

## Appendices

# Appendix D      C3 Implementation Plan

## Appendices

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# Center City Corridors Implementation Plan

February 2023



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# Acknowledgments

## City Council

Ashleigh E. Aitken – Mayor  
Natalie Rubalcava – Mayor Pro Tem, District 3  
Jose Diaz – Councilmember, District 1  
Carlos A. Leon – Councilmember, District 2  
Norma Kurtz - Councilmember, District 4  
Stephen Faessel – Councilmember, District 5  
Natalie Meeks – Councilmember, District 6

## Planning Commission

Grant Henninger – Chair, At-Large  
Lucille Kring – Chair Pro Tem, District 1  
Michael B. Mouawad – Commissioner, District 2  
Michelle Lieberman - Commissioner, District 3  
Luis Andres Perez – Commissioner, District 4  
Christopher P. Walker – Commissioner, District 5  
Amelia Castro – Commissioner, District 6

## Community Stakeholder Group

Elia Renteria – District 3 Representative  
Linda Newby – District 4 Representative  
Ryan Sparks – Resident Applicant  
Carlotta Clark – Resident Applicant  
Maritza Bermudez – Priority Neighborhoods Resident  
Nancy Holloway – Historic Preservation Committee  
Enrique Quiaoit – Religious Institution (St. Boniface)  
Fernanda Cisneros – Anaheim High School Student  
Anna Kim/Yadira Moreno – Anaheim Elementary School District  
Dr. Vidal Valdez/Robert Saldivar – Anaheim High School District  
John Machiaverna – Boys & Girls Club  
Jamie Yoo – Anaheim Global Medical Center  
Alex Amaro – Small Business Owner  
Bill Taormina – Commercial Property Owner  
Chris Bennett – Commercial Property Owner/Developer

## City Staff

### Planning and Building

Ted White – Director  
Niki Wetzel – Deputy Director  
Heather Allen – Principal Planner  
Elaine Thienprasiddhi – Senior Planner  
Christine Nguyen – Senior Planner  
Charles Guiam – Planner

### Economic Development

Sergio M. Ramirez – Director  
Ramona Casteneda – Property Development Manager  
Sancho Cagulada – Intern

### Housing and Community Development

Grace Stepter – Director  
Andy Nogal – Deputy Director  
Kevin Clausen-Quiroz – Senior Project Manager

### Community Services

JJ Jimenez – Parks Manager  
Anaheim Sporn – Community Service Manager

### Public Works

Rudy Emami – Director  
Carlos Castellanos – City Engineer  
Rafael Cobian – City Traffic Engineer  
David Kennedy – Associate Transportation Planner  
David Mori – Design Services Manager  
Keith Linker – Principal Civil Engineer  
William Grigsby – Principal Civil Engineer  
Shawn Azarhoosh – Principal Civil Engineer  
Mike Eskander – Development Services Manager  
Kevin Miako – Associate Engineer

## Public Utilities

Fred Barvarz – Transmission and Distribution Manager

Vinh Tran – Principal Electric Engineer

Steven Chagolla – Associate Power Engineer

Jason Rilloraza – Associate Power Engineer

Phillip Bogdanoff – Engineering Manager

David Kim – Principal Civil Engineer

## Police Department

Mark Lillemoen - Sergeant

## Consultants

### RRM Design Group

Diane Bathgate, AICP, CNU-A – Principal

Jami Williams, CNU-A – Principal

Matt Ottoson, CNU-A – Principal Planner

Erina Shimanuki – Assistant Planner

Scott Martin, AIA, CNU-A – Design Director

Chris Magdosku, PE – Manager of Engineering Services

### Fehr & Peers

Matt Benjamin – Principal

Spencer Reed, PE – Associate

Saima Musharrat – Transportation Planner

### Arellano Associates

Stacey Falcioni, MPA – Project Manager

Josh Francis – Senior Project Coordinator

Jon Marin – Assistant Technology Coordinator

### First Carbon Solutions

Cecilia So, Senior Project Manager

## Special Recognition

### Caltrans

This plan was funded through a Sustainable Communities Grant awarded to the City of Anaheim by Caltrans.

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# 1

## Introduction to Center City



# Introduction to Center City Corridors Implementation Plan

The Center City Corridors Implementation Plan (herein referred to as “C3 Plan”) is the result of a multi-year planning effort led by the City of Anaheim to capture residents, business owners, property owners, community groups, and others input to guide the future growth and evolution of the C3 Plan area. Prior to the C3 Plan efforts, the City completed the Center City Corridors Vision Plan (Vision Plan), whereby extensive outreach and discussion with a broad cross-section of the community helped to define a starting point for this C3 Plan effort, as discussed further herein.

Funding for preparation of the C3 Plan, previously referred to as the Center City Corridors Specific Plan, was provided by Caltrans, through the Sustainable Communities Grants program. The program is designed to provide funding to local jurisdictions to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. Core goals include:

- Improve multimodal mobility and accessibility for all people;
- Preserve the multimodal transportation system;
- Support a vibrant economy;
- Improve public safety and security;
- Foster livable and healthy communities and promote social equity; and
- Practice environmental stewardship.



*Recent mixed-use development within the C3 Plan area.*



*The Anaheim Packing House within the C3 Plan area.*



## 1.1. Location – The Heart of Anaheim

The C3 Plan area is centrally located within the City of Anaheim and encompasses both The Anaheim Colony, the original settlement of the City, and Center City, the City's downtown area. Points of interest within this area include Center Street Promenade, the Historic Colony and other historic neighborhoods, the Packing District, Pearson Park, La Palma Park, Muzeo Museum and Cultural Center, among others. Nearby regional and international destinations include Angel Stadium, the Honda Center, the Anaheim Convention Center, and Disneyland.

The C3 Plan area is approximately 2,600 acres in size and is generally defined by the SR-91 Freeway and the City of Fullerton to the north; Interstate 5, The Anaheim Resort and Platinum Triangle to the south; the Metrolink Railroad and East Street to the east; and Interstate 5 and West Street to the west (refer to Figure 1-1, C3 Plan Area Map). While the C3 Plan area is large in geographic scope, the main focus of this effort is along the primary corridors. These primary corridors include La Palma Avenue, Lincoln Avenue, Broadway, Ball Road, Harbor Boulevard, and Anaheim Boulevard.

## 1.2. History of C3 Plan Area

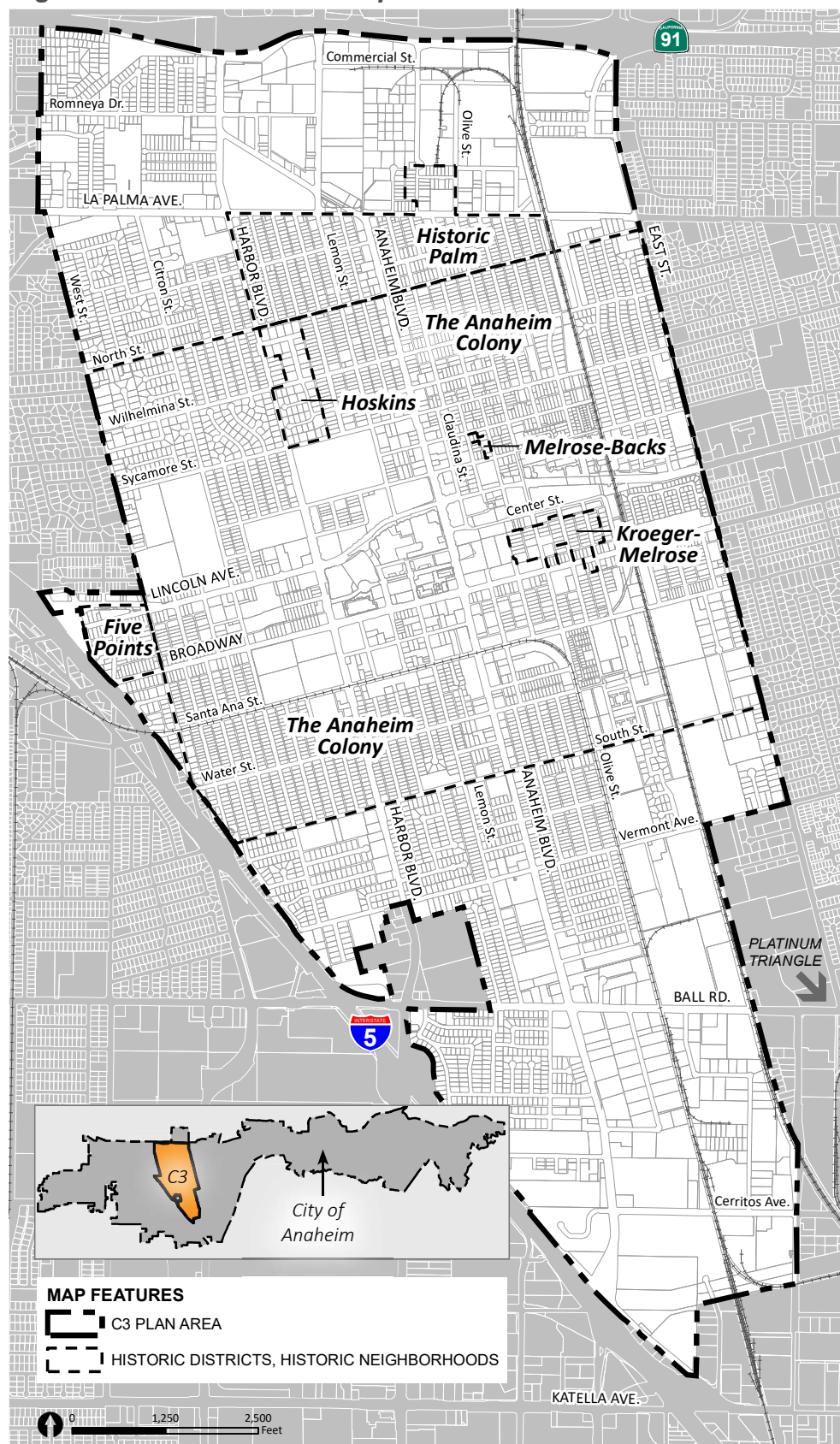
This section presents a brief history of the C3 Plan area. The C3 Plan area includes the Anaheim Colony Historic District, which is the original location where a colony of German farmers and vintners decided to put down roots in 1857 and set into motion the beginning of the City that the community knows and loves today. The Anaheim Colony area is defined generally by North Street in the north, South Street in the south, East Street in the east, and West Street in the west and is centrally located within the Plan area.

New lots within the original Anaheim Colony were clustered around the intersection of two major roadways - at Center Street (now called Lincoln Avenue) aligning east to west and Los Angeles Street (now called Anaheim Boulevard) aligning north to south. To mark the entrance into the City, residents at that time erected gates at both ends of these roadways. Today, these original locations are identified with Colony Gateway Monuments located within the center of street medians and include the southern "San Diego Gate" (Anaheim Boulevard/South Street), northern "Los Angeles Gate" (Anaheim Boulevard/North Street), western "San Pedro Gate" (Lincoln Avenue/West Street), and eastern "Yorba Gate" (Lincoln Avenue/ East Street).

Many of the Colony's first residents embodied a creative spirit and included artists, craftsmen, musicians, and farmers who collectively led to the area's economic success. In particular, the Colony became one of the premier wine producing areas, unmatched across California from 1860 to 1885. With the arrival of the Southern Pacific Railway in 1875, soon followed by the Atchison, Topeka, and Santa Fe lines, the Colony was provided with a nationwide distribution network for their products. However, disease and blight wiped out almost all of the vineyards by 1888 and many farmers replanted with nut and citrus crops, leading to a thriving citrus industry that remained from 1880 to 1960. During this period of affluence, Center Street was the town's "main street", providing a location where residents could go for purchasing goods and services. By 1920, due to the growing population, the City recognized the need for public open space and subsequently developed City Park, known today as Pearson Park.

The neighborhood roughly bound by Commercial Street (north), Railroad tracks (east), La Palma Avenue (south) and Lemon Street (west) comprises the La Fabrica barrio or colonia. It's formation dates back to 1910/1911 when the Anaheim Sugar Co. factory, located at 1075 N. Patt Street, was under construction. Per local newspaper articles, during the height of the sugar making season, the

Figure 1-1: C3 Plan Area Map





*Existing Colony gateway monuments.*



*The Woelke-Stoffel House.*

factory employed between 200 and 300 people. This neighborhood consists of two tracts: 1) Gresswell Subdivision with 24 residential lots, map filed in November 1910; 2) Schaffer-Oswald Subdivision with 63 residential lots, map filed in September 1911. Per early newspaper articles, the residents of La Fabrica colonia purchased their property either with or without a house “rather than renting corporate housing”. One article from 1919 states that the families paid “\$10 down and \$5 a month” for homes costing up to \$800 each. The sugar factory, which closed in 1925, later became the Anaheim Canning Co. (1929-1937) and the Essex Wire Corp. (1942-2001). All provided jobs for the residents of La Fabrica (“Factory”) colonia.

