DOWNTOWN STREETSCAPE BEAUTIFICATION PLAN
FOR THE CITY OF SANTA PAULA

by

Anudeep Kaur Dhaliwal

Senior Project
City and Regional Planning Department
California Polytechnic State University
San Luis Obispo
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AUTHOR: Anudeep Kaur Dhaliwal

DATE SUBMITTED: June 2012

Scott Bruce
Senior Project Advisor
Signature [Date]

Hemalata C. Dandekar, PhD
Department Head
Signature [Date]
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For the City of Santa Paula

June 2012
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INTRODUCTION

Project Purpose

The Downtown Streetscape Beautification Plan (DSBP) is intended to be a model to guide future streetscape improvements in Downtown Santa Paula. It will provide a tool for City staff and City Council to guide decisions to further create a downtown that will attract city residents and visitors to the area. The desire to improve the current conditions of the downtown area has been expressed from residents, advisory body members, and the members of the community. The proposed DSBP will guide the City in potential improvements to streetscape conditions in the downtown area through implementation of the streetscape elements design palette. The cost estimate table will provide an approximation of costs for the proposed design elements included in this Plan. A study area on Main Street, a block between Mill Street and 10th Street, was chosen (Figure I-1) to use as a model for conceptual streetscape improvements in the downtown area. This section of Main Street was chosen due to high pedestrian activity in this part of the Downtown. This Plan is intended to promote the following:

- Revitalize the Downtown through aesthetic enhancements streetscape to encourage resident and visitor use of the area.
- Enhance pedestrian safety through crosswalk striping, bollards near intersections, and human-scale lighting on sidewalks.
- Promote cohesion through similar street furniture and design elements in the Downtown area.
- Incorporate more seating and public amenities for visitors and residents to provide an additional level of comfort in the area.
- Create a unified streetscape through planting street trees and plants.
- Help facilitate vehicular and pedestrian traffic by enhancing wayfinding in the Downtown area.

Plan Organization

The DSBP is divided into four chapters covering a range of analysis which includes: background information on current streetscape conditions; a discussion on project objectives, recommendations, and an illustrative conceptual plan; a design palette for the downtown area; and a phasing and a cost estimates analysis. Chapters of the Plan are listed below:

Chapter 1: Background Analysis
Chapter 2: Conceptual Plan
Chapter 3: Streetscape Design Elements Palette
Chapter 4: Implementation & Cost Estimate
Figure I-1: Study Area Boundaries
Source: Created in Google SketchUp
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CHAPTER 1
Background Analysis

This chapter will summarize existing conditions, future needs, constraints and opportunities, and community input on streetscape in Downtown Santa Paula.
1.0 BACKGROUND ANALYSIS

Background information consists of information retrieved from downtown site visits, community outreach events, and administered surveys. This chapter will provide an overview of Downtown Santa Paula's existing streetscape conditions, future needs, and constraints and opportunities.

1.2 Existing Conditions

Downtown Santa Paula is the center of the community where city residents, visitors, and merchants contribute to the economic and social vitality of the City. The Downtown area is intersected by major arterial roads including Main and 10th Streets, which are used by pedestrians and drivers to enter and exit the Downtown area. Alleyways and collector streets provide for a traditional grid-pattern that encourages walkability since amenities such as restaurants and retail stores can be easily accessible. Existing conditions of street trees include the planting of Queen Palms along Harvard Boulevard and Coast Live Oak along Main and 10th Streets. The following existing conditions also enhance the downtown area:

- the volunteer-based floral bouquets created by the local American Bloom organization (donated by community members);
- hand-painted murals;
- existing sidewalk furniture (benches);
- the existing trees and plants along sidewalks; and
- the width of sidewalks (approximately 10-feet along Main Street).

The City's Citywide Vision Plan is a document that was initiated in 2003 to get the community together to establish a vision for the City to guide future decisions (2003, Santa Paula Citywide Vision Plan, pp. 5). One of the major goals from the City’s Citywide Vision Plan is to repair deteriorating sidewalks to alleviate the breaks in accessibility (Santa Paula Citywide Vision Plan). Other examples of improvement needs in the Downtown area include:

- uneven pavement along major arterials and sidewalks on Main and 10th Streets;
- the accretion of gum and litter on sidewalks; and
- inefficient shading from smaller street trees.
1.3 Future Needs

The cracks and uneven pavement on some sidewalks in Downtown Santa Paula do not provide a safe environment for residents and visitors, which should be enhanced to promote pedestrian activity in the area. Pedestrian activity is also decreased since many crosswalks at major intersections are not striped and many intersections lack crosswalk signs. Future needs for improved pedestrian walking conditions include:

- repaving sidewalks;
- striping crosswalks (issue areas; Figure 1-6);
- crosswalk signage;
- improved buffering from landscape; and
- the use of bollards and bulb-outs.

Proper landscaping, specifically through larger trees and plants, creates a sense of enclosure to an area and would benefit downtown Santa Paula visitors; especially during the hotter summer months. The addition of street furniture and the shading provided by large tree canopies may encourage visitors to utilize the sidewalk space in the downtown area. Additionally, the existing floral bouquets created by the non-profit organization contribute to the aesthetic beauty of the downtown area, which should be encouraged. The enhancement of the streetscape in the downtown area is of high priority to facilitate further use by visitors.

