
Stanislaus County

GENERAL PLAN SUPPORT DOCUMENTATION



Adopted June 1987

Recommended May 21, 1987

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Chapter 1

LAND USE

INTRODUCTION

Stanislaus County has adopted Community Plans for most of the unincorporated towns in the County. These plans outline the future growth pattern of the town. Each plan is used in conjunction with the General Plan to indicate whether the Urban Transition area will be residential, commercial, industrial, etc. Any requests for rezoning of property designated Urban Transition on the General Plan must be consistent with the proposed use category on the Community Plan. This Chapter shall include all of the pertinent information on the various towns for which Community Plans exist. Information on the actual adopted Community Plan for each town will be included in the Land Use Element.

The Planning and Zoning Law of the State of California requires each city and county to prepare a general plan consisting of specific individual elements, including land use, housing and circulation. These elements set forth recommendations for solving existing problems and directing the course of future development while at the same time coordinating the time of the development of land and construction of facilities. Most of the required information is set forth in the overall General Plan.

The 1975 Stanislaus County General Plan specified as a priority that staff, the Planning Commission and the Board of Supervisors prepare and adopt detailed Community Plans to guide development in unincorporated places throughout the County. The Community Plans were originally developed to fill a gap created by the County's use of the Urban Transition designation on the General Plan. The Urban Transition designation is placed on all lands which are within the Sphere of Influence¹ of a City or special district (such as a sanitary sewer district, domestic water district, or community services district) which provides urban services to an unincorporated town. In the case of a city, the city will have adopted its own General Plan which indicates what the future use of that land will be. For an unincorporated town, it is the County's responsibility to make that determination. The Community Plan acts like a city's General Plan in that it indicates whether the Urban Transition area will be residential, commercial, industrial, etc.

Since the policy was adopted, Community Plans have been completed for all communities in the County with the exception of Empire, Grayson, and Valley Home. A plan was also done for the Del Rio area west of McHenry Avenue and north of Ladd Road. Most of the Community Plans have not been updated in 5-10 years as there has been little cause to do so. This update of the General Plan shall include an implementation measure to require updating of all the plans. Although all of the plans have been reorganized for the 1986 update, there have been no substantial changes except in the Salida Community Plan.

The Community Plans are part of the Land Use Element of the overall Stanislaus County General Plan. Information concerning these communities with respect to other elements of the General Plan can be found in those elements.

Since the areas designated Urban Transition on the General Plan are also zoned A-2 (General Agriculture), this area may contain Williamson Act contracts. Each of the Community Plans will mention if there are any such contracts within its boundary.

The Williamson Act reduces property taxes in return for the guarantee that the property will remain in agriculture for a period of not less than 10 years. Anyone with property zoned A-2 (General Agriculture) may apply to put their property under Williamson Act Contract (also referred to as a California Land Conservation Contract) and thus reduce the property taxes. The original contract is valid for 10 years with a provision that the contract is automatically renewed every year for one more year. In effect, the contract is valid indefinitely. If a property owner desires to stop this automatic renewal, a "Notice of Non-Renewal" must be signed. The contract then expires between 9 and 10 years after the notice is submitted. There are other methods to end a contract in special circumstances, but use of a Notice of Non-Renewal is the only certain method. Lands under Williamson Act Contract that are within Community Plan areas will generally not be available for development for at least 10 years.

¹The Spheres of Influence area adopted by the Local Agency Formation Commission (LAFCO) for each city and special district (including such districts as sanitary sewer districts). The sphere is "a plan for the probable ultimate physical boundaries and service area of a local agency."

POLICIES FOR DEVELOPMENT

Generally, development of an area that is within the sphere of influence of an unincorporated town will occur as it would in a city. A request must be made by the property owner or developer to change the General Plan designation, rezone the property, and, if necessary for development, subdivide the property. The County will review the application in light of the adopted Community Plan.

Stanislaus County has a "combining" zoning district titled the US (Urban Service) district. This district is used in combination with any other zoning district in the County's Zoning Ordinance to prohibit development until the property can annex to, and receive service from, a sanitary sewer district, domestic water district, or community services district. Any approved rezoning of land within the sphere of influence of a district serving an unincorporated town shall only be approved with the use of the US combining district unless otherwise exempted by the Community Plan.

GENERAL PLAN (COMMUNITY PLAN) DESIGNATION

The Land Use Element of the Stanislaus County General Plan lists all of the General Plan designations used in the County. These same designations will be used in the Community Plans. Occasionally, circumstances applicable to a particular town or situation may warrant a slightly different description or additional refinement of the designation. Only in this type of instance will the designations be further described in individual Community Plans. Unless so specified, the designations and their compatible zoning designations listed in the Land Use Element shall govern.

CROWS LANDING COMMUNITY PLAN

Description of Crows Landing

The Community of Crows Landing is located on the west side of Stanislaus County, straddling State Highway 33. Approximately one and one-half miles to the northwest of the town is the United States Naval Auxiliary Landing Field, Crows Landing, which serves as a practice landing field for Navy, Marine, and NASA Research aircraft. The town of Crows Landing is located within an area of long-standing, intense agricultural uses, most of which are orchards or vineyards.

History

Transportation has played a major role in shaping the history of Crows Landing. Crows Landing was established in the 1850's as a ferry landing on the San Joaquin River for gold miners destined for the Mother Lode. After the initial gold rush was over, Crows Landing became a river port for steamers hauling agricultural goods produced in the area to market. But in 1888 when the railroads arrived offering more reliable service than the river steamers could provide, the whole town moved to its present location adjacent to the railroad tracks three miles west of its original site.

Land Use

The Community of Crows Landing consists primarily of single family homes. Along Highway 33 and the Southern Pacific Railroad Tracks are many agricultural warehouses and packing sheds. On the west side of Highway 33 and along 5th Street from halfway between G and H Streets to the highway is the commercial area of Crows Landing. The commercial and industrial areas serve both the community of Crows Landing and the surrounding agricultural area. The Community is ringed with land under Williamson Act contract. There are only a couple of large parcels not under contract.

Available Urban Services

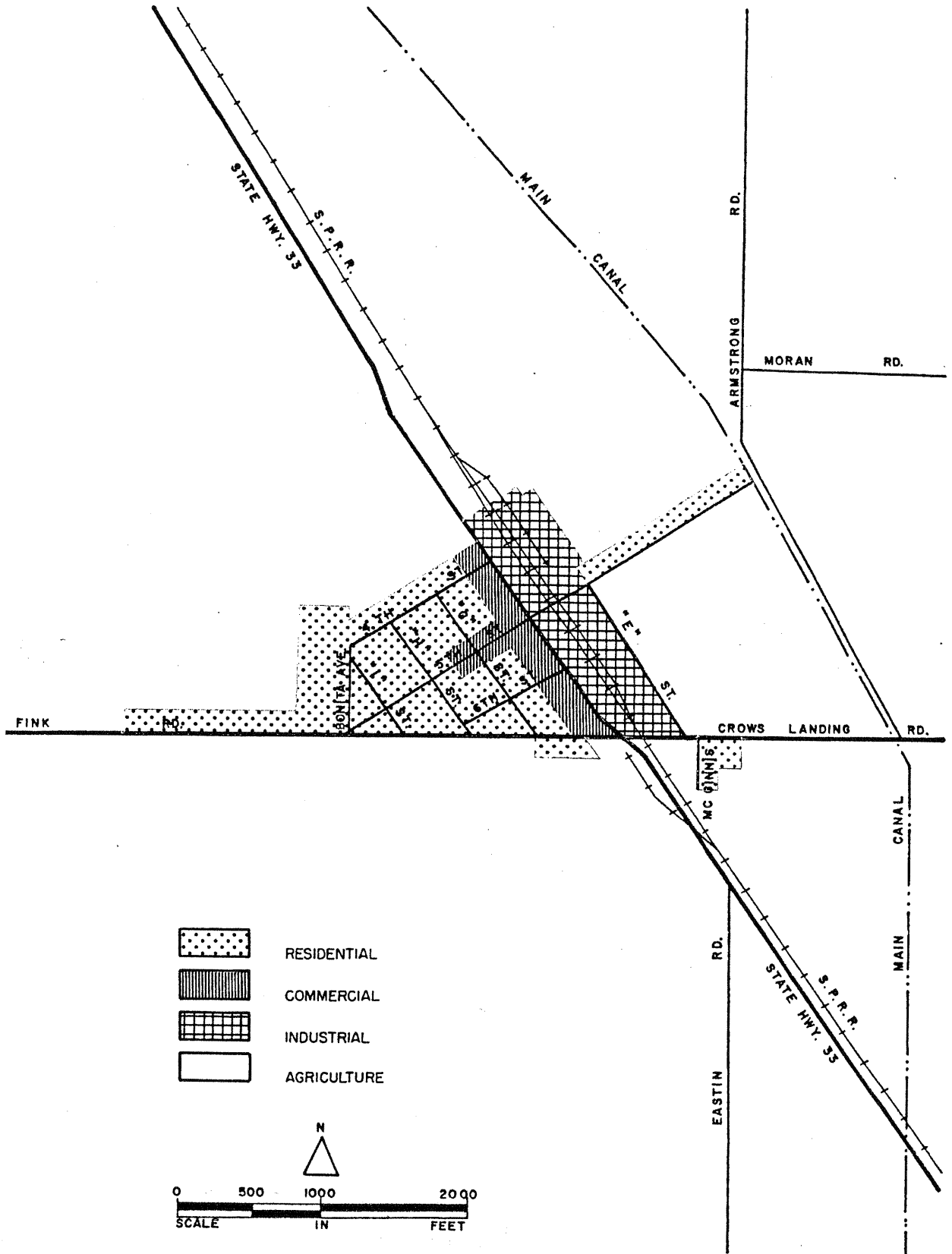
The West Stanislaus Fire Protection District provides fire protection services and the Stanislaus County Sheriff's Department provides police protection. A privately owned water company provides public water but there is no sanitary sewer system. This water company is in the process of being converted to a community services district.

Transportation

Highway 33 bisects the town of Crows Landing. Interstate 5 is only 3 miles to the west and can be reached via Fink Road and the Fink Road interchange. The Southern Pacific Railroad lines run parallel to Highway 33.

Community Plan

It is not anticipated that Crows Landing will experience significant growth in the coming years. Constraints with the existing water system, lack of sanitary sewer and existing Williamson Act contracts will keep its growth to a minimum. Projected population for the year 2010 is only 475 compared to the 1980 population of 436. It is anticipated that this growth will not take place because no new development will occur, other than possibly building on an existing lot.



Community Plan
CROWS LANDING

DEL RIO COMMUNITY PLAN

Description of Del Rio

The Community of Del Rio is located approximately four miles north of the City of Modesto directly west of North McHenry Avenue. Del Rio is surrounded by prime agricultural land with the Stanislaus River to the north of the Community.

History

Del Rio began with the development of a golf and country club. In order to help finance a portion of the County Club, a number of residential lots were developed on the perimeter and sold.

Land Use

Del Rio is entirely a residential community.

Available Urban Services

The Stanislaus County Sheriff's Department and the Salida Fire District provide police and fire protection services, respectively. Water is provided by Del Este Water Company and private wells.

Transportation

North McHenry Avenue on the east is the major connector between Del Rio and other urban centers.

Community Plan

It is not anticipated that Del Rio will experience any significant growth for three reasons: (1) the entire area is ringed by rich agricultural land; (2) limited amount of community services; and (3) community resistance to additional growth. It is a policy that residential density be limited to 20,000 square foot lots, or equivalent density for cluster development.