La Fabrica colonia lay just outside the City of Anaheim boundaries until it was annexed on August 21, 1924. The local newspapers list several reasons for the annexation, including property taxes from the sugar factory and the newly acquired site for the California Valencia Orange Show (now La Palma Park), but also cite the need to provide sewers and potable water to the households within the Mexican colony [La Fabrica]. The Water Connection Record book shows that nearly 40 families on Patt, Julianna and Kemp Streets were connected to the City of Anaheim water system between August 1924 and May 1925.

During the 1938 flood, this neighborhood was heavily impacted, and many houses were uninhabitable. The American Red Cross, aided by local churches and fraternal organizations, provided temporary housing in tents and other services. Currently the La Fabrica colonia consists of housing from the first quarter of the 1900s mixed with residences dating from 1938. This colonia, unlike the La Conga barrio that developed around the same time just north of La Palma Park, is relatively intact and the residents still predominantly Latino.

Post World War II, the City experienced a rapid economic and industrial boom resulting from its proximity to Los Angeles. This rapid expansion dramatically changed the City and the population quickly grew to over 100,000 residents by 1960. In the 1950s, Walt Disney chose to locate a new



amusement park in Anaheim and its success drew other businesses to region; again the City grew and prospered. In the mid-1960s, the Anaheim Stadium and Convention Center were completed, and Anaheim became a year-round tourist destination. With the extension of the Santa Ana Freeway (Interstate 5) in 1964, coupled with new commercial development at the outskirts of the City, many residents began shopping outside of the downtown area, leading to a deterioration of its economy. In 1961, the City Council established a Redevelopment Agency in an effort to revitalize the downtown.

In 1961, the City Council established a Redevelopment Agency in an effort to revitalize the downtown. The Agency created a project (Project Alpha) in 1973 that transitioned the pedestrian-oriented and walkable downtown into a more auto-focused area. This plan also led to the widening and realignment of many primary streets and demolition of hundreds of buildings, leading to further isolation of the original downtown core. These actions led to local residents' establishment of the Anaheim Historical Society in 1976, which led the charge on restoration of many historic landmarks including Carnegie Library and the Samuel Kramer building.

Throughout the 1980s through the 2000s, the City returned to focusing on a revitalized and enhanced downtown core, now called Center City. New development included street level shops and outdoor cafes and the City established a public art program. In just a few years, Center Street Promenade created a distinctive destination, unique character, and more pedestrian-friendly atmosphere for the downtown area.

In 1996, the City recognized the area surrounding downtown was rich with historic resources. The Anaheim Colony Historic District, containing over 1,100 qualified historic buildings, was established to celebrate Anaheim's heritage. In addition to the Anaheim Colony, other historic districts within the C3 Plan area were established and include Historic Palm, Hoskins, and Five Points. Additionally, both the Melrose-Backs and Kroeger-Melrose were federally listed by the National Register of Historic Places prior to the Anaheim Colony becoming a local historic district. The City's Mills Act Program was established in 2001 and provides property tax incentives for property owners to rehabilitate and maintain their historical properties. Today, the City has the third highest number of Mills Act contracts in California.



*A historic home in the Anaheim Colony.*



*The Carnegie Library.*

## 1.3. Purpose

The purpose of the C3 Plan is to create a clear and easy to use planning document that guides City actions to update existing policy documents and regulations in alignment with the objectives of the Caltrans Sustainable Communities grant. An overarching objective of the Caltrans Sustainable Communities grant is to align infill development with areas of transit in order to create more cohesive, connected, equitable, and sustainable communities.

### 1.3.1 Center City Corridors Vision Plan

The Vision Plan provides a broad and overarching vision for the future of the Center City Corridors area. It contains guiding principles and themes to inform the evolution of the C3 Plan area and enhance the connection between land use and transportation in order to create a more sustainable community plan. This document provided the foundation for development of this C3 Plan.

### 1.3.2 C3 Plan

The C3 Plan recommendations and implementation items included herein relate to land use and zoning, mobility and streetscapes, alleyways, and green spaces that align with Caltrans grant objectives and will improve conditions within the City to better align infill development with areas of transit while also attracting economic investment to the C3 Plan area, as described further below.

#### *High Quality Transit Corridors*

The areas along Harbor Boulevard and Lincoln Avenue are designated as High Quality Transit Corridors (HQTCs) by SCAG in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). They qualify as HQTCs because they are within one-half mile of transit stops that are serviced at least every 15 minutes during peak community hours, making them prime locations for sustainable housing and employment growth. Anaheim Boulevard may also qualify as a HQTC in the future pending transit service frequency adjustments by transit operators. Locating new housing and jobs in areas where frequent transit options are available can significantly reduce vehicle miles traveled (VMT) because convenient access makes it easier for people to use transit for their daily commute.



*Orange County Transportation Authority (OCTA) provides transit service within the C3 Plan area.*



*Recent infill development located along a primary corridor adjacent to high-quality transit.*



instead of personal vehicles. Increasing transit ridership, in turn allows transit operators to increase capacity and provide even more frequent service to more areas.

## *Transit Priority Projects (TPP)*

As an incentive to encourage the growth envisioned in and around HQTCs by the RTP/SCS, projects that meet the requirements are eligible for a variety of CEQA streamlining options. To meet requirements, a project must 1) be within ½ mile of a HQTC, 2) be consistent with the SCS as determined by the City, 3) contain at least 50 percent residential use, and 4) propose a minimum of 20 dwelling units per acre.

## *Infill Development*

The C3 Plan area contains many existing properties that are underutilized and have the potential for redevelopment. As part of the C3 Plan, new mixed-use land use designations are introduced along primary corridors. The intent of the C3 Plan is to provide recommended land use changes and implementation direction to guide future City actions related to land use. These actions will realign future land use and zoning for the area based on existing and future market demand and allow for intensification of residential and non-residential uses along these primary corridors that are in close proximity to transit. New mixed-use land uses have been tailored to encourage a broader range of housing types to meet demands in the area and support additional community-serving commercial and retail uses.

## 1.4. Community Engagement

The City embarked on an extensive community outreach and engagement campaign that was conducted over two phases. Beginning in 2019, the first phase of community engagement was completed as part of the Vision Plan. This included a variety of in-person outreach methods and approaches to capture input from a broad cross-section of the community and was instrumental in establishing the



*Community engagement event.*

foundation for the C3 Plan effort. The second phase of community outreach and engagement began in 2020 and was completed as part of the C3 Plan effort. This phase of outreach was largely conducted virtually and explored ways of implementing the community's vision for the C3 Plan area. All materials and information produced during both the Vision Plan and C3 Plan outreach were completed in both English and Spanish to provide for ease of community access.

### 1.4.1 Community Stakeholder Group

The Community Stakeholder Group (CSG) played an important role in providing feedback to the City and the C3 Plan team and met four times over the course of a year (2020-2021). The group was established prior to commencement of the C3 Plan process and was comprised of a variety of local representation from across the community. This included residents representing Council Districts 3 and 4, local residents at-large, and priority neighborhood residents. Representation from the local school districts and community organizations were also included, such as the Anaheim Union High School District, Anaheim Union High School District, Anaheim High School student, St. Boniface, and the Boys & Girls Club. The CSG also included representatives from the local business community including the Anaheim Global Medical Center, small business owners, and commercial property owners. The CSG reviewed and provided input on the Vision Plan, including existing conditions and background, vision and guiding principles, land use and community facilities, transportation, alleyways, and urban design concepts. The CSG will continue to play a role after completion of the C3 Plan, as the City takes action to implement the recommendations.

#### Online Engagement

Due to COVID-19 restrictions, online engagement became a primary tool for soliciting and engaging with the Anaheim community. Online outreach tools provided a wide range of opportunities for the community to review project materials and provide feedback on information developed. This format

**CSG INTRODUCTIONS**  
**PRESENTACIONES DEL CSG**

Brief introductions by CSG members  
(1-2 minutes each)  
Presentaciones breves de los miembros del  
CSG (1-2 minutos cada una)

- Name  
Nombre
- Organization / Group you Represent  
Organización/grupo al que representa
- Perspective You'd Like to Bring  
Perspectiva que desea aportar
- Favorite thing to do or place to be in  
Center City Area  
Actividad favorita o lugar que más le  
gusta en el centro urbano.

 Center City  
Corridors  
Specific Plan

Stakeholder Group / Grupo de partes interesadas	Name / Nombre
District 3 Representative / Representante del Distrito 3	Ella Rios
District 4 Representative / Representante del Distrito 4	Linda Newby
Resident Applicant / Solicitante residente	Alyssa Stinson
Resident Applicant / Solicitante residente	Ryan Sparks
Priority Neighborhoods Resident (North) / Residentes de los vecindarios prioritarios (norte)	Maritza Bermudez
Priority Neighborhoods Resident (South) / Residentes de los vecindarios prioritarios (sur)	Linda Mejia
Historic Preservation Committee / Comité de Preservación Histórica	Nancy Holloway
Religious Institution / Institución religiosa (St. Boniface)	Enrique Quinto
Anaheim High School Student / Estudiante de secundaria de Anaheim	Fernanda Cisneros
Anaheim Elementary School District / Distrito escolar elemental de Anaheim	Anna Kim (primary / titular) Yadira Moreno (alternate / suplente)
Anaheim Union High School District / Distrito de la Unión de Escuelas Secundarias de Anaheim	Dr. Vidal Valdez (primary / titular) Robert Seidman (alternate / suplente)
Boys & Girls Club	John Mechaverna
Anaheim Global Medical Center / Centro médico global de Anaheim	Jamie Yoo
Small Business Owner / Pequeño empresario	Alex Amaro
Commercial Property Owner / Propietario de inmuebles comerciales	Bill Taormina
Commercial Property Owner/Developer / Propietario/Promotor de inmuebles comerciales	Chris Bennett

*Virtual Community Advisory Committee meeting.*

allowed for flexible involvement for those who were unable to attend the formal CSG meetings or other project events. In addition to the City project webpage, a StoryMap project website ([www.c3storymap](http://www.c3storymap)) was developed. The StoryMap provided an overview of C3 Plan content and opportunities for additional community input. Input was captured through the SocialPinpoint interactive mapping tool, which allowed residents to place points on a map and write comments and/or provide input on a specific topic area. In addition to the SocialPinpoint tool, a general survey was also provided that asked a series of questions related to specific C3 Plan topic areas.

## 1.5. Relationship to Other Plans, Programs, Agencies, and Regulations

This section describes existing City documents that guide or regulate portions of the C3 Plan project area. Content within each of these existing City documents was considered throughout the preparation of this document. The purpose of each existing City document and how each specifically relates to the C3 Plan is described below. As stated previously, this document builds upon an extensive community engagement process and direction provided in the recent Center City Corridors Vision Plan document.

### 1.5.1 City of Anaheim General Plan

The General Plan discussion below includes direction provided for the Land Use, Circulation, Green, Community Design, Economic Development, and Housing Elements, as it relates to the C3 Plan area.

#### *Land Use Element*

The Land Use Element designates the distribution and general location of land uses, such as residential, retail, industrial, open space, recreation, and public uses within the City. The Land Use Element also addresses the permitted density and intensity of these various land use designations, as reflected on the City's General Plan Land Use Map. As part of the C3 Plan, the General Plan Land Use Element will be amended to accommodate new land use designations included within the Plan area, to ensure consistency between the City's General Plan and the C3 Plan.

#### *Circulation Element*

The Circulation Element describes the transportation system within the City and addresses future mobility of people, goods and services. As part of the C3 Plan, the General Plan Circulation Element will be amended to provide a special cross-section for a segment of Anaheim Boulevard and accommodate modified bicycle facilities to enhance non-motorized mobility within the Specific Plan area. The major purpose of this Element is to design and improve a circulation system to meet the current and future needs of all residents, businesses, and visitors.

#### *Green Element*

The Green Element covers Anaheim's Conservation, Open Space, Parks, and Recreation and Community Services and is intended to add more green areas throughout the City, protect and enhance its natural and recreational resources, and provide important community amenities to enhance the quality of life in the community. As part of the C3 Plan, the Green Element will be amended to accommodate new public park and community facility locations within the C3 Plan area.



### *Community Design Element*

The Community Design Element identifies a number of goals and policies that apply broadly to the design aesthetics of various development types within the City as a whole. However, it also identifies goals and policies for more specific portions of the C3 Plan area including the Anaheim Colony Historic District, Downtown Revitalization, and North Central Industrial Area. The C3 Plan area is informed by goals and policies that are found in the Community Design Element while also providing design direction for the C3 Plan area.

### *Economic Development Element*

The Economic Development Element provides guidance for the City in expanding the local economy, which provides jobs, attracts, and retains businesses, supports diverse and vibrant commercial areas, and brings in sufficient revenue to support various local programs and services. It identifies specific goals and policies to ensure a prosperous economic future for the City as well as more specific areas of the City. Goals and policies touch on business retention, growth, and attraction; redevelopment/revitalization; workforce development – job promotion, training, and career education; public facilities and community services; housing diversity and affordability; and area-specific goals and policies.

The C3 Plan includes principles and policies to support economic development within the Plan area. As part of the C3 Plan, a market analysis was conducted to ensure that recommendations and implementation items proposed herein were in keeping with community and market expectations.