1.4 Constraints and Opportunities

Opportunities

The City received a $600,000 grant from the Federal-State Transportation Fund to facilitate streetscape improvements to 10th Street. The City hopes to start design by the middle of the next fiscal year, 2012-2013 and construction by 2013-2014. Improvements are expected along 10th Street from the exit of Highway-126 to Santa Paula Street. Enhancements include: new landscaping, sidewalk repairs, crosswalk improvements, new bike lanes and bike storage area, defined entryway enhancements on south and north entrances and if funding is available a new art mural under Highway-126 bridge. [Amador, personal communication, 2012]

Other opportunities include:

- Unique local identity (historic charm);
- Walk-ability (wide sidewalks);
- Volunteer created floral bouquets;
- Existing street trees on Main and 10th Streets and Ventura Boulevard;
- Width of Main Street sidewalks (approximately 10-feet); and
- $600,000 grant fund received for 10th Street improvements.
Constraints

- There are major sidewalk tripping hazards along Main and Santa Barbara Streets and Harvard Boulevard. These streets scored a high number in tripping hazards in the Sidewalk Inspection Report. (City of Santa Paula, Sidewalk Inspection Report) One student during an outreach event indicated some of the safety concerns regarding the streets and sidewalks in downtown Santa Paula as the “crack and potholes [...] on] sidewalks” (Photovoice, 2012). Another student expressed that potholes are “not a dent in the road, [they] threaten the safety of citizens of Santa Paula and [it] should be taken into serious consideration” (Photovoice, 2012). These concerns parallel the input gathered from the Sidewalk Inspection Report conducted by the City.
- Unmarked crosswalks at major intersections such as Main and 10th Streets, Main and Palm Streets, and E. Santa Barbara and 8th Streets.
- Lack of street lighting along Main, E. Santa Barbara, E. Santa Paula, 10th, Palm, and connector streets.
- Need for buffering between pedestrian and vehicular traffic will promote pedestrian safety. This can be done by placing removable bollards or planting mid-growth vegetation along corner sidewalks.
CHAPTER 2
Conceptual Plan

This chapter will describe the importance of streetscape beautification, include recommendations, and provide an illustrative Conceptual Plan.
2.0 CONCEPTUAL PLAN

2.1 Introduction

The Santa Paula Citywide Vision Plan has thirteen priorities with “Beautification and Architectural Integrity of the City” as one of those key priorities. Developing a landscape plan or program to encourage more landscaping along City streets is a main goal under this priority. For this reason and with the community feedback gathered during the community outreach events. The background analysis and collected community input help create a Plan that can be used as a model to guide future streetscape improvements in the Downtown area. The City expressed its desire to enhance the current aesthetic character of the downtown area in its Citywide Vision Plan. The Plan states the following that support the goals of the Downtown Santa Paula SBP:

• “Develop a landscaping plan/program to encourage more flowers;” and
• “Repair deteriorating sidewalks and build new sidewalks where breaks in accessibility exist;” and
• Empower residents to raise additional funds for improvements to their neighborhood through yard sales, grants, donations, self-assessments, etc. (Neighborhood Repair Committees).”

Chapter 3 and 4 of the Plan will address the goals of the Citywide Vision Plan by providing a design and landscape elements palette, cost estimates, and including alternative funding opportunities to facilitate streetscape improvements in the Downtown area. Downtown Santa Paula is currently an area where visitors and residents can go to eat, shop, and socialize. With improved sidewalk conditions, the installation of street lighting, enhanced landscaping, and more trash receptacles to reduce the chance of litter, the area has the potential to become an important district where residents and visitors can enjoy its amenities. Please refer to Appendix A for pertinent case studies on streetscape improvement plans in two cities in the Nation.

Importance of Streetscape Beautification

Streetscape beautification is accomplished by incorporating specific streetscape design elements. Existing trees in the downtown do not have full canopies. The addition of fast-growing trees would create larger canopies to block the sun during hot summer days. Trees and landscaping that are drought tolerant and low-maintenance, as specified in the City’s Design Guidelines, are also important when selecting tree and plant species for the area. Outdoor seating will encourage people to stay outside which in turn contributes to the liveliness of the downtown area. To discourage people from littering, which was said to be a problem in the downtown area, trash and recycle receptacles should be placed every twenty-feet.

The Conceptual Plan (Figure 3-4) illustrates design ideas that can be used to enhance the current aesthetic character of the downtown area (refer to Figures 3-1 to 3-3 for conceptual streetscape design ideas). The Plan focuses on the study area, which is one-block, located on Main Street between Mill and 10th Streets. Example design elements are provided on the Conceptual Plan, which will be described in more detail in the following chapter. The illustrative plan provides locations of bulb-outs; placement of street trees and plants; location of streetscape design elements such as seating, trash receptacles, bike racks, lighting, and bollards; and crosswalk enhancement design ideas. The design objectives aim to:

• Create an environment through aesthetics enhancements that will encourage visitors and residents to spend time in the Downtown area.
• Enhance the safety of residents and visitors.
• Create a downtown area that promotes walking and bicycling.
**Recommendations**

- Improve needed sidewalk conditions through paving materials and patterns.
- Improve and maintain streetscape through: sidewalk furniture; poles for hanging floral baskets; trash and recycle receptacles; and landscaping (plants and trees).
- Enhance public safety by: installing more pedestrian-scale street lamps; creating a buffer between pedestrian and vehicular traffic with the use of removable bollards and vegetation; and increasing visibility of pedestrian traffic along streets by repainting crosswalks.
- Maintain Santa Paula’s unique local identity and enhance the community character by incorporating complementary streetscape design elements.

*Figure 3-1: Aerial View of Main Street Mid-Block Crosswalk Near Main & 10th Street Intersection
Source: Created in Google SketchUp*
Figure 3-2: Aerial View of Main & 10th Street Concept Streetscape Plan
Source: Created in Google SketchUp

Figure 3-3: Aerial View of Main & 10th Street Corner Showing Crosswalk, Planters, Street Lamps, Bollards, and Floral Bouquets
Source: Created in Google SketchUp
Conceptual Streetscape Elements Plan

Downtown Streetscape Beautification Plan

- Steel Bollards with Lighting
- Tree Grate
- Wayfinding
- Bike Rack
- Crosswalk Striping and Bulb-out
- Steel Trash Receptacle
- Tree Species Option (Chinese Elm)
- Plant Option (Blue Hill Meadow Sage)

Main Street

10th Street
This chapter introduces the proposed design elements of streetscape beautification in Downtown Santa Paula. The elements include paving materials and patterns, seating, lighting, bollards, trash and recycle receptacles, and recommended tree and plant types.
3.1 Streetscape Design Elements

This chapter introduces the proposed design elements of streetscape beautification in Downtown Santa Paula. The elements include paving materials and patterns, seating, lighting, bollards, trash and recycle receptacles, recommended tree and plant species, and planters. The design elements function to provide the following:

- Attract pedestrians to increase activity in the Downtown area.
- Improve pedestrian walkability through sidewalk improvements.
- Enhance the level of comfort for visitors and residents through streetscape public amenities (seating, trash receptacles, and bike racks).
- Improve pedestrian safety in the Downtown area (crosswalks and lighting).
- Maintain a unique local identity.