NOTE:

SEE DEL RIO COMMUNITY PLAN, ADOPTED AUGUST 1992, AVAILABLE AS A SEPARATE DOCUMENT







DEL RIO COMMUNITY PLAN

AREA I

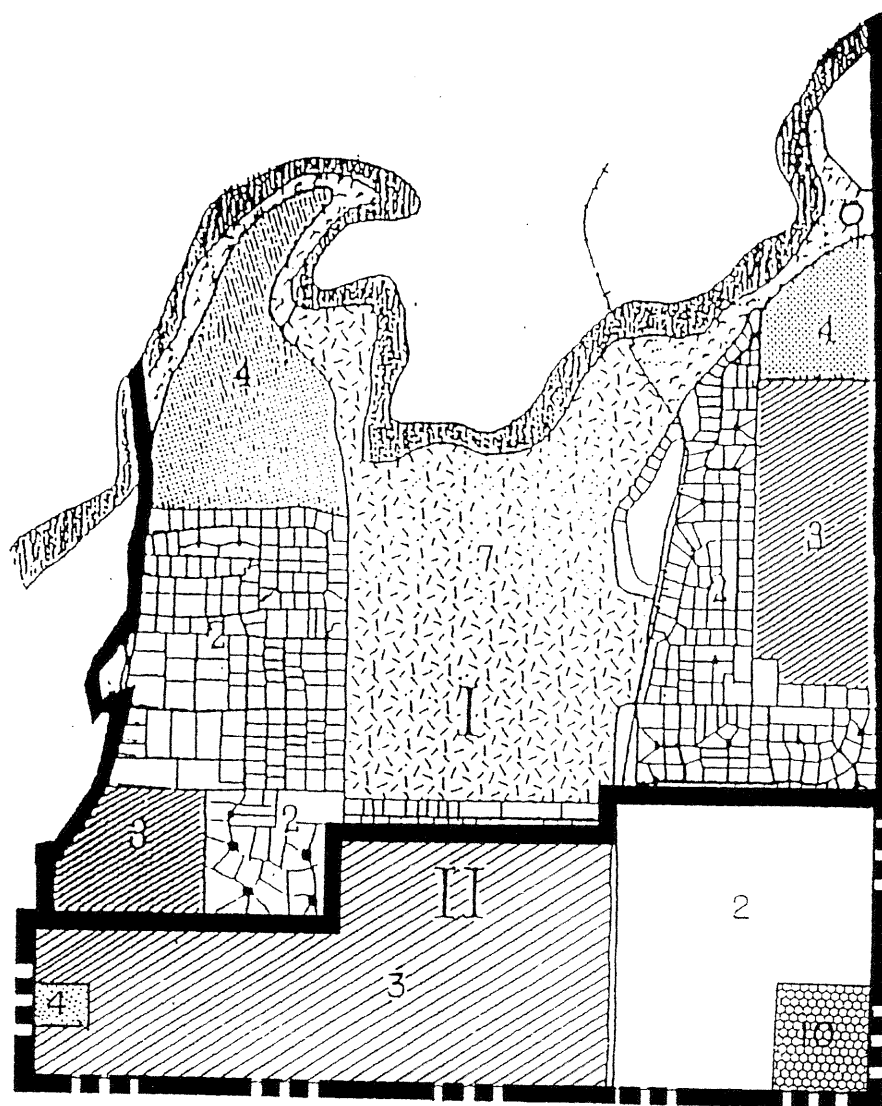
- APPROVE GENERAL PLAN AMENDMENTS
- REQUIRE PLANNED DEVELOPMENT
- REZONING ON NEW PROJECTS
- REQUIRE PROJECTS TO CONFORM TO AIR QUALITY/WATER MITIGATION MEASURES
- GENERAL PLAN DESIGNATIONS: LOW DENSITY RESIDENTIAL AND AGRICULTURE

AREA II

- GENERAL PLAN AMENDMENTS POSTPONED UNTIL A DETAILED STUDY IS PREPARED OF WATER/AIR/AGRICULTURAL BUFFERING/CIRCULATION AND COMMUNITY SERVICES ISSUES
- GENERAL PLAN DESIGNATIONS: AGRICULTURE / SPECIFIC PLAN OVERLAY

	Recreation		Open Space
	River		Ag Use
	1 DU/AC		1 DU/2 AC

- 2 2 DU/AC
- 3 1 DU/AC
- 4 1 DU/2 AC
- 7 RECREATION
- 10 COMMERCIAL



HICKMAN COMMUNITY PLAN

Description of Hickman

The Community of Hickman is located three miles south of the City of Waterford on the east side of Hickman Road.

History

The community was built in 1891 as a shipping center for grain upon the extension of the Southern Pacific Railroad from Oakdale to Merced.

Land Use

Hickman consists primarily of single family homes and commercial uses which service its residents. An industrial use manufactures and repairs mining, construction, and agricultural equipment. The agricultural land surrounding Hickman is used for orchard, dairy and grain farming.

Available Urban Services

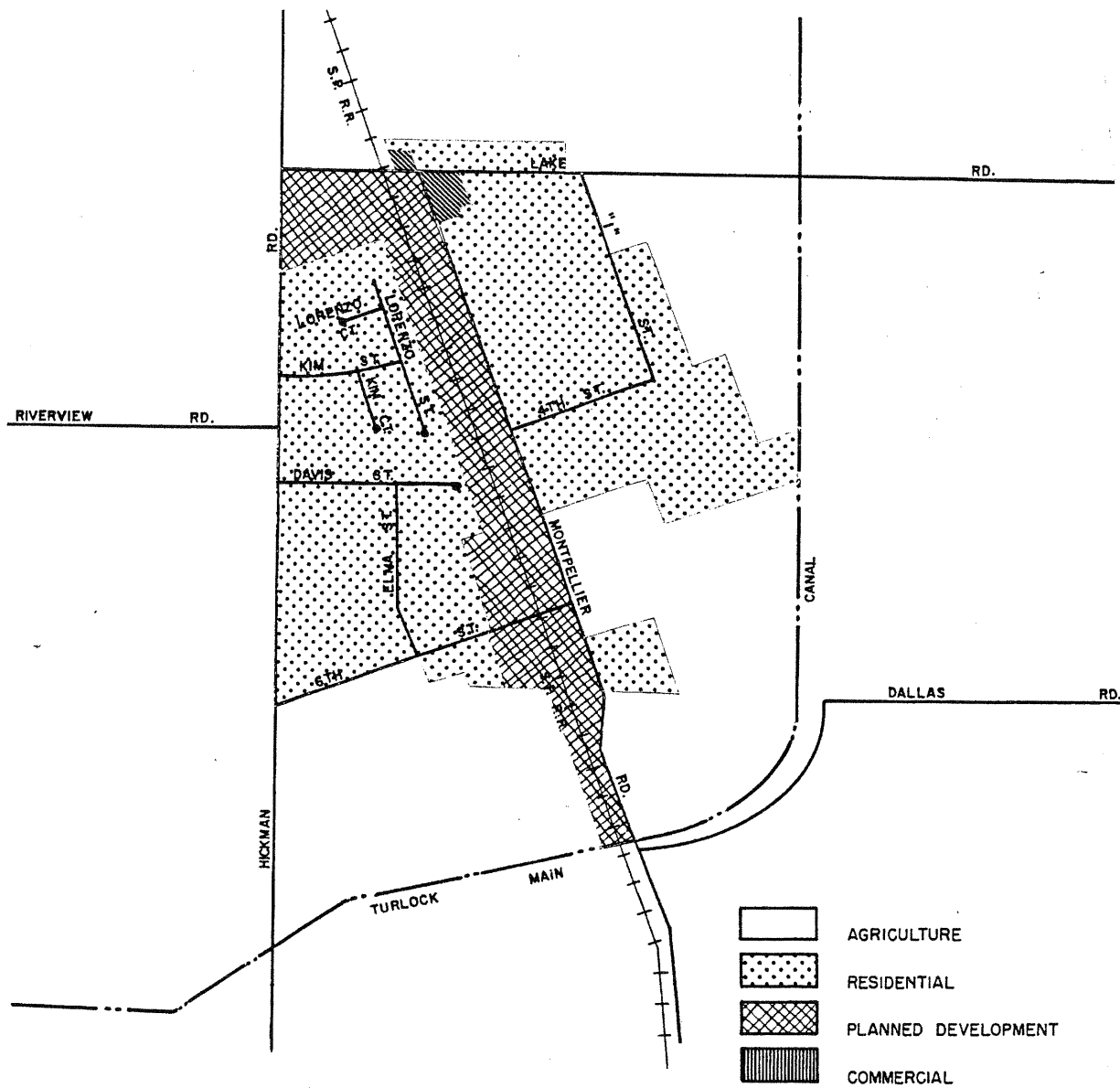
Domestic water is supplied by the Del Este Water Company, police protection from the Stanislaus County Sheriff's Department and fire protection from the Waterford-Hickman Fire District.

Transportation

Hickman Road is the major link for travel to Waterford, Hughson and Turlock/Denair.

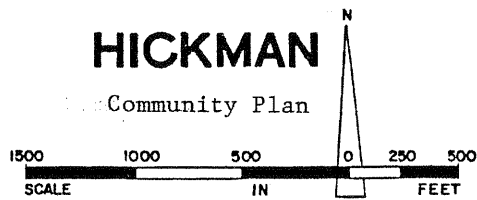
Community Plan

Significant population growth is not anticipated in Hickman. Presently, the service area is fully developed and there has been no demand for expansion.



HICKMAN

Community Plan



KNIGHTS FERRY COMMUNITY PLAN

Description of Knights Ferry

The community of Knights Ferry is located on the east side of Stanislaus County on the north bank of the Stanislaus River. It lies just north of the intersection of State Highway 108/120 and Kennedy and Sonora Roads.

History

Land within Stanislaus County north of the Stanislaus River was, until 1860, part of San Joaquin County. At that time, Stanislaus County Supervisors recognized that the community of Knights Ferry was prosperous and booming. Therefore, to add to the tax revenue of the County, an assembly bill was introduced and signed annexing that portion to Stanislaus County.

In 1862, Knights Ferry became the seat of government for Stanislaus County and remained so for nine years. During this period, the community enjoyed steady growth and flourished with economic activity. With the decline in mining, ravages of fire, changes in transportation, and relocation of the County seat to Modesto, Knights Ferry became a sleepy hamlet steeped in history and character.

Knights Ferry is recognized both state and nationwide. In California it is Registered Landmark Number 347 and in December, 1975, it was designated a National Historic Landmark and listed in the National Register of Historic Places.

Land Use

Knights Ferry consists predominantly of older single family residences with some older commercial and fraternal structures. Large parcels to the north of the community are under Williamson Act contracts.

Available Urban Services

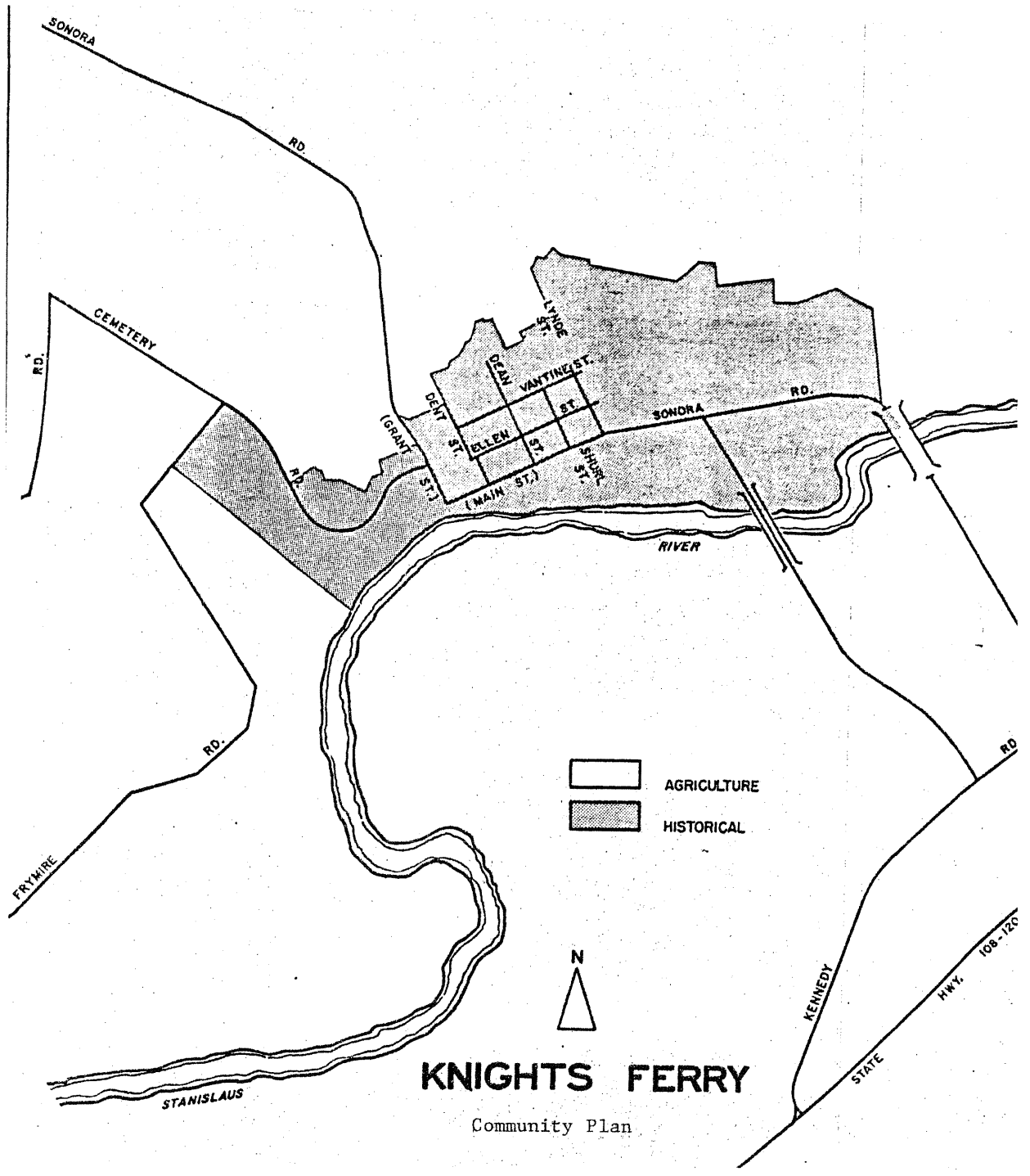
The Knights Ferry Community Services District provides public water, but there is no sanitary sewer system. The Oakdale Fire District and the Stanislaus County Sheriff's Department provide fire and police protection services, respectively.