### *Housing Element*

The 2021-2028 6th Cycle Housing Element provides for the identification and analysis of existing and projected housing needs and articulates the City's official policies for facilitating production, conservation and preservation, quality and design strategy, rehabilitation, and affordability of housing. Recommendations and implementation items identified within the C3 Plan are in keeping with the City's 6th Cycle Housing Element and will assist the City in meeting relevant housing needs locally within the community for those sites located within the C3 Plan area.

## 1.6. Vision and Guiding Principles

This section summarizes the vision and guiding principles that were developed from community input received during the outreach phases of both the Vision Plan and this C3 Plan effort. They are the foundation upon which the C3 Plan has been developed and the implementation recommendations included herein will continue to guide future City actions and existing policy document updates. Visuals for the C3 Plan Vision are provided in Figure 1-2.

### 1.6.2 Vision Statement

***Center City is the thriving civic, cultural, and community heart of Anaheim, building on a rich history and sense of place while providing a variety of opportunities for residents, businesses, and visitors alike.***

The history of the area has created a foundation and established community character that sets the tone for future development. The historic neighborhoods house individuals and families that can easily access all the amenities, shopping, dining, employment opportunities, and civic uses the Center City area has to offer. The citrus industry is remembered through the redevelopment of the Packing House District.

The C3 Plan vision builds on this history and outlines a future for the next 25 years. Changes are expected to occur incrementally, with key improvements prioritized, but over time the area will transition into a lively, vital, and accessible area with established roots and community character.

As a focal point of Anaheim, Center City will continue to evolve into a notable destination in Orange County, with new dining, cultural, civic, entertainment, and other community-focused amenities for all ages and income segments of the community. The centrally located area is recognized as the City's urban center and provides future opportunities for housing and employment.

The surrounding Anaheim Colony and other residential neighborhoods will continue to be protected and enhanced through context-appropriate streetscape and mobility enhancements. Properties located further out in the C3 Plan area will leverage underutilized parcels to provide opportunities for expansion of medical offices and services, sports and recreation, high-tech, and other land uses that provide expanded job opportunities for the local community.

To encourage non-automobile-related trips, a connected bicycle network and refined public and local transit networks will be provided within the C3 Plan area. With portions of the primary corridors lacking a cohesive streetscape character, gaps in the existing street tree network will transition to present a more unified character and appearance.

Finally, parks, community services, and alleyways will be improved or created to support the areas needs. New and enhanced parks and community amenities will be established to address deficiencies and create convenient access by residents to these community facilities. Existing alleyway infrastructure will be addressed through provision of enhanced facilities, including Low Impact Development (LID) and/or other sustainable features, to enhance mobility and improve infrastructure within the C3 Plan area.



Figure 1-2: C3 Plan Vision



### 1.6.2 Guiding Principles

1

Support and enhance existing residential neighborhoods and historic resources.

2

Provide a wider range of new housing options.

3

Expand economic opportunities and promote the attraction and retention of high-quality jobs.

4

Continue to evolve the downtown area, referred to as the Center Core, as an active, urban center.

5

Foster new events and entertainment options within the C3 Plan area.

6

Ensure Center City continues to meet the day-to-day needs of the local community.

7

Enhance pedestrian, bicycle, automobile, and transit mobility opportunities.

8

Create an attractive pedestrian realm and provide pedestrian amenities.

9

Integrate additional community facilities and services.

10

Create a cohesive community character while celebrating each neighborhood's identity.





# 2

## Land Use and Zoning

# Land Use and Zoning

Land use and zoning guide how development fits within an existing context and can serve as a primary catalyst for new development and reinvestment in an area. The C3 Plan identifies and provides recommended land use changes and implementation direction to guide future City actions related to land use.

## 2.1. Existing Land Uses

The C3 Plan area includes a wide variety of residential, commercial, office, industrial, institutional, mixed-uses, and public land uses as well as the Civic Center, as shown in Figure 2-1, Existing Land Use Map. The major land use in the C3 Plan area is residential, including both single-family and multi-family. Many of the single-family homes are reflective of their original architectural style and character. Multi-family residences are generally dispersed throughout the C3 Plan area, with a larger concentration to the east of Anaheim Boulevard. The condition and character of these multi-family developments vary, with some well-maintained and others showing signs of age.

Some industrial land uses within the C3 Plan area have redeveloped over the past several years, particularly in the Center City area. The majority of the remaining industrial land uses are located within the southeast and northeast areas, adjacent to the Orange County Transportation (OCTA)-owned and Metrolink-operated rail line. Smaller pockets of industrial uses exist just south of the central Center City area. While many of the remaining industrial areas were historically used for heavier industrial related uses, most have transitioned to lighter industrial uses in recent years.

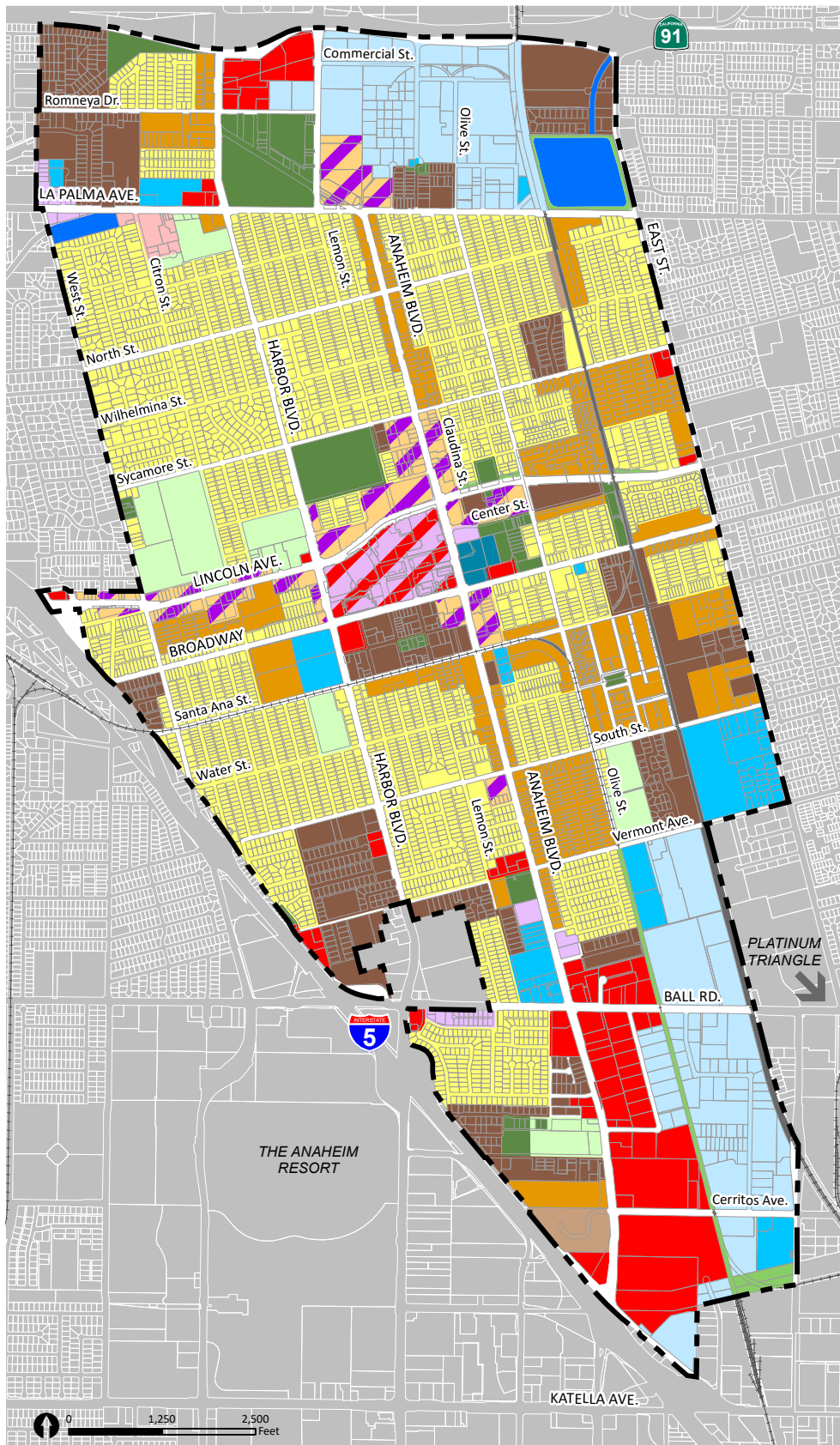
The central Center City area has seen substantial revitalization over the last few decades, with new residential, commercial, mixed-use, and public realm enhancements attracting renewed interest to this



*Existing residential development on Anaheim Boulevard in the C3 Plan area.*



Figure 2-1: Existing Land Use Map



### Residential

- Low Density
- Low-Medium Density
- Mid Density
- Medium Density

### Commercial

- General Commercial
- Neighborhood Center

### Office

- Low

### Industrial

- Industrial

### Public/Quasi-Public

- Institutional - Low
- Institutional - High
- School

### Open Space

- Open Space
- Parks
- Water

### Mixed-Use

- Mixed-Use Mid
- Mixed-Use Medium
- Mixed-Use High
- Mixed-Use Urban Core

### Other

- Railroad

area. These improvements are most noticeable in and around the primary corridors, including Harbor Boulevard, Lincoln Avenue, Anaheim Boulevard, and Broadway. Community, entertainment, and cultural events have been a draw to this area, providing even greater Citywide and regional attention to the cultural heart of the City of Anaheim.

## 2.2. Proposed Land Uses

Recommended C3 Plan land use modifications include changes to residential (Low-Density, Low-Medium Density, Mid Density, and Medium Density), commercial (General Commercial), Office (Low), Industrial (Industrial), and Open Space (Open Space, Parks). These land use changes are necessary to ensure consistency between a property's General Plan land use and Zoning Code designation, consistent with State law requirements, and are representative of the existing development found on an applicable properties.

Institutional land uses are currently designated under one land use category. As part of the C3 Plan, the Institutional land use category is proposed to be segmented into two density categories - Institutional-Low and Institutional-High. All properties containing the existing Institutional land use category will be redesignated as Institutional-Low, with the City Hall complex properties being redesignated under the new Institutional-High land use category.

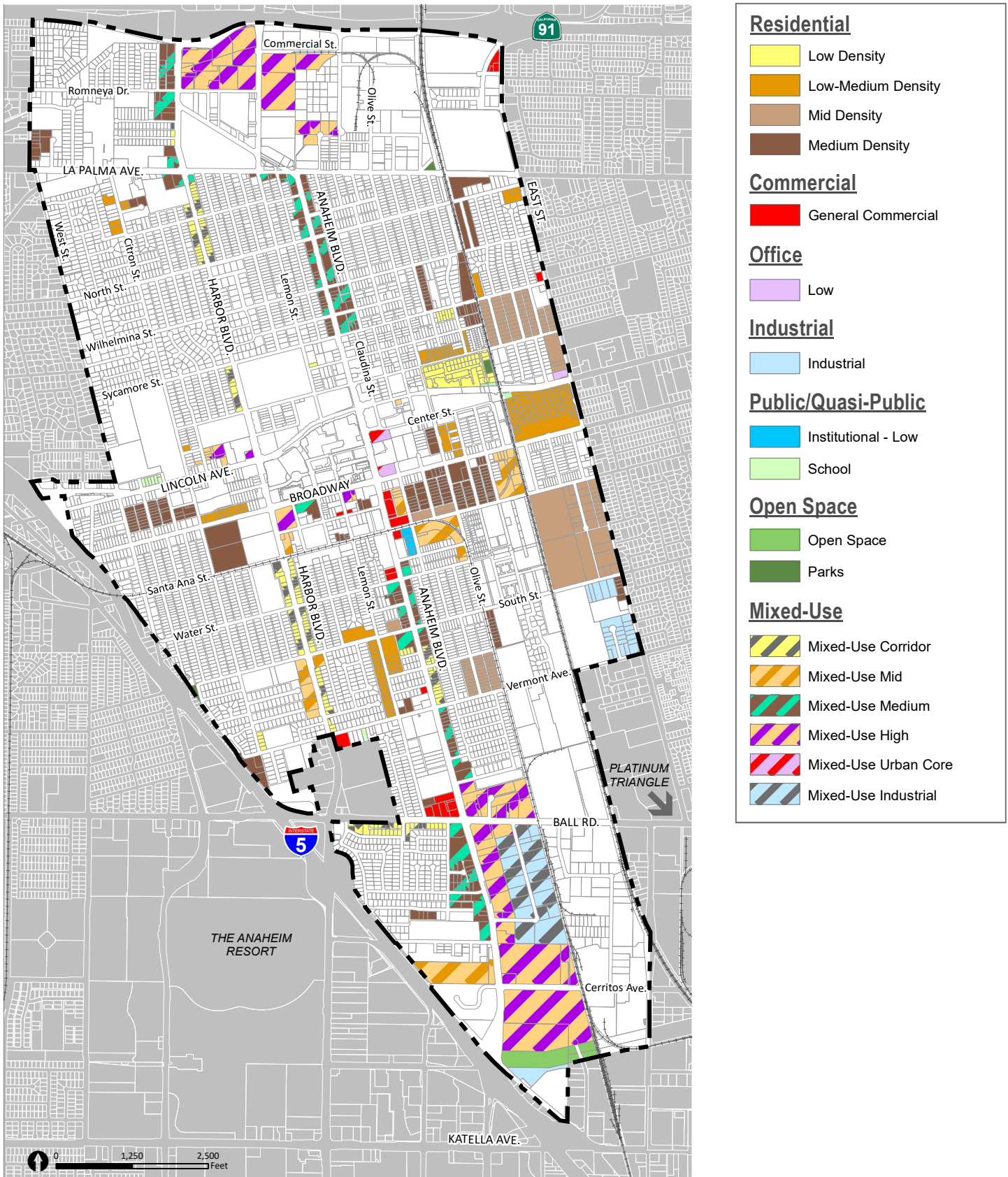
The following section includes a description of the proposed mixed-use land use designations within the C3 Plan area, including: Mixed-Use Corridor, Mixed-Use Mid, Mixed-Use Medium, Mixed-Use High, Mixed-Use Urban Core, and Mixed-Use Industrial. The proposed land use change areas are focused along primary corridors within the C3 Plan area and have been identified due to a variety of factors including but not limited to adjacency to newer or transitioning development, proximity to transit, underperforming uses, opportunity for redevelopment, among others. The location and extent of the proposed land use changes is shown in Figure 2-2, Recommended Land Use Change Map.



