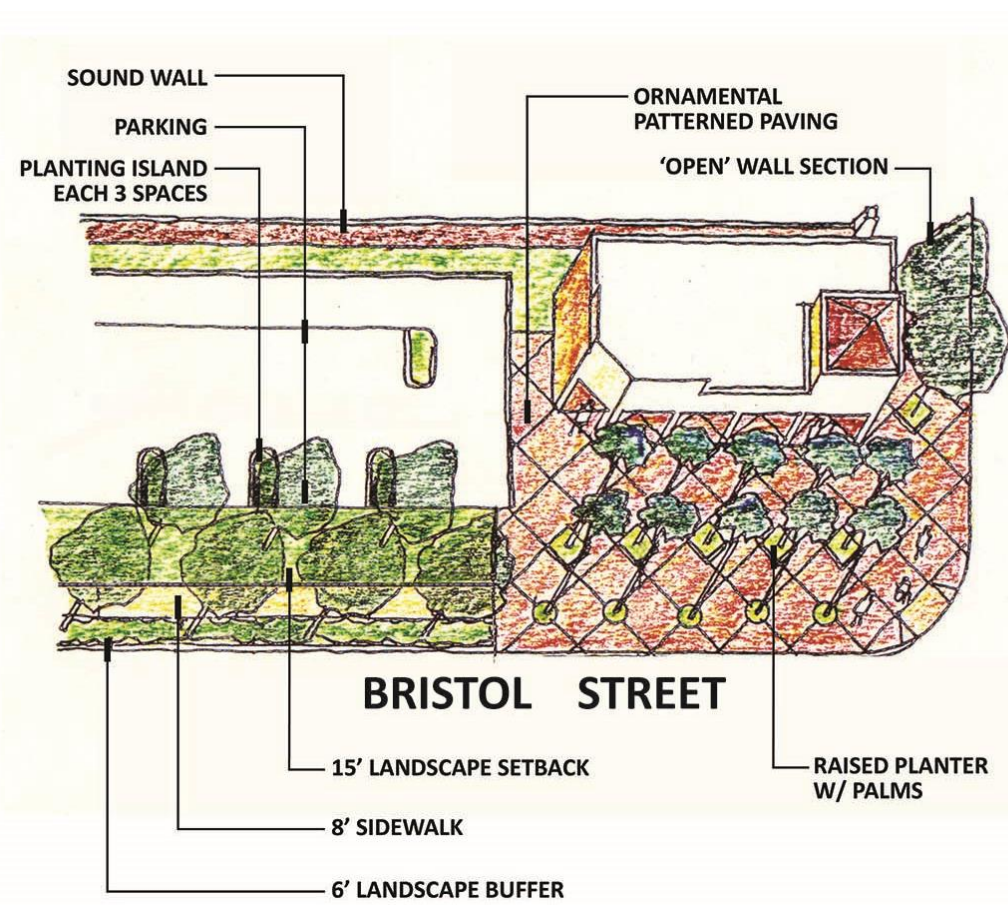


128' Right-of-Way
[Warner Avenue to Saint Andrew Place]
[Civic Center Drive to Santiago Creek]

Figure 5-8 Commercial Prototype

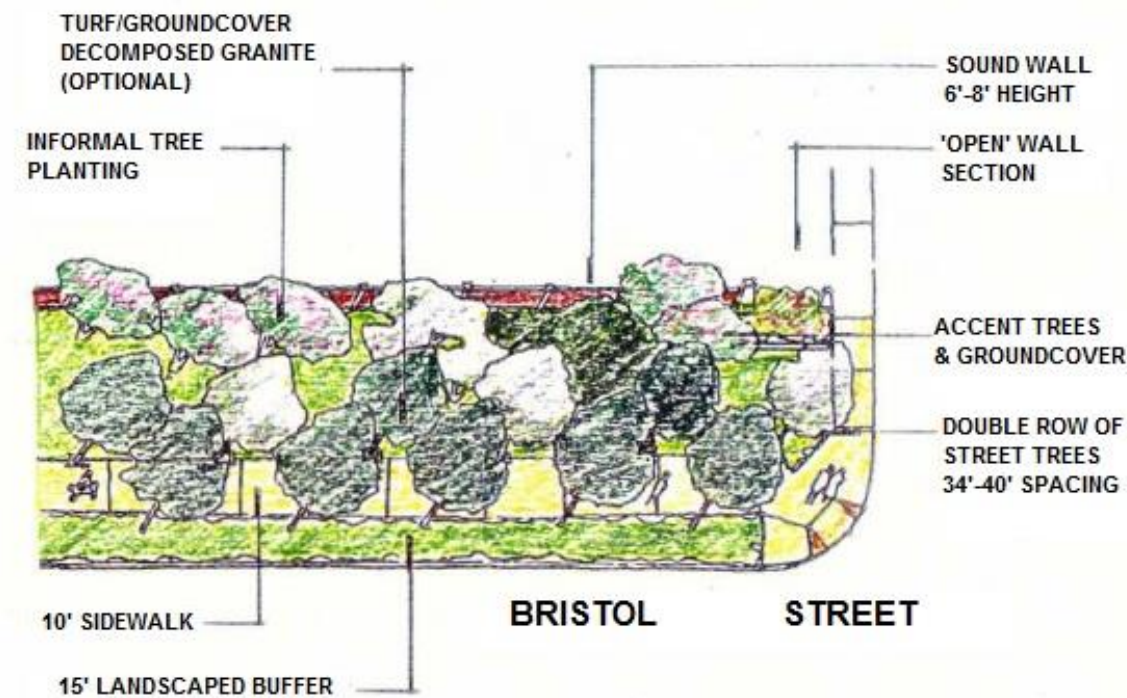


150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

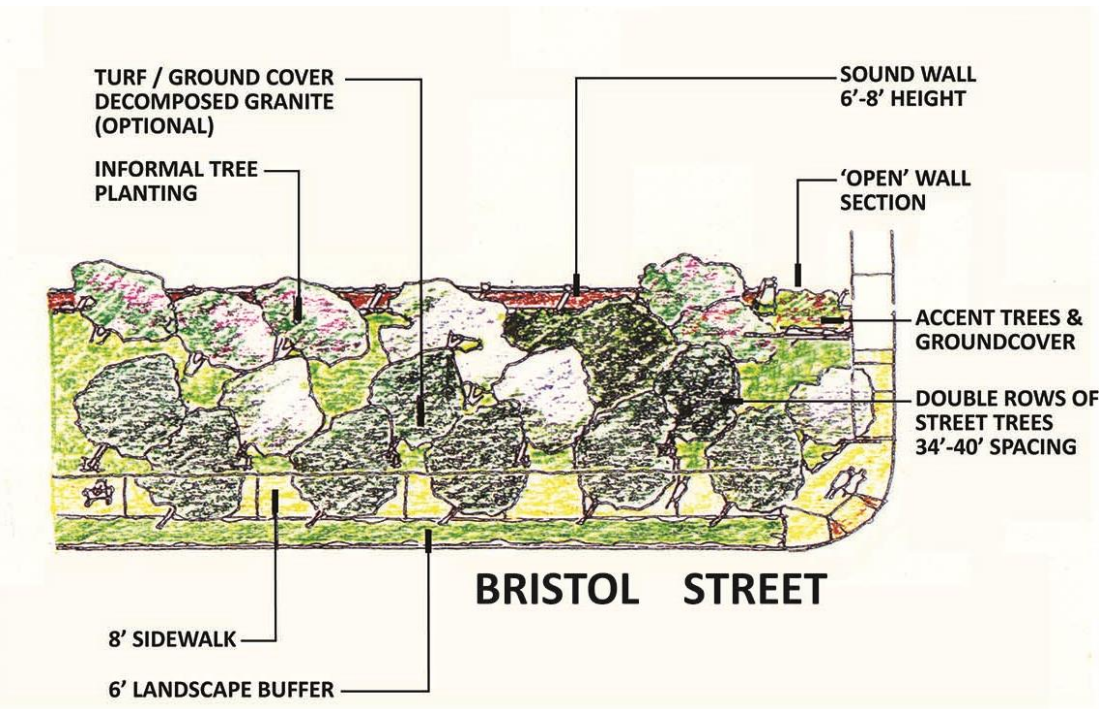


128' Right-of-Way
[Warner Avenue to Saint Andrew Place]
[Civic Center Drive to Santiago Creek]

Figure 5-9 Park Prototype

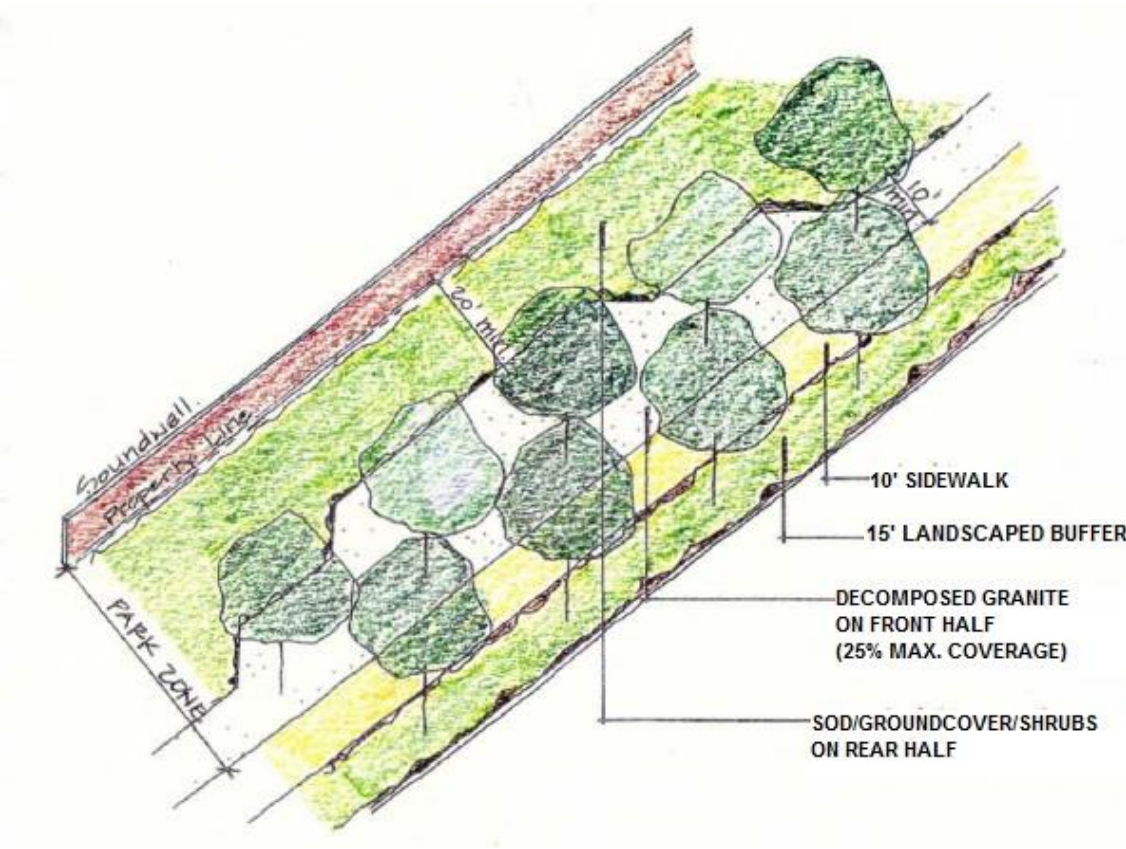


150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

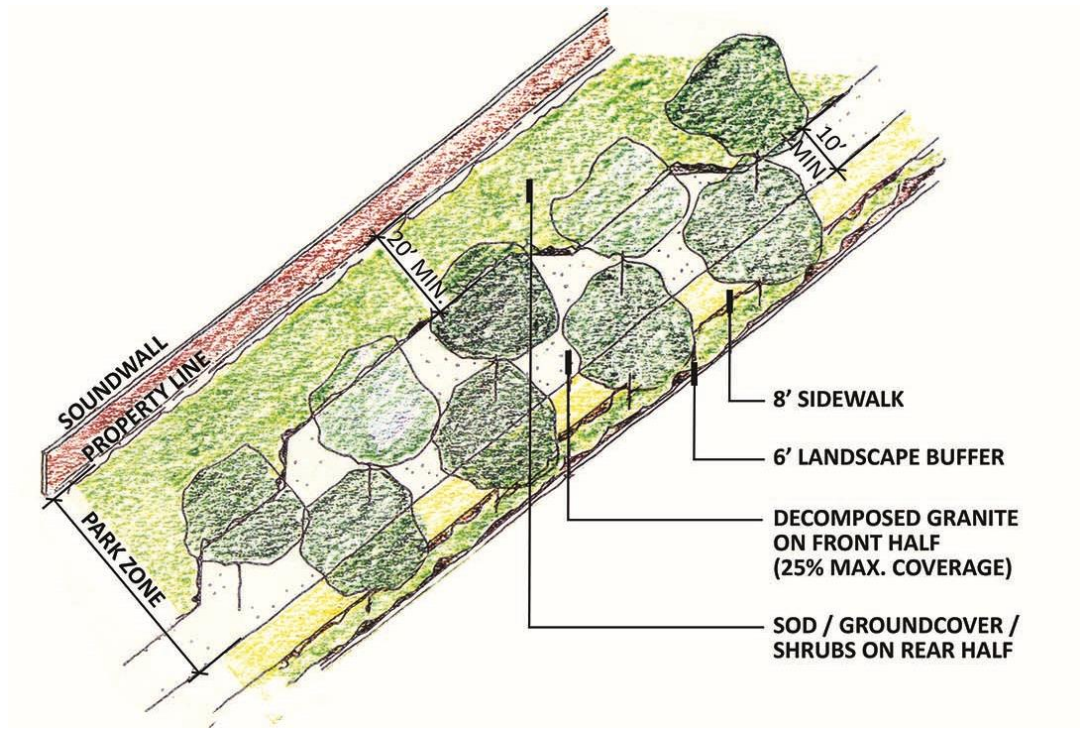


128' Right-of-Way
[Warner Avenue to Saint Andrew Place]
[Civic Center Drive to Santiago Creek]