Transportation

Highway 108/120 runs parallel to Knights Ferry south of the Stanislaus River. The intersection at Kennedy and Sonora Roads provides access to Knights Ferry.

Community Plan

It is not anticipated that Knights Ferry will experience significant growth in the coming years. Lack of sanitary sewer, existing Williamson Act contracts to the north, the Stanislaus River on the south, and the Community's desire to retain its historical character will keep its growth to a minimum. Projected 2010 population is only 300 compared to the 1980 population of 281. In the event that development is proposed within the historical community of Knights Ferry, it must comply with the building standards in Appendix I-1.



KNIGHTS FERRY

Community Plan

LA GRANGE COMMUNITY PLAN

Description of La Grange

The Community of La Grange straddles Yosemite Boulevard (State Highway 132) on the south bank of the Tuolumne River in the most easterly portion of Stanislaus County. The town of La Grange is located within an area of limited base (grazing and range land) agriculture.

History

In the early 1850's, flooding along the Tuolumne River encouraged the inhabitants of French Bar to seek higher ground. The new community became known as La Grange, which is French for "the barn". In 1856, La Grange became the third location for the seat of Stanislaus County government and remained so for six years. The two major industries that have long been idle were mining and the Elam Dye sawmill. La Grange has been recognized as having State historical significance, therefore, is noted as a California State Registered Landmark.

Land Use

La Grange consists of older single family residences and commercial structures, variously mixed throughout the community.

Available Urban Services

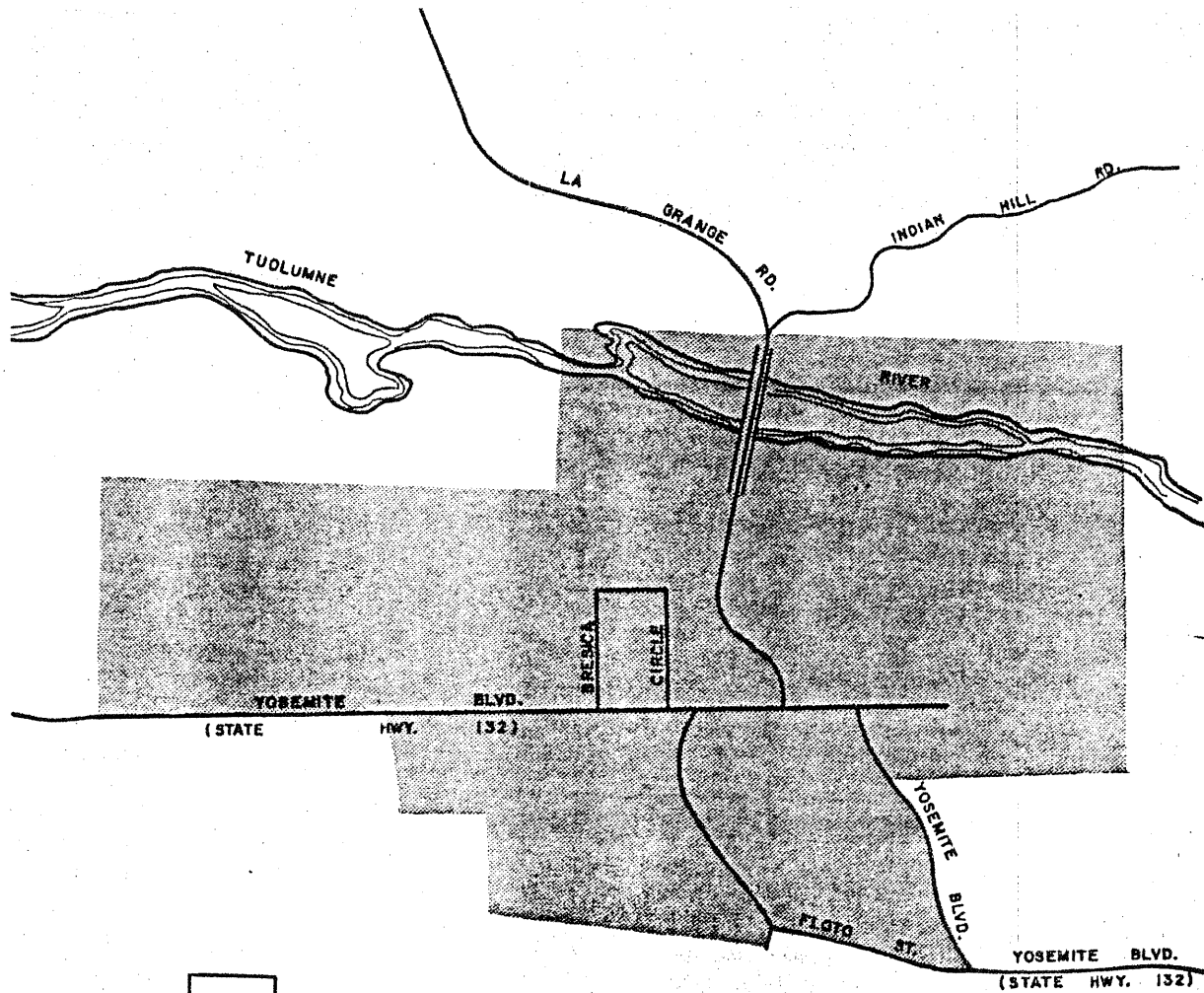
The Turlock Irrigation District provides public water, and the Stanislaus County Sheriff's Department provides police protection. Fire protection is provided by the Waterford-Hickman Fire District.



Transportation

Highway 132 runs directly through town in an east-west direction.

Community Plan

It is not anticipated that La Grange will experience any significant growth in the coming years. The present water system is lacking in the ability to serve additional customers, consequently, until the system is upgraded and expanded, future growth is seriously retarded. This is evident in the population projection for the year 2010 of 112 as compared to the 1980 population of 88. In the event that development is proposed within the historical community of La Grange, Appendix I-2 should be consulted for building exterior design standards.



-  AGRICULTURE
-  HISTORICAL



LA GRANGE

Community Plan

WESTLEY COMMUNITY PLAN

Description of Westley

Westley is located on the westside of Stanislaus County at the intersection of Highway 33 and Grayson Road within an area of long-standing, intense agricultural use.

History

In 1888, land was sold to the Pacific Improvement Company for the development of Westley. This company was the land development branch of the Central Pacific Railroad. When the railroad was built, a slow exodus of people and businesses from Grayson began populating the new community.

Land Use

Westley consists primarily of single family homes. The Stanislaus County Housing Authority operates a complex of residences designed for low income and seasonal agricultural laborers. Along Highway 33 and the Southern Pacific Railroad are agricultural warehouses and packing sheds. On the west side of Highway 33 from Howard Road to "E" Street is the commercial area of Westley. The commercial and industrial areas serve both the community of Westley and the surrounding agricultural area. The community is adjacent to properties contracted by the Williamson Act; however, there are some parcels south of Howard Road not under this obligation.

Available Urban Services

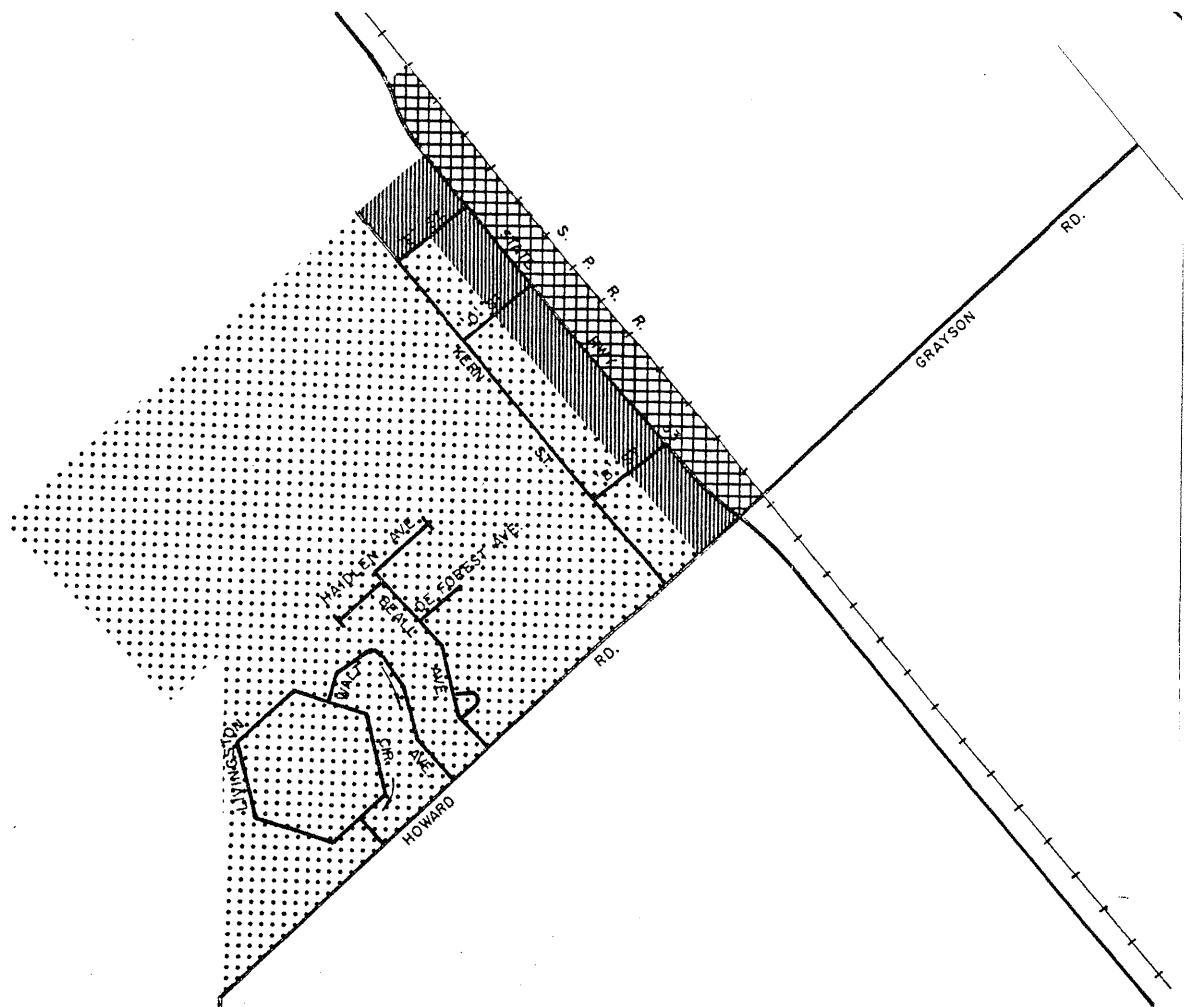
The Westley Fire Department provides fire protection to the community and surrounding rural area. The department is a volunteer group with the fire department building located within the community. Fire hydrants are located throughout the urbanized area. The Stanislaus County Housing Authority operates a sewage treatment facility which services the Housing Authority complex and provides sewer service to the Community Services District on a contract basis.





Transportation

Highway 33 bisects the town of Westley. Interstate 5 is only three miles to the west and can be reached via Howard Road and the McCracken Road interchange. The Southern Pacific Railroad runs parallel to Highway 33.

Community Plan

Westley could experience significant growth in the coming years. Projected population within the Community Services District by the year 2010 is 740. The sewage treatment facility can serve an approximate capacity of 1115. However, until a public water system is available, growth will be kept to a minimum. Existing Williamson Act contracts will restrict the expansion of the current district boundary.

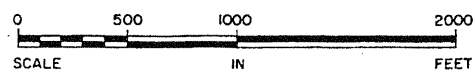


-  AGRICULTURE
-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL

HOWARD RD. W. FRANK COX RD.

Community Plan

TOWN  OF
WESTLEY



APPENDICES

APPENDIX I-1

KNIGHTS FERRY HISTORICAL STANDARDS

INTRODUCTION

Knights Ferry's colorful historic past, along with its unique physical setting, have combined to offer a community worthy of preservation. The primary objective of this section is to develop a base of information relating to the architectural and physical setting that will adequately describe the existing situation and to provide guidelines for new construction and rehabilitation which will assist the Planning Commission and Board of Supervisors when evaluating future construction in the Knights Ferry historical designation, thus preserving and enhancing the unique historic and physical setting. The ultimate goal of this plan is to assure that Knights Ferry's heritage will remain a functioning asset to the community through continued use and enjoyment.

The Historic Section is grouped into three categories:

Inventory of Building Details

Identifies the predominant architectural details found within the community.

Suggested Design Principles and Standards for New Construction

Intended to ensure the maximum compatibility of new construction with older buildings utilizing the Inventory of Building Details as a data base.

Suggested Guidelines for the Rehabilitation of Buildings

Specific actions to be considered or avoided to ensure the ongoing historic preservation.

Inventory of Building Details

While no single architectural style predominates in Knights Ferry, there does exist strong similarities of style, proportion, scale, material, and detail. These similarities form the basis of this inventory. This inventory will be helpful in understanding the architectural qualities of Knights Ferry and, in turn, will establish a good foundation for new planning and construction in the community.