The elements have been chosen to complement the existing small-town charm and remain consistent with the architectural styles of the City. Examples will be provided in this chapter of each design element accompanied with a description on why they were chosen and where they can be used. Cost estimates for design elements used in the DSBP are provided in Chapter 4.

3.2 Paving Materials and Patterns

Downtown Santa Paula has wide sidewalks for a comfortable pedestrian walking experience. The sidewalk width along Main and 10th Streets is roughly 10-feet, which is an ideal width for walking alone or in groups. Since repaving is a greater expense, alternative means to improve the sidewalk conditions will be proposed. The Downtown is also in need of crosswalk striping to enhance pedestrian safety in the area (refer to Figure 1-9). This will increase visibility of the pedestrian right-of-way.
3.3 Street Furniture

Street furniture is an essential component in providing a level of comfort for residents and visitors to the downtown area. These elements are key in establishing a sense of identity since they can have a consistent design. Each element provides a need for public use, which is desired by residents and visitors in the area. This section will recommend examples for possible designs for benches, wayfinding systems, trash and recycle receptacles, and bike racks. This Plan is focused on a specific study area that has a high-volume of pedestrian and vehicular traffic. Street furniture elements should be located in other parts of downtown where pedestrian activity is abundant. This Plan will consider Santa Paula climate and recommend durable, cost-effective materials. The implementation of these elements will be based on City staff and advisory body approval.

Seating

Benches on sidewalks provide seating and comfort for visitors in the downtown area. Seating encourages people to stay outdoors, which helps promote activity in the Downtown. The examples provided are consistent with the Santa Paula style and will enhance the aesthetic beauty of the area. Seating for pedestrians should be spaced 20-feet apart or provided in areas where there is high pedestrian activity.
Wayfinding

An effective way to direct pedestrian and vehicular traffic is by providing human-scaled wayfinding signage in the Downtown area. The City should implement pedestrian wayfinding through directional signs that help people navigate to various parts of Downtown such as the Glenn Tavern Inn or the Oil Museum. Signage should be located near major intersections and areas of high pedestrian activity such as along Harvard Boulevard, Santa Barbara, Main, 10th, and Ventura Street. Wayfinding signs shall complement the style of existing directional signs in the Downtown.

Trash & Recycle Receptacles

The Downtown area contains some trash and recycle receptacles for instance on Main Street near Garman’s Restaurant. Additional receptacles should be provided to discourage litter on the sidewalks. The receptacles should be durable and placed along the sidewalk, approximately every 15-20 feet.

Figure 4-10: Examples of Trash Receptacle Styles & Material

Steel

Wood

Plastic

Source: http://www.dumor.com/receptacles.shtml
**Bike Racks**

The City has recently created a bike trail on Santa Barbara Boulevard, which many residents use to get to the Downtown area. Bicycling should be encouraged to create less of a dependence on the automobile, which can potentially reduce pedestrian and vehicular interference. Additional bike racks should be placed along sidewalks to encourage more bicyclists to drive to and from the area; approximately 20-feet apart or where there is a high volume of bicyclists.

![Figure 4-11: Powder Coat or Hot-Dipped Galvanized Finish](http://www.dumor.com/bike-racks.shtml)

![Figure 4-12: Unique Steel Design Provides Whimsy](http://www.dumor.com/bike-racks.shtml)

**Lighting**

Human-scale lighting in the Downtown will provide more visibility at night for residents and visitors in the downtown area. Street lamps shall remain consistent with the design of existing street lamps in the downtown and should be placed every 20-30-feet on sidewalks.

![Figure 4-13: Human-Scale Street Lamp Post with Flowers](http://www.apartmenttherapy.com/washington-dc-rachael-grad-at-7-53385)

**Bollards**

Bollards are encouraged near intersections and bulb-outs. Bollards are an effective means to protect pedestrians on the public right-of-way. The placement of bollards should be on corners of major street intersections, such as Main, 10th, Harvard Streets and Santa Barbara Boulevard.

![Figure 4-14: Standard Steel Bollards With Light](http://www.dumor.com/bollards.shtml)

![Figure 4-15: Different Types of Bollards](http://www.hurricanefenceinc.com/blog/bid/43728/What-are-bollards-and-how-can-they-protect-your-company)
3.4 Street Trees & Plants

The City of Santa Paula adopted the Street Tree Master Plan in 2006, which is a guide for planting trees along the streets of the City. The Master Plan encourages median planters in Harvard Boulevard that include mature trees spread less than 50-feet. Median trees are recommended to be drought tolerant canopy trees at 40-feet on center. It is encouraged that Main Street (areas outside of the business district) and 10th Street should be planted with Coast Live Oak. The Master Plan also stipulates Coast Live Oaks should be planted along Main Street, which can augment the Main Street Pear Tree. (City of Santa Paula, Street Tree Master List, 2006). Please refer to Appendix B for the list of approved street trees according to neighborhood.