Figure 5-10 Park Development with Optional Gravel Paving



150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]



128' Right-of-Way
[Warner Avenue to Saint Andrew Place]
[Civic Center Drive to Santiago Creek]

Figure 5-11 Corner Prototype

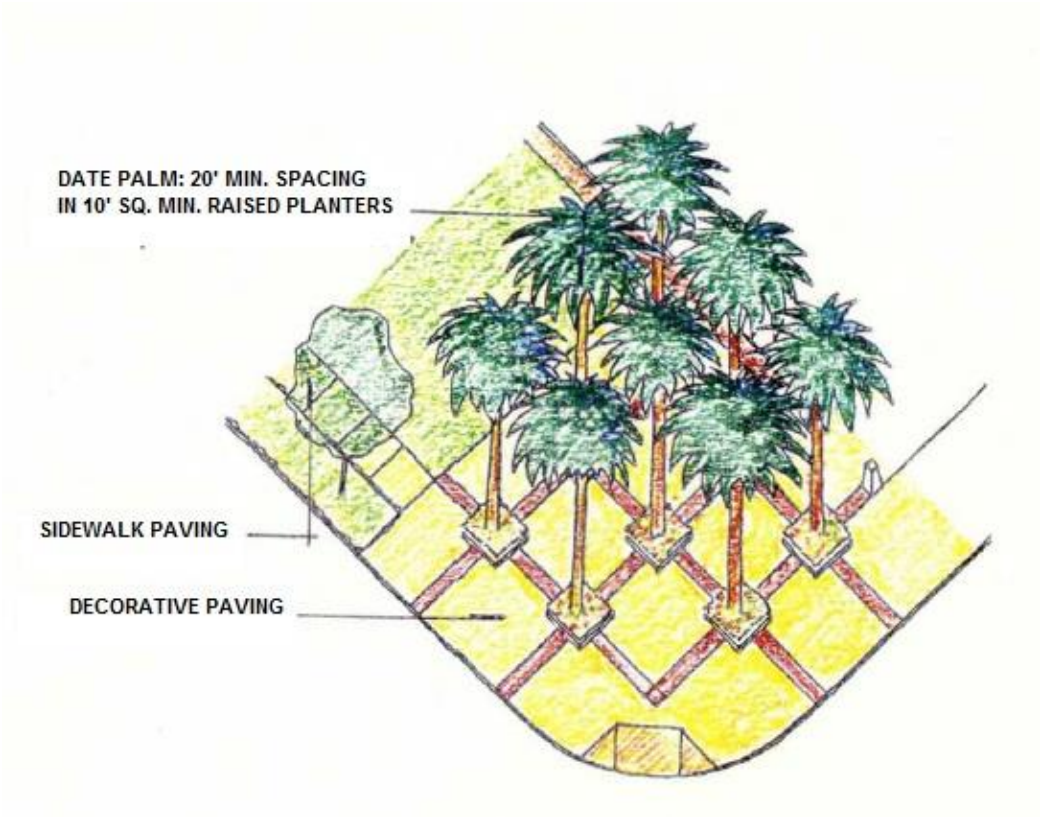


Figure 5-12 Light Standards

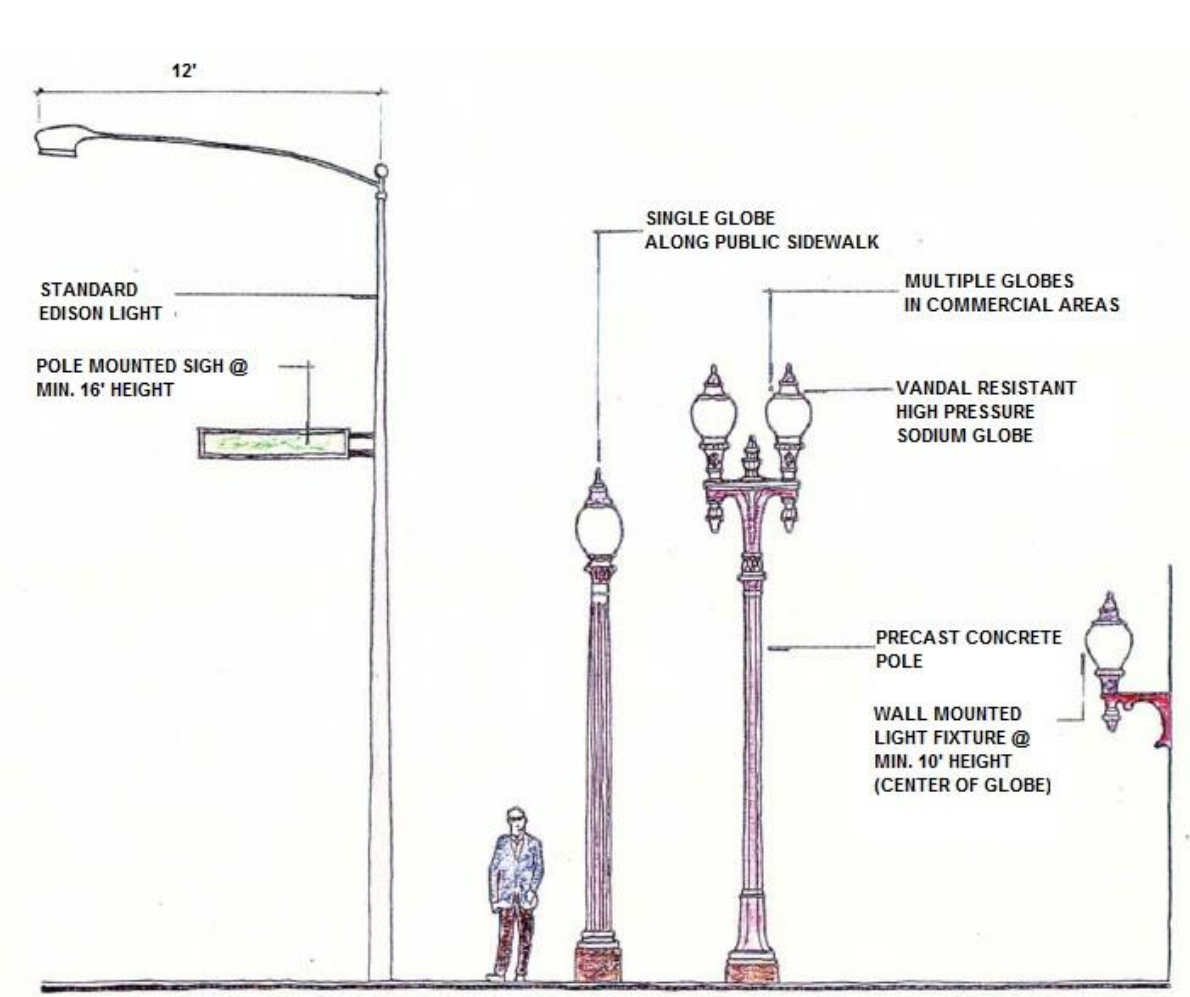
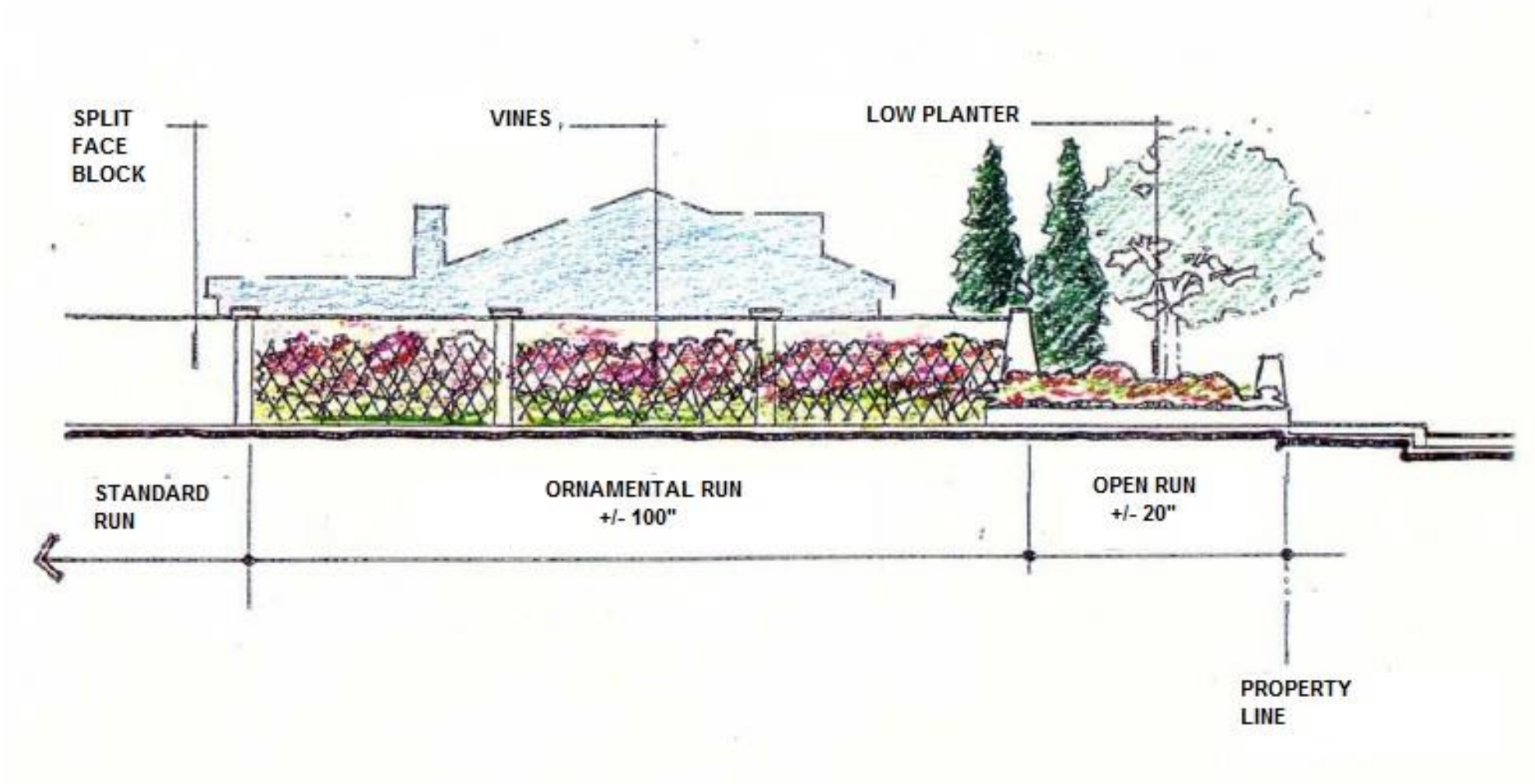


Figure 5-13 Wall



5.3 Circulation and Parking

As part of the original Specific Plan and related environmental documentation, a Traffic Study was prepared for the Corridor detailing the existing conditions, comparisons with the General Plan in terms of traffic generation, potential impacts to the surrounding street network and standards for property access.

As previously identified, this amendment provides changes in land use designations to allow for additional residential development as well as opportunities for commercial uses on selected parcels. An updated Traffic Study was prepared to analyze impacts associated with the changes and identified that the total number of trips would be a relatively small percentage of the overall original project, and no significant traffic impacts would be experienced as a result of the land use changes. The original analysis and proposed mitigation measures still apply.

Daily Trip Generation

Following a calculation of the proposed land uses and development intensity, the Specific Plan area will generate 7,000 daily trips. This volume represents 42 percent of the 1990 General Plan trip generation estimates.

Impact to Surround Areas

The construction of a median on Bristol Street plus the closing of several side streets and their reconfiguration into cul-de-sacs is likely to divert and increase traffic along some adjacent neighborhood streets. This impact is mitigated by two factors: The maximum distance increase resulting from a street closure is 1,850 feet, which is considered modest; and the overall reduction in volume as stated above plus the proposed traffic control measures will ease current circulation conflicts affecting the adjacent streets.

Intersection Enhancement

Based on the projected traffic generations and movement patterns, no new improvements at any of the corridor’s intersections is required beyond those prescribed by the General Plan.

Public Transit

Bristol Street is identified as a public transit corridor. Following consultations with the Orange County Transportation Authority (OCTA), the following bus turnouts have been incorporated in the Specific Plan.