The streetscapes of Knights Ferry display a variety of design and texture limited by several common "design elements". These elements are **height, proportion and scale, window and door openings, building placement, materials and details, entrances, continuity of street facades, color, and landscaping.**

Height:

The average height of the older residences and commercial buildings is 2 to 2 1/2 stories consisting of a groundfloor, one main story, and sometimes additional attic rooms.

Proportion and Scale:

The heights of most buildings in Knights Ferry are generally at least one and one half times as great as their widths. The primary emphasis is consequently vertical. Scale, which is the relationship of the size of individual parts to one another and to man, is gauged by the building units (wood or stone), the window and door openings and their placement, and the architectural detailing. Most buildings in Knights Ferry have a consistent scale.

Window and Door Openings:

Window and door openings are vertical, reflecting the overall proportions of the buildings.

Entrances:

Door openings are placed at the ground floor level, reached by a short flight of stairs. Entrances are sheltered by a porch usually extending across the entire frontage of buildings.

Materials and Details:

Horizontal wood siding is extensively used in the community. The majority of buildings have steep gable roofs covered by corrugated metal roofing material.

Building Placement (Spacing of Buildings):

The streetscapes in Knights Ferry are composed of a rather random progression of building units. Large lots and vacant lots create voids in the streetscape.

Continuity of Street Facades:

Buildings along Main Street are set back a uniform distance creating a close feeling. Buildings along side streets are setback at random distances. Stone retaining walls create narrow streets with no curbs, gutters or sidewalks.

Landscaping:

Abundant natural vegetation and landscaping are integral parts of the Knights Ferry setting, enhancing existing buildings by creating a "grown in" feeling and acting as natural air conditioners. Most yards utilize a combination of fruit and shade trees, shrubs and fences for defining lots and private space.

Color:

Most buildings tend toward low intensity shades of white and gray, weathered wood, and redwood stain. Stone work is left natural. Roof coverings are generally galvanized metal or composition roofing in grey shades.

When combined with the "design elements", building components such as window and door openings and specific details such as building materials and unique building features help to identify the character unique to Knights Ferry. The components and details include **building lot, exterior features of buildings, roofs, windows and doors, porches, ornamentation, benches, and street furniture and improvements.**

Building Lot:

Most of the residential structures are constructed on relatively large lots sloping towards the river. However, very little cut and fill has taken place, relying entirely on low retaining walls constructed of sandstone, stone, river cobbles, or concrete for slope stability. Large trees, shrubs, and gardens are common due to the relatively large area of the lots.

Exterior Features of Buildings:

Exterior wall covering consists of horizontal wood siding which is either beveled or shiplap type giving a semi-rough texture to wood structures. Masonry buildings are constructed primarily of sandstone or river cobbles, giving them a rough texture. Exposed foundation walls are constructed of stone or concrete adding another textured surface to the exterior appearances.

Roofs:

Gables with relatively steep roofs predominate throughout the community. Vents are found in the apex of the gable. Although the original roofing materials were wood shingles, galvanized metal is the most commonly used roofing material today with some buildings utilizing gray composition roof tiles.

Windows and Doors:

Window and door openings tend to create a vertical dominance. Windows generally are 2 to 2 1/2 times as tall as they are wide extending nearly from floor to ceiling. Exterior framing around window openings is of light construction. Windows are wood frame double hung, having been added at a later date for unknown reasons.

In residential structures, the main entrance is a single door with some glazing in the top half. Wood screen doors are extensively used. Commercial and public buildings have double doors at the main entrance with glazing in the top half. Screen doors are not commonly used.

Porches:

Porches are an integral portion of the overall design of residential, commercial and public buildings. Porches normally extend across the front of the building. Support for porches is provided by 4 x 4 or 6 x 6 posts, sometimes having been given design by being turned on a lathe. The size of the supporting posts is indicative of the light frame construction utilized for almost all buildings. Flooring for the porches is wood.

Ornamentation:

Buildings tend to be of simple design with very little ornamentation. Most ornamentation is found on accessories such as door knobs and fences.

Fences:

In addition to having the most ornamentation of any structure, fences are an important building accessory in Knights Ferry. Both wood picket fences and cast-iron post and wire fences set upon stone retaining walls or curbing are prevalent in the community. Wood fences have posts with caps and pickets with a design cut into their top. Posts in cast-iron are capped by various knobs and foliate their top. Posts in cast-iron are capped by various knobs and foliate designs. The wire in these types of fences have a woven design with scalloped top wire. The fences are very light and at times delicate, enclosing the entire yard without obscuring the buildings behind them.

Street Furniture and Improvements:

All streets in the community, except Main Street, are narrow streets. Sidewalks, curbs, and gutters are not found in Knights Ferry. The combination of narrow streets and lack of curbs and gutters adds to the quaint character of the community which can be distinctively termed "Knights Ferry".

Suggested Design Principles and Standards for New Construction

The use of these design principles and standards is not intended to require new buildings to be an exact duplication of older styles, but to ensure the maximum compatibility of new construction with other buildings in the Knights Ferry historical designation.



Height and Scale

It is important that new buildings should be constructed to a reasonable average height of existing adjacent buildings within established historical districts.





Relationship of Materials

A variety of materials, when properly used, can add to the distinctiveness of the area. Common materials are wood, stone, brick, stucco, or other materials. Used properly, materials can enhance desired qualities such as compatibility, continuity, similarity, harmony, etc.

Relationship to Textures

The texture of a building is an important factor in the overall appearance of the town. The predominant texture is horizontal wood siding with rough (river cobbles), smooth (stucco), and other textures present. Whatever texture is used, its appearance must be considered in relationship to the area to ensure a compatible blending with other styles.

Relationship to Colors

The proper application of a color scheme to a building or a series of buildings can highlight important features and increase their overall appearance. Accent or blending colors on building details is also desirable in enhancing the compatibility of structures.

Relationship of Architectural Details

Similarity of architectural detail may be accomplished by the use of cornices, lintels, arches, wrought iron work, chimneys, etc. This similarity of detail is extremely important in ensuring a compatible appearance in new construction.



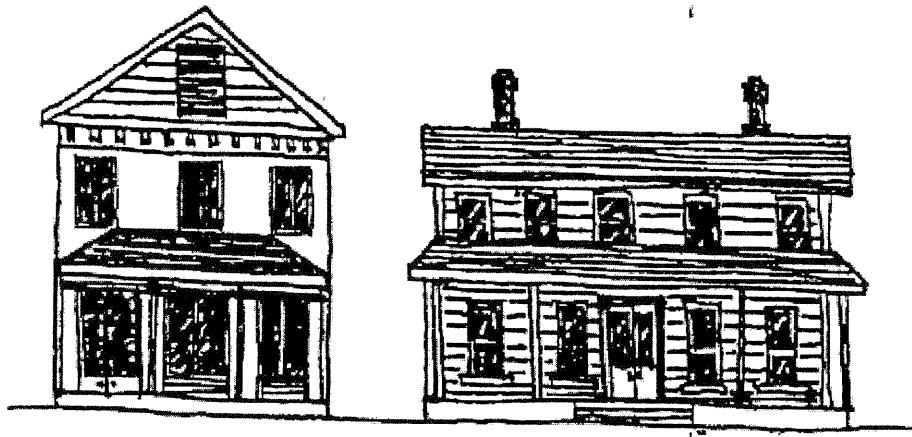
Relationship of Roof

The majority of buildings have gable or hip roofs. Roofs are an important factor in the overall design of a building to help relate items such as height and scale to those of adjacent structures.



Rhythm of Spacing of Building on Street (Building Placement).

Moving past a sequence of buildings, one experiences a rhythm of recurrent building masses to spaces between them. This rhythm is necessary to create an added element of harmony in the town's architecture.



Directional Expression of Front Elevations (Window and Door Openings)

Structural shape, placement of openings, and architectural details should give a predominantly vertical character to the building's facade. Although the front elevation of two adjacent buildings may be different in heights, mass, or both, their overall appearance can be compatible when a vertical direction is achieved by proper use of detail, color, materials, etc.



Continuity

Physical ingredients such as wood fences, wrought iron fences, brick walls, evergreen landscape masses, building facades, or combinations of these form continuous, cohesive walls of enclosure along the street. This factor helps produce a cohesiveness in an area.

Relationship of Landscaping

There is a predominance of a particular quality and quantity of landscaping. The concern here is more with mass and continuity. It is important that landscaping be placed to emphasize design rather than becoming an obscuring factor.

Suggested Guidelines for the Rehabilitation of Buildings and Structures

Although stationary, structures are not static. It is necessary that they function today as they functioned a century ago and, indeed, should function a century hence. Change is inevitable. As structures age, they need maintenance and repair or alteration to accommodate new occupants and uses. This maintenance and change should be a compromise between yesterday and today to insure the architectural integrity of the structures and at the same time to enhance their utility. This category seeks both ends.

The following eight fundamental concepts can be considered basic guidelines for the rehabilitation of historic property. They are followed by a detailed checklist for the application of the guidelines to carry out actual rehabilitation projects. The checklist suggests specific actions to be considered or avoided to insure the ongoing preservation of historic property.

1. Every reasonable effort should be made to provide a compatible use for historic property which will require minimum alteration to the property and its environment.
2. Rehabilitation work should not destroy the historic character of the property and its environment. The removal or alteration of any historic material or architectural features should be held to the minimum consistent with the proposed use.
3. Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of original features, substantiated by physical or pictorial evidence rather than on conjectural designs or the availability of architectural features from other properties.
4. Distinctive stylistic features or examples of skilled craftsmanship which characterize older structures and often predate the mass production of building materials, should be treated with sensitivity.
5. Changes to the property and its environment which have taken place in the course of time are evidence of the history of the property and the town. These changes may have developed significance in their own right, and this significance should be recognized and respected.
6. All historic property should be recognized as a product of its own time. Alterations to create an earlier appearance should be discouraged.
7. It is not the intent of these guidelines to discourage contemporary design of new buildings, additions to existing buildings, or landscaping in historic districts if such design is compatible with the size, scale, color, material, and character of the neighborhood, building, or its environment.
8. Wherever possible, additions or alterations to historic property should be done in such a manner that if they were to be removed in the future, the essential form and integrity of the original property would be unimpaired.

CHECKLIST FOR THE APPLICATION OF BASIC GUIDELINES

These guidelines suggest specific actions which should be considered or avoided when remodeling or restoring existing structures.

CONSIDER

Knights Ferry

Retaining distinctive features such as the size, scale, mass, color, and materials of buildings, including roofs, porches, and stairways that give the town its historic character.

Using new plant materials, fencing, walkways and street furniture which are compatible with the character of the town in size, scale, material, and color.

Retaining landscape features such as parks, gardens, street furniture, walkways, streets, and building setbacks which link historic properties to their environment.

Inspecting the site carefully to locate and identify plants, trees, fencing, walkways, and street furniture which might be an important part of the property's history and development.

Retaining plants, trees, fencing walkways, and street furniture which reflect the property's history and development.

Basing all decision for new work on actual knowledge of the past appearance of the property found in photographs, drawings, newspapers, and tax records. If changes are made, they should be carefully evaluated in light of the past appearance of the site.

TRY TO AVOID

Introducing new construction or materials into the town which are incompatible with the character of the town because of size, scale, color and materials.

Introducing signs, street lighting, street furniture, new plant materials, fencing, walkways, and paving materials which are out of scale or inappropriate to the town.

Destroying the relationship of historic properties and their environment by widening existing streets, changing paving material, or by introducing poorly designed and poorly located new street and parking lots, or introducing new construction incompatible with the character of the town.

Making hasty changes to the appearance of the site by removing old plants, trees, fencing, walkways and street furniture before evaluating their importance in the property's history and development.

Over-restoring the site to an appearance it never had.

CONSIDER

TRY TO AVOID

Building: Lot

Retaining the basic topography which reflects the character of the property.

Altering the topography by extensive grading and cut-and-fill operations that will destroy the character of the site except where necessary for safety and efficiency.

Repairing and duplicating retaining walls wherever possible.

Constructing new retaining walls which are incompatible with earlier construction in the areas of materials, scale, and texture.

Building: Exterior Features (Masonry Buildings)

Retaining original masonry, or stone and mortar, whenever possible, without the application of any surface treatment.

Applying waterproof or water repellent coatings or other treatments unless required to solve a specific technical problem that has been studied and identified. Coatings are frequently unnecessary, expensive, and can accelerate deterioration on the masonry or stone.

Duplicating old mortar in composition, color, and texture.

Repointing with mortar of high Portland cement content can create a bond that is often stronger than the building material. This can cause deterioration as a result of the differing coefficient of expansion and the differing porosity of the material and the mortar.

Duplicating old mortar in joint size, method of application, and joint profile.

Repointing with mortar joints of a differing size or joint profile, texture, or color.

Cleaning masonry, or only when necessary to halt deterioration and always with the gentlest method possible, such as low water pressure and soft, natural bristle brushes.