*New mixed-use development within Anaheim.*



Figure 2-2: Recommended Land Use Change Map



**TABLE 2-1: IMPLEMENTING DESIGNATIONS**

Land Use Designation	Minimum to Maximum Density	Implementing Development Area / Zoning
<b>RESIDENTIAL</b>		
Low Density	0 - 6.5 du/ac	RS-1, RS-2, RS-3
Low-Medium Density	0 - 18.0 du/ac	RS-4, RM-1, RM-2, RM-3
Mid Density	0 - 27.0 du/ac	RM-3, RM-3.5
Medium Density	0 - 36.0 du/ac	RM-3, RM-3.5, RM-4
<b>COMMERCIAL</b>		
General	0.25 - 0.50 FAR	C-G
<b>OFFICE</b>		
Low	0.40 - 0.50 FAR	O-L
<b>INDUSTRIAL</b>		
Industrial	0.35 - 0.50 FAR	I
<b>PUBLIC/QUASI-PUBLIC</b>		
Institutional-Low	0.10 - 0.50 FAR	SP
Institutional-High	0.50 - 3.0 FAR	SP
School	N/A	SP
<b>OPEN SPACE</b>		
Open Space	0 - 0.10 FAR	OS
Parks	0 - 0.10 FAR	PR, SP
<b>MIXED-USE</b>		
Mixed-Use Corridor	0 - 6.5 du/ac Mixed-Use: 0 - 0.50 FAR Standalone Comm.: 0 - 0.45 FAR	MU-C
Mixed-Use Mid	0 - 27 du/ac 0 - 0.10 FAR	MU-MID
Mixed-Use Medium	18 - 36 du/ac 0 - 0.35 FAR	MU-MED
Mixed-Use High	30 - 60 du/ac 0 - 0.35 FAR	MU-H
Mixed-Use Urban Core	0 - 100 du/ac 0 - 3.0 FAR	MU-UC

### Mixed-Use Corridor (MU-C)

The Mixed-Use Corridor (MU-C) designation provides opportunities for adaptive reuse of existing buildings while also allowing for context appropriate infill development along primary corridors in a manner that maintains its small-scale character. New neighborhood-serving uses provide nearby residential neighborhoods ease of access to goods and services, while residential uses provide a variety of new living options. Streetscapes are beautified through new landscaping, sidewalks, street trees, and streetscape amenities that are organized in a cohesive and aesthetically pleasing manner.

The Mixed-Use Corridor designation allows flexibility in uses for parcels along primary corridors that could transition from standalone commercial or residential uses to a mix of residential, commercial, and office development within the development or parcel. The development standards will be drafted to maintain smaller-scale character with building heights limited to 2-stories. Residential is permitted in either a stand-alone or mixed-use configuration at a density of up to 6.5 dwelling units per acre and may include live-work units. The non-residential component of mixed-use

development is permitted at a maximum floor area ratio of 0.50, while standalone non-residential is permitted at a maximum floor area ratio of 0.45.

This designation would be implemented by the “MU-C” Mixed-Use Corridor Zone.



*Existing Mixed-Use Corridor adaptive reuse along Ball Road.*



*Existing Mixed-Use Corridor adaptive reuse along Ball Road.*



*Existing Mixed-Use Corridor adaptive reuse along Ball Road.*



### *Mixed-Use Mid (MU-MID)*

The Mixed-Use Mid (MU-MID) designation is tailored to respond to unique plan areas by allowing for context appropriate infill development in strategic locations. The Mixed-Use designation provides opportunities for new residential and limited non-residential uses, such as corner stores, cafes, and other neighborhood-serving uses. Where located adjacent to other mixed-use areas, the streetscape character acts as an extension of and complement to these areas, while in areas of existing residential neighborhoods, the streetscape responds to the residential neighborhood character.

The Mixed-Use Mid designation increases development potential to allow for parcels to transition from strip commercial uses to residential or a mix of residential, commercial, and office development up to three stories in height. Residential uses are permitted in either a standalone or mixed-use configuration with a density of up to 27 dwelling units per acre. This density would likely result in infill development including live-work units, duplexes and townhouses in a horizontal or vertical mixed-use pattern. Non-residential component of mixed-use development is permitted at a maximum floor area ratio of 0.10.

This designation would be implemented by the “MU-MID” Mixed-Use Mid Zone.



*Existing townhome development along Anaheim Boulevard.*



*Existing Mixed-Use Mid development in Anaheim.*



*Example of Mixed-Use Mid development.*

### *Mixed-Use Medium (MU-MED)*

The Mixed-Use Medium (MU-MED) designation is envisioned as an extension of and complement to the Mixed-Use High and Mixed-Use Corridor designations by including new opportunities for residential, restaurants, retail, and office uses, while also transitioning development to enhance connectivity between designations. New developments along Anaheim Boulevard and Harbor Boulevard afford new and existing residents the opportunity to live within walking distance to shops and services as well as the center core. Extension of the streetscape character found within adjacent designations provide physical and visual linkages that facilitate pedestrian access, while enhanced mobility options encourage non-motorized movement throughout the area.

Similar to Mixed-Use Mid, the Mixed-Use Medium designation allows flexibility for parcels to transition from strip commercial uses to residential or a mix of residential, commercial, and office development. Residential is permitted in either a stand-alone or mixed-use configuration at a density of up to 36 dwelling units per acre and a maximum of four stories. A minimum density of 18 dwelling units per acre is required to implement this designation. Residential development standards in these areas

promote quality and amenities. The non-residential component of mixed-use development is permitted at a maximum floor area ratio of 0.35.

This designation would be implemented by the “MU-MED” Mixed-Use Medium Zone.



*Existing Mixed-Use Medium development along Anaheim Boulevard.*



*Example of Mixed-Use Medium development.*



*Example of Mixed-Use Medium development.*



### *Mixed-Use High (MU-H)*

The Mixed-Use High (MU-H) designation is envisioned as new community gateway areas into Center City and also act as extension of its urban core. New mixed-use developments reflecting the character of the Plan area will cater to the pedestrian through incorporation of active and articulated street facades with retail shops, cafes, coffeehouses, neighborhood services, and outdoor dining located at the street level, enlivening the pedestrian realm within these areas. Enhanced streetscapes facilitate pedestrian activity and a unified street character, while new bike lanes, micro transit, and public transit facilities facilitate flexible mobility options for movement within and through the area.

Mixed-Use High designation provides an opportunity for a broad mix of uses including residential, commercial, services, hotel, and professional office. The focus of this designation is on creating a pedestrian-friendly environment, including increased connectivity and community gathering spaces. A minimum residential density of 30 dwelling units per acre is required to implement this designation. The residential component of mixed-use development is permitted at a density of up to 60 dwelling units per acre. The non-residential component of mixed-use

development is permitted at a maximum floor area ratio of 0.35. Development within this area may not exceed 75 feet.

This designation would be implemented by the “MU-H” Mixed-Use High Zone.



*Existing Mixed-Use High development on Anaheim Boulevard.*



*Existing Mixed-Use High development in Anaheim.*



*Existing Mixed-Use High development in Anaheim.*

### *Mixed-Use Urban Core (MU-UC)*

The Mixed-Use Urban Core (MU-UC) designation is the recognizable urban center of the City, a place that is dense, urban, livable, active, diverse, and the civic heart of Anaheim. It capitalizes on new and existing amenities, historic features, and a mix of residential, commercial, cultural, office, and civic uses to continue to evolve into a dynamic place designed for both residents, employees, and visitors alike. Existing streetscape elements are expanded upon to provide consistency in application, with new public spaces and outdoor dining enlivening the pedestrian environment and supporting day and night time activity. Wide, pedestrian-friendly sidewalks, new bicycle facilities, expanded micro transit stops, and refined transit facilities support non-motorized options for moving in and around the area without the need for an automobile.

Similar to Mixed-Use High, the Mixed-Use Urban Core designation allows for a broad mix of uses including residential, commercial, services, hotel, and professional office in a high-quality environment within the immediate downtown, or Center City area. The focus of this designation is on creating a pedestrian-friendly environment, including increased connectivity and community gathering spaces.

Due to the location and size of parcels within this designation, the residential component of mixed-use development is permitted at a density of up to 100 dwelling units per acre and the non-residential component of mixed-use development is permitted at a maximum floor area ratio of 3.00.

This designation would be implemented by the “MU-UC” Mixed-Use Urban Core Zone.



*Existing Mixed-Use Urban Core development on Center Street Promenade.*



*Existing Mixed-Use Urban Core development on Broadway.*



*Existing Mixed-Use Urban Core development on Lemon Street.*



## Mixed-Use Industrial (MU-I)

The Mixed-Use Industrial (MU-I) designation is a distinct yet complimentary area providing a centralized link between The Platinum Triangle to the east, the Anaheim Resort to the west, and the Center City Urban Core to the north. The areas character portrays a unique, industrial aesthetic that serves as a destination environment that emphasizes creativity, craft production, specialty entertainment, unique hospitality, and distinctive live-work development types that promote new business and job opportunities for Anaheim residents. Streetscape beautification enhances the areas aesthetic through enhanced sidewalks, landscaping, streetscape furnishings, street trees, and public art, while enhanced mobility options provides for ease of access to pedestrian, bicycle, and public transit options.

The Mixed-Use Industrial designation provides an opportunity to transition an underutilized area into a destination that serves residents and visitors alike. Uses are selected to create a unique and attractive district that allows for a mix of light industrial and small-scale manufacturing, along with clean tech, maker space, craft food and beverage production, specialty entertainment, and unique hospitality uses. Live-work units and home-based businesses

are permitted with the intent of capturing new and context-sensitive residential opportunities. The residential component of mixed-use development is permitted at a density of up to 30 dwelling units per acre. The non-residential component of mixed-use development is permitted at a maximum floor area ratio of 1.00.

This designation would be implemented by the “MU-I” Mixed-Use Industrial Zone.



*Existing Mixed-Use Industrial development in Anaheim.*



*Example of Mixed-Use Industrial development.*



*Example of Mixed-Use Industrial development.*



## 2.3. Recommended Land Use Changes and Implementation

The areas of recommended land use change and implementation within the C3 Plan are focused within the Mixed-Use Corridor, Mixed-Use Mid, Mixed-Use Medium, Mixed-Use High, and Mixed-Use Industrial categories. As shown in Figure 3-2, Recommended Land Use Change Map, these land use change areas are focused along primary corridors within the C3 Plan area and have been identified due to a variety of factors including but not limited to adjacency to newer or transitioning development, proximity to transit, underperforming uses, opportunity for redevelopment, among others. In addition to recommended land use changes, complementary land use and Zoning Code amendments will be undertaken by the City to ensure consistency between the General Plan and Zoning Code, consistent with State law requirements while providing property owners flexibility.

The following amendments to the General Plan Land Use Element and Zoning Code will be undertaken by the City to establish new land use designations, to implement the recommended land use changes, and to ensure consistency with other City policy documents.

### *Land Use Element*

- Establish New Land Use Designations as follows:
  - Mixed Use Corridor;
  - Mixed Use Industrial;
  - Institutional-Low;
  - Institutional-High;
- Redesignation of land use for identified properties within the C3 plan area to Mixed-Use Corridor, Mixed-Use Mid, Mixed-Use Medium, Mixed-Use High, and Mixed-Use Industrial;
- Redesignation of land use for identified properties within the C3 plan area for consistency between the General Plan Land Use Element and Zoning, including Residential, Commercial, Office, Industrial, Public/Quasi-Public, and Open Space; and
- Remove references to East Center Street Specific Plan.

### *Zoning Code*

- Rescind Chapter 18.24 South Anaheim Boulevard Corridor Overlay;
- Rescind Chapter 18.30 Downtown Mixed-Use Overlay (remove any Code references to the DMU);
- Rescind Chapter 18.32 Mixed-Use Overlay; and
- Add Chapter 18.12 Mixed-Use Zones.
  - Provide uses and development standards associated with the implementing zoning of the various Mixed-Use land use designations.
  - Language pertaining to Residential Land Uses for Residential or General Plan Mixed-Use designations.