The plan proposes that expanded plaza areas be developed at each turnout to enhance the space for gathering and waiting.

Bus Stop Turnouts:

- North Bound (NB)
South Bound (SB)
- Warner Avenue Farside NB/SB
 - St. Gertrude Place Farside NB only
 - St. Andrew Place Farside SB only
 - Edinger Avenue Farside NB/SB
 - Wilshire Street Farside NB only
 - McFadden Avenue Farside NB/SB
 - Bishop/Willits Streets Farside NB/SB
 - 1st Street Farside NB/SB
 - Santa Ana Boulevard Farside NB/SB
 - Civic Center Drive Farside NB/SB
 - Washington Avenue Mid-block SB, Farside NB
 - 17th Street Farside NB/SB
 - Santa Clara Avenue Farside NB/SB

Figure 5-14 Cul-de-Sac Treatment

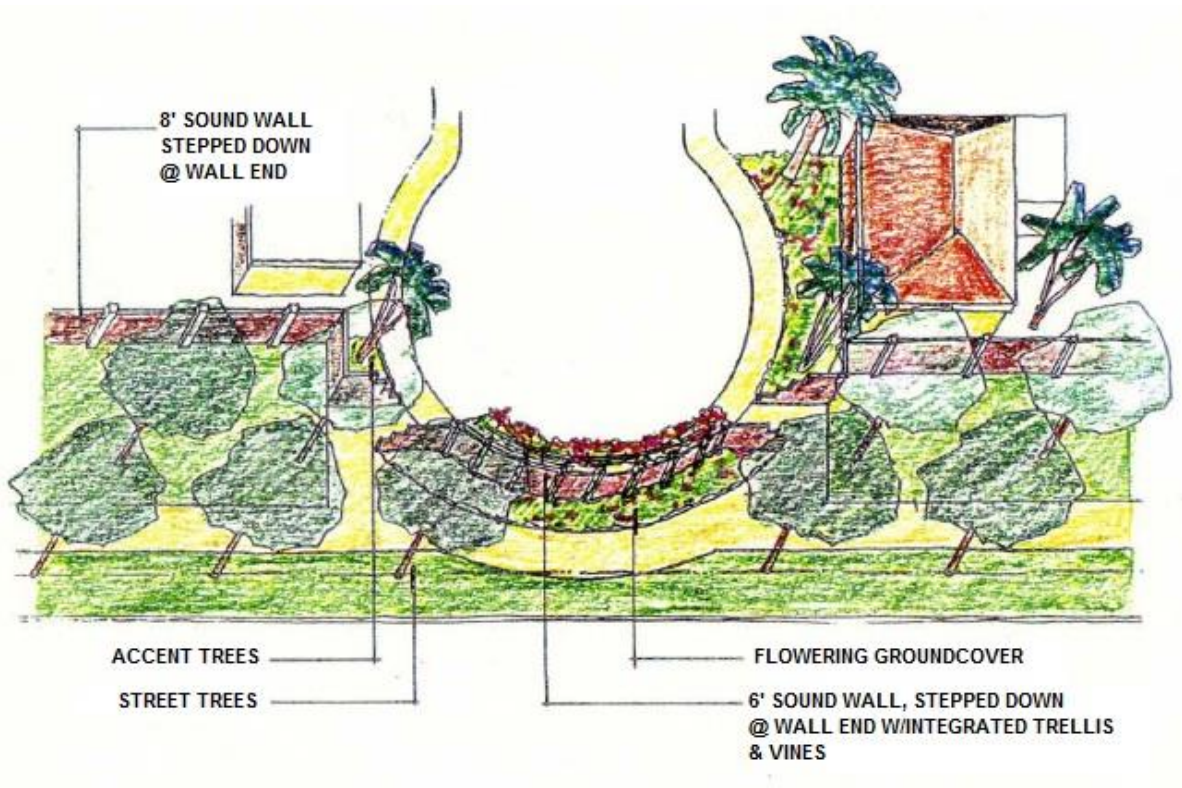
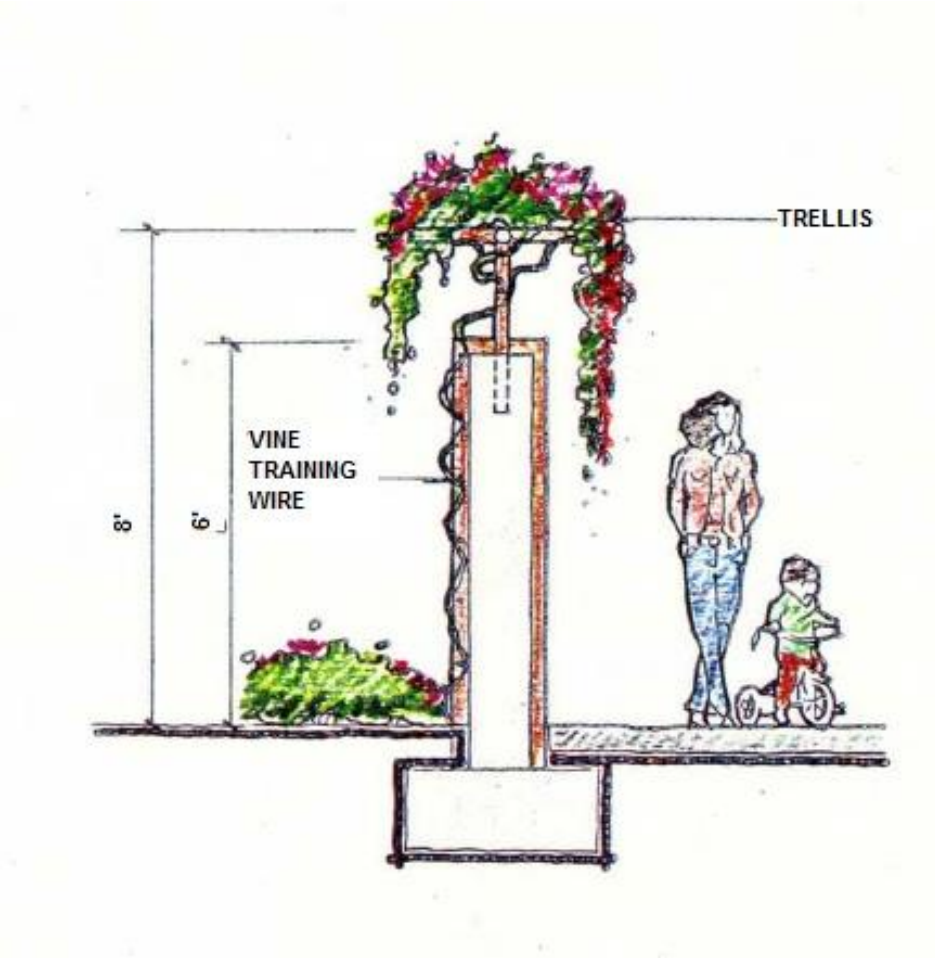


Figure 5-15 Wall Section @ Cul -de-Sac



Chapter 6 Design Guidelines

This section of the Specific Plan outlines specific design controls governing the implementation of the private improvements in the Bristol Street Corridor. The controls represent minimum design criteria designed to guide development towards the goals and objectives of the Specific Plan. Guidelines or standards not specifically addressed in this section indicate concurrence with the city of Santa Ana Zoning Code and Design Development Standards, to which all development in the Corridor should adhere.

6.1 Site Development

Objective:

The siting of new buildings and parking as shown on the Development Plan (Chapter 5) should provide optimum continuity of the parkway landscape through private development parcels. Table 6-1 in conjunction with the attached parcel standards summarizes the site development guidelines applicable to each commercial parcel.

6.1.1 Parking Frontages

Where parking is required, a continuous strip of parking stalls shall be provided abutting the public sidewalk and perpendicular to it (Figure 6-1). The public sidewalk shall be continuous at driveway ramp locations and shall have special paving at parking entrances along Bristol Street (Figure 6-2).

A 5-foot or 15-foot (for 150' or 128' right-of-way, respectfully) continuous and curbed planting strip shall separate the parking from the sidewalk. The planter curb

may be used as a wheel stop, with two-feet of the planter area counted as part of the parking stall dimension. The planting strip shall be planted with shrub material suitable to provide a 30-inch high continuous hedge.

A planting island shall be provided after every three stalls along the strip. The dimension of the planting islands shall be equal to the minimum dimension of a parking stall as dictated by the City's Parking Ordinance. Each planting island shall receive a street tree of the specie recommended in the plant list. Trees shall be planted to form a line along the parking frontage.

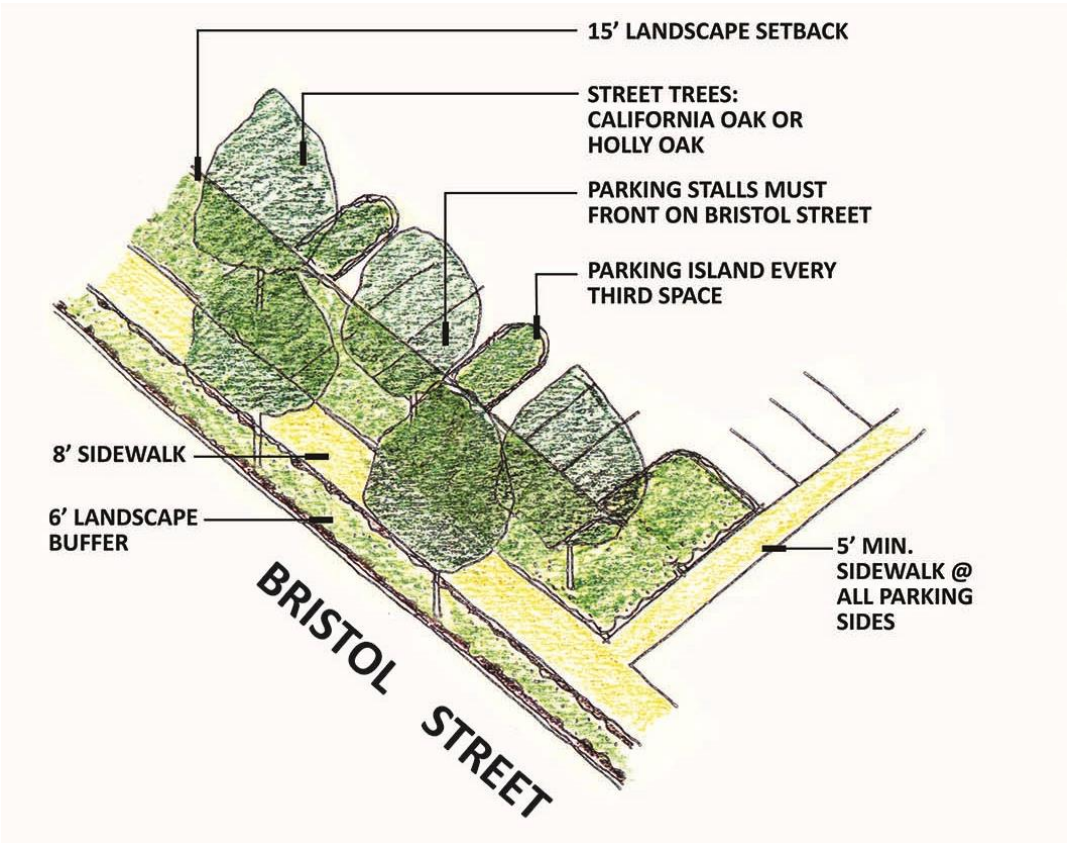
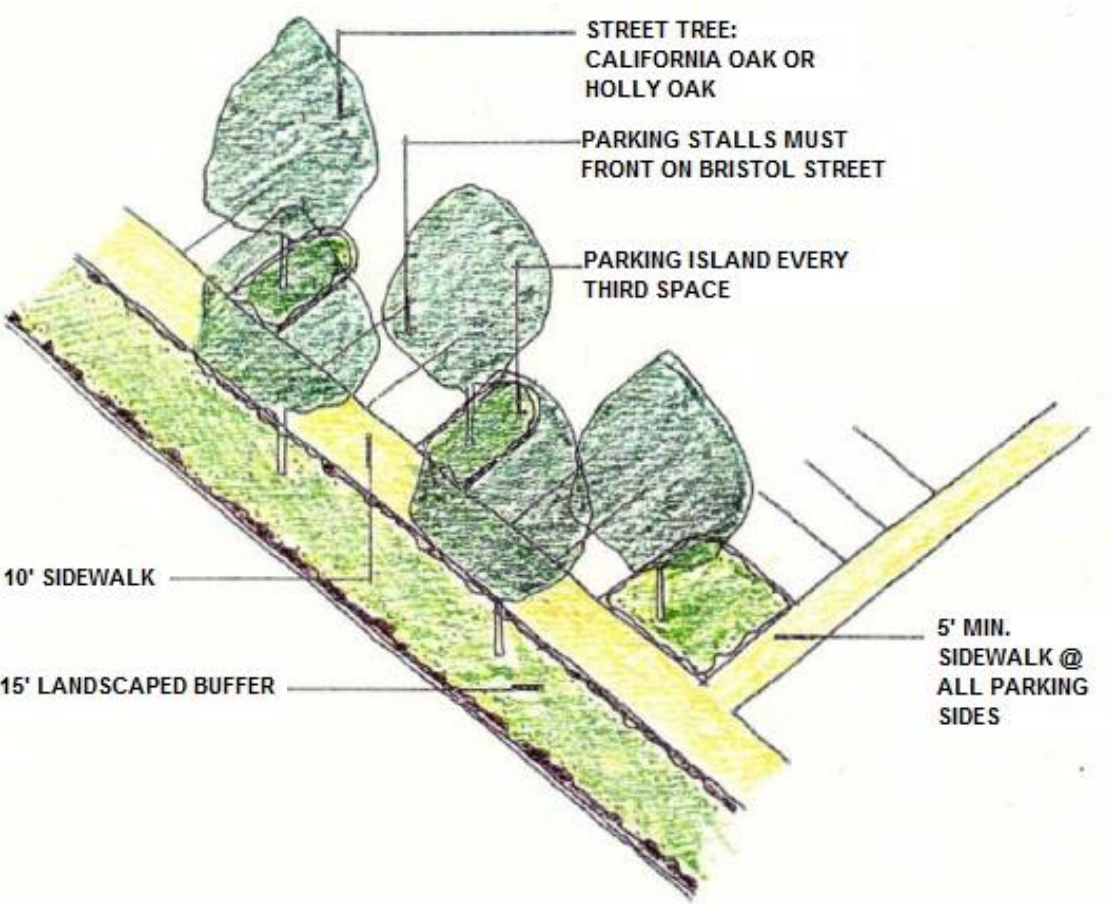
6.1.2 Building Siting

Where the option is available, buildings shall be sited as close to the rear property as possible. Where the abutting rear property is also commercial in use, buildings shall be placed at the rear property line. Where the abutting rear property is residential, buildings shall be placed not farther than 5-feet from the rear property line where buildings do not exceed one story. Two or more story structures shall be set back additionally at the rate of 1-foot of height for each foot of additional distance from side or rear property lines.