The City’s Street Tree Master List and Resolution 3675, which established guidelines for the preparation of landscape and irrigation plans. In accordance with the Resolution, the following are required for street trees:

- Street trees shall be planted within 30-feet of the curb return of a street intersection.
- Street trees shall be planted within 4-feet of a public sidewalk where tree wells are provided on the sidewalk area.
- Street trees shall be placed 40-feet apart; however, not less than one per lot or two for corner lots. (City of Santa Paula, Guidelines for Preparation of Landscape and Irrigation Plans, 1989)

The recommended street tree and plant palette was based on the acceptable tree list provided in the Street Tree Master List, Resolution 3675, and concerns felt by merchants during community outreach events. Downtown merchants are concerned with large canopy trees blocking their storefronts and that seedlings from the trees will drop onto sidewalk surfaces, discouraging people to walk on sidewalks. Due to the City’s location, inland Ventura County, climate is another factor in the design palette for street trees and vegetation. Water-tolerant, fire retardant vegetation was of high priority when recommending street trees and plants in this Plan. The following landscape palette recommends additional trees and plants that are drought-tolerant and suitable for Santa Paula climate (Images from www.tree-pictures.com).
Figure 4-16: Street Tree Placement
Source: Created in Google SketchUp
Recommended Landscape Trees & Plants

Figure 4-17: Osakazuki Japanese Maple
Deciduous/Evergreen: Deciduous
Average Landscaping Size: Moderate growing to 20 to 25 ft. tall and wide.
Growth Rate: Moderate
Landscape Uses: Firescaping
Location: Near intersections, crosswalks, or bulb-outs.

Figure 4-18: Chinese Elm
Deciduous/Evergreen: Deciduous
Average Landscaping Size: Fast grower to 50 ft. tall, 35 ft. wide
Growth Rate: Fast
Landscape Uses: Firescaping
Location: Near intersections, crosswalks, or bulb-outs.

Figure 4-19: Chinese Pistachio
Deciduous/Evergreen: Deciduous
Average Landscaping Size: Moderate grower to 30 to 35 ft. tall, 25 to 35 ft. wide.
Growth Rate: Moderate
Landscape Uses: Firescaping
Location: Mid-block

Figure 4-20: Kelly’s Gold Boxelder Maple
Deciduous/Evergreen: Deciduous
Average Landscaping Size: Fast grower to 15 to 20 ft. tall and wide.
Growth Rate: Fast
Landscape Uses: Firescaping
Location: Mid-block
**Figure 4-21: Blue Hill Meadow Sage**

Deciduous/Evergreen: Herbaceous  
Key Feature: Summer flowering  
Average Landscaping Size: Moderate growth to 18 inches tall and as wide.  
Light Needs: Full sun  
Growth Rate: Moderate  
Flower Color: Blue  
**Location:** In planters, medians, mid-block, at intersections, near bulb-outs, or crosswalks.

**Figure 4-22: Apricot Queen New Zealand**

Deciduous/Evergreen: Evergreen  
Key Feature: Deer Resistant  
Average Landscaping Size: 3 to 4 ft. tall, 3 to 5 ft. wide.  
Light Needs: Full sun  
Growth Rate: Moderate  
Flower Color: Multicolored  
**Location:** In planters, medians, mid-block, at intersections, near bulb-outs, or crosswalks.

**Figure 4-23: Crape Myrtle**

Deciduous/Evergreen: Deciduous  
Key Feature: Waterwise  
Average Landscaping Size: Single or multi-stemmed small upright tree to 20 ft. tall, 10 ft. wide in 10 years.  
Light Needs: Full sun  
Growth Rate: Moderate  
Flower Color: Red  
**Location:** In medians, mid-block, at intersections, near bulb-outs, or crosswalks.

**Figure 4-24: Cezanne Clematis**

Deciduous/Evergreen: Deciduous  
Key Feature: Patio Container Plant  
Average Landscaping Size: 4 to 5 ft. tall, 2 ft. wide.  
Light Needs: Partial to full sun  
Growth Rate: Fast  
Flower Color: Blue  
**Location:** In planters, medians, mid-block, at intersections, near bulb-outs, or crosswalks.
Figure 4-24: Autumn Joy Stonecrop
Deciduous/Evergreen: Herbaceous
Key Feature: Rock Garden Plant
Average Landscaping Size: Moderate grower to 18 to 24 in. tall and wide.
Light Needs: Partial to full sun
Growth Rate: Moderate
Flower Color: Red
Location: In planters, medians, mid-block, at intersections, near bulb-outs, or crosswalks.

Figure 4-25: Adams Needle
Deciduous/Evergreen: Evergreen
Key Feature: Waterwise
Average Landscaping Size: Fast growing to 3 ft. tall, 5 ft. in bloom, 4 ft. wide.
Light Needs: Full sun
Growth Rate: Fast
Flower Color: White
Location: Planters, at intersections, or bulb-outs.

Figure 4-26: Orange Stalked Bulbine
Deciduous/Evergreen: Evergreen
Key Feature: Drought Tolerant
Average Landscaping Size: Reaches 1 - 2 ft. tall, spreading by rhizomes to 3 ft. wide.
Light Needs: Partial to full sun
Growth Rate: Fast
Flower Color: Orange
Location: In planters, medians, mid-block, at intersections, near bulb-outs, or crosswalks.

Figure 4-27: Woods Purple New York Aster
Deciduous/Evergreen: Herbaceous
Key Feature: Prolific Flowering
Average Landscaping Size: Fast growing to 16 in. tall, 12 to 14 in. wide.
Light Needs: Partial to full sun
Growth Rate: Fast
Flower Color: Purple
Location: In planters, medians, mid-block, at intersections, near bulb-outs, or crosswalks.
This chapter will provide a phasing implementation plan and a cost estimates table for the proposed streetscape beautification elements used in the Plan.
4.0 PHASING IMPLEMENTATION & COST ESTIMATE

4.1 Phasing

The phasing plan for streetscape beautification should start with 10th Street enhancements since there is currently funding available to facilitate aesthetic improvements ($600,000 Federal-State Transportation Grant). The City should encourage American Bloom to create additional floral-bouquets to be placed through the Downtown area since this would be of no cost to the City. The Main and 10th Street area (Plan study area) should be a priority in streetscape beautification since this is a gateway into the Downtown area and there is high-pedestrian activity. After these improvements have been made adjacent blocks with Harvard Boulevard and Santa Paula Street as priorities, should be addressed. Conducting streetscape enhancements in phases will allow the City to allocate finances from other grants and funding sources. Potential funding sources are:

- Transportation Enhancement (TE) activities offer funding opportunities to help expand transportation choices and enhance the transportation experience through activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, landscaping and scenic beautification, and historic preservation. (Transportation Enhancement Activities, 2012)