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# 3

## Mobility and Streetscape

## Mobility and Streetscape

This chapter discusses mobility and streetscape recommendations and implementation actions for the C3 Plan area. Mobility components within the C3 Plan area includes vehicular, bicycle, pedestrian, public transit, and micro transit, while streetscape includes street trees. It provides existing mobility and streetscape conditions and identifies and provides recommended mobility and streetscape changes and implementation direction to guide future City actions related to circulation.

### 3.1. Existing Mobility and Streetscape Conditions

The C3 Plan area is served by a variety of transportation modes connecting residential, office, visitor-serving, and industrial uses within the C3 Plan area and surrounding area. While some of these modes have matured and developed over time, some are newer and will benefit from continued support and evolution as development within the C3 Plan area continues.

The City's existing Neighborhood Traffic Management Program (NTMP) guidelines provide a clear process for protecting C3 Plan neighborhoods from cut-through vehicular traffic. As a living document, the NTMP should be updated as new experience is gleaned from applications in the C3 Plan area and elsewhere. The map of eligible streets should also be expanded as needed to consider new roadways and reflect changing traffic patterns associated with changes in land use and general travel behavior.

Existing pedestrian facilities in the C3 Plan area include sidewalks, crosswalks, and pedestrian signals. Most of the major roadways provide sidewalks or paths on both sides of the street. At the signalized intersections, crosswalks and pedestrian push-button actuated signals are provided. Signalized mid-block crossings are also provided on some key roadways.

The C3 Plan area is served by Anaheim Regional Transit (ART) and Orange County Transportation Authority (OCTA). Both transit providers provide fixed-route service within the area. The primary corridors of fixed-route transit service include Harbor Boulevard, Anaheim Boulevard/Lemon Street, La Palma Avenue, and Ball Road.

The existing Free Rides Around the Neighborhood (FRAN) micro transit service is currently focused on a smaller subset of C3 Plan Area and is generally bound by Sycamore Street to the north, Water Street to the south, Harbor Boulevard to the west, and Olive Street to the east. The current service uses set pick-up and drop-off locations for riders to enter and exit the vehicle. Plans for expansion of the service area are under consideration. Expanding the FRAN service beyond the current service area is recommended along with considering the use of a point-to-point system instead of the fixed stop system. All considerations for service expansion should be done in accordance with California Vehicle Code.

### 3.3. Roadways

#### *Roadway Classifications*

Roadways within the C3 Plan area will continue to be developed and maintained in conformance with the General Plan roadway classifications. Roadways in the C3 Plan area are classified as: Major Arterials, Primary Arterials, Secondary Arterials, and Collector Streets, as described in more detail below and as shown in Figure 3-1, Roadway Classification Map.

More detailed descriptions of key roadways within the C3 Plan area are provided below.

**TABLE 3-1: Roadway Classifications**

TYPE	DESCRIPTION	APPLICABLE STREET
Major Arterial	Roadways that connect to freeways and typically have six lanes, a landscaped median, left-turn pockets, parking lanes adjacent to each curb and a right-of-way width of 120 feet.	Harbor Boulevard
Primary Arterial	Roadways that provide for circulation within the City and to its adjacent communities. Primary arterials are typically six lane divided facilities with no parking or four lanes divided with left-turn pockets and two parking lanes. The typical right-of-way width of a primary arterial is 106 feet.	Anaheim Boulevard, Ball Road, La Palma Avenue, Cerritos Avenue, Lewis Street and Lincoln Avenue
Secondary Arterial	Roadways that provide for circulation within the City. Secondary arterial facilities are four-lane roadways, with two parking lanes, that are undivided. These facilities have a typical right-of-way width of 90 feet.	Broadway, East Street, and Anaheim Boulevard
Collector	Roadways that distribute residential traffic from its point of origin to higher capacity facilities. They are typically two-lane undivided roadways with a 64-foot right of way width.	Romneya Drive, Carl Karcher Way, North Street, Sycamore Street, Santa Ana Street, South Street, Vermont Street, West Street, and Olive Street



### Harbor Boulevard

Harbor Boulevard is classified as a Major Arterial and serves north-south traffic in the Project Area, from SR-91 Freeway ramps to the I-5 freeway ramps. This arterial ranges from two (2) to three (3) travel lanes in each direction, provides a combination of two-way and left turn lanes, limited street parking, landscaped medians located predominantly south of Cypress Street, and has a posted speed limit of 35 miles per hour.

### Anaheim Boulevard

Anaheim Boulevard is classified as a Primary Arterial and serves north-south traffic in the Project Area, from La Palma Avenue to Anaheim Way. This arterial ranges from two (2) to three (3) travel lanes in each direction, provides predominantly left turn lanes, biking facilities located north of Cypress Street and south of Broadway, street parking on both sides of the road for most segments north of Clifton Avenue, landscaped medians, and has a posted speed limit of 35 miles per hour.

North of La Palma Avenue, Anaheim Boulevard is classified as a Secondary Arterial and serves north-south traffic in the Project Area, from State Route 91 Ramps to La Palma Avenue. This arterial provides two (2) travel lanes in each direction, raised medians north of Commercial Street, predominantly two-way left turn lanes, no street parking, and has a posted speed limit of 35 miles per hour.

### Ball Road

Ball Road is classified as a Primary Arterial and serves east-west traffic in the Project Area, from Harbor Boulevard to LOSSAN Rail Corridor. This arterial provides three (3) travel lanes in each direction, landscaped medians, left turn lanes, no street parking, and has a posted speed limit of 35 miles per hour.

### La Palma Avenue

La Palma Avenue is classified as a Primary Arterial and serves east-west traffic in the Project Area, from West Street to East Street. This arterial ranges from two (2) to three (3) travel lanes in each direction, provides predominantly left turn lanes, limited street parking, and has a posted speed limit of 35 miles per hour.

### Lincoln Avenue

Lincoln Avenue is classified as a primary arterial and serves east-west traffic in the Project Area, from Interstate 5 to East Street. This arterial ranges from two (2) to three (3) travel lanes in each direction, provides predominantly left turn lanes, intermittent raised medians, limited street parking, and has a posted speed limit of 35 miles per hour.

### Broadway

Broadway is classified as a Secondary Arterial and serves east-west traffic in the C3 Plan area, from Interstate 5 to East Street. This arterial has two (2) travel lanes in each direction, a combination of two-way and left turn lanes, intermittent street parking, and has a posted speed limit of 30 miles per hour.

Figure 3-1: Roadway Classification Map





### 3.2.1 Anaheim Boulevard Recommendations

As previously described, Anaheim Boulevard is a primary arterial running north-south through the C3 Plan area. Under existing conditions, Anaheim Boulevard has varying right-of-way widths with four travel lanes that are generally narrow in width and varying on-street parking, bicycle, and streetscape conditions. It presented an opportunity and was modified to include various improvements between La Palma Avenue in the north and Ball Road in the south (see Exhibit 3-2, Anaheim Boulevard Recommendations). These improvements accommodated traffic calming, enhanced safety and beautify the streetscape for pedestrians, enhanced on-street parking, and accommodated enhanced bicycle facilities, as described by individual segments below.

#### *La Palma Avenue to Cypress Street*

Recommendations for right-of-way improvements between La Palma Avenue and Cypress Street include modifying roadway classification to Modified Primary Four Lane Arterial Section, retaining the 94-foot right-of-way width, providing Class III bicycle facility, incorporating a landscape median, including on-street parking, providing tree well landscaping/parkway and sidewalk bulbouts, and introducing new signals or midblock crossings in limited areas.

#### *Cypress Street to Water Street*

Recommendations for right-of-way improvements between Cypress Street and Water Street include modifying roadway classification to Modified Primary Four Lane Arterial Section, right-of-way width of 106-feet, providing Class III bicycle facility, requiring reconfiguration/northbound lane removal, including bulbouts, wider sidewalks, removing meandering planters, varying locations for on-street parking, providing landscaped median with opportunity for shrub/groundcover, turn pocket median landscaping, and historic building encroachments (existing condition).



*Anaheim Boulevard at North Street looking south today.*



*Anaheim Boulevard at Adele Street looking south today.*

### *Water Street to Vermont Avenue*

Recommendations for right-of-way improvements between Water Street and Vermont Avenue include modifying roadway classification to Modified Primary Four Lane Arterial Section, maintaining 94-foot right-of-way width, providing Class III bicycle facility, incorporating a landscaped median, including on-street parking, and providing tree well landscaping/parkway and sidewalk bulbouts.

### *Vermont Avenue to Clifton Avenue*

Recommendations for right-of-way improvements between Vermont Avenue and Clifton Avenue include maintaining roadway classification of Modified Primary Four Lane Arterial, right-of-way width of 106-feet, providing Class III bicycle facility, and including on-street parking.

### *Clifton Avenue to Ball Road*

Right-of-way conditions between Clifton Avenue and Ball Road will be maintained per existing conditions.

All future improvements to Anaheim Boulevard shall be per City Standards, guidelines, or as approved by the City Engineer. Specific future improvements to Anaheim Boulevard will occur as monies become available.

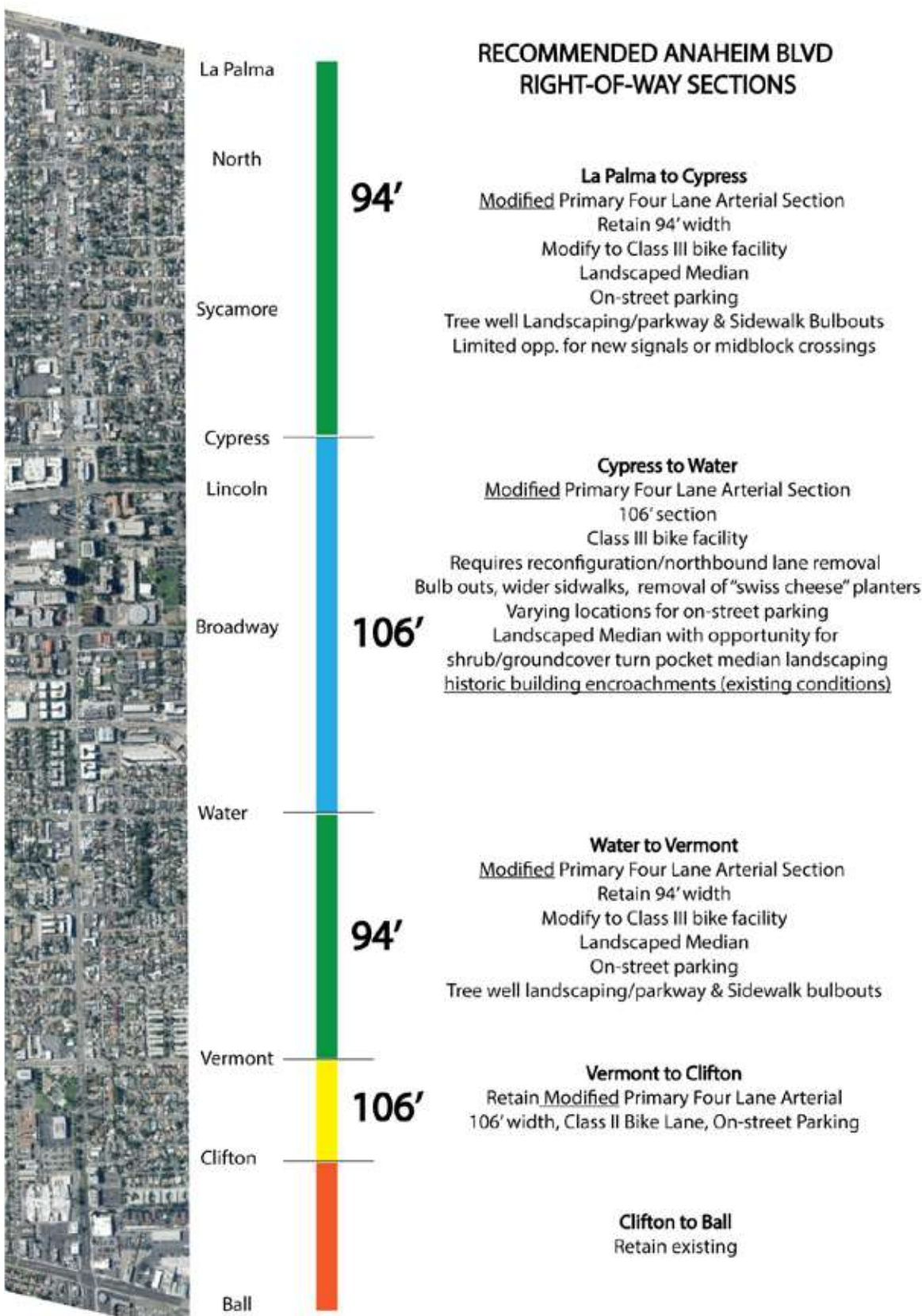


*Anaheim Boulevard at Broadway looking north today.*



*Anaheim Boulevard at Santa Ana Street looking south today.*

Figure 3-2: Anaheim Boulevard Recommendations





### 3.4. Bicycle

The City's bicycle system is provided through a mix of on-street bike lanes and routes and off-street bike paths to connect residents, visitors, and workers to their destinations. The system provides bicycle facilities consisting of bike paths (Class I), bike lanes (Class II), and bike routes (Class III). These facilities either currently exist or are recommended for construction in the Bicycle Master Plan (BMP). Bicycle facility classification definitions and C3 Plan area locations are provided below.