The space between rear building walls and the property line or sound-abating wall shall be paved and the access to this space secured by means of a lockable, solid fence not less than 6-feet high.

A 5-foot minimum distance shall be maintained between building lines, driveway curbs and parking areas.

Figure 6-1 Parking Frontage



150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

128' Right-of-Way
[Warner Avenue to Civic Center Drive]

6.1.3 Building Form

Side street elevations shall be as narrow as possible given reasonable footprint configurations. Conversely, buildings shall present maximum frontage towards Bristol Street.

Building corners facing an intersection shall be chamfered; the chamfered face shall not be less than 15 feet (Figure 6-3).

Raised architectural elements, e.g. roof and parapet extensions, are encouraged at street corners. The height of such extensions shall follow the building height guidelines per the following subsection.

6.1.4 Building Height

Adjacent to residential areas buildings shall not exceed 22.5 feet in height from grade to the top of the roof or parapet wall (Figure 6-5). Building heights may be increased one-foot for each additional foot of rear and side setback provided. Roof or parapet wall extensions at the intersection-facing corner of a building are permitted to a height of 35-feet provided such extensions do not exceed 500 square feet in project floor area or 25-feet along a side.

6.1.5 Screens

Architectural screens shall be constructed to obscure trash enclosures, mechanical, electrical equipment or other utilitarian equipment as required by the Municipal Code.

6.1.6 Signage

Signage shall be subject to Municipal Code standards. Signage shall not be constructed in the landscaping between curb and sidewalk. Signs should be compatible to the architectural character of the proposed development.

The location of the sign shall not hinder street or driveway visibility.

6.1.7 Lighting

Pedestrian scale, pole-mounted fixtures shall be provided as necessary to achieve a 2-footcandle minimum level of illumination in all commercial site areas (Figure 5-12).

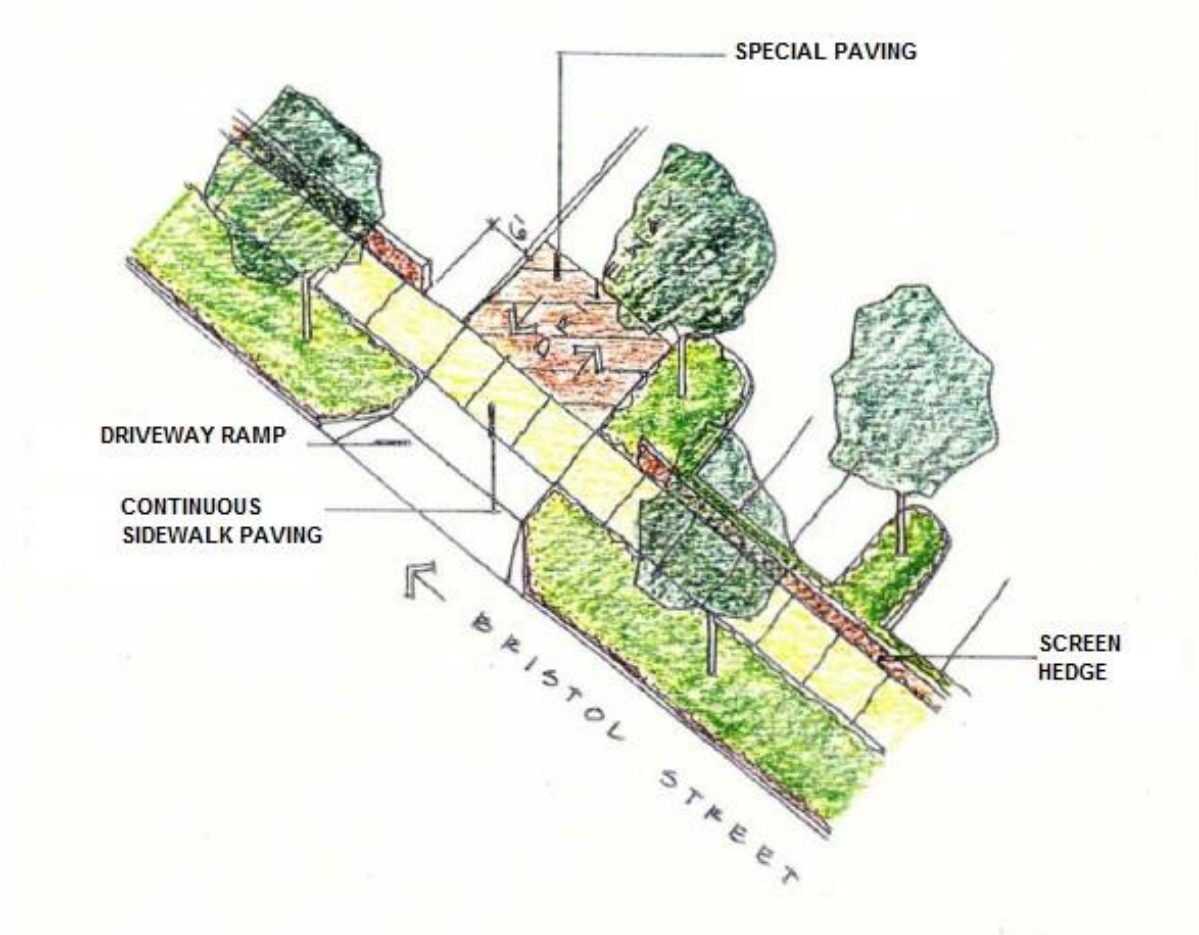
All lighting shall be high-pressure-sodium.

The fixture type shall match the pedestrian type fixtures proposed for the public space.

Placement of the fixtures shall be consistent with and responsive to the spacing and location of street trees and other landscape elements.

Building-mounted lights shall be compatible with the proposed exterior fixtures.

Figure 6-2 Access Drive



6.2 Architecture

Objective:

Develop a unified architectural character that enhances the identity of the surrounding communities while not detracting from the street’s park-like setting.

6.2.1 Façades

Long, uninterrupted façades shall be avoided: building façades should be “broken”, or segmented in 20 to 30 feet sections. A “section” is defined as a plane separated horizontally not less than 3 feet from an adjacent parallel plane, and/or vertically not less than five feet from an adjacent parallel plane (Figure 6-4).

Per subsection 6.1.5, terminating a façade with a special architecture feature is required.

6.2.2 Storefront Signage

Each Commercial store or business may have one sign placed on the building’s Bristol Street or side street façade (where a single store faces both streets, two signs shall be permitted).

The sign shall be restricted to the name and/or logo of the store of business and shall consist solely of the type-face necessary to spell said name and/or logo. The type-face shall not exceed 24 inches in height nor project more than 8 inches from the building face. Product representative graphics are encouraged (Figure 6-5).

The sign or collection of signs shall not visually dominate nor overwhelm the building’s façade. A 1.5-foot minimum

distance shall be maintained from the edge of the type-face to any wall edge or corner.

Issues not addressed in this section shall refer to the municipal code.

6.2.3 Rooflines

Sloping roofs shall be pitched upwards from exterior walls at not less than a 2:1 ratio and not more than a 1:5:1 ratio (Figure 6-6).

6.2.4 Projections

Roof projections are encouraged as long as they do not have cantilevered appearance: they must terminate in a colonnade, open wall or other similar architectural device. The use of colonnades is highly encouraged.

6.2.5 Awnings

The use of canvas or metal awnings is encouraged. Awnings shall not extend more than 6 feet from the face of buildings (Figure 6-6).

6.2.6 Materials

Exterior wall materials shall be predominantly concrete, concrete block, or painted stucco. Wood, metal, brick or synthetic veneers may be used as secondary materials.

The use of decorative finishes, like ceramic tile or glass block is encouraged provided they do not dominate the architecture.

Sloped roofs shall be clad in ceramic, terracotta, or cement tiles. Asphalt tiles shall be avoided.

Glass shall be tinted or clear. Reflective or “mirror” glass is not permitted.

6.2.7 Colors

Color shall be used as an integral part of the architecture, not as ornament or decoration, except as part of decorative or ornamental features like awnings, metal trim, doorframes, etc. Hues shall be in the pastel range, muted in tone rather than bright. Variations in color within a building are encouraged, provided the transitions in color occur at breaks in building surfaces.