- The Sustainable Communities Planning Grant Program offers a unique opportunity to improve infrastructure through a collaborative approach. (Strategic Growth Council, 2012)

- The Adopt-A-Street program gets volunteer groups involved in enhancing streets. This program is dependent on volunteer effort. Cities such as Seattle, Redlands, Paso Robles, CA, and King County have successfully implemented an Adopt-A-Street program. (Adopt-A-Street, 2012)

- Funding is available through Safe Routes to School programs, which are geared to activities which promote walking to nearby school. The improved sidewalk conditions will encourage students in Santa Paula to walk to school, which will make the City eligible for funding. (National Center for Safe Routes to School, 2012)

4.2 Cost Estimate

The cost estimate table summarizes the costs of all streetscape elements proposed in the Plan. The total costs pertain to the cost of revitalizing one block in the downtown area. The cost estimate provides an approximation for the Downtown Plan as determined by the boundaries outlined in the Santa Paula Downtown Improvement Plan. The total costs for the study area are estimated at $84,794.84. The twelve-blocks within the downtown boundaries is $1,017,538.08. These costs were determined using a city streetscape bid-list provided by Project Advisor and DuMor Site Furnishing Inc.’s website for street furniture estimates. The costs are based on estimates and prices may vary depending on style and design of streetscape elements. The cost estimate table provides an approximate of costs for the described design elements for the Downtown area.
## COST ESTIMATE TABLE

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<td><strong>Street Furniture</strong></td>
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<td>Seating (6’ bench with 2” x 4” “Douglas Fir” wood slats)</td>
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<td>Precast Concrete Trash Receptacle (31 gallon receptacle with recycled plastic slats)</td>
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<td>Precast Concrete Recycle Receptacle (31 gallon receptacle with recycled plastic slats)</td>
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<td>Bike Racks (multi-loop bike rack, 5-bike capacity)</td>
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<td>EA</td>
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<td>Lighting</td>
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<td>EA</td>
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<td>7200</td>
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<td>Bollards (42” high steel round bollard, direct embedment support, powder coated)</td>
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<td>6</td>
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<td>Floral Bouquets (American Bloom)</td>
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<td><strong>Landscaping &amp; Other Features</strong></td>
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<td>48” Tree Grate</td>
<td>12</td>
<td>EA</td>
<td>988.06</td>
<td>11857</td>
</tr>
<tr>
<td>Brisbane Box**</td>
<td>12</td>
<td>EA</td>
<td>397.6</td>
<td>4771</td>
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<tr>
<td>Sageleaf Rockrose</td>
<td>10</td>
<td>EA</td>
<td>34.72</td>
<td>347</td>
</tr>
<tr>
<td>White Breath of Heaven</td>
<td>10</td>
<td>EA</td>
<td>34.72</td>
<td>347</td>
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<tr>
<td><strong>TOTAL for 1 Block</strong></td>
<td></td>
<td></td>
<td>84,794.84</td>
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<td><strong>Total for Downtown Area (Sum for 1 Block*12)</strong></td>
<td></td>
<td></td>
<td>1,017,538.08</td>
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</tbody>
</table>
Amador, E., personal communication, 2012


Sidewalk Inspection Report. City of Santa Paula.


APPENDIX A
Case Studies
Case Studies

Downtown Streetscape Planning Master Plan 2004
Vermillion, South Dakota

Similar to the small-town characteristics of the City of Santa Paula, the town of Vermillion, South Dakota is located in Clay County, South Dakota with approximately 10,000 residents. The Downtown Vermillion study area, comparable to Downtown Santa Paula, is located within the Downtown Vermillion Historic District. In 2003, the City of Vermillion received funding from the South Dakota State Historic Preservation Office and matching funds from community organizations, which supported the creation of the Downtown Vermillion Streetscape Planning Committee. Later in 2003, after an in-depth study by the Committee the City retained assistance from consulting firms to prepare a master plan for downtown streetscape improvements. The Downtown Streetscape Planning Master Plan’s (DSPMP) goals are the following:

- “Provide a safe and inviting experience for downtown business, city residents, and visitors to the area.
- Reintroduce Downtown Vermillion as an exciting and essential part of Vermillion.
- Build upon the timelessness and historic character of downtown.
- Develop a master plan that can allow phase implementation.”

The Plan is divided in seven chapters that discuss the planning process, study area analysis, study area vision, conceptual plans and elements, architectural guidelines, phasing, and costs estimates. The components used to create the design for the streetscape master plan were bollards, pole-mount signs, lighting, street trees and planting, public art, benches, table seating, trash receptacles, and bike bollards. These streetscape design elements can be incorporated in the Downtown Santa Paula Beautification Plan to help create a pleasing pedestrian experience in the downtown area by providing more public amenities.

The Vermillion DSPMP proposed a seven-year phasing period for potential streetscape improvements of the downtown area. The construction cost estimates were broken up by phases with a grand total of all phases amounting to $2,185,900. The break up by phases allows the City to continue streetscape improvements as funding becomes available. These steps are encouraged for the City of Santa Paula to facilitate streetscape improvements in Downtown Santa Paula.
Edmonds Streetscape Plan 2006
Edmonds, Washington

The City of Edmonds, Washington is a coastal community with an approximately 40,000 residents. The Edmonds Streetscape Plan was initiated in 2002 by the Parks, Recreation & Cultural Services Department after the completion of an Urban Design Study of public spaces. The Streetscape Plan provides an overall plan for the public realm of the downtown and waterfront area and key arterials and collector streets in the City. The Plan includes an in-depth discussion on the following issue areas, which became the focus for improvements: safety; security; comfort; traffic; circulation; planting; and aesthetics.