Sandblasting brick or stone surfaces; this method of cleaning erodes the surface of the material and accelerates deterioration.

Repairing stucco with a stucco mixture duplicating the original as closely as possible in appearance and materials.

Using chemical cleaning products which could have an adverse chemical reaction with the masonry or stone texture.

CONSIDER

Repairing or replacing, where necessary, deteriorated material with new material that duplicates as closely as possible.

Replacing missing architectural features, such as cornices, brackets, railings, and shutters.

Retaining the original or early color and texture of masonry surfaces, wherever possible. Brick or stone surfaces may have been painted or whitewashed for practical and aesthetic reasons.

(Frame Buildings)

Retaining original material whenever possible.

Repairing or replacing, where necessary, deteriorated material with new material that duplicates the old as closely as possible.

(Roofs)

Preserving the original roof shape.

TRY TO AVOID

Applying new material which is inappropriate or was unavailable when the building was constructed, such as the old artificial brick siding, artificial cast stone or brick veneer.

Removing architectural features such as cornices, brackets, railings, shutters, window architraves and doorway pediments. These are usually an essential part of a building's character and appearance, illustrating the continuity of growth and change.

Indiscriminate removal of paint from masonry surfaces. This may be historically incorrect and may also subject the building to harmful damage.

Removing architectural features such as siding, cornices, brackets, railings, shutters, window architraves and doorway pediments. These are, in most cases, an essential part of a building's character and appearance illustrating the continuity of growth and change.

Resurfacing frame buildings with new material which is inappropriate or was unavailable when the building was constructed such as artificial stone, brick veneer, asbestos or asphalt shingles, plastic or aluminum siding. Such material also can contribute to the deterioration of the structure from moisture and insect attacks.

Changing the original roof shape or adding features inappropriate to the essential character of the roof such as oversized dormer windows or picture windows.

CONSIDER

Retaining the original roofing material whenever possible.

Replacing deteriorated roof coverings with new material that matches the old in composition, size, shape, color, and texture.

Preserving or replacing, where necessary, all architectural features which give the roof its essential character, such as dormer windows, cupolas, cornices, brackets, chimneys, and cresting.

Placing television antennae and mechanical equipment, such as air conditioners, in an inconspicuous location.

(Windows and Doors)

Retaining existing window and door openings including window sash, glass lintels, sills, architraves, shutters and doors, pediments, tools, and all hardware.

The stylistic period or periods a building represents. If replacement of window sash or doors is necessary, the replacement should duplicate the material, design, and the hardware of the older window sash or door.

TRY TO AVOID

Applying new roofing material that is inappropriate to the style of the building and the town.

Replacing deteriorated roof coverings with new materials which differ to such an extent from the old in composition, size, shape, color, and texture that the historical integrity of the property is diminished.

Stripping the roof of architectural features important to its character.

Introducing new window and door openings into the principal elevations of historic buildings, or enlarging or reducing window or door steps, openings to fit new stock window sash or new stock door sizes.

Altering the size of window panes or sash which is part of the structure's historic fabric. Such changes destroy the scale and proportion of the building.

Discarding original doors and door hardware when they can be repaired and reused in place.

Inappropriate new window or door features such as aluminum storm and screen window combinations that require the removal of original windows and doors or the installation of plastic or metal strip awnings or false shutters that disturb the character and appearance of the building.

CONSIDER

TRY TO AVOID

Building: Exterior Features (cont.)

(Porches and Steps)

Retaining porches and steps which are appropriate to the building and its development. Porches or additions reflecting later architectural styles are often important to the building's historical integrity and, whenever possible, should be retained.

Repairing or replacing, where necessary, deteriorated architectural features of wood, iron, cast iron, terra-cotta, tile, and brick.

Repairing or replacing, where necessary, deteriorated material with new material that duplicates as closely as possible.

Building: Interior Features

Retaining original material, architectural features and hardware, whenever possible, such as stairs, handrails, baluster, mantelpieces, cornices, chair rail, baseboard, panelings, doors and doorways, wallpaper, lighting fixtures, locks, and door knobs.

Removing or altering porches and steps which are appropriate to the building and its development and the style or styles it represents.

Stripping porches and steps of original material and architectural features, such as hand rails, balusters, columns, brackets, and roof decoration of wood, iron, cast iron, terra-cotta, tile, and brick.

Applying new material which is inappropriate or was unavailable when the building was constructed, such as the old artificial cast stone, brick veneer, asbestos or asphalt shingles, or plastic or aluminum siding.

Enclosing porches and steps in a manner that destroys their intended appearance.

Removing original material, architectural features and hardware, except where essential for safety or efficiency.

CONSIDER

TRY TO AVOID

Building: Interior Features (cont.)

Repairing or replacing, where necessary, deteriorated material with new material that duplicates the old as closely as possible.

Installing new decorative material which is inappropriate or was unavailable when the building was constructed, such as vinyl, plastic or imitation wood wall and floor coverings, except in utility areas such as kitchens and bathrooms.

Retaining original plaster, whenever possible.

Destroying original plaster except where necessary for safety and efficiency.

Discovering and retaining original paint colors, wallpapers and other decorative motifs or, where necessary, replacing them with colors, wallpapers or decorative motifs based on the original.

Color

Discovering and retaining original paint colors, or repainting with colors based on the original to illustrate distinctive character of the property.

Repainting with colors that cannot be documented through research and investigation to be appropriate to the building and neighborhood.

Plan and Function

Using a building for its intended purpose.

Altering a building to accommodate an incompatible use requiring extensive alterations to the plan, materials and appearance of the building.

Finding an adaptive use, when necessary, which is compatible with the plan, structure, and appearance of the building.

Retaining the basic plan of a building, whenever possible.

Altering the basic plan of a building by demolishing principal walls, partitions, and stairways.

CONSIDER

New Additions

Keeping additions to historic buildings to a minimum and making them compatible in scale, building materials, and texture.

Designing additions to be compatible in materials, size, scale, color, and texture with the earlier building and the area.

Using contemporary designs compatible with the character and mood of the building or area.

Mechanical Services: Heating, Electrical, and Plumbing

Installing necessary building services in areas and spaces that will require the least possible alteration to the materials, and appearance of the building.

Installing the vertical runs of ducts, pipes, and cables in closets, service rooms, and wall cavities.

Selecting mechanical systems that best suit the building.

Rewiring early lighting fixtures.

TRY TO AVOID

Making unnecessary additions to historic property.

Designing additions which are incompatible with the earlier building and the area in materials, size, scale, and texture.

Imitating an earlier style or period of architecture in additions, except in rare cases where a contemporary design would detract from the architectural unity of an ensemble or group. Especially avoid imitating an earlier style of architecture in additions that have a completely contemporary function such as a gas station.

Causing unnecessary damage to the plan, materials, and appearance of the building when installing mechanical plan services.

Installing vertical runs of ducts, pipes, and cables in places where they will be a visual intrusion.

Cutting holes in important architectural features, such as cornices, decorative ceilings and paneling.

Installing "dropped" acoustical ceilings to hide inappropriate mechanical systems. This destroys the proportions and character of the rooms.

Mechanical Services: Heating, Electrical, and Plumbing (cont.)

CONSIDER

Having exterior electrical and telephone cables installed underground.

TRY TO AVOID

Having exterior electrical and telephone cables attached to the principal elevations of the building.

Safety and Code Requirements

Complying with code requirements in such a manner that the essential character of a property is preserved intact.

Investigating variances for historic properties afforded under some local codes.

Installing adequate fire prevention equipment in a manner which does minimal damage to the appearance or historic fabric of a property.

FOR FURTHER REFERENCE

The following books, magazines, and organizations will provide sound, basic information about the rehabilitation and care of historic property.

Books

Bullock, Orin M., Jr., The Restoration Manual: An Illustrated Guide to Preservation and Restoration of Old Buildings, Norwalk, Connecticut: Silvermine Publishers, Inc., 1966.

Cantacuzino, Sherban, New Uses for Old Buildings, London: Architectural Press, 1975.

Criswell, John F., Knights Ferry's Golden Past, United States Of America, August, 1974.

Historic Walker's Point, Inc., Preservation Minded Home Improvements: The Exterior, Milwaukee, Wisconsin.

Insall, Donald W., The Care of Old Buildings Today: A Practical Guide, London: Architectural Press, 1972.

Stephen, George, Remodeling Old Houses Without Destroying Their Character, New York: Alfred A. Knoff.

Magazine

The Old-House Journal, a monthly publication, published by the Old-House Journal Corporation, 199 Berkeley Place, Brooklyn, N.Y. 11217.

Organizations

Committee on Historic Resources; American Institute of Architects;
1735 New York Avenue, Northwest, Washington, D.C. 20006

E Clampus Vitus, Estanislao Chapter, Jack Brotherton, Historian

LA GRANGE HISTORICAL STANDARDS

APPENDIX I-2

HISTORY

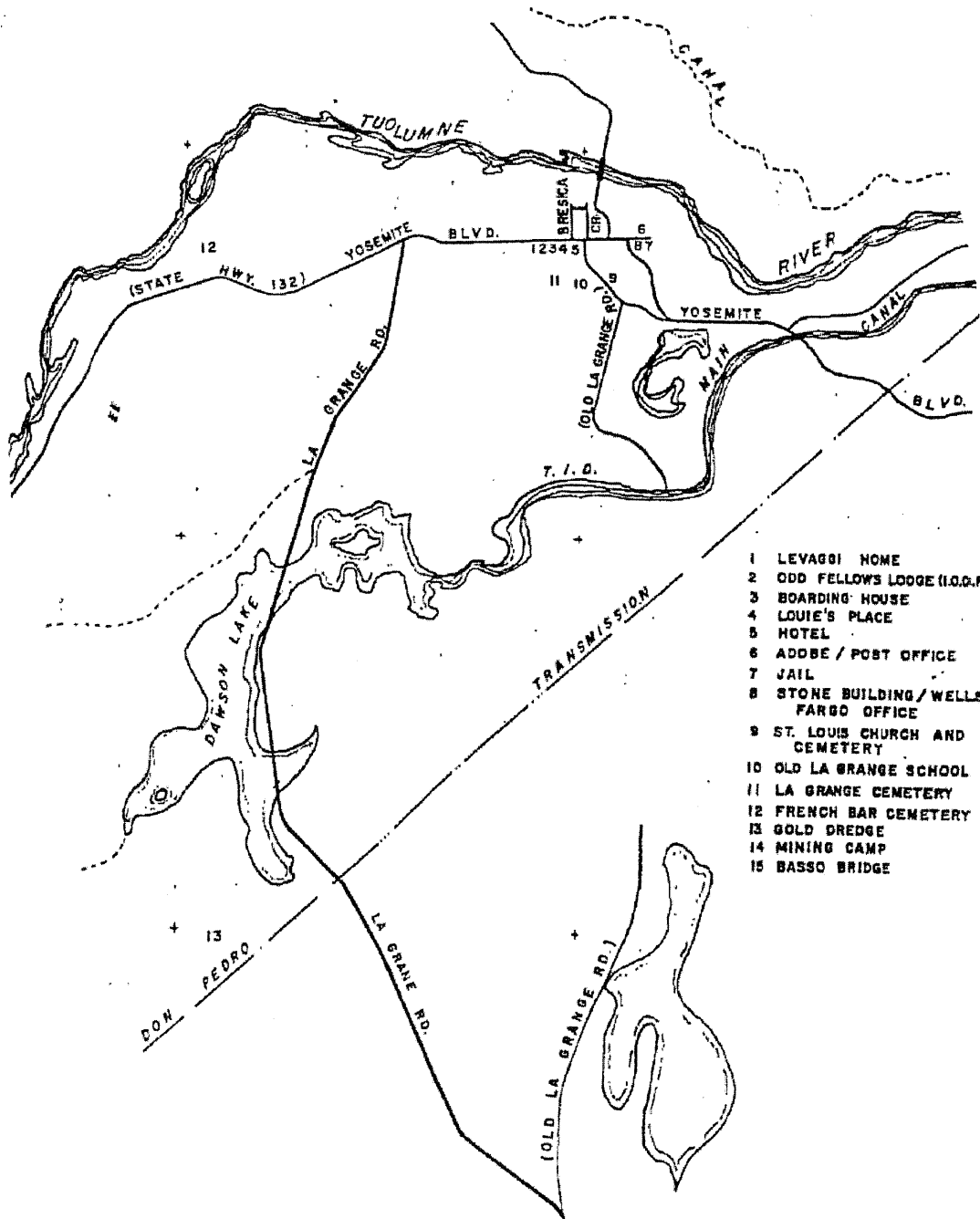
La Grange's colorful historic past created many buildings and structures worthy of preservation. Unfortunately, many of these structures have since been destroyed by flood or inactivity. The few remaining structures are scattered throughout the town amidst newer structures. The primary objective of this section is to identify the structures (see Historical Site Map on Page 1-36) and develop guidelines for the preservation of their character and setting.

This section will provide guidelines that will assist the Planning Commission and Board of Supervisors when evaluating future construction and reconstruction in the La Grange historical designation, thus preserving and enhancing the unique historic character and setting. The ultimate goal of this plan is to assure that La Grange's heritage will remain a functioning asset to the community through continued use and enjoyment.