Figure 6-3 Building Massing

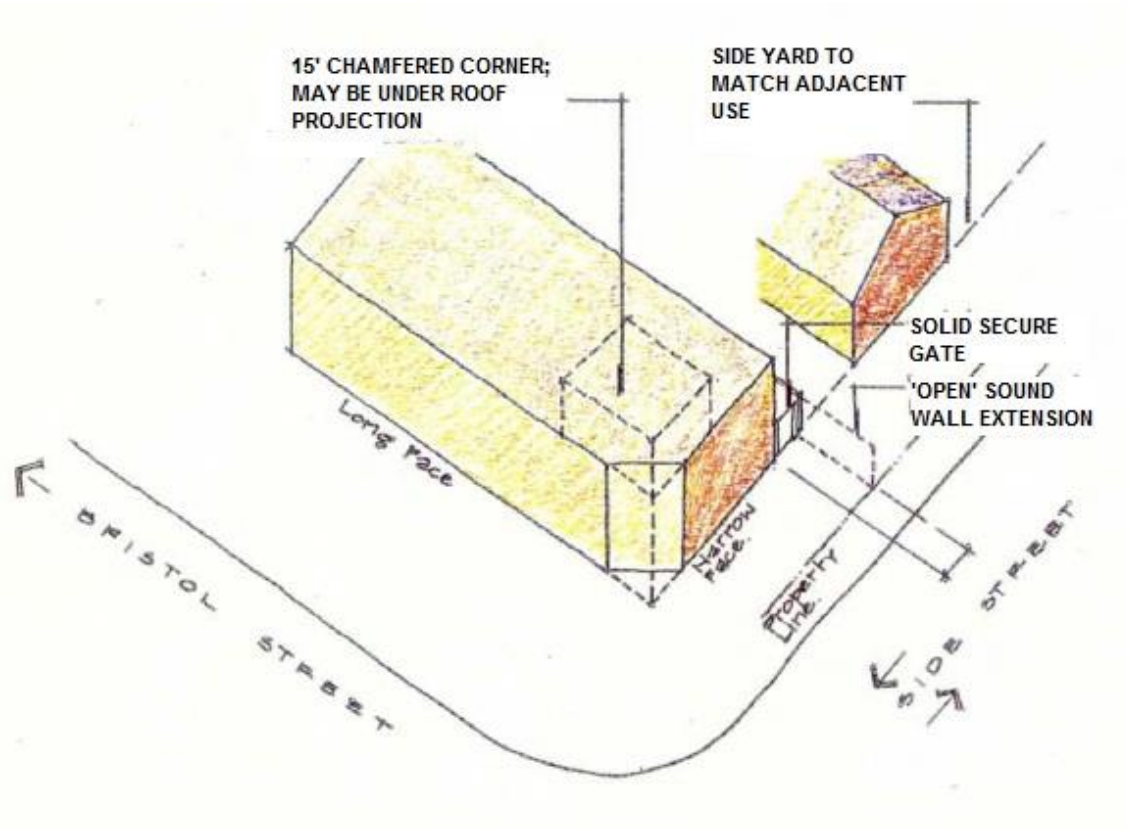


Figure 6-4 Façade Treatment Options

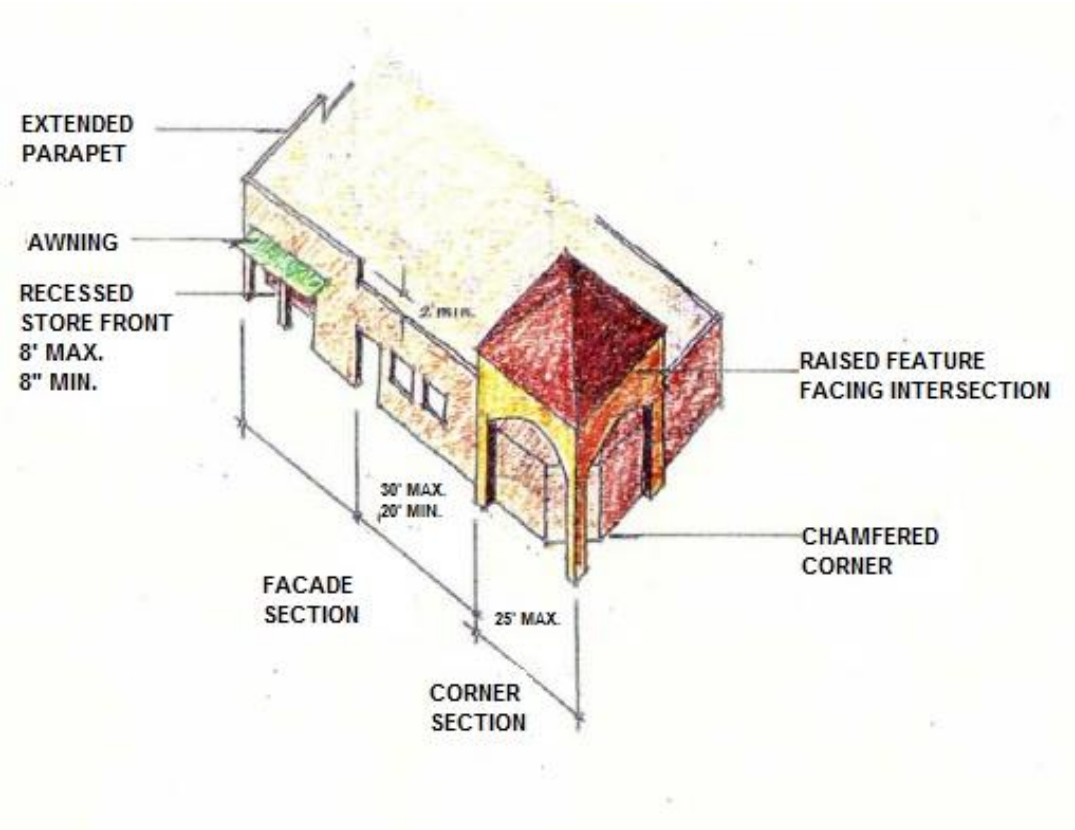


Figure 6-5 Store Front Signage

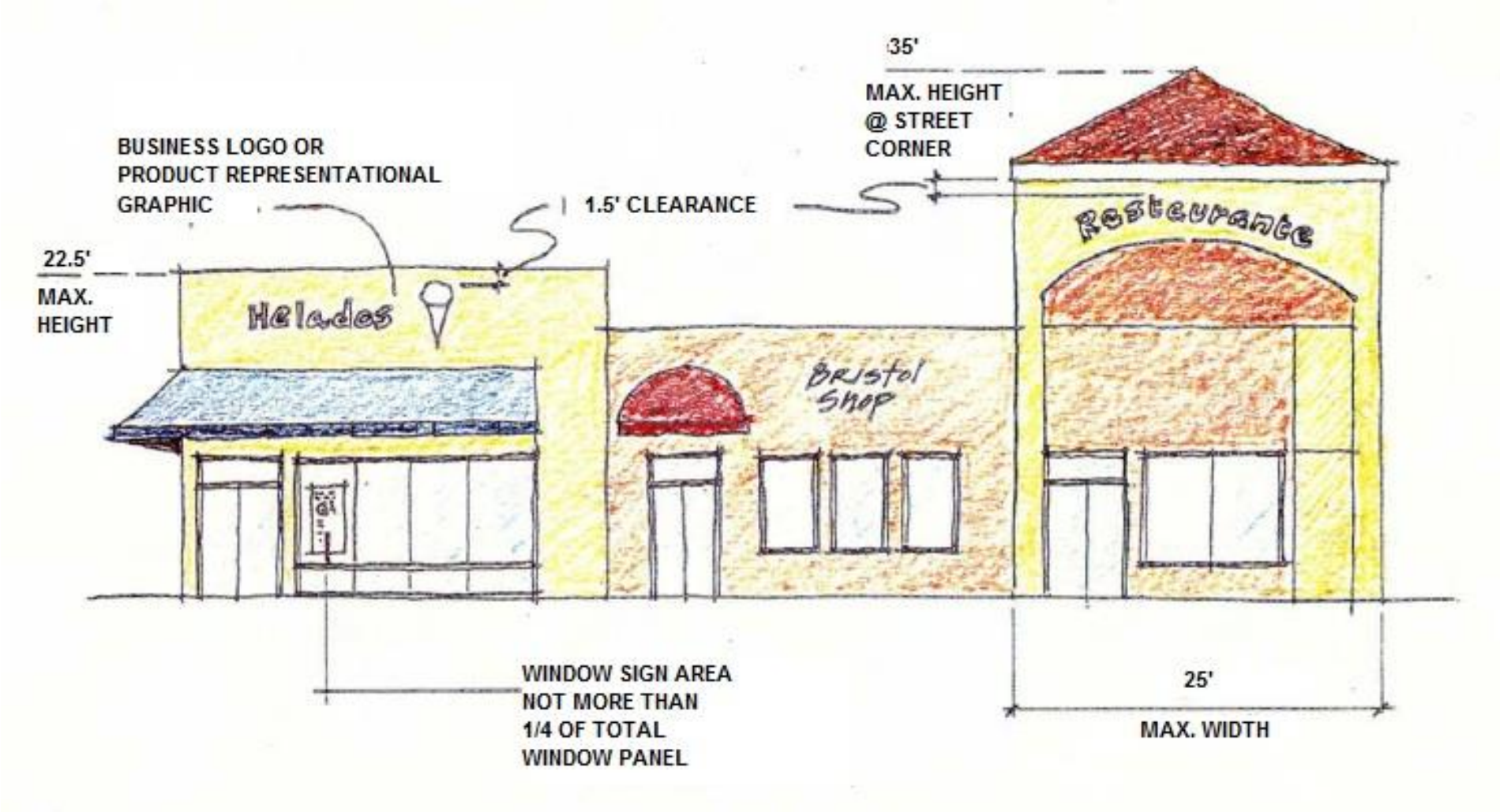


Figure 6-6 Roof Options

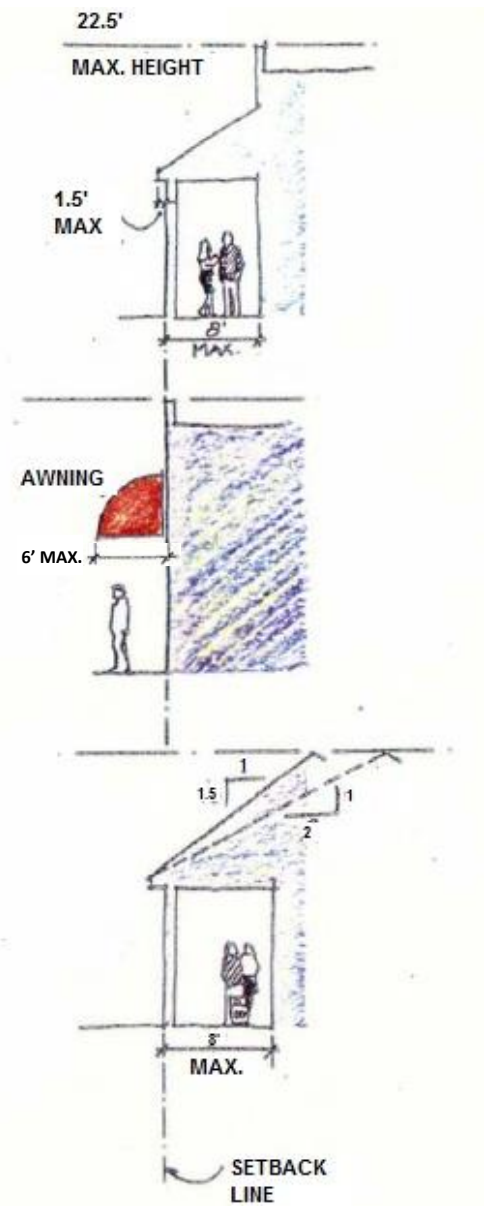
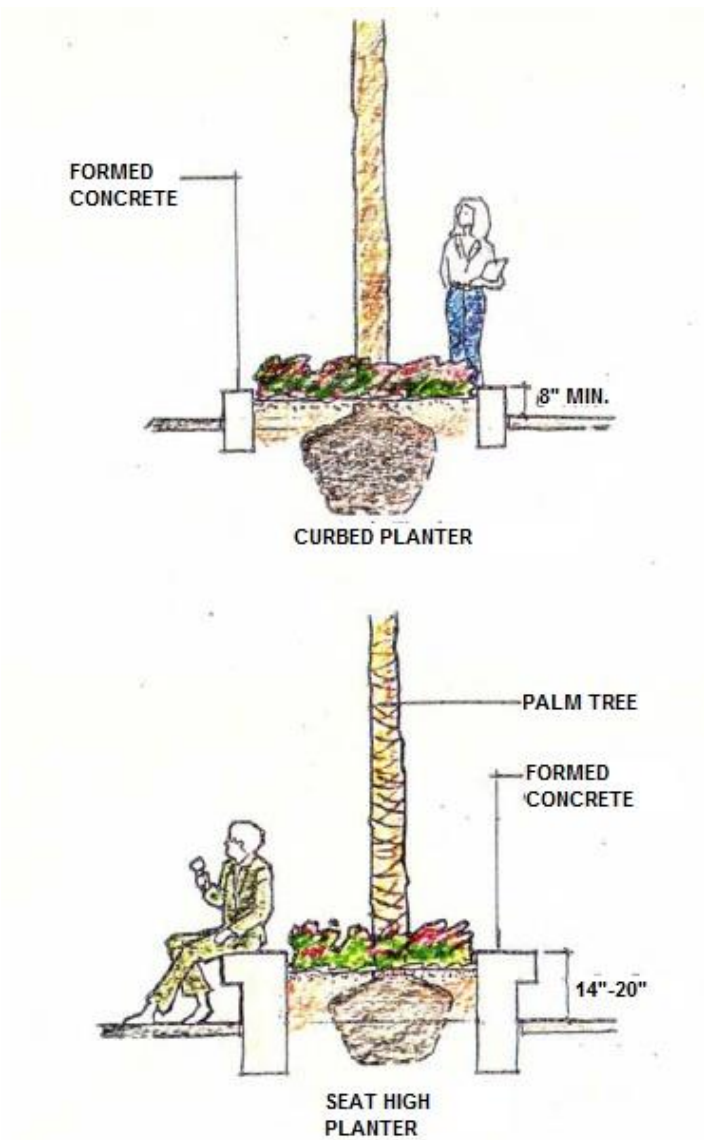


Figure 6-7 Planter Types



6.3 Landscape Architecture

Objective:

Improve the visual appearance of the corridor, improve its environmental quality; enhance the identity of the surrounding communities; help support the creation of a distinctive visual image by selected from a plant palette focused on Mediterranean climates. Use of American Society of Landscape Architects (ASLA) *Sustainable Site Guidelines* is recommended.

6.3.1 Grading

For visual security reasons, mounds or sloped areas higher than 2 feet from existing grade shall be avoided.

6.3.2 Plant Material

Table 6-2 describes the recommended plant material. Trees on median and sidewalks should be in root barriers.

6.3.3 Soft Area Treatment

Non-paved or “soft” areas shall be surfaced with turf, groundcover, shrub planting, or groundcover substitutes.

6.3.4 Parking Area Treatment

One Canopy Shade Tree shall be provided for each 6 required parking spaces. Each tree shall be planted in raised, curbed planters not less than 150 square feet in area for shade trees, 4x4 feet in area for palm trees. Trees/palms shall be located in such manner as to provide regular coverage across the parking area.

6.3.5 Paving

Paving areas wider than 4 feet or larger in area than 100 square feet shall be paved with one or more of the following: concrete unit pavers; embossed, integral-color concrete; natural stone. Special paving shall be used in driveway entrances adjacent to the public sidewalk. All treatments should be permeable to allow water percolation.

6.3.6 Planters

The use of planters in plaza or pedestrian gathering areas is encouraged (Figure 6-7). For the planters to have a significant visual impact, the total surface area covered by planter should not be less than 20 percent of any given paved or plaza area.

6.3.7 Furnishings

Drinking fountains, waste receptacles, newspaper stands, flagpoles, etc., shall be provided. Benches, chairs or other seating features shall be movable and suitable for overnight, secured storage.

Seating may also be provided in the form of planter walls, retaining walls or other such elements that do not encourage loitering or vandalism.