The Plan provides design elements and tools to direct development of a unified urban character in Edmonds. The goals of the Plan are to create a more pedestrian-friendly environment, enhance economic vitality, and build upon the community’s assets. These goals overlap with the goals of this Plan to create a downtown that pedestrians, city residents, and merchants can all benefit from. The recommendations section of the Edmonds Streetscape Plan provides recommendations for the following improvements: traffic improvements, connections, bikeways, corner crosswalks, medians, paring, pavement markings, signing, landscaping, seasonal planting, sidewalk design, and gateways. Although the Plan does not provide a cost estimates section there is a discussion on funding opportunities. Potential funding options for the City of Edmonds are: Street Beautification, Underground Wiring, Public Arts Acquisition Program, Parks Improvement, and the Gifts Catalogue. A list of funding sources for the City of Santa Paula will be listed in Chapter 4 of the Downtown Streetscape Beautification Plan to help facilitate streetscape improvements for the downtown area.
<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>PARWAY</th>
<th>OVERHEAD POWER LINES</th>
<th>ST. TREE WIDTH SPACED</th>
<th>SPECIES NAME</th>
<th>COMMON NAME</th>
<th>EXISTING</th>
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</tr>
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<td>N</td>
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</table>

SEE EXHIBIT 1 PRIMARY STREET TREE PLAN FOR OAK AVENUE STREET TREES
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<th>STREET</th>
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<th>TO</th>
<th>PARKWAY</th>
<th>OVERHEAD POWER LINES</th>
<th>ST. WIDTH</th>
<th>TREE SPACING</th>
<th>SPECIES NAME</th>
<th>COMMON NAME</th>
<th>EXSTG</th>
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<td>6TH ST.</td>
<td>Varies</td>
<td></td>
<td>0'-4'</td>
<td>0'-4'</td>
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<td>30'</td>
<td>32'</td>
<td>Bauhinia blakeana</td>
<td>Hong Kong Orchid</td>
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<tr>
<td>9TH ST.</td>
<td>VIRGINIA TER</td>
<td>SANTA PAULA</td>
<td>8'</td>
<td>8'</td>
<td>WEST</td>
<td>34'</td>
<td>40'</td>
<td>Jacaranda mimosiflora</td>
<td>Jacaranda</td>
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<td>11 TH ST.</td>
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<td>12'</td>
<td>12'</td>
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<td>32'</td>
<td>32'</td>
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<td>Floss Silk Tree</td>
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<td>32'</td>
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<td>Willow Rhododendron</td>
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<td>32'</td>
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<td>Strawberry Tree</td>
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<td>36'</td>
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<td>Moraine Locust</td>
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<td>32'</td>
<td>Quercus ilex</td>
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<td>36'</td>
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<td>Honey Locust</td>
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<td>Silk Tree</td>
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<td>Gold Medallion Tree</td>
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<td>25'</td>
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<td>4'</td>
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<td>Sweet Gum</td>
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<td>44'</td>
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<td>China Doll</td>
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<td>9'</td>
<td>none</td>
<td>44'</td>
<td>40'</td>
<td>Jacaranda mimosiflora</td>
<td>Jacaranda</td>
</tr>
<tr>
<td>BETO ST.</td>
<td>ENTIRE LENGTH</td>
<td></td>
<td>none</td>
<td>none</td>
<td>none</td>
<td>40'</td>
<td>25'</td>
<td>Lagerstroemia indica 'Muskogee'</td>
<td>Crape Myrtle</td>
</tr>
<tr>
<td>RALPH WY.</td>
<td>ENTIRE LENGTH</td>
<td></td>
<td>none</td>
<td>none</td>
<td>WEST</td>
<td>40'</td>
<td>30'</td>
<td>Koelreuteria bipinnata</td>
<td>Chinese Flame Tree</td>
</tr>
<tr>
<td>RICHMOND RD.</td>
<td>ENTIRE LENGTH</td>
<td></td>
<td>none</td>
<td>NORTH</td>
<td>WEST</td>
<td>40'</td>
<td>25'</td>
<td>Platanus chinensis</td>
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</tr>
<tr>
<td>SATICOY ST.</td>
<td>ENTIRE LENGTH</td>
<td></td>
<td>none</td>
<td>SOUTH</td>
<td>WEST</td>
<td>40'</td>
<td>40'</td>
<td>Tabebuia impetiginosa</td>
<td>Pink Trumpet Tree</td>
</tr>
<tr>
<td>SYCAMORE ST.</td>
<td>ENTIRE LENGTH</td>
<td></td>
<td>none</td>
<td>WEST</td>
<td>30'-36'</td>
<td>25'</td>
<td>Laurus nobilis 'Saratoga'</td>
<td>Sweet Bay</td>
<td>N</td>
</tr>
<tr>
<td>WALNUT ST.</td>
<td>ENTIRE LENGTH</td>
<td></td>
<td>4'</td>
<td>4'</td>
<td>EAST</td>
<td>32'</td>
<td>25'</td>
<td>Cupaniopsis anacardoides</td>
<td>Carrotwood</td>
</tr>
</tbody>
</table>

SEE EXHIBIT 1 PRIMARY STREET TREE PLAN FOR OJAI, 7TH, 8TH, MILL, 10TH, 12TH SANTA PAULA AND SANTA BARBARA TREES.
### Residential Neighborhood South Side