In order that the historical character and setting of the community is preserved, the Historical section is grouped into three categories:

1. Inventory of Building Details
Identifies the predominant architectural details found within the community.
2. Suggested Design Principles and Standards for New Construction
Intended to ensure the maximum compatibility of new construction with older buildings utilizing the Inventory of Building Details as a data base.
3. Suggested Guidelines for the Rehabilitation of Buildings
Specific actions to be considered or avoided to ensure the ongoing historic preservation.

HISTORICAL SITES



- 1 LEVAGGI HOME
- 2 ODD FELLOWS LODGE (I.O.O.F.)
- 3 BOARDING HOUSE
- 4 LOUIE'S PLACE
- 5 HOTEL
- 6 ADDBE / POST OFFICE
- 7 JAIL
- 8 STONE BUILDING / WELLS FARGO OFFICE
- 9 ST. LOUIS CHURCH AND CEMETERY
- 10 OLD LA GRANGE SCHOOL
- 11 LA GRANGE CEMETERY
- 12 FRENCH BAR CEMETERY
- 13 GOLD DREDGE
- 14 MINING CAMP
- 15 BASSO BRIDGE

Inventory of Building Details

With many original buildings missing and their void being filled in by newer structures constructed over a long time span, no definitive architectural style or styles dominate. Even though there is no dominant architectural style, some similarities in building height, color, and landscaping exist. These similarities form the basis of this inventory. This inventory will establish a good foundation for planning and for evaluating proposed construction in the community.

Height: The average height of the older residences is 1 to 1 ½ stories consisting of a ground floor and sometimes additional attic rooms. Commercial buildings are either one or two stories in height.

Entrances: Door openings are placed at the ground floor level, reached by a short flight of stairs. Entrances are sheltered by a porch, at times extending across the entire frontage of buildings.

Color: Most buildings tend toward low intensity shades of white and gray, weathered wood, and redwood stain. Stone work is left natural. Roof coverings are generally wood shingles or composition roofing in grey shades.

Landscaping: Natural vegetation is an integral part of the La Grange setting. Yards are small with most of the landscaping to be found in front of the homes. Most yards utilize a combination of fruit and shade trees, shrubs, and fences for defining lots and private space.

Roofs: Most structures have either gable or hip roofs. Roofing materials are wood singles or grey composition shingles.

Suggested Design Principles and Standards for New Construction

The use of these design principles and standards is not intended to require new buildings to be an exact duplication of older styles, but to ensure the maximum compatibility of new construction with other buildings in the La Grange historical designation.

1. Height and Scale. It is important that new buildings should be constructed to a reasonable average height of existing adjacent buildings within established historical districts.
2. Relationship to Colors. The proper application of a color scheme to a building or a series of buildings can highlight important features and increase their overall appearance. Accenting or blending colors on building details is also desirable in enhancing the compatibility of structures.
3. Relationship of Landscaping. There is a predominance of a particular quality and quantity of landscaping. The concern here is more with mass and continuity. It is important that landscaping be placed to emphasize design rather than becoming an obscuring factor.

4. Continuity. Physical ingredients such as wood fences, wrought iron fences, brick walls, evergreen landscape masses, building facades, or combinations of these form continuous, cohesive walls of enclosure along the street.
5. Relationship of Roof. The majority of buildings have gable or hip roofs. Roofs are an important factor in the overall design of a building to help relate items such as height and scale to those of adjacent structures.

Suggested Guidelines for the Rehabilitation of Buildings and Structures

Due to the fact that many of the historic buildings have deteriorated or been destroyed, the emphasis of the Community Plan is placed on the preservation and rehabilitation of remaining buildings. Although stationary, structures are not static. It is necessary that they function today as they functioned a century ago and, indeed, should function a century hence. Change is inevitable. As structures age, they need maintenance and repair or alteration to accommodate new occupants and uses. This maintenance and change should be a compromise between yesterday and today at once to insure the architectural integrity of the structures and, at the same time, to enhance their utility.

The following eight fundamental concepts can be considered basic guidelines for the rehabilitation of historic property. They are followed by a detailed checklist for the application of the guidelines to carry out actual rehabilitation projects. The checklist suggests specific actions to be considered or avoided to insure the ongoing preservation of historic property.

1. Every reasonable effort should be made to provide a compatible use for historic property which will require minimum alteration to the property and its environment.
2. Rehabilitation work should not destroy the historic character of the property and its environment. The removal or alteration of any historic material or architectural features should be held to the minimum consistent with the proposed use.
3. Deteriorated architectural features should be repaired rather than replaced wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of original features, substantiated by physical or pictorial evidence rather than on conjectural designs, or the availability of architectural features from other properties.
4. Distinctive stylistic features or examples of skilled craftsmanship which characterize older structures and often predate the mass production of building materials should be treated with sensitivity.
5. Changes to the property and its environment which have taken place in the course of time are evidence of the history of the property and the town. These changes may have developed significance in their own right, and this significance should be recognized and respected.

6. All historic property should be recognized as a product of its own time. Alterations that restore a building to an earlier appearance which the building never had, should be discouraged.
7. It is not the intent of these guidelines to discourage contemporary design of new buildings, additions to existing buildings, or landscaping in historic districts if such design is compatible with the size, scale, color, material, and character of the neighborhood, building, or its environment.
8. Wherever possible, new additions or alterations to historic property should be done in such a manner that if they were to be removed in the future, the essential form and integrity of the original property would be unimpaired.

CHECKLIST FOR THE APPLICATION OF BASIC GUIDELINES

These guidelines suggest specifications which should be considered or avoided when remodeling or restoring existing structures.

CONSIDER

TRY TO AVOID

La Grange

Retaining distinctive features such as the size, scale, mass, color, and materials of buildings, including roofs, porches, stairways that give the town its historic character.

Introducing new construction or materials into the town which are incompatible with the character of the town and because of size, scale, color, and materials.

Using new plant materials, fencing, walkways, and street furniture which are compatible with the character of the town in size, scale, material, and color.

Introducing signs, street lighting, street furniture, new plant materials, fencing, walkways, and paving materials which are out of scale or inappropriate to the town.

Retaining landscape features such as gardens, street furniture, walkways, streets, and building setbacks which link historic properties to their environment.

Destroying the relationship of historic properties and their environment by widening existing streets, changing paving material, or by introducing poorly designed and poorly located new streets and parking lots, or introducing new construction incompatible with the character of the town.

Building: Lot

Inspecting the site carefully to locate and identify plants, trees, fencing, walkways, and street furniture which might be an important part of the property's history and development.

CONSIDER

TRY TO AVOID

Retaining plants, trees, fencing, walkways, and street furniture which reflect the property's history and development.

Making hasty changes to the appearance of the site by removing old plants, trees, fencing, walkways, and street furniture before evaluating their importance in the property's history and development.

Basing all decisions for new work on actual knowledge of the past appearance of the property found in photographs, drawings, newspapers, and tax records. If changes are made, they should be carefully evaluated in light of the past appearance of the site.

Over-restoring the site to an appearance it never had.

Retaining the basic topography which reflects the character of the property.

Altering the topography by extensive grading and cut and fill operations that will destroy the character of the site except where necessary for safety and efficiency.

Building: Exterior Features

(Masonry Buildings)

Retaining original masonry, or stone and mortar, whenever possible, without the application of any surface treatment.

Applying waterproof or water repellent coatings or other treatments unless required to solve a specific technical problem that has been studied and identified. Coatings are frequently unnecessary, expensive, and can accelerate deterioration of the masonry or stone.

Duplicating old mortar in composition, color, and texture.

Repointing with mortar of high Portland cement content can create a bond that is often stronger than the material. This can cause deterioration as a result of the differing coefficient of expansion and the differing porosity of the material and the mortar.

Duplicating old mortar in joint size, method of application, and joint profile.

Repointing with mortar joints of a differing size or joint profile, texture, or color.

CONSIDER

Cleaning masonry, or only when necessary, to halt deterioration always with the gentlest method possible, such as low pressure water and soft, natural bristle brushes.

Repairing stucco with a stucco mixture duplicating the original as closely as possible in appearance and texture.

Repairing or replacing, where necessary, deteriorated material with new material that duplicates the old as closely as possible.

Replacing missing architectural features, such as cornices, brackets, railings, and shutters.

Retaining the original or early color and texture of masonry surfaces, wherever possible. Brick or stone surfaces may have been painted or whitewashed for practical and aesthetic reasons.

(Frame Buildings)

Retaining original material, whenever possible.

TRY TO AVOID

Sandblasting brick or stone surfaces; this method of sand cleaning erodes the surface of the material and accelerates deterioration.

Using chemical cleaning products which could have an adverse chemical reaction with the masonry or stone materials.

Applying new material which is inappropriate or was unavailable when the building was constructed, such as artificial brick siding, artificial cast stone or brick veneer.

Removing architectural features, such as cornices, brackets, railings, shutters, window architraves, and doorway pediments. These are usually an essential part of a building's character and appearance, illustrating the continuity of growth and change.

Indiscriminate removal of paint from masonry surfaces. This may be historically incorrect and may also subject the building to harmful damage.

Removing architectural features such as siding, cornices, brackets, railings, shutters, window architraves, and doorway pediments. These are, in most cases, an essential part of a building's character and appearance, illustrating the continuity of growth and change.

CONSIDER

Repairing or replacing, where necessary, deteriorated material with new material that duplicates the old as closely as possible.

(Roofs)

Preserving the original roof shape.

Retaining the original roofing material, whenever possible.

Replacing deteriorated roof coverings with new material that matches the old in composition, size shape, color, and texture.

Preserving or replacing, where necessary, all architectural features which give the roof its essential character, such as dormer windows, cupolas, cornices, brackets, chimneys, and cresting.

Placing television antennae and mechanical equipment, such as air conditioners, in an inconspicuous location.

TRY TO AVOID

Resurfacing frame buildings with new material which is inappropriate or was unavailable when the building was constructed such as artificial stone, brick veneer, asbestos or asphalt shingles, plastic or aluminum siding. Such material also can contribute to the deterioration of the structure from moisture and insect attacks.

Changing the original roof shape or adding features inappropriate to the essential character of the roof such as oversized dormer windows or picture windows.

Applying new roofing material that is inappropriate to the style of the building and the town.

Replacing deteriorated roof coverings with new materials which differ to such an extent from the old in composition, size, shape, color, and texture that the historical integrity of the property is diminished.

Stripping the roof of architectural features important to its character.

CONSIDER

TRY TO AVOID

Building: Exterior Features (cont).

(Windows and Doors)

Retaining existing window and door openings including sash, glass lintels, architraves, shutters and doors, pediments, hoods, steps, and all hardware.

Introducing new window and door openings into the window principal elevations of historic buildings, or enlarging or reducing window or door steps, openings to fit new stock window sash or new stock door sizes.

Altering the size of window panes or sashes which are part of the structure's historic fabric. Such changes destroy the scale and proportion of the building.

Discarding original doors and door hardware when they can be repaired and reused in place.

Inappropriate new window or door features such as aluminum storm and screen window combinations that require the removal of original windows and doors, or the installation of plastic or metal strip awnings or fake shutters that disturb the character and appearance of the building.

The stylistic period or periods a building represents. If replacement of window sash or doors is necessary, the replacement should duplicate the material, design, and the hardware of the older window sash or door.

(Porches and Steps)

Retaining porches and steps which are appropriate to the building and its development. Porches or additions reflecting later architectural styles are often important to the building's historical integrity and, whenever possible, should be retained.

Removing or altering porches and steps which are appropriate to the building and its development represents.

CONSIDER

TRY TO AVOID

Building: Exterior Features (cont.)

Repairing or replacing, where necessary, deteriorated architectural features of wood, iron, cast iron, terra-cotta, and brick.

Stripping porches and steps of original material and architectural features, such as hand rails, balusters, tile, columns, brackets, and roof decoration of wood, iron, cast iron, terra-cotta, tile, and brick.

Repairing or replacing, where necessary, deteriorated material with new material that duplicates the old as closely as possible.

Applying new material which is inappropriate or was unavailable when the building was constructed, such as artificial cast stone, brick veneer, asbestos or asphalt shingles, or plastic or aluminum siding.

Enclosing porches and steps in a manner that destroys their intended appearance.

CONSIDER

TRY TO AVOID

Building: Interior Features

Retaining original material, architectural features, and hardware whenever possible, such as stairs, handrails, baluster, mantelpieces, cornices, chair rail, baseboard, panelings, doors and doorways, wallpaper, lighting fixtures, locks and doorknobs.

Repairing or replacing where necessary, deteriorated material with new material that duplicates the old as closely as possible.

Retaining original plaster whenever possible.

Discovering and retaining original paint colors, wallpapers and other decorative motifs or where necessary, replacing them with colors, wallpapers or decorative motifs based on the original.

Color

Discovering and retaining original paint colors, or repainting with colors based on the original to illustrate the distinctive character of the property.

Plans and Function

Using a building for its intended purpose.

Finding an adaptive use, when necessary, which is compatible with the plan, structure, and appearance of the building.

Removing original material, architectural features and hardware, except where essential for safety or efficiency.

Installing new decorative material which is inappropriate or was unavailable when the building was constructed, such as vinyl, plastic, or imitation wood wall and floor coverings, except in utility areas such as kitchens and bathrooms.

Destroying original plaster except where necessary for safety and efficiency.

Repainting with colors that cannot be documented through research and investigation to be appropriate to the building and the neighborhood.

Altering a building to accommodate an incompatible use requiring extensive alterations to the plan, materials, and the appearance of the building.

CONSIDER

TRY TO AVOID

Building: Interior Features (cont.)

Retaining the basic plan of a building whenever possible.

Altering the basic plan of a building by demolishing principal walls, partitions and stairways.

Additions

Keeping additions to historic buildings at a minimum and pursuing the use of similar scale, building materials, and texture.

Unnecessary additions to historic property.

Designing additions to be compatible in materials, size, scale, color, and texture with the earlier building and the area.

Additions which are incompatible with the earlier building and the area in materials, size, scale, and texture.

Using contemporary designs compatible with the character and mood of the building or the area.

Imitating an earlier style or period of architecture in additions, except in rare cases where a contemporary design would detract from the architectural unity of an ensemble or group. Especially avoid imitating an earlier style of architecture in additions that have a completely contemporary function such as a gas station.

Mechanical Services: Heating, Electrical, and Plumbing

Installing necessary building services in areas and space that will require the least possible alteration to the plan, materials, and appearance of the building.

Causing unnecessary damage to the plan, materials, and appearance of the building when installing mechanical services.

Installing the vertical runs of ducts, pipes, and cables in closets, service rooms, and wall cavities.

Installing vertical runs of ducts, pipes, and cables in places where they will be a visual intrusion.

Cutting holes in important architectural features, such as cornices, decorative ceilings, and paneling.

CONSIDER

Mechanical Services: Heating, Electrical, and Plumbing (cont.)

Selecting mechanical systems that best suit the building.

Rewiring early lighting fixtures.

Having exterior electrical and telephone cables installed underground.

Safety and Code Requirements

Comply with code requirements in such a manner that the essential character of a property is preserved intact.

Investigating variances for historic properties afforded under some local codes.

Installing adequate fire prevention equipment in a manner which does minimal damage to the appearance or historic fabric of a property.

Providing access for the handicapped without damaging the essential character of a property.

TRY TO AVOID

Installing “dropped” acoustical ceilings to hid inappropriate mechanical systems. This destroys the proportions and character of the rooms.

Having exterior electrical and telephone cables attached to the principal elevations of the building.

FOR FURTHER REFERENCE

The following books, magazines, and organizations will provide sound, basic information about the rehabilitation and care of historic property.

Books

Bullock, Orin M., Jr., The Restoration Manual: An Illustrated Guide to Preservation and Restoration of Old Buildings, Norwalk, Connecticut: Silvermine Publishers, Inc., 1966.

Cantacuzino, Sherban, New Uses for Old Buildings, London: Architectural Press, 1975.

Gray, Thorne B., Quest for Deep Gold: The Story of La Grange, California, La Grange, California, 1973,

Historic Walker's Point, Inc., Preservation Minded Home Improvements: The Exterior, Milwaukee, Wisconsin.

Insall, Donald W., The Care of Old Buildings Today: A Practical Guide, London: Architectural Press, 1972.

Stephen, George, Remodeling Old Houses Without Destroying Their Character, New York: Alfred A. Knoff.

Magazine

The Old-House Journal, a monthly publication, published by the Old-House Journal Corporation, 199 Berkeley Place, Brooklyn, N.Y. 11217

Organizations

Committee on Historic Resources; American Institute of Architects; 1735 New York Avenue, Northwest; Washington, D.C. 20006

E Clampus Vitus, Estanislao Chapter; Jack Brotherton, Historian

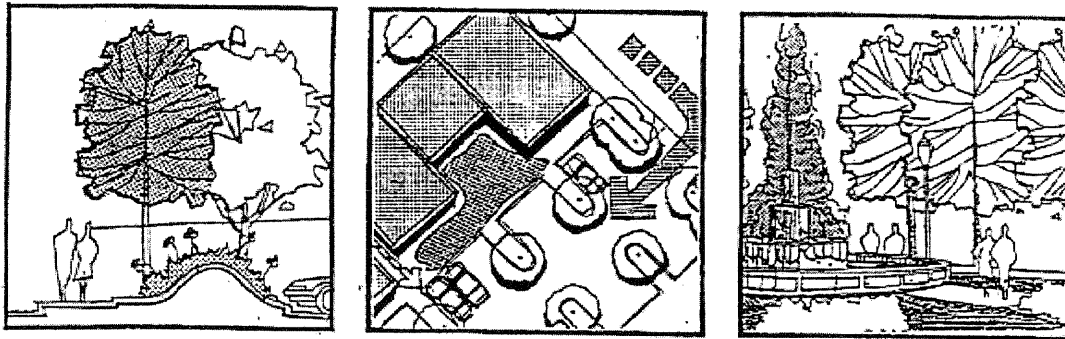
Interagency Historic Architectural Services Program; Office of Archeology and Historic Preservation; National Park Service; Department of the Interior; Washington, D.C. 20240

Office of Preservation Services; National Trust for Historic Preservation; 740-748 Jackson Place, Northwest; Washington, D.C. 20006

Stanislaus County Historical Society; c/o Jack Brotherton; 1226 Fiori Avenue; Modesto, California 95350

APPENDIX I-3

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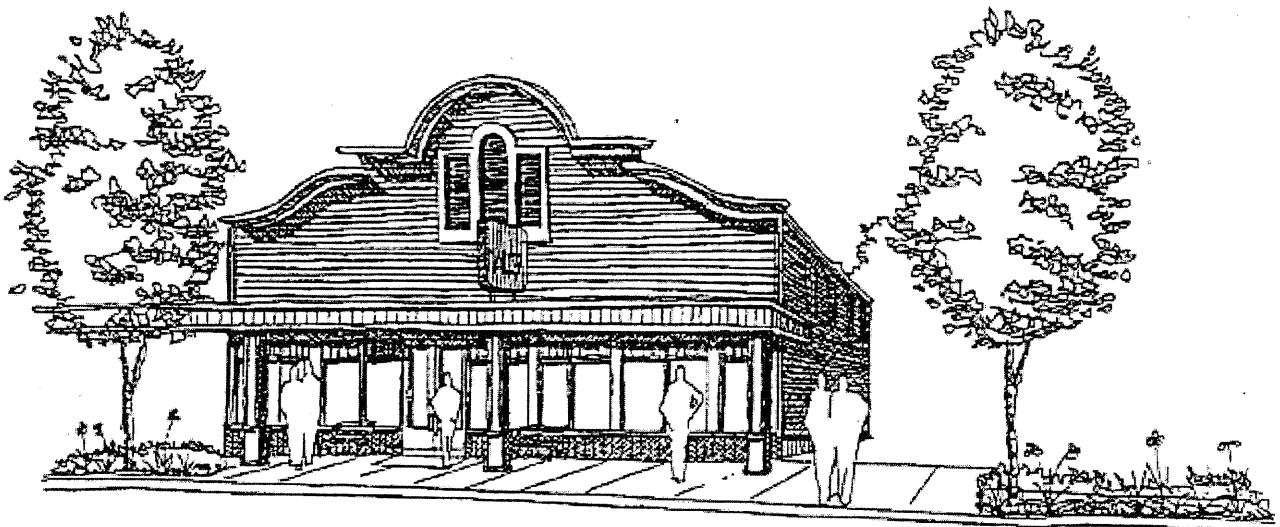


DESIGN GUIDELINES

INTRODUCTION

The Salida Design Guidelines will provide a flexible framework to guide both public and private community revitalization efforts in the form of physical and aesthetic improvements within the Salida Redevelopment Area. Improvements in the streetscape, creation of a consistent architectural theme, and preservation of the agricultural/western "small town" character represent desirable outcomes.

The following Community Design Guidelines are based on the citizen input gathered from Municipal Advisory Committee (MAC) meetings, the "Have a Say in Salida's Future" questionnaire and a photo survey. The surveys and meetings allowed local citizens to identify positive and negative elements of Salida.



Citizen Participation

Public design guidelines are a control device that affect community image, identity, and economic trends. Therefore, it is crucial that criteria for design controls be based on a consensus of citizen opinion.

Ensuring equitable representation of citizen's views is difficult considering the diversity of tastes, culture, and lifestyles resulting from changing population patterns in rural and small town communities. Long-term residents and new residents may have different ideas about what constitutes rural or small town, as well as desirable or undesirable urban design.

For Salida, these issues guided the survey methods used to retrieve citizen opinion, community character, and design image. A description of the methods used to gain public input for the development of Salida's Community Design Guidelines Manual follows:

1. Public Meetings

Meeting with the Salida's Municipal Advisory Community (MAC) provided the opportunity to share with the community the process involved with community redevelopment. They have also been valuable for the information supplied by the community. They provided insight into survey development and potential survey problems. The MAC has provided an essential link to the community in gaining one-on-one contact and information exchange with the citizens of Salida.

The following is a list generated as a result of an "icons" and "aliens" discussion conducted at the first MAC meeting. Icons being elements of the town that are admirable or desirable and aliens being those that are undesirable or alien.

Icons

Smallness (image of)
Main Street
Existing Median Trees
Agriculture
Sense of Community
Park -- but need to redesign
Old Grocery Store
Uniform Signage Ordinance
Building Height Limitations
Bicycle Paths

Aliens

Poor Drainage
Poor Lighting
Lack of Curbs and Sidewalks
Walled Communities
Lack of Public Restrooms
Old Salida Boulevard (99)
 splits community
Extra Streets --Lack of direction
 of some streets
Mix of Architectural Styles
Lack of Services
Railroad Splits Community

2. "Have a Say" Survey

The survey was a one-page questionnaire that was made available to the public in Salida's markets, post office, bank, and library (Appendix, page 1-111). They were located in places that are frequented by a wide cross-section of Salida residents. The survey provided the design guidelines design team with the necessary information to prioritize a large range of issues affecting Salida.

A total of 123 surveys were completed, and they revealed some general trends in the public's concern over Salida's future. The primary concern involved the poor condition of streets, the lack of adequate sidewalks, and street lighting. Concern about the condition of the downtown and the parks emerged, as well as concerns about police protection. The following list summarizes the key issues raised in the survey:

- * Insufficient Street (curb, gutter, and sidewalk) Improvements
- * Lack of Street Lighting
- * Safety in Parks
- * Downtown Improvements
- * Retaining "Small Town" Character
- * Lack of Landscaping
- * General Cleanup of Community
- * Inadequate Police Protection

3. Photo Survey

The photo survey was an exercise to better understand the positive and negative community images as seen by the residents of Salida. There were 12 cameras; six were labeled "Do Like", and six were labeled "Don't Like". The MAC chose members of the community to take pictures of things and places that they liked and didn't like depending on the camera they were issued.

The result was a greater effort by the camera users to show the things and places that they didn't like (all six "Don't Like" cameras and two "Do Like" cameras were returned). To a lesser degree, the camera users took pictures of things and places they did like. The "Do Like" pictures reflect things and places located in Salida as well as other communities.

In addition to the photos, the camera users were asked to provide written comments regarding the photos taken and other concerns they wished to express. As a result, the photo survey exercise identified the following as being problem areas within the Community of Salida:

- A. Street Improvements - Sidewalks, curbs, street lighting, and circulation problems.
- B. Commercial Buildings - Lack of cohesive architectural style and character.

- C. Commercial Development - Downtown commercial core identify. Need to develop infill lots.
- D. The Median - Lack of drainage currently causing puddling in median. Needs curbs and landscaping to prevent parking within median area.
- E. People Spaces and Parks - Lack of sidewalks and streetscape makes walking in and around downtown difficult.
- F. Residential Areas - Lack of curbs, gutters, and sidewalks, unpaved streets and alleys. Trash and junk in residential yards and vacant lots.

The positive or desirable elements within the community reflected through the photo survey were:

- A. Newer development in both the downtown and industrial areas. Examples are Carl's Jr. Restaurant, Bueno Deli, and most schools and churches in the community.
- B. Buildings on Broadway, such as the Broadway Market, Union Safe Bank, Salida Home Market, and the United Congregational Church.
- C. Mature landscape and trees such as those in the Broadway median and park.

Conclusion

In conclusion, the results of each of the community involvement techniques (MAC meetings, "Have a Say" questionnaire and photo survey) were successful in establishing an understanding of the problems and opportunities within the community which served to direct the preparation of the guidelines.