Five bicycle parking posts shall be provided for each 50 feet of commercial frontage. Posts may be combined in racks or be single standing. Racks or posts shall be galvanized steel.

6.3.8 Irrigation

Spray irrigation shall be restricted to turf and ground cover areas. Sprinklers shall be vandal-resistant, pop-up in type. Trees and vines shall be drip or flood irrigated.

6.4 Circulation

Objective:

Provide adequate areas for safe, efficient vehicular movement.

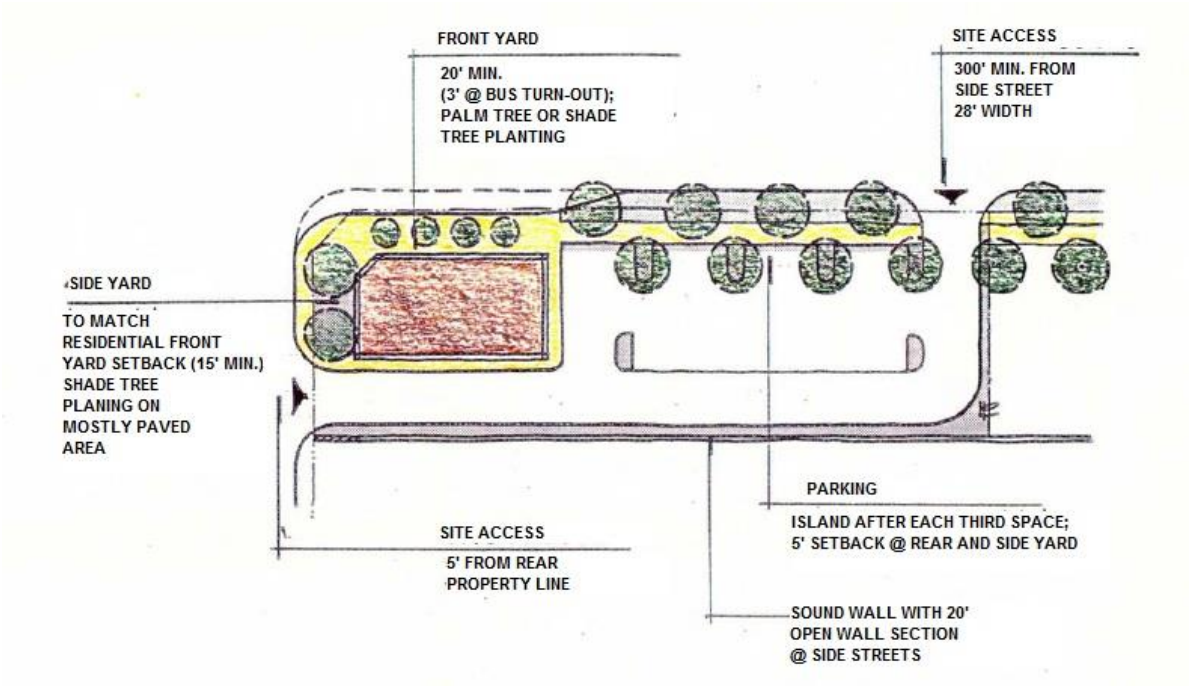
6.4.1 Service Access

The site design for commercial areas shall permit adequate access and movement of service vehicles, including waste, service and fire-emergency vehicles. When parked, these vehicles shall not hinder the operation of parking areas (except during off-hours) nor shall encroach upon public or other private property.

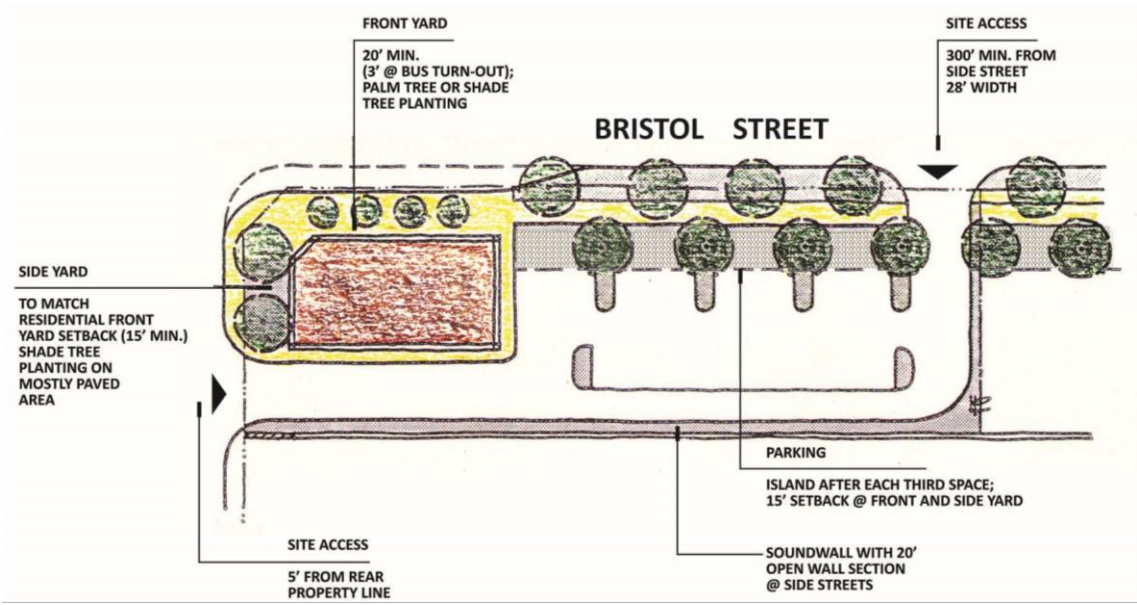
Table 6-1 Parcel Standards

PARCEL STANDARDS			
Parcel Block	Recommended Site Layout Parcel Type		Remarks
1	A	Commercial Option	
14	N/A	Maintain Existing building lines, setbacks, and access alignment.	
18	B		
20	C		
21	D		
22	N/A	Access from side streets only.	
24	N/A	Maintain Existing building lines, setbacks, and access alignment.	
37	E		
38	F		
42	C	Access from side streets only.	
44	C	Access from side streets only.	
46	C	Access from side streets only.	
50	C	Link driveway and parking to existing development.	
52	C		
53	C	Commercial Option	
54	C		
57	C	Building placed behind side street driveway. Maintain 5-foot rear and side setbacks.	
58a	C		
58b	G		

Figure 6-8 Parcel Type A

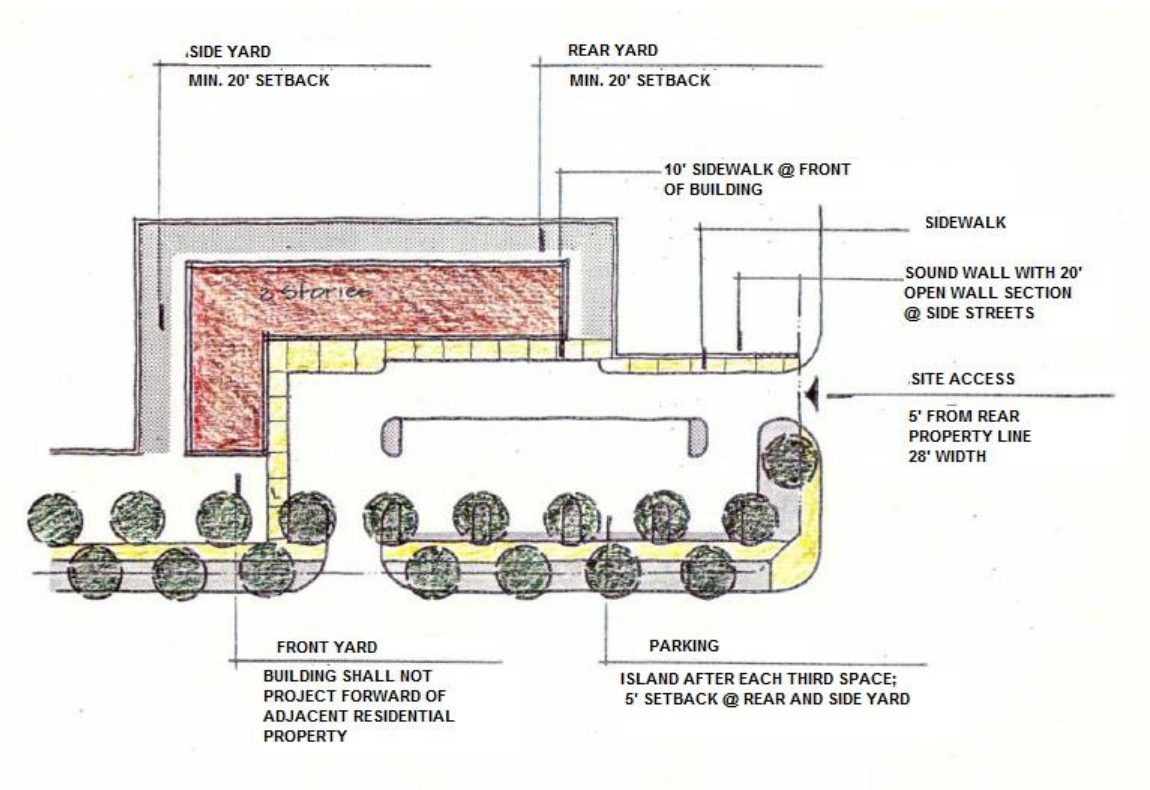


150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]



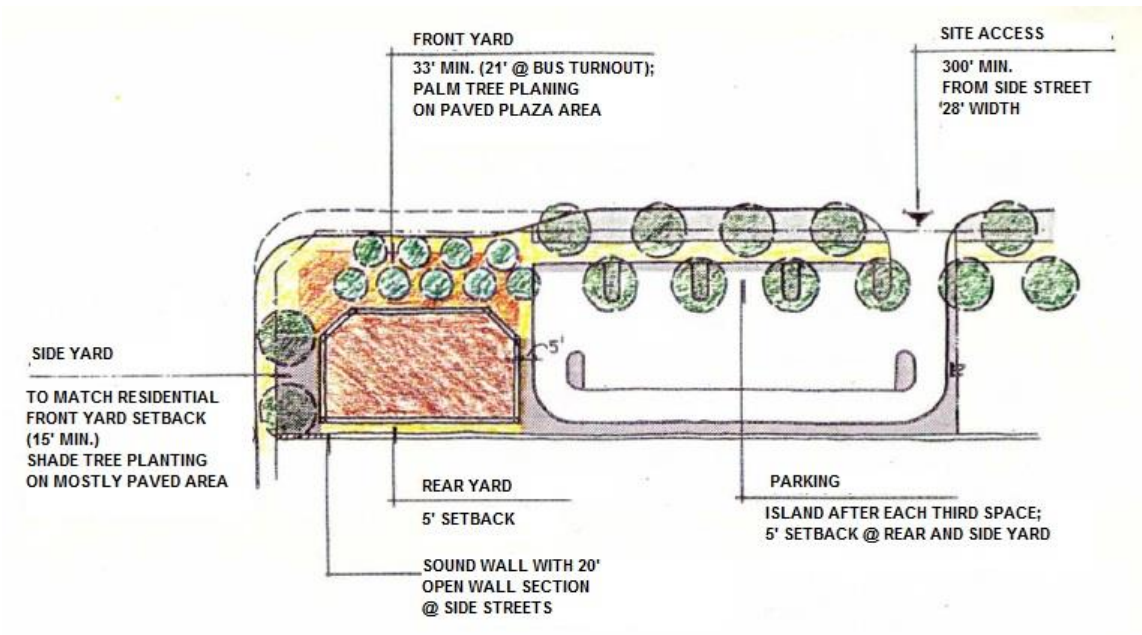
128' Right-of-Way
[Warner Avenue to Saint Andrew Place]
[Civic Center Drive to Santiago Creek]