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>PARKWAY</th>
<th>OVERHEAD POWER LINES</th>
<th>ST. WIDTH</th>
<th>TREE SPACING</th>
<th>SPECIES NAME</th>
<th>COMMON NAME</th>
<th>EXISTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>JACIA RD.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>WEST</td>
<td>30' 32'</td>
<td>Albizia julibrissin</td>
<td>Silk Tree</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACHACIA WAY</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>WEST</td>
<td>36' 32'</td>
<td>Albizia julibrissin</td>
<td>Silk Tree</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BECKWORTH RD.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
<td>60' 30'</td>
<td>Tristania conferta</td>
<td>Brisbane Box</td>
<td>N</td>
<td></td>
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<tr>
<td>CALAVO ST.</td>
<td>ENTIRE LENGTH</td>
<td>open</td>
<td>WEST</td>
<td>40' 32'</td>
<td>Quercus ilex</td>
<td>Holy Oak</td>
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<tr>
<td>CASABELLA CT.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
<td>36' 36'</td>
<td>Gleditsia triacanthos</td>
<td>Honey Locust</td>
<td>Y</td>
<td></td>
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<tr>
<td>COLGATE ST.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
<td>36' 30'</td>
<td>Koelreuteria bipinnata</td>
<td>Chinese Flame Tree</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ORCHARD DR.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
<td>40' 25'</td>
<td>Agonis flexuosa</td>
<td>Australian Willow Myrtle</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DARTMOUTH RD.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
<td>36' 25'</td>
<td>Agonis flexuosa</td>
<td>Australian Willow Myrtle</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ELM ST.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
<td>30' 25'</td>
<td>Callistemon viminalis</td>
<td>Weeping Bottle Brush</td>
<td>N</td>
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<td></td>
</tr>
<tr>
<td>LAUREL LN.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
<td>40' 40'</td>
<td>Tabebuia impetignosa</td>
<td>Pink Trumpet Tree</td>
<td>N</td>
<td></td>
<td></td>
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<tr>
<td>LUCADA ST.</td>
<td>Main</td>
<td>Harvard</td>
<td>none</td>
<td>40' 36'</td>
<td>Acer macrophyllum</td>
<td>Big Leaf Maple</td>
<td>Yes</td>
<td></td>
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</tr>
<tr>
<td>LUCADA ST.</td>
<td>Harvard</td>
<td>Santa Cruz</td>
<td>none</td>
<td>40' 36'</td>
<td>Acer macrophyllum</td>
<td>Big Leaf Maple</td>
<td>Yes</td>
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<td></td>
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<tr>
<td>PERALTA DR.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
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<td>Platsia chinensis</td>
<td>Chinese Pstache</td>
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<tr>
<td>PRINCETON ST.</td>
<td>ENTIRE LENGTH</td>
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<td>none</td>
<td>36' 25'</td>
<td>Sophora japonica</td>
<td>Japanese Pagoda</td>
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<tr>
<td>SANTA ANA ST.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
<td>40' 25'</td>
<td>Ginko biloba</td>
<td>Maidenhair Tree</td>
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<td></td>
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<tr>
<td>SANTA CRUZ ST.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>SOUTH</td>
<td>40' 32'</td>
<td>Eucalyptus ficifolia</td>
<td>Red-Flow ering Gum</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHEPPARD RD.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>EAST</td>
<td>30' 32'</td>
<td>Pittosporum phillyreaeoides</td>
<td>Willow Pittosporum</td>
<td>N</td>
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<td></td>
</tr>
<tr>
<td>TRIP CT.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none</td>
<td>36' 40'</td>
<td>Pyrus calleryana</td>
<td>Bradford Pear</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WARREN AVE.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>WEST</td>
<td>32' 40'</td>
<td>Cassia leptophylla</td>
<td>Gold Medallion Tree</td>
<td>N</td>
<td></td>
<td></td>
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</table>

*SEE EXHIBIT 1 PRIMARY STREET TREE PLAN FOR OJAI AVENUE STREET TREES*
### THE RESIDENTIAL HISTORIC NEIGHBORHOOD

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>PARKWAY</th>
<th>OVERHEAD POWER LINES</th>
<th>ST. WIDTH</th>
<th>TREE SPACING</th>
<th>SPECIES NAME</th>
<th>COMMON NAME</th>
<th>EXISTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>SANTA PAULA</td>
<td>PALM 200 E</td>
<td>10TH 1000 E</td>
<td>10'</td>
<td>10' SOUTH</td>
<td>40'</td>
<td>30'</td>
<td>Cinnamomum camphora</td>
<td>Camphor Tree</td>
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### THE DOWNTOWN HISTORIC NEIGHBORHOOD

<table>
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<tr>
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<th>FROM</th>
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<th>PARKWAY</th>
<th>OVERHEAD POWER LINES</th>
<th>ST. WIDTH</th>
<th>TREE SPACING</th>
<th>SPECIES NAME</th>
<th>COMMON NAME</th>
<th>EXISTING</th>
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</thead>
<tbody>
<tr>
<td>9TH ST.</td>
<td>PLEASANT</td>
<td>RAILROAD</td>
<td>4'</td>
<td>4' EAST</td>
<td>40'</td>
<td>32'</td>
<td>Brachychiton populneus</td>
<td>Bottle Tree</td>
<td>N</td>
</tr>
<tr>
<td>11TH ST.</td>
<td>ENTIRE LENGTH</td>
<td>3'</td>
<td>3' none</td>
<td>30'</td>
<td>40'</td>
<td>Tabebuia impetignosa</td>
<td>Pink Trumpet Tree</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>DAVIS ST.</td>
<td>ENTIRE LENGTH</td>
<td>4'</td>
<td>4' EAST</td>
<td>40'</td>
<td>32'</td>
<td>Eucalyptus torquata</td>
<td>Coral Gum</td>
<td>Yes</td>
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<tr>
<td>YEN ST.</td>
<td>ENTIRE LENGTH</td>
<td>none</td>
<td>none EAST</td>
<td>40'</td>
<td>32'</td>
<td>Tristania conferta</td>
<td>Brisbane Box</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>OUI ST.</td>
<td>ENTIRE LENGTH</td>
<td>TG</td>
<td>TG EAST</td>
<td>40'</td>
<td>25'</td>
<td>Bauhinia variegata</td>
<td>Purple Orchid Tree</td>
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</tr>
<tr>
<td>RAILROAD AVE.</td>
<td>9TH</td>
<td>10TH</td>
<td>none</td>
<td>none EAST</td>
<td>36'</td>
<td>25'</td>
<td>Pyrus calleryana</td>
<td>Bradford Pear</td>
<td>Yes</td>
</tr>
<tr>
<td>RAILROAD AVE.</td>
<td>8TH</td>
<td>9TH</td>
<td>3' N</td>
<td>0' S</td>
<td>40'</td>
<td>25'</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oaks</td>
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### THE COMMERCIAL NEIGHBORHOOD