The City's BMP, adopted in 2017, provides the vision for building out the bikeway system in the City of Anaheim. In addition to the bikeway recommendations provided in the BMP, potential connections are recommended for extending the Citron Street bike route (Class III) northward between Santa Ana Street and La Palma Avenue and adding a bike route on Claudina Street between Cerritos Avenue and Ball Road in anticipation of new development in that area. Figure 3-4: Bicycle Map identifies the location of bicycle recommendations from the BMP and the newly proposed bikeways described below.

**TABLE 3-2: Bicycle Classifications**

TYPE	DESCRIPTION
Bicycle Path - Class I	Bike paths provide a separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal crossflow traffic. Such paths can be well situated along creeks, canals, and rail lines. Class I Bikeways can also offer opportunities not provided by the road system by serving as both recreational areas and/or desirable commuter routes.
Bicycle Lanes - Class II	Bike lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include special lane markings, pavement legends, and signage. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).
Bicycle Routes - Class III	Bike routes provide enhanced mixed-traffic conditions for bicyclists through signage, striping, and/or traffic calming treatments, and to provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets.
Separated Bikeway - Class IV	Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated Bikeways were recently adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

**Figure 3-3: Bicycle Lane Classifications**

*Bicycle Path - Class I*



*Bicycle Lane - Class II*



*Bicycle Routes Class III*



*Separated Bikeway - Class IV*



Figure 3-4: Bicycle Map





### 3.4. Street Trees

Street trees are essential streetscape elements to establish a unified aesthetic, enhance visual interest, and provide shade within the streetscape environment. Today, a variety of street tree palettes are applied along primary corridors and within residential neighborhoods within the C3 Plan area and the City maintains an existing list of appropriate street trees for these areas. Anaheim is also a certified Tree City USA® city that meets the four core standards of sound urban forestry management, as defined by the Arbor Day Foundation.

Rather than replace the existing street trees, the C3 Plan area has consolidated these existing street tree lists and provided replacement options in Table 3-3, Street Tree Matrix as may be required for ongoing City maintenance, expanded street tree application by the City, or as part of new development along primary corridors, residential neighborhoods, and other prominent areas. Primary corridors include Anaheim Boulevard, Harbor Boulevard, Lemon Street, La Palma Avenue, Lincoln Avenue, Broadway, Santa Ana Street, Ball Road, Cerritos Avenue, and Claudina Street (see Exhibit 3-5: Street Tree Map). The following provides direction on street tree implementation within the C3 Plan area:

#### *Primary Corridor Street Trees*

- Along streets with palms as the primary street tree, integrate shade street tree type in an alternating pattern.
- Alternate street tree types every three trees.
- Provide accent street trees at corners, intersections, activity nodes, gateways, medians, and other active pedestrian areas.
- Ensure all street trees are not all deciduous or not all evergreen types.

#### *Neighborhood Street Trees*

- Continue to implement street tree plantings through the City Public Works Operations Department.
- In historic residential neighborhoods, utilize the same or similar street tree types to maintain consistency.

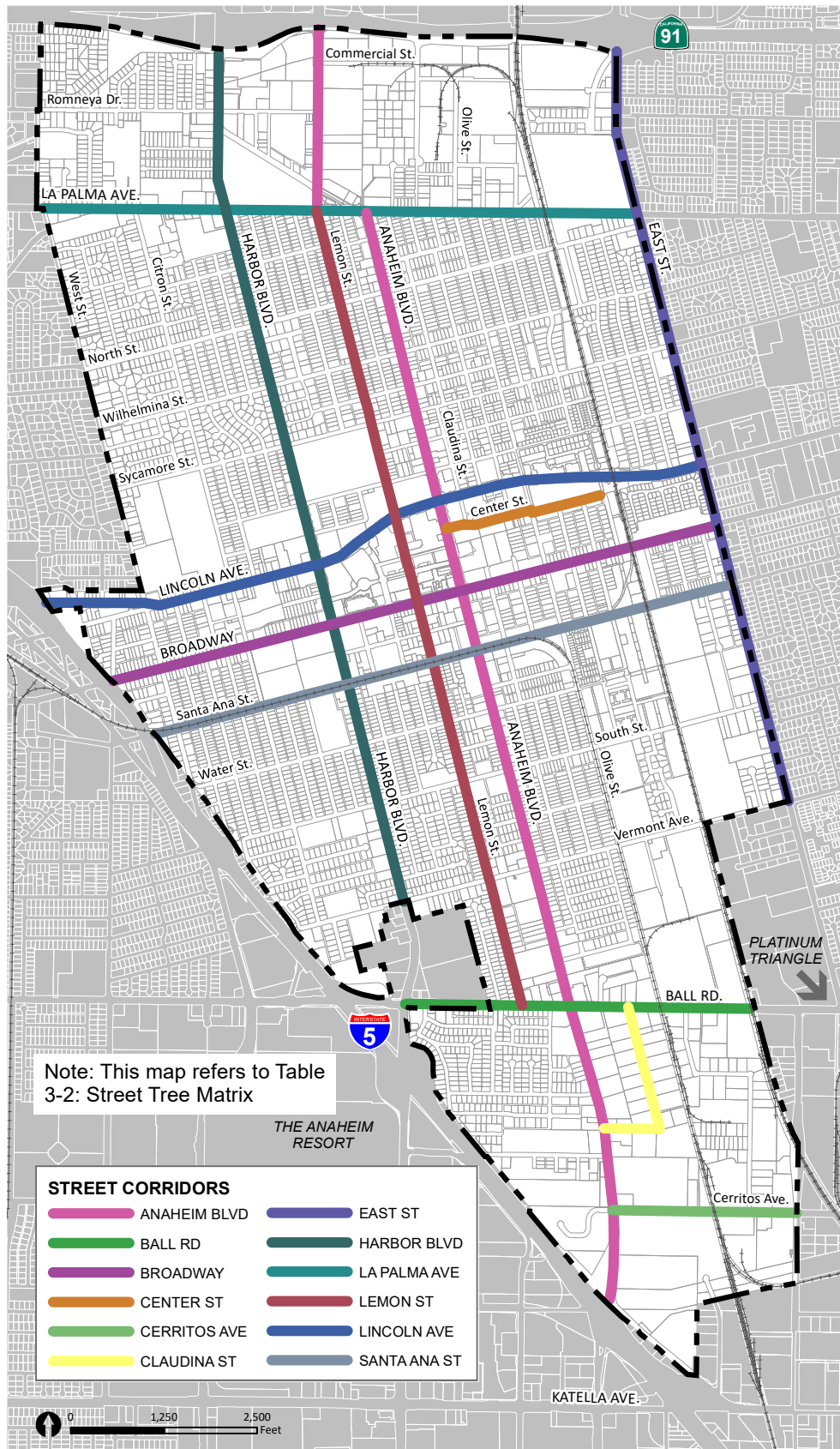


*Existing corridor street trees along Anaheim Boulevard with shade trees in between palm trees.*



*Existing neighborhood street trees along Lemon Street.*

Figure 3-5: Street Tree Map



**Table 3-3: Street Tree Matrix**

Botanical Name Common Name	Harbor Boulevard			Lemon Street			Anaheim Boulevard			Claudina Street			East Street			La Palma Avenue			Lincoln Avenue			Center Street			Broadway			Santa Ana Street			Ball Road			Cerritos Avenue			Accent	Gateway	Paseo
	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S						
Acacia stenophylla Shoestring Acacia		•			•			•			•			•			•											•									•		
Afrocarpus falcatus African Fern Pine							•																•																
Albizia julibrissin Silk Tree																•																							
Arbutus 'Marina' Arbutus 'Marina'		•									•			•			•											•						•		•			
Cassia leptophylla Golden Medallion Tree								•						•		•	•											•	•						•		•		
Cercis canadensis Eastern Redbud	•	•		•	•						•	•		•		•	•		•									•	•					•	•	•			
Chitalpa tashkentensis Chitalpa																												A						•		•			
Ceiba speciosa Floss Silk Tree																																							
Cinnamomum camphora Camphor Tree																								•	•														
Eriobotrya deflexa Bronze Loquat	•	•														•	•																		•		•		
Eucalyptus torquata Coral Gum		•			•			•			•			•			•												•										
Geijera parviflora Australian Willow		•												•															•										
Ginkgo biloba Maidenhair Tree		•																																					
Jacaranda mimosifolia Jacaranda														•																						•	•		
Koelreuteria bipinnata Chinese Flame Tree								•																															
Lagerstroemia indica Crape Myrtle	•	•											•	•		•	•												•	•				•		•			
Lophostemon confertus Brisbane Box					•																																		
Laurus nobilis Bay Laurel		•			•			•																															
Spathodea campanulata African Tulip	•				•			•																															
Eucalyptus nicholii Willow Leaf Peppermint		•			•			•																															

NOTE: M = Median; P = Parkway; S = Setback (take into consideration the proposed setback width when selecting trees appropriate to each street).



Botanical Name Common Name	Harbor Boulevard			Lemon Street			Anaheim Boulevard			Claudia Street			East Street			La Palma Avenue			Lincoln Avenue			Center Street			Broadway			Santa Ana Street			Ball Road			Cerritos Avenue			Accent	Gateway	Paseo
	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S	M	P	S			
<i>Magnolia g. 'Majestic Beauty'</i> <b>Magnolia</b>								•						•			•			•											•								•
<i>Parkinsonia x 'Desert Museum'</i> <b>Desert Museum Palo Verde</b>							•																														•		
<i>Phoenix dactylifera</i> <b>Medjool Date Palm</b>	•	•																				•	•															•	•
<i>Pinus canariensis</i> <b>Canary Island Pine</b>																	•			•						•								•					
<i>Pistacia chinensis</i> <b>Chinese Pistache</b>																			•						•														•
<i>Platanus acerifolia</i> <b>London Plane Tree</b>	•	•																						•	•														•
<i>Platanus mexicana</i> <b>Mexican Sycamore</b>																	•					•					•												
<i>Podocarpus macrophyllus</i> <b>Yew Pine</b>	•										•			•			•			•											•								•
<i>Quercus ilex</i> <b>Holly Oak</b>																									•														
<i>Stenocarpus sinuatus</i> <b>Firewheel Tree</b>	•										•			•			•			•											•								•
<i>Syagrus romanzoffianum</i> <b>Queen Palm</b>	•							•						•			•			•					•						•							•	
<i>Handroanthus heptaphyllus</i> <b>Pink Trumpet Tree</b>	•	•		•			•	•											•	•																	•	•	
<i>Tabebuia chrysotricha</i> <b>Golden Trumpet Tree</b>																															•		•				•	•	
<i>Tipuana tipu</i> <b>Tipu Tree</b>	•	•		•	•		•	•																															
<i>Tristania laurina</i> <b>Water Gum</b>	•										•		•	•			•		•												•						•		
<i>Washingtonia robusta</i> <b>Mexican Fan Palm</b>	•	•		•	•		•	•					•	•		•	•		•	•		•	•															•	

NOTE: M = Median; P = Parkway; S = Setback (take into consideration the proposed setback width when selecting trees appropriate to each street).



## **Shoestring Acacia**

*Acacia stenophylla*

Height: 20-30 ft

Spread: 10-20 ft

Type: Evergreen

Water Use: Low

Flower: Fragrant Yellow. Flowers in Spring or Winter.

Fruit: Brown Legume, fruiting in Spring, Summer or Fall.



## **African Fern Pine**

*Afrocarpus falcatus*

Height: 50-65 ft

Spread: 20-40 ft

Type: Evergreen

Water Use: Moderate

Flower: Inconspicuous. Flowers in Spring.

Fruit: Green to Purple Cone, fruiting in Fall.



## **Silk Tree**

*Albizia julibrissin*

Height: 20-35 ft

Spread: 20 ft

Type: Has partly deciduous foliage.

Water Use: Low

Flower: Pink or Rose. Flowers in Spring or Summer.

Fruit: Brown Legume, fruiting in Fall, Winter or Summer.



## **Arbutus 'Marina'**

*Arbutus 'Marina'*

Height: 40-50 ft

Spread: 40 ft

Type: Evergreen

Water Use: Low

Flower: Pink or Rose. Flowers in Fall, Winter, Spring or Summer.

Fruit: Red or Yellow Berry, fruiting in Fall or Winter.



## **Golden Medallion Tree**

*Cassia leptophylla*

Height: 20-25 ft

Spread: 30 ft

Type: Evergreen to partly deciduous

Water Use: Moderate

Flower: Yellow. Flowers in Summer.

Fruit: Brown Legume, fruiting in Fall.



## **Eastern Redbud**

*Cercis canadensis*

Height: 25-35 ft

Spread: 25-35 ft

Type: Deciduous

Water Use: Moderate

Flower: Pink or Rose. Flowers in Spring.