Figure 6-9 Parcel Type B

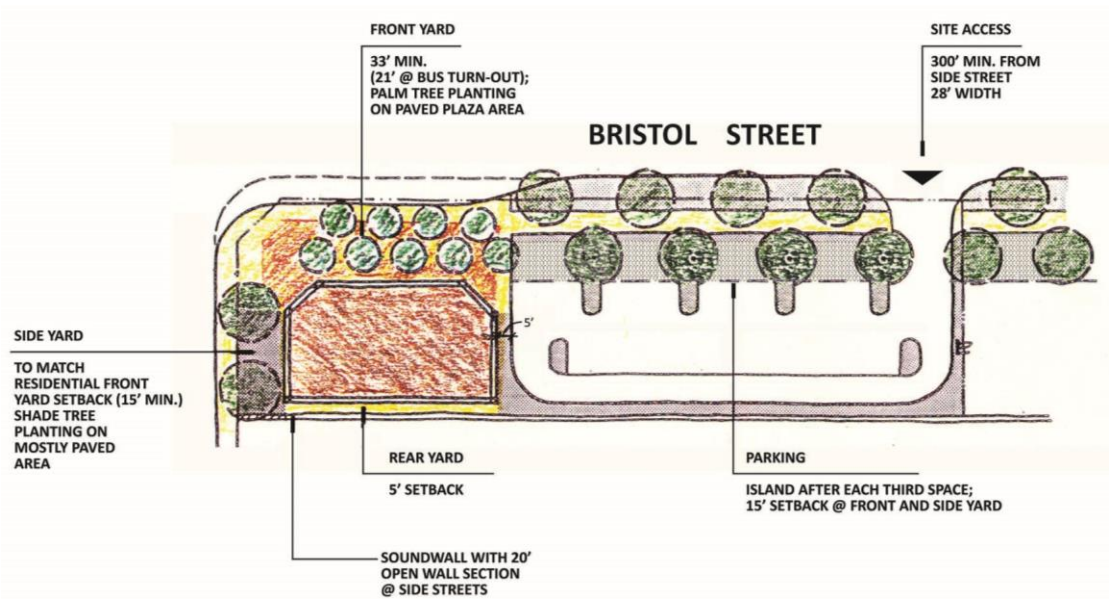


150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

Figure 6-10 Parcel Type C

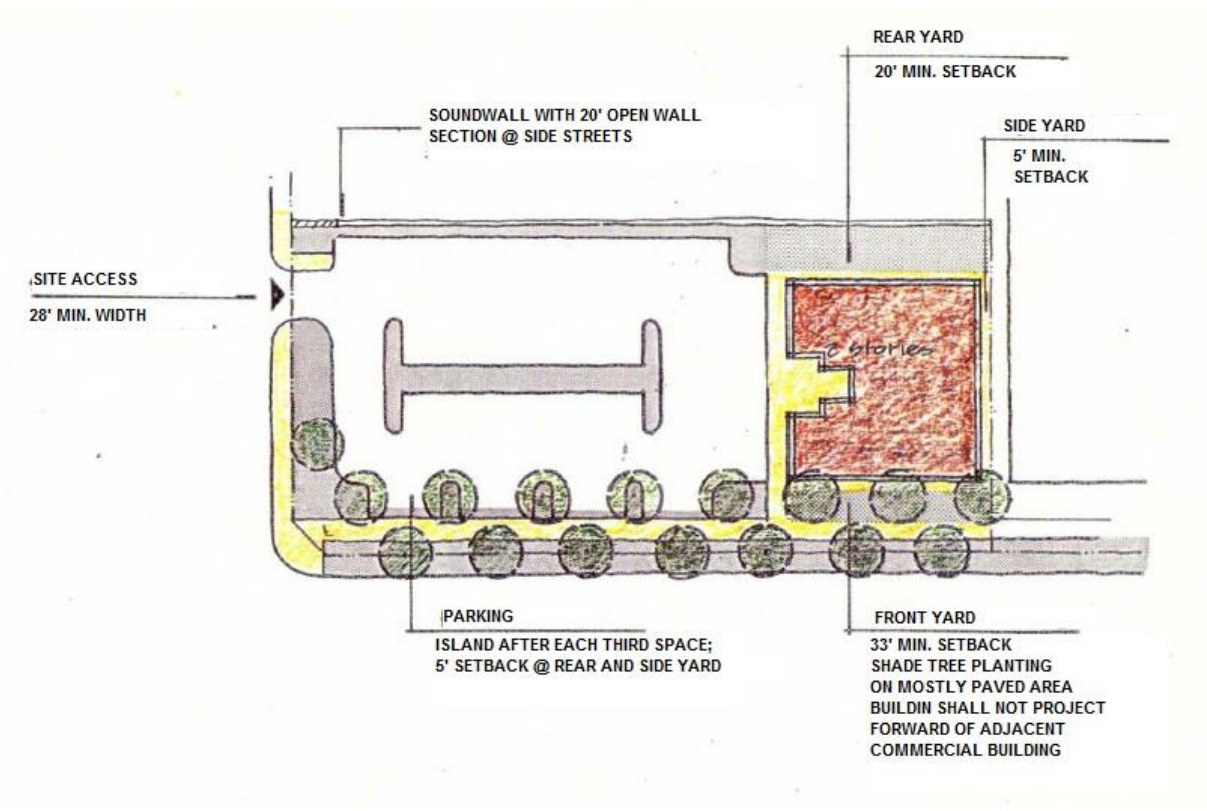


150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]



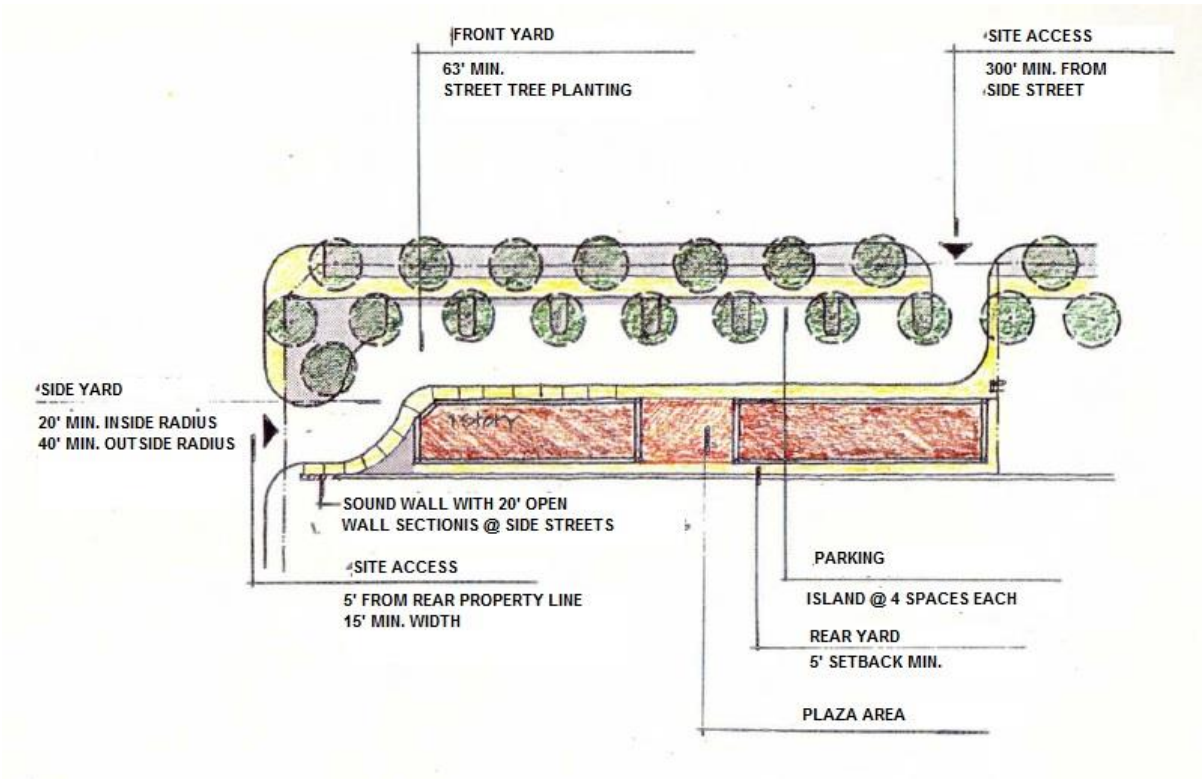
128' Right-of-Way
[Warner Avenue to Saint Andrew Place]
[Civic Center Drive to Santiago Creek]

Figure 6-11 Parcel Type D



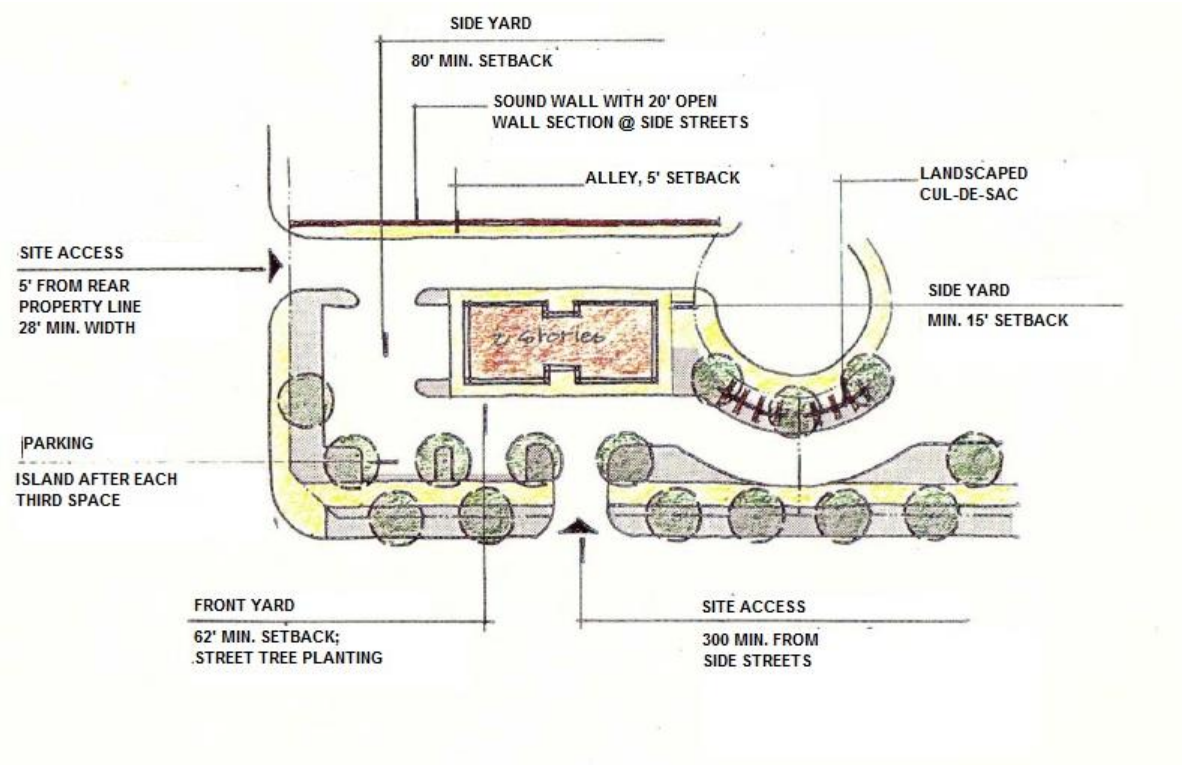
150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

Figure 6-12 Parcel Type E



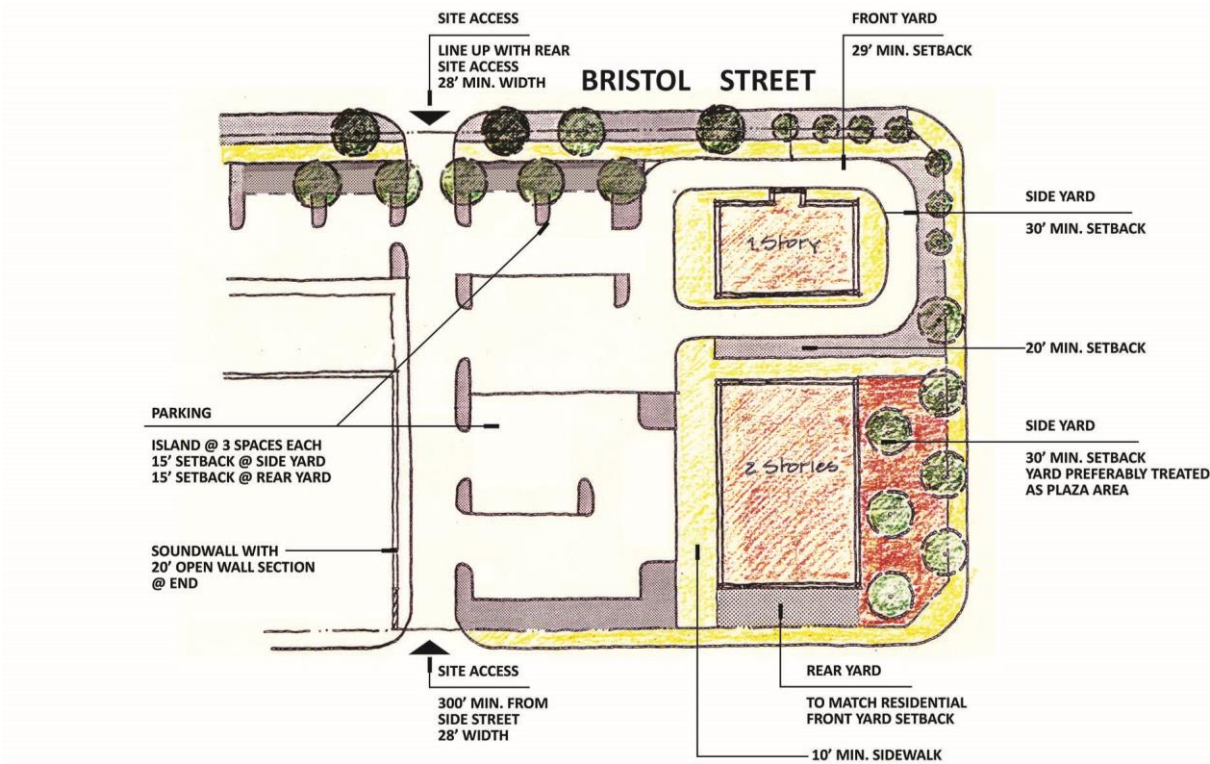
150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

Figure 6-13 Parcel Type F



150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

Figure 6-14 Parcel Type G



150' Right-of-Way
[Saint Andrew Place to Civic Center Drive]