DESIGN GUIDELINES

The following Design Guidelines are broken up into five areas of concern or sections. The sections were established in response to initial community analysis and survey results. The first three sections represent area specific districts within Salida's redevelopment area. The guidelines in these sections are divided into physical design categories such as site planning, architecture, and street improvements and are tangibly specific. The last two sections are area-wide guidelines requiring general application. These sections are policy oriented, requiring subsequent efforts to establish implementation mechanisms. (Map on page 1-58)

Section I **Downtown Commercial District**

Section I focuses on the downtown commercial district. The downtown commercial district represents the Broadway Street corridor west of Highway 99. Because of overwhelming community concern over Salida's lack of a centralized downtown identity and architectural theme, the downtown was singled out as an important area warranting the need to have its own design treatment. (Page 1-59)

Section II **Nonresidential District**

Section II of the guidelines addresses the nonresidential district. The nonresidential district represents all commercial, office, industrial, and public facility land uses that exist within the redevelopment area, but are outside the residential district and the downtown commercial district. The design guidelines are flexible enough to apply to all land uses within this district. (Page 1-83)

Section III **Residential**

Section III is the residential district of Salida. The residential district represents all residential areas inside the redevelopment area. The guidelines apply primarily to the "older" existing neighborhoods, since the Salida residents expressed concerns about the condition of these neighborhoods. These are also the neighborhoods that will probably experience rehabilitation and renovation efforts first and will benefit more directly from redevelopment. Primary concerns centered around the existing housing stock, the accumulation of trash, junk, and abandoned cars, and unpaved alleys, streets, and lack of curbs.

Within the established residential neighborhoods of Salida, there are district areas representing different eras in the architecture, siting, and public improvements of the homes. These guidelines are intended to respect that and encourage the preservation of the historical nature of each district area.

The primary concern toward the "newer" neighborhoods is how they are interfacing with the existing neighborhoods. In particular, concern was expressed over the new "walled communities" that are springing up on the edges of Salida. While not denying that there are some positive attributes created by enclosing a subdivision within walls, the negative effects of walled neighborhoods is being felt by the surrounding community. Walled subdivisions represent a poor solution to suburban design and land use concerns and have resulted in the disruption and fragmentation of the uniformity in the natural outgrowth of older residential neighborhoods. Guidelines in Section III addresses this and other identified concerns. (Page 1-93)

Section IV Parks

Section IV speaks specifically to concerns raised regarding parks and public use areas within Salida. The focus is on the major park in Salida located on Broadway. Park guidelines outline an overall Park Plan for the community. The plan conceptually suggests ways to increase safety, pedestrian links, and aesthetics for a comprehensive park system. (Page 1-104)

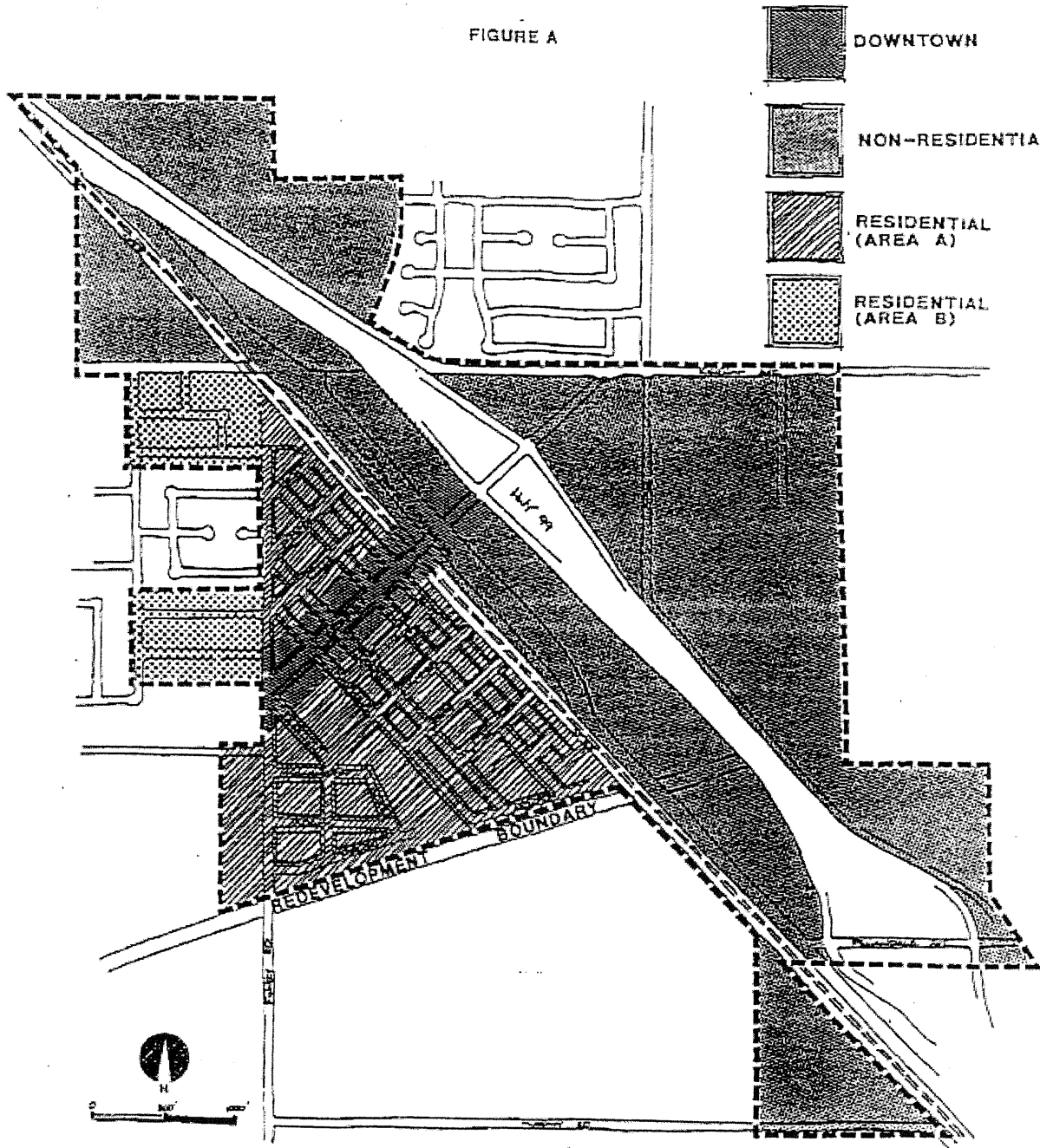
Section V General Cleanup

Section V is aimed at directing and encouraging community cleanup efforts. It is intentionally general in nature. This section was developed because of the overwhelming public response toward the enormous amounts of trash and abandoned cars that have accumulated throughout the community. The guidelines suggest ways to prevent this buildup of abandoned cars and trash. (Page 1-106)

SALIDA DESIGN GUIDELINES

Design Guidelines

FIGURE A



SALIDA
COMMUNITY DESIGN GUIDELINES

DISTRICT MAP

I. DOWNTOWN COMMERCIAL DISTRICT

Downtown Salida, (Broadway Street corridor west of Highway 99), is rundown and in a state of decay. The buildings lack architectural and site design consistency, landscaping, and pedestrian amenities. They contain incompatible uses and contribute to downtown Salida's economic dysfunction (Claire, 1990).

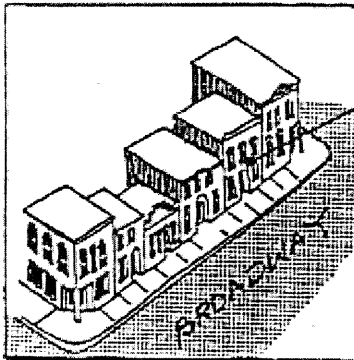
Goal: Create a downtown commercial district that provides an environment for economic growth, pedestrian movement and involvement, aesthetic harmony, parking, and safety.

A. Site Planning Guidelines

Improved site planning in the downtown core (Broadway) will increase pedestrian involvement and safety, create a traditional "downtown" look with strong street edges and pedestrian "boardwalks", and provide a "small town" feeling for Salida residents and visitors.

1. **Building Location:** Orient buildings parallel with the street.

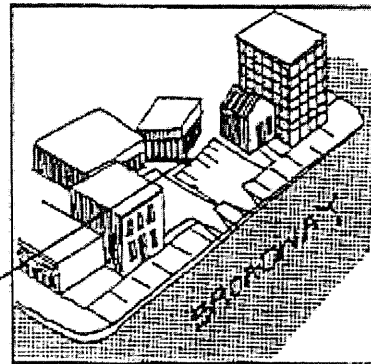
Intent: Discourage placement of buildings which are inconsistent with the character of a downtown street.



BUILDING FACADES
EVEN WITH SIDEWALKS.

THIS

VARIOUS BUILDING
LOCATIONS INCONSISTENT
WITH A "DOWNTOWN"
CHARACTER



NOT THIS

- 2. **Setbacks:** Site downtown buildings flush with the sidewalk on the front and side property lines.

Intent: Create a strong linear experience along storefront sidewalks for the pedestrian and a downtown character for Salida.

FRONT AND SIDE SETBACKS WHICH ENHANCE THE PEDESTRIAN EXPERIENCE AND MAINTAIN A LINEAR SIDEWALK EDGE ARE ENCOURAGED

VARYING REAR SETBACKS CREATE SPACE FOR PARKING, PLAZAS, AND LOADING

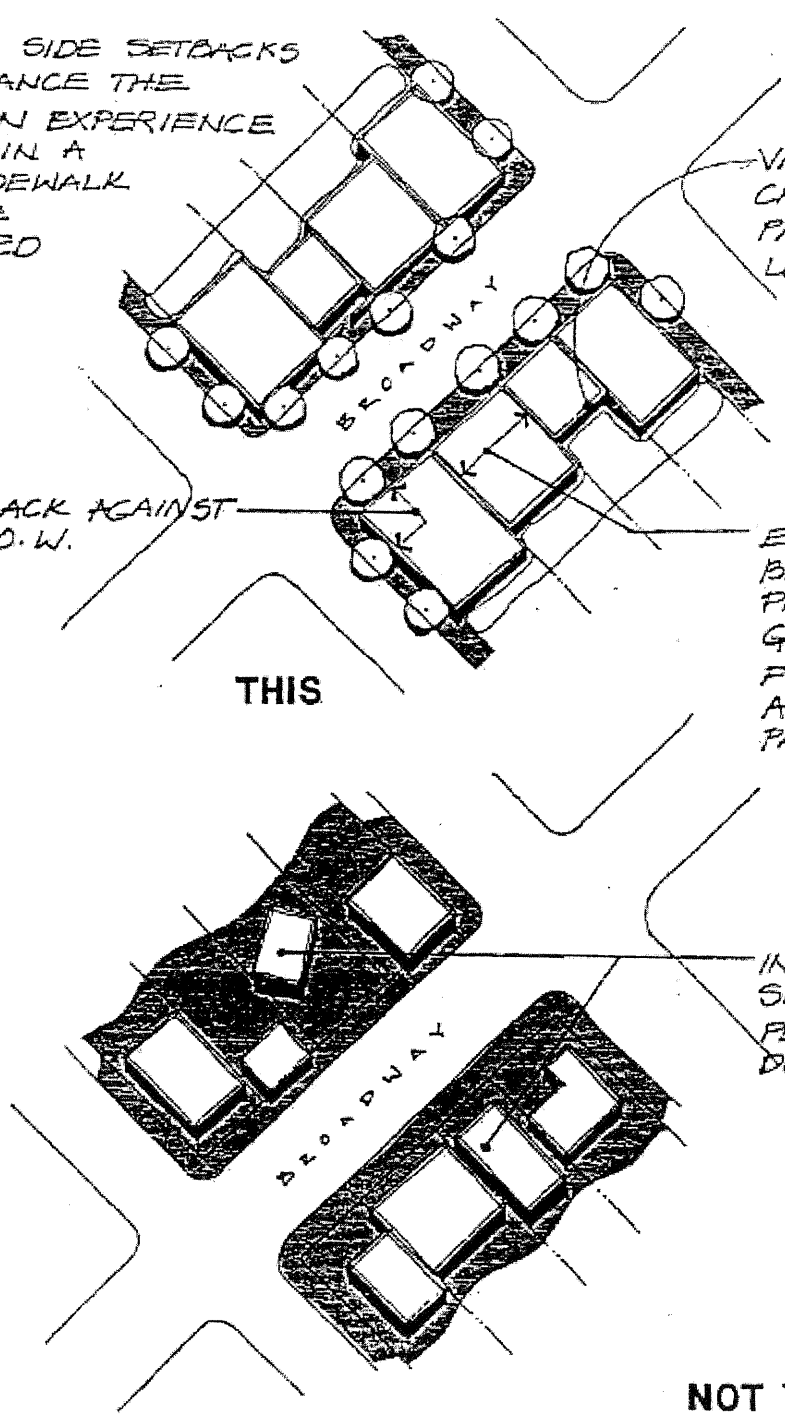
ZERO SETBACK AGAINST STREET R.O.W.

ENCOURAGE "WALL TO WALL" BUILDING REPLACEMENT. PROVIDE OCCASIONAL GAPS BETWEEN BUILDING FOR PEDESTRIAN ACCESS TO REAR PARKING AREAS.

THIS

INCONSISTENT BUILDING SETBACKS DISRUPT A PEDESTRIAN ORIENTED DOWNTOWN