Fruit: Brown, Purple or Mostly Green Legume, fruiting in Summer.

**Chitalpa***Chitalpa tashkentensis*

Height: 25-35 ft

Spread: 30 ft

Type: Deciduous

Water Use: Low

Flower: Lavender. Flowers in Spring, Summer or Fall.

Fruit: Brown, Beige or Mostly Green Capsule, fruiting in Fall

**Floss Silk Tree***Ceiba speciosa*

Height: 40-60 ft

Spread: 40-50 ft

Type: Partly Deciduous

Water Use: Low

Flower: Maroon, Pink, Purple or Rose. Flowers in Fall or Winter.

Fruit: White Capsule, fruiting in Spring or Summer.

**Camphor Tree***Cinnamomum camphora*

Height: 50-65 ft

Spread: 50-60 ft

Type: Evergreen

Water Use: Moderate

Flower: Inconspicuous. Fragrant Flowers in Spring.

Fruit: Black Drupe, fruiting in Winter or Summer.

**Bronze Loqua***Eriobotrya deflexa*

Height: 15-25 ft

Spread: 15-25 ft

Type: Evergreen

Water Use: Moderate

Flower: White. Flowers in Spring.

Fruit: Yellow or Mostly Green Pome, fruiting in Summer.

**Nichol's Willow Leaf Peppermint***Eucalyptus nicholii*

Height: 35-50 ft

Spread: 15-35 ft

Type: Evergreen

Water Use: Low

Flower: Inconspicuous White. Flowers in Summer.

Fruit: Woody Seed Capsules in Fall.

**Coral Gum***Eucalyptus torquata*

Height: 20-35 ft

Spread: 15-30 ft

Type: Evergreen

Water Use: Low

Flower: Red or Yellow. Flowers in Fall, Winter, Spring or Summer.

Fruit: Purple or Red Capsule, fruiting in Spring, Summer or Fall.





## Australian Willow

*Geijera parviflora*

Height: 25-35 ft

Spread: 20 ft

Type: Evergreen

Water Use: Low

Flower: White. Flowers in Spring or Fall.

Fruit: Mostly Green Capsule, fruiting in Summer.



## Maidenhair Tree

*Ginkgo biloba*

Height: 25-35 ft

Spread: 20 ft

Type: Deciduous

Water Use: Moderate

Flower: Flowers in Spring.

Fruit: Orange or Yellow Drupe, fruiting in Fall.



## Jacaranda

*Jacaranda mimosifolia*

Height: 10-50 ft

Spread: 15-30 ft

Type: Partly deciduous

Water Use: Moderate

Flower: Fragrant Purple. Flowers in Spring or Summer.

Fruit: Light Brown Capsule, fruiting in Fall.



## Chinese Flame Tree

*Koelreuteria bipinnata*

Height: 10-50 ft

Spread: 15-30 ft

Type: Deciduous

Water Use: Moderate

Flower: Fragrant Purple. Flowers in Spring or Summer.

Fruit: Light Brown Capsule, fruiting in Fall.



## Crape Myrtle

*Lagerstroemia indica*

Height: 25 ft

Spread: 25 ft

Type: Deciduous

Water Use: Moderate

Flower: Lavender, Pink, Red, Rose or White. Flowers in Summer.

Fruit: Brown Capsule, fruiting in Fall.



## Sweet Bay

*Laurus nobilis*

Height: 15-40 ft

Spread: 15-40 ft

Type: Evergreen

Water Use: Low

Flower: Inconspicuous, greenish yellow. Flowers in Spring



### Brisbane Box

*Lophostemon confertus*

Height: 30-50 ft

Spread: 10-30 ft

Type: Deciduous

Water Use: Moderate

Flower: White. Flowers in Spring.

Fruit: Brown or Red Capsule, fruiting in Summer.



### Magnolia

*Magnolia g. 'Majestic Beauty'*

Height: 60-80 ft

Spread: 50-60 ft

Type: Evergreen

Water Use: Moderate

Flower: White. Flowers in Spring, Summer or Fall.

Fruit: Purple or Red Follicle, fruiting in Summer or Fall.



### Desert Museum Palo Verde

*Parkinsonia x 'Desert Museum'*

Height: 15-20 ft

Spread: 20-25 ft

Type: Deciduous

Water Use: Very Low

Flower: Yellow. Flowers in Spring or Summer.

Fruit: Brown Legume, fruiting in Fall.



### Medjool Date Palm

*Phoenix dactylifera 'Medjool'*

Height: 40-50 ft

Spread: 10-15 ft

Type: Evergreen

Water Use: Low

Flower: Yellow. Flowers in Spring.

Fruit: Orange or Yellow Drupe, fruiting in Fall.



### Canary Island Pine

*Pinus canariensis*

Height: 50-80 ft

Spread: 20-35 ft

Type: Evergreen

Water Use: Low

Fruit: Brown Cone, fruiting in Winter.



### Chinese Pistache

*Pistacia chinensis*

Height: 25-35 ft

Spread: 25-35 ft

Type: Deciduous

Water Use: Moderate

Flower: Inconspicuous. Flowers in Spring.

Fruit: Red or Mostly Blue Drupe, fruiting in Summer or Fall.





## London Plane Tree

*Platanus x hispanica*

Height: 70-85 ft

Spread: 50-70 ft

Type: Deciduous

Water Use: Moderate

Flower: Inconspicuous. Flowers in Spring or Winter.

Fruit: Brown or Mostly Green Achene, fruiting in Summer.



## Mexican Sycamore

*Platanus mexicana*

Height: 50 ft

Spread: 30 ft

Type: Deciduous

Water Use: Moderate

Flower: Inconspicuous. Flowers in Spring or Winter.

Fruit: Brown or Mostly Green Achene, fruiting in Summer.



## Yew Pine

*Podocarpus macrophyllus*

Height: 40-50 ft

Spread: 20 ft

Type: Evergreen

Water Use: Moderate

Flower: Inconspicuous. Flowers in Spring.

Fruit: Purple Cone, fruiting in Fall  
Edible.



## Holly Oak

*Quercus ilex*

Height: 30-60 ft

Spread: 30-60 ft

Type: Evergreen

Water Use: Low

Flower: Inconspicuous. Flowers in Spring or Winter.

Fruit: Brown Acorn, fruiting in Winter or Summer.



## African Tulip Tree

*Spathodea campanulata*

Height: 25-40 ft

Spread: 15-25 ft

Type: Evergreen

Water Use: Moderate

Flower: Orange-Scarlet. Flowers in Summer.

Fruit: Pods.



## Firewheel Tree

*Stenocarpus sinuatus*

Height: 30 ft

Spread: 15 ft

Type: Evergreen

Water Use: Moderate

Flower: Red or Yellow. Flowers in Fall.

Fruit: Brown Follicle.





## Queen Palm

*Syagrus romanzoffianum*

Height: 50 ft

Spread: 20-30 ft

Type: Evergreen

Water Use: Moderate

Flower: White. Flowers in Fall, Winter, Spring or Summer.

Fruit: Orange Drupe, fruiting in Fall, Winter, Spring or Summer.



## Pink Trumpet Tree

*Handroanthus heptaphyllus*

Height: 20-30 ft

Spread: 15-25 ft

Type: Partly deciduous

Water Use: Moderate

Flower: Pink or Purple. Flowers in Spring or Winter.

Fruit: Green to Brown Capsule, fruiting in Summer.



## Golden Trumpet Tree

*Tabebuia chrysotricha*

Height: 25-50 ft

Spread: 25-50 ft

Type: Deciduous

Water Use: Moderate

Flower: Yellow. Flowers in Spring.

Fruit: Brown Capsule, fruiting in Summer or Fall.



## Tipu Tree

*Tipuana tipu*

Height: 20-50 ft

Spread: 25-50 ft

Type: Has partly deciduous foliage.

Water Use: Low

Flower: Orange or Yellow. Flowers in Summer.

Fruit: Brown Legume, fruiting in Summer or Fall.



## Water Gum

*Tristanopsis laurina*

Height: 20-35 ft

Spread: 15-30 ft

Type: Evergreen

Water Use: Moderate

Flower: Yellow. Flowers in Spring or Summer.

Fruit: Brown or Red Capsule, fruiting in Summer or Fall.



## Mexican Fan Palm

*Washingtonia robusta*

Height: 8-100 ft

Spread: 5-10 ft

Type: Evergreen

Water Use: Low

Flower: Inconspicuous

Fruit: Black Drupe

### 3.5. Mobility and Streetscape Implementation Items

The areas of recommended mobility and streetscape implementation within the C3 Plan area are focused on the Anaheim Boulevard Roadway Classification, between La Palma Avenue and Clifton Avenue, and the Bicycle Master Plan bicycle facility designations. As shown in Figure 3-1, Roadway Classification Map, Figure 3-2, Anaheim Boulevard Recommendations, and Figure 3-4, Bicycle Map, these mobility and streetscape changes are focused only on segments of Anaheim Boulevard and specific streets for bicycle facility connectivity improvements and have been identified due to a variety of factors including but not limited to providing traffic calming, enhance safety and beautify streetscape for pedestrians, enhance on-street parking, and accommodate enhanced bicycle facilities.

The following amendments to the General Plan Circulation Element will be undertaken by the City to implement new and modified mobility related items and to ensure consistency with other City policy documents.

- Amend the Circulation Element for Anaheim Boulevard Roadway Classification between La Palma Avenue and Clifton Avenue to improvements to accommodate traffic calming, enhance safety and beautify streetscape for pedestrians, enhance on-street parking, and accommodate enhanced bicycle facilities; and
- Amend Existing and Planned Bicycle Facilities Map and Bicycle Master Plan
  - Anaheim Boulevard
    - La Palma to Sycamore: Existing Class II to Proposed Class III
    - Sycamore to Vermont: Proposed Class II to Proposed Class III
  - Citron Street: La Palma to Santa Ana: Extend Proposed Class III
  - Claudina Street: Ball to Cerritos: New Proposed Class III



# 4

## Alleyway Network



# Alleyway Network

Due to the age in which large parts of the C3 Plan area were constructed, a high number of alleyways exist within the area. In total, there are eighty-eight existing alleyways (see Figure 4-1: Alleyway Locations Map). Alleyways were identified by the community as areas of opportunity to enhance mobility and improve infrastructure. Existing and potential alleyway improvements are discussed further below.

## 4.1. Existing Alleyway Improvements

While the City has more recently received limited funding grant to assist in rehabilitating a few of the existing alleyways within the C3 Plan area, most alleyways have not been improved since their original construction. To assist the City in prioritizing future alleyway improvement selection, an alleyway condition investigation was conducted using the City's existing information and alleyway database. The existing conditions analysis looked at pavement conditions, access, infrastructure and other relevant alleyway conditions.

Ensuring that adequate infrastructure within the alleyways is in place to support existing and future development is an important component of the C3 Plan. Alleyway infrastructure within the C3 Plan area includes hydrology and water quality, sewer, water, electrical, and wireless systems. Due to the interconnectedness of infrastructure, it needs to be efficiently and adequately sized to support residents, businesses, and visitors within and adjacent to the C3 Plan area.

Hydrology and water quality is primarily based on the amount of impervious surface in the watershed – impervious surfaces create more runoff and pollutants that can be collected by runoff. The increase in runoff and pollutants can cause downstream erosion, water quality degradation, and flooding. Alleyways within the C3 Plan area generally comprised of impervious surfaces and contribute to storm drains that



*Existing alleyway conditions within the C3 Plan area.*

flow to the Anaheim Barber City Channel, Carbon Creek Channel, and Fullerton Creek Channel before ultimately discharging into the Pacific Ocean.