Table 6-2 Recommended Plants

Botanical Name	Common Name	Remarks	Median & Street Edge Zone	Commercial Zone	Park Zone
Palms					
<i>Arecastrum romanzoffianum</i>	Queen Palm	Plant in clusters, 15'-25' o.c.		✓	
<i>Phoenix Canariensis</i>	Canary Island Date Palm	Plant in rows, 30' o.c.	✓		
		Plant in clusters, 15'-25' o.c.		✓	
<i>Phoenix dactylifera</i>	Date Palm	Plant in rows, 30' o.c.	✓		
		Plant in clusters, 15'-25' o.c.		✓	
<i>Trachycarpus fortunei</i>	Windmill Palm	Plant in clusters, 15'-25' o.c.		✓	✓
Canopy Shade Trees					
<i>Brachychiton populneum</i>	Bottle Tree			✓	✓
<i>Eucalyptus nicholii</i>	Nichol's Willow-Leafed Peppermint			✓	✓
<i>Ginkgo biloba 'Fairmount'</i>	Maidenhair Tree			✓	✓
<i>Pinus canariensis</i>	Canary Island Pine			✓	✓
<i>Pistachia chinensis</i>	Chinese Pistache			✓	✓
<i>Platanus acerifolia 'Bloodgood'</i>	London Plane Tree	Plant 34'-36' o.c.	✓		
<i>Tristania conferta</i>	Brisbane Box			✓	✓
Flowering and Accent Trees					
<i>Stenocarpus sinuatus</i>	Firewheel Tree				✓
<i>Eriobotrya deflexa</i>	Bronze Loquat				✓
<i>Eucalyotus sideroxylon 'Rosea'</i>	Red Ironbark			✓	✓
<i>Jacaranda mimosifolia</i>	Jacaranda	Plant 34'-36' o.c.	✓	✓	✓
<i>Koelreuteria paniculata</i>	Goldenrain Tree			✓	✓
<i>Tabebuia avellanadae 'Paulensis'</i>	Ipe Tree			✓	✓
<i>Tipuana tipu</i>	Tipu Tree			✓	✓

NOTE: All trees shall be a minimum of 24"-box.

Table 6-2 Recommended Plants

Botanical Name	Common Name	Remarks	Median & Street Edge Zone	Commercial Zone	Park Zone
Low Mounding Shrubs and Grasses		Shrub masses, triangular spacing			
<i>Myrsine africana</i>	African Boxwood	3'-0" o.c.		✓	✓
<i>Westringia rosemariniformis</i>	Australian Rosemary	2'-6' o.c.		✓	✓
<i>Coleonema diasma</i>	Breath of Heaven	3'-0" o.c.		✓	✓
<i>Cotoneaster microphyllus</i>	Rockspray Cotoneaster	3'-0" o.c.		✓	✓
<i>Escallonia 'Compakta'</i>	No Common Name	3'-0" o.c.		✓	✓
<i>Grevillea 'Noellii'</i>	Hummingbird Bush	3'-0" o.c.		✓	✓
<i>Pennisetum setaceum 'Cupreum'</i>	Fountain Grass	2'-6' o.c.		✓	✓
<i>Rosmarinus officinalis 'Collingwood Ingram'</i>	Rosemary	3'-0" o.c.		✓	✓
<i>Santolina chamaecyparissus</i>	Lavender Cotton	2'-6' o.c.		✓	✓
<i>Xylosma 'Compacta'</i>	No Common Name	3'-0" o.c.		✓	✓
Vines					
<i>Bougainvillea ssp.</i>	Bougainvillea			✓	✓
<i>Distictus buccinatoria</i>	Blood-red Trumpet Vine			✓	✓
<i>Lonicera sempervirens</i>	Trumpet Honeysuckle			✓	✓
<i>Solandra maxima</i>	Cup-of-Gold Vine			✓	✓
<i>Sollya heterophylla</i>	Australian Bluebell Creeper			✓	✓
<i>Hibertia scandens</i>	Guinea Gold Vine			✓	✓
<i>Clematis armandii</i>	Evergreen Clematis			✓	✓
<i>Hardenbergia comptoniana</i>	Lilac Vine			✓	✓

Table 6-2 Recommended Plants

Botanical Name	Common Name	Remarks	Median & Street Edge Zone	Commercial Zone	Park Zone
Ground Covers		Ground cover masses, triangular spacing			
<i>Convolvulus mauritanicus</i>	Ground Morning Glory	12" o.c.	✓	✓	✓
<i>Drosanthemum floribundum</i>	Rosea Iceplant	12" o.c.	✓	✓	✓
<i>Gazania rigens</i>	Trailing Gazania	12" o.c.	✓	✓	✓
<i>Hypericum calycinum</i>	Creeping St. Johnswort	12" o.c.	✓	✓	✓
<i>Lantana montevidensis</i>	Trailing Lantana	12" o.c.	✓	✓	✓
<i>Pelargonium peltatum</i>	Ivy Geranium	12" o.c.	✓	✓	✓
<i>Turf</i>	Drought Resistance Fescue	Hydroseed or Sod	✓	✓	✓

Chapter 7

IMPLEMENTATION ELEMENT

The Bristol Street Corridor Specific Plan sets forth a variety of land use controls in the form of policies, objectives, development standards and regulations, and design guidelines whose function is to ensure the orderly redevelopment of the planning area. This section of the plan describes anticipated administrative, development review, and regulatory approaches that would be followed to effectively implement this Specific Plan and identifies project capital improvements and implementation responsibilities.

In addition to the Specific Plan, the planning area is also subject to regulation under the Bristol Street Corridor Redevelopment Plan (Figure 7-1). The two plans have distinct and complementary roles in the implementation process. While the Specific Plan sets forth guidelines which regulate land use, development, and design in the planning area, the Redevelopment Plan authorizes the City to acquire right-of-way necessary to make improvements to Bristol Street, acquire and assemble land parcels for development of open space, and provide redevelopment funding to finance capital improvements. The objectives of the two plans are highly integrated. Successful implementation of the Specific Plan is therefore dependent upon close coordination with implementation of the Redevelopment Plan.

7.1 Development Review and Regulation

Specific Plan Adoption

Following public review and certification by the City of a Negative Declaration on the Specific Plan, and adoption of the Plan by the Planning Commission and City Council, the Bristol Street Corridor Specific Plan shall be incorporated as part of the City of Santa Ana's General Plan and Zoning Ordinance. Policies and standards presented in the Specific Plan will take precedence over more general policies and standards applied throughout the rest of the city. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the City's General Plan and Zoning Ordinance will continue to apply.

A. Revisions to the Santa Ana General Plan

The Santa Ana General Plan currently designates the planning area for a combination of Low Density Residential, General Business District, Mixed Use District, and Open Space. With approval of the Plan, the City would also adopt the Bristol Street Specific Plan as an amendment to the City of Santa Ana General Plan. The City will then revise its General Plan Land Use Map to be consistent with the distribution of land use categories presented in the Specific Plan Land Use Map (See Figure 5-1). For the most part, the same land use designations currently found in the planning area will continue to be used, although there will be a significant shift in the allocation of land area away from General Business

District and Low Density Residential designations to Open Space.

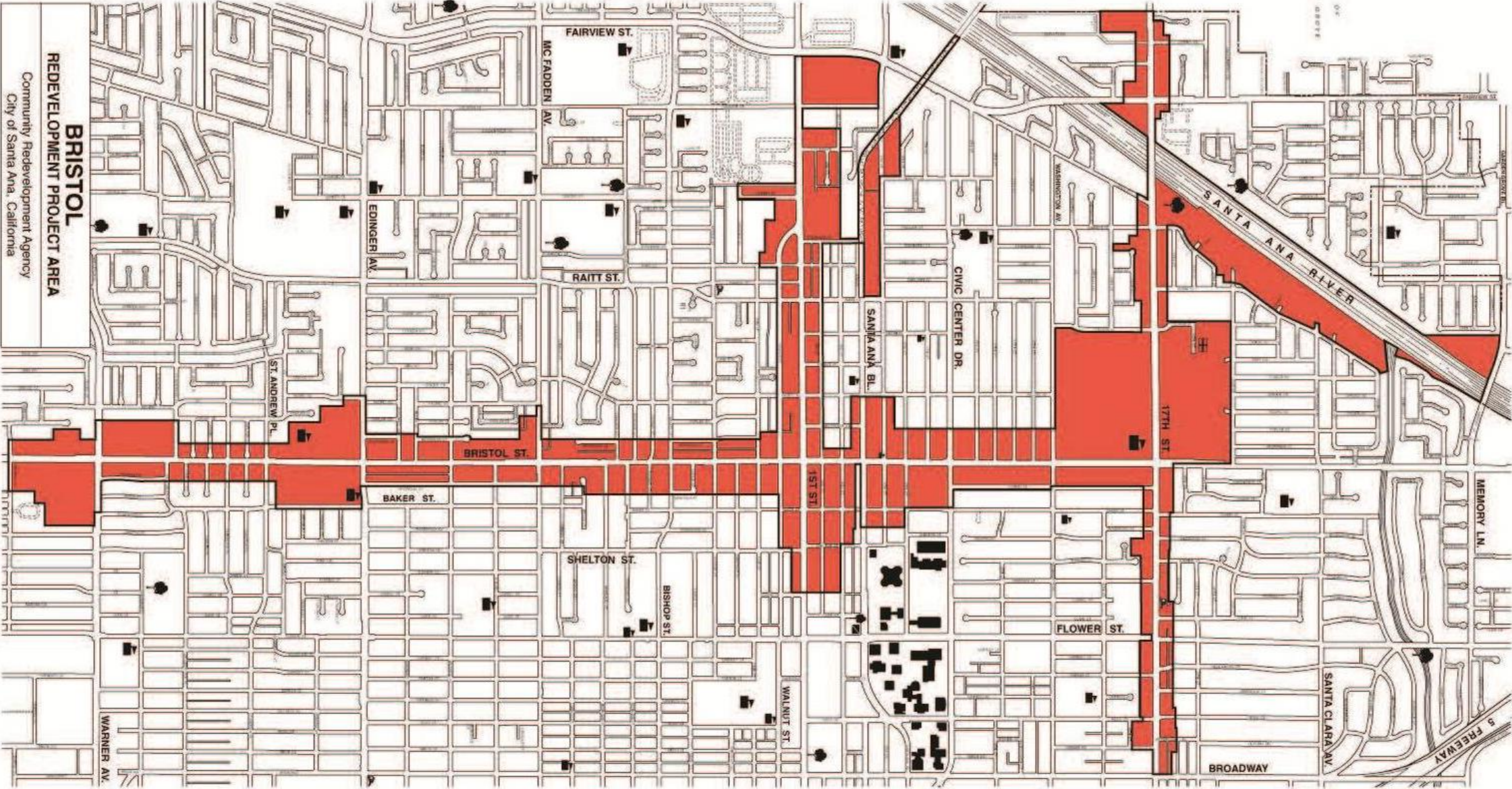
B. Revisions to Existing Zoning

The zoning provisions in the Specific Plan add to or supplement those that already exist in the City's Zoning Ordinance. Existing zoning categories will continue to be used in the planning area (i.e., no new zoning categories will need to be created), however, the redistribution of land uses will require that the majority of the existing parcels be rezoned in order to initiate implementation of the plan and bring the properties into compliance with the General Plan land use designations. Ninety percent of 374 parcels in the planning area will need to be rezoned. In order to facilitate implementation of the plan and avoid confusion to area landowners, it is recommended that all, or at least major portions, of the planning area be rezoned at the time of the Specific Plan's adoption. Existing uses which are made nonconforming by this action could continue until proposed capital improvements actually begin, but the zone change would provide clear direction for landowners and the City regarding the ultimate land use direction for the area. The procedure followed by the City to rezone the planning area will be to create and adopt a single Specific Plan District (SP) designation for the area (except for isolated single family residential lots not fronting on Bristol Street). The City Zoning maps would then be revised to show the area with an SP designation and refer interested parties to the Specific Plan itself for the underlying zoning on any one parcel.

C. Assemblage of Parcels

A primary factor affecting the implementation of the Specific Plan will be the City's acquisition of the properties necessary to implement the Bristol Street Widening project. The City will be acquiring parcels incrementally as funds become available. Acquisition will be phased to be consistent with the phasing of proposed capital improvements. Ninety percent of the 374 parcels in the planning area will need to be rezoned. In order to facilitate implementation of the plan and avoid confusion to area landowners, it is recommended that all, or at least major portions, of the planning area be rezoned at the time of the Specific Plan's adoption. Existing uses which are made nonconforming by this action could continue until proposed capital improvements actually begin or until property owners elect to redevelop those properties where commercial uses are planned to continue. In either case, the zone change would provide clear direction for landowners and the City regarding the ultimate land use direction for the area. The procedure followed by the City to rezone the planning area will be to create and adopt a single Specific Plan District (SP) designation for the area (except for isolated single family residential lots not fronting on Bristol Street). The City Zoning maps would then be revised to show the area with an SP designation and refer interested parties to the Specific Plan itself for the underlying zoning on any one parcel.

Figure 7-1 Bristol Corridor Redevelopment Project



Acknowledgements

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