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<th>ST. WIDTH</th>
<th>TREE SPACING</th>
<th>SPECIES NAME</th>
<th>COMMON NAME</th>
<th>EXSTG</th>
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<tbody>
<tr>
<td>4TH ST.</td>
<td>ENTIRE LENGTH</td>
<td></td>
<td>2' 2'</td>
<td>E  W</td>
<td>30' 32'</td>
<td>Liriodendron tulipifera</td>
<td>Tulip Tree</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>5TH ST.</td>
<td>ENTIRE LENGTH</td>
<td></td>
<td>2' 2'</td>
<td>EAST</td>
<td>30' 25'</td>
<td>Laurus nobilis ‘Saratoga’</td>
<td>Sweet Bay</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>11TH ST.</td>
<td>ENTIRE LENGTH</td>
<td></td>
<td>8' 8'</td>
<td>EAST</td>
<td>44' 32'</td>
<td>Ceratonia silique</td>
<td>Carob Tree</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>13TH ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A NO TREES POSSIBLE</td>
<td>N/A</td>
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</tr>
<tr>
<td>ACOAIA RD.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>36'</td>
<td>32'</td>
<td>Albizia julibrissin</td>
<td>Silk Tree</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRETT WY.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>32'</td>
<td>25'</td>
<td>Lagerstroemia indica</td>
<td>Crape Myrtle</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CALAVO ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>40'</td>
<td>32'</td>
<td>Quercus lux</td>
<td>Holly Oak</td>
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<tr>
<td>CALIFORNIA ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>25'</td>
<td>Callistemon viminalis</td>
<td>Weeping Bottle Brush</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CRUZ DR.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>25'</td>
<td>Agonis flexuosa</td>
<td>Australian Willow Myrtle</td>
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<tr>
<td>DARTMOUTH RD.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>40'</td>
<td>40'</td>
<td>Radermachera sinica</td>
<td>China Doll</td>
<td>N</td>
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<tr>
<td>ELM ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>25'</td>
<td>Callistemon viminalis</td>
<td>Weeping Bottle Brush</td>
<td>N</td>
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<tr>
<td>GARCIA ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>25'</td>
<td>Tecoma stans</td>
<td>Yelow Bells</td>
<td>N</td>
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<tr>
<td>GREEN ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>N/A</td>
<td>N/A NO TREES POSSIBLE</td>
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<tr>
<td>LAURIE LN.</td>
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<td>Tabebralia impetigiosa</td>
<td>Pink Trumpet Tree</td>
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<tr>
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<td>Ptaurus racemosa</td>
<td>Acerola</td>
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<tr>
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<td>SOUTH</td>
<td>36'</td>
<td>32'</td>
<td>Eucalyptus ficifolia</td>
<td>Red-Flower Gum</td>
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<tr>
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<td>ENTIRE LENGTH</td>
<td>SOUTH</td>
<td>36'</td>
<td>36'</td>
<td>Quercus tomentosa</td>
<td>Island Oak</td>
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<td>30'</td>
<td>Robinia amigua</td>
<td>Purple Robe</td>
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<tr>
<td>REDWOOD RD.</td>
<td>ENTIRE LENGTH</td>
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<td>30'</td>
<td>32'</td>
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<td>Willow Pittosporum</td>
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<tr>
<td>SHEPHERD RD.</td>
<td>ENTIRE LENGTH</td>
<td>EAST</td>
<td>30'</td>
<td>32'</td>
<td>Petalacia chinensis</td>
<td>Chinese Retache</td>
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<td>STANFORD ST.</td>
<td>ENTIRE LENGTH</td>
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<td>25'</td>
<td>Lagerstroemia indica ‘Muskogee’</td>
<td>Crape Myrtle</td>
<td>N</td>
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<tr>
<td>VERNON WY.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>25'</td>
<td>Pyrus law akamiri</td>
<td>Evergreen Pear</td>
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### THE INDUSTRIAL NEIGHBORHOOD

<table>
<thead>
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<th>TO</th>
<th>PARKWAY</th>
<th>OVERHEAD POWER LINES</th>
<th>ST. WIDTH</th>
<th>TREE SPACING</th>
<th>SPECIES NAME</th>
<th>COMMON NAME</th>
<th>EXSTG</th>
</tr>
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<tbody>
<tr>
<td>5TH ST.</td>
<td>ENTIRE LENGTH</td>
<td>EAST</td>
<td>30'</td>
<td>25'</td>
<td>Laurus nobilis ‘Saratoga’</td>
<td>Sweet Bay</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11TH ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>40'</td>
<td>40'</td>
<td>Ceratonia silique</td>
<td>Carob Tree</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13TH ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>40'</td>
<td>32'</td>
<td>Pittosporum phillyreaoides</td>
<td>Willow Pittosporum</td>
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<tr>
<td>CORTO ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>40'</td>
<td>25'</td>
<td>Robinia amigua</td>
<td>Purple Robe</td>
<td>N</td>
<td></td>
<td></td>
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<tr>
<td>DOVE CT.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>48'</td>
<td>25'</td>
<td>Betula nigra</td>
<td>River Birch</td>
<td>N</td>
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<tr>
<td>GARCIA ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>25'</td>
<td>Tecoma stans</td>
<td>Yellow Bells</td>
<td>N</td>
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<tr>
<td>HALLOX DR.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>48'</td>
<td>30'</td>
<td>Tristaniar conferta</td>
<td>Brisbane Box</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEMONWOOD DR.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>48'</td>
<td>32'</td>
<td>Chorisia Speciosa</td>
<td>Ross Silk Tree</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MONTEBELLO ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>25'</td>
<td>Robinia amigua</td>
<td>Purple Robe</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OAK ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>40'</td>
<td>36'</td>
<td>Quercus tomentosa</td>
<td>Island Oak</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OAK ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>48'</td>
<td>25'</td>
<td>Petalacia chinensis</td>
<td>Chinese Retache</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S. OAK ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>25'</td>
<td>Robinia amigua</td>
<td>Purple Robe</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SANTA CLARA ST.</td>
<td>ENTIRE LENGTH</td>
<td>WEST</td>
<td>30'</td>
<td>25'</td>
<td>Geijera parviflora</td>
<td>Australian Willow</td>
<td>N</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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*See Exhibit 1 Primary Street Tree Plan for more information on Steckle, Peck, Santa Barbara, Harvard, Palm, Bradley, Mill, 7th, 8th, 10th and 12th Streets.*