## 4.2. Potential Alleyway Improvements

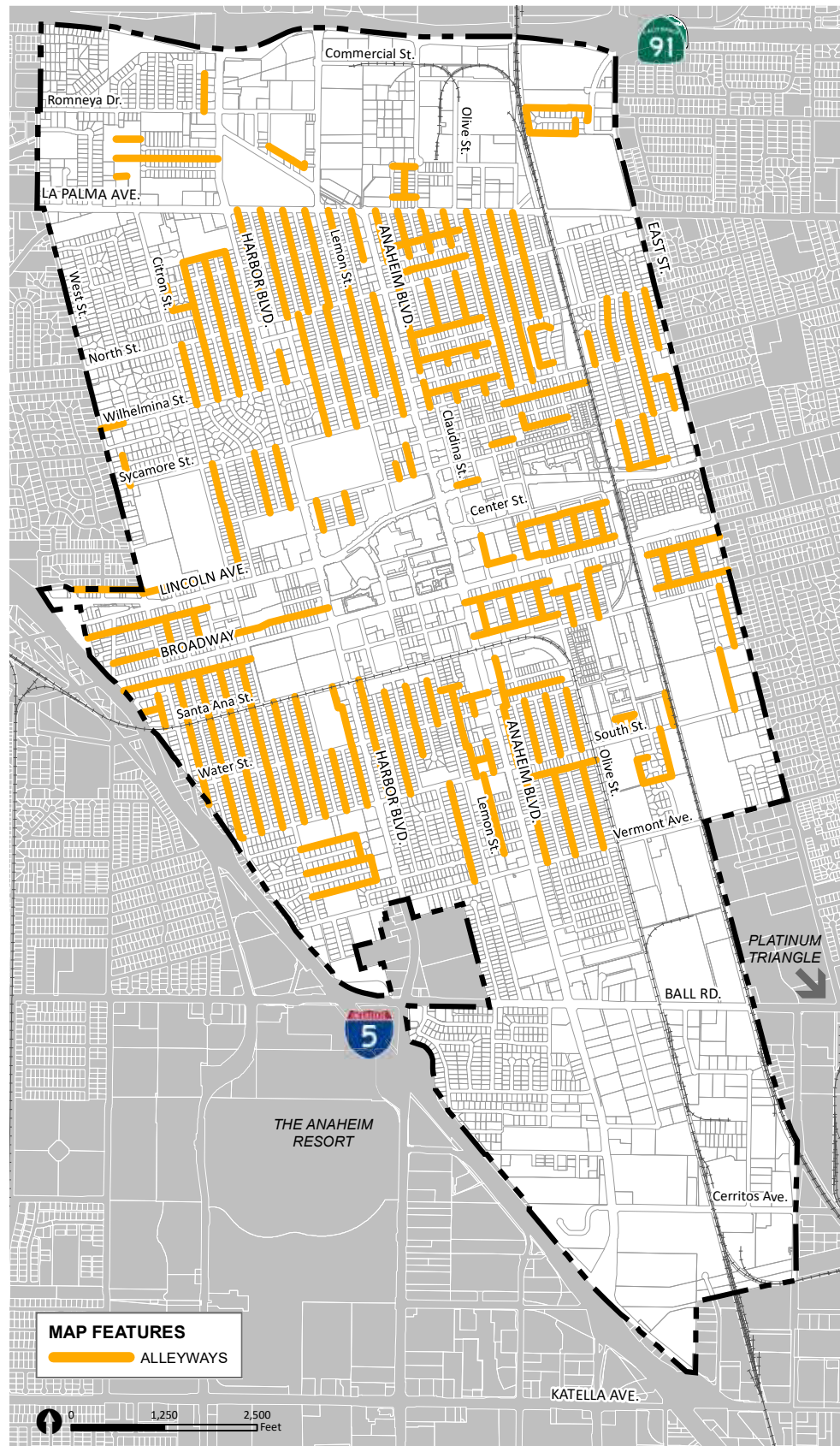
Based upon the existing alleyway condition analysis, a scoring system was developed to guide the City in determining which alleyways to potentially improve in the future as funding becomes available. This guidance was based upon the potential greatest impact an alleyway and associated infrastructure improvements could have given the criteria evaluated.

Guidance provided below incorporates natural and grey design elements that address climate change impacts and opportunities for greenhouse gas emissions (GHG) reductions through the recommended design elements. Potential improvements to alleyways and associated infrastructure or at alleyway entrances within street right-of-way may include:

- Stormwater Capture and Treatment via Low Impact Development (LID)
  - Porous Pavement
  - Bioretention
  - Modular Wetland System
  - Overflow Drainage
- Circulation Improvements
  - Security Lighting
  - Wayfinding Signage
  - Pavement Replacement and/or Retrofits
  - Sight Distance Safety
  - ADA, Emergency, and/or Vehicle Improvements to Sidewalks and/or Driveways
  - Street Parking Offset Buffers
  - Bulbouts within street right-of-way at alley entrances (Bioretention and/or Striped)
  - Bicycle-Friendly Grates
- Cooling Elements
  - Replace Asphalt with Concrete (more reflective)
  - Vegetation in Bulbouts and Parkways

All future improvements to alleyways and associated infrastructure shall be per the City Standards, guidelines, or as approved by the City Engineer. In addition to the above design guidance, the City should also consider operations and maintenance, parking, security, and vehicle access conditions when evaluating future improvements to alleyways within the C3 Plan area.

Figure 4-1: Alleyway Locations Map







# 5

## Green Spaces



# Green Spaces

Parks and community facilities play an important part in the overall quality of life for residents, employees, and visitors of the C3 Plan area. There are many existing, prominent park and community facilities that provide open space, outdoor recreation, and amenities for the area. However, there are a number of opportunities to implement additional parks and community facilities within the C3 Plan area to expand the parks and services in the area.

## 5.1. Existing Parks and Community Facilities

### *Parks*

A total of fifteen parks exist within the C3 Plan area, providing approximately 56.8 acres of open space and recreational amenities for local residents and visitors. Existing parks include Manzanita Park, La Palma Park, Julianna Park, Founders' Park, Pearson Park, George Washington Park, Colony Square, Citrus Park, Center Greens, Friendship Plaza, Colony Park, Little People's Park, Cottonwood Park, Walnut Grove Park, and Paul Revere Park. These existing parks are located throughout the C3 Plan area and include a wide variety of amenities that provide a broad range of activity options for a diverse range of ages.

### *Community Facilities*

Community facilities within the C3 Plan area include the Downtown Anaheim Community Center, Downtown Anaheim Youth Center, Anaheim Accessibility Center, and Central Library. These community facilities are located centrally within the C3 Plan area and include a wide variety of amenities and programs accessible to Anaheim residents. These amenities and programs include but are not limited to an assembly room, board room, meeting rooms, and visual arts room, computer labs, children's room, teen space, quiet zones for Anaheim residents, and recreational and educational activities for children and adults.



*La Palma Park from above (looking south).*

## 5.2. Existing Park and Community Facilities Improvements

The City's Community Services Department provides management and oversight of its park and community facilities, including those within the C3 Plan area, while the Public Works Department and Community Services Department provides maintenance of these park and community facilities. Improvements to these existing parks and community facilities are undertaken from time-to-time as funding allows and will continue to be upgraded in the future on an as needed basis.

## 5.3. Green Space Opportunities and Implementation Items

The C3 Plan area includes a number of new or expanded park and community facility opportunities on City-owned or publicly owned properties. New or expanded park and community facility opportunities have been identified at the following locations (see Figure 5-1: Existing and New Park and Community Facilities Map (Note - letters below correspond to Figure 5-1)):

- A. La Palma Park Expansion;
- B. La Palma Avenue Pocket Park;
- C. Raymond Basin Trail and Open Space;
- D. Center City Park/Plaza;
- E. Santa Ana Park;
- F. Santa Ana Pocket Park;
- G. Claudina Park/Plaza; and
- H. SCE Utility Easement Trail and Open Space.

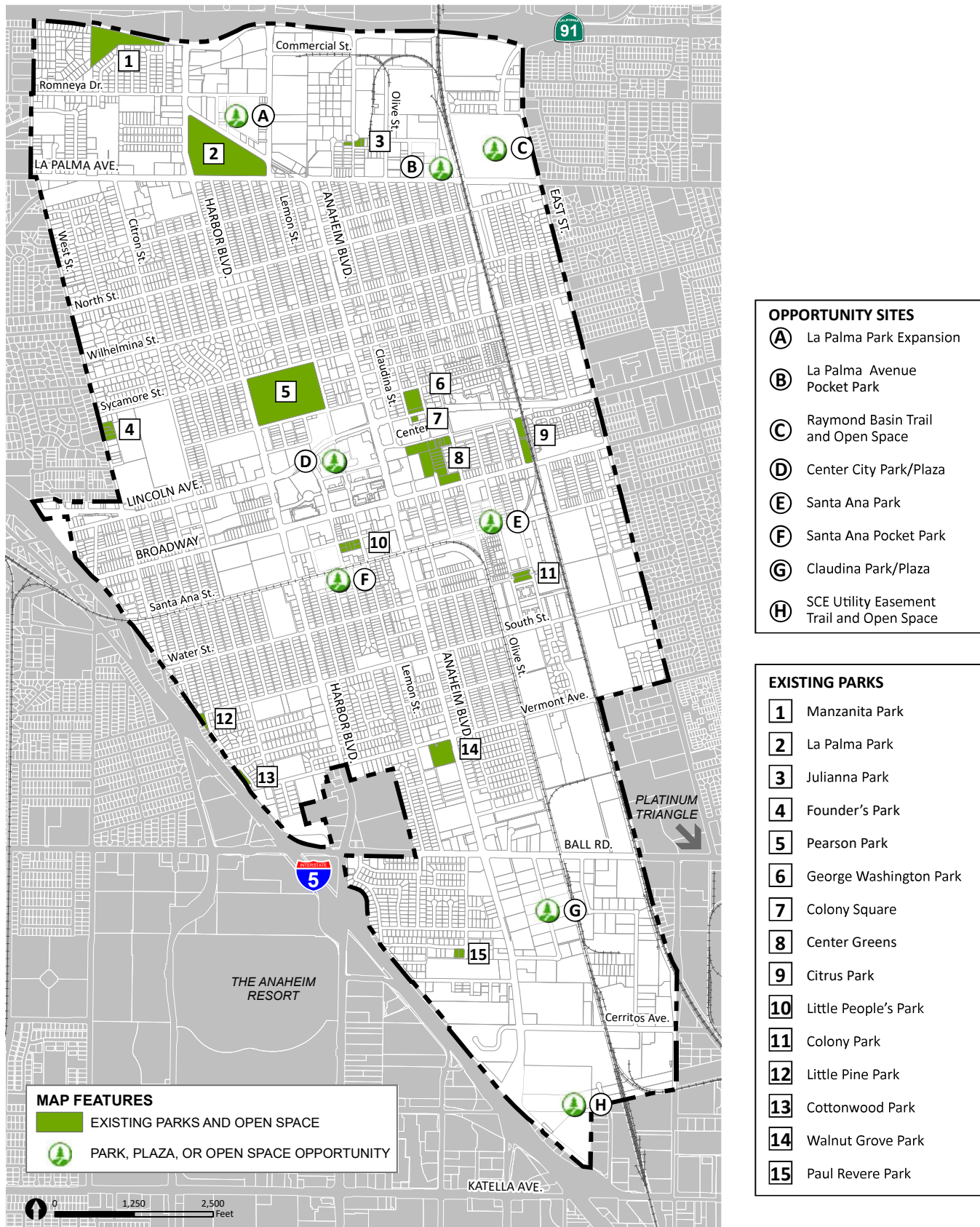
The following amendments to the General Plan Green Element will be undertaken by the City to implement new and/or expanded park and community facilities, to implement recommended Green Element changes, and to ensure consistency with other City policy documents.

### *Green Element*

- Amend Figure G-1 (Green Plan) to:
  - Remove Public Parks designation from the properties west of Paul Revere Park (APNs: 08249210, 08249211, 08249222, 08249223)
  - Add Public Parks designation to Little Pine Park (APN: 03630334)
- Amend Figure G-4 to;
  - Add Center Greens to Central Anaheim Park Facilities #1 (Anaheim Downtown Community Center, Gymnasium and Center Greens Park)
  - Add Little Pine Park
- Amend Table G-1 to;
  - Add Center Greens to Central Anaheim Park Facilities #1
  - Add Little Pine Park



**Figure 5-1: Existing and New Park and Community Facilities Map**





# 6

## Next Steps



## Next Steps

The C3 Plan is a planning study and as such this document in and of itself will not change the regulatory structure regarding land use and zoning, mobility and streetscape, alleyway network, and green spaces within the Plan area. Rather, the C3 Plan provides direction to guide future City actions required to establish the recommendations and implementation items within existing City policy documents that will be accomplished as part of the City's ongoing General Plan update.

### 6.1. Community Outreach

Community input played an important role in guiding the development of the C3 Plan. The recommendations and implementation items identified herein reflect input received by a broad cross-section of the community, including residents, business owners, property owners, community groups, and others over the course of the Vision Plan and C3 Plan planning process.

To ensure continued community involvement in the C3 Plan, a future stakeholder meeting will be held in addition to workshops with the City's Planning Commission and City Council.

### 6.2. Adoption of Recommendations and Implementation Items with General Plan Update

For next steps, the City will prepare necessary amendment documentation to existing City policy documents, including text and exhibits, to establish the recommendations and implementation items of this C3 Plan. Individual components anticipated as part of future City actions related to recommendations and implementation items included herein are outlined below. Refer to the individual chapters of the C3 Plan for more detailed recommendation and implementation direction.

#### *Land Use Element*

The General Plan Land Use Element will be updated to amend land use designations included within the C3 Plan area, including the introduction of new land use designations (MU-Corridor, MU-Industrial, Institutional Low/High).

#### *Zoning Code*

The Zoning Code will be updated to amend the zoning designations included within the C3 Plan area to ensure consistency between the General Plan and Zoning Code, including residential (Low-Density, Low-Medium Density, Mid Density, and Medium Density), commercial (General Commercial), Office (Low), Industrial (Industrial), and Open Space (Open Space, Parks). The Institutional zoning designation will be separated into new Institutional-Low and Institutional-High designations.

#### *Circulation Element*

The General Plan Circulation Element will be amended to change the Anaheim Boulevard Roadway Classification between La Palma Avenue and Clifton Avenue and to accommodate modified bicycle facilities to enhance non-motorized mobility within the C3 Plan area.

#### *Green Element*

The Green Element will be amended to identify new public park and community facility locations within the C3 Plan area.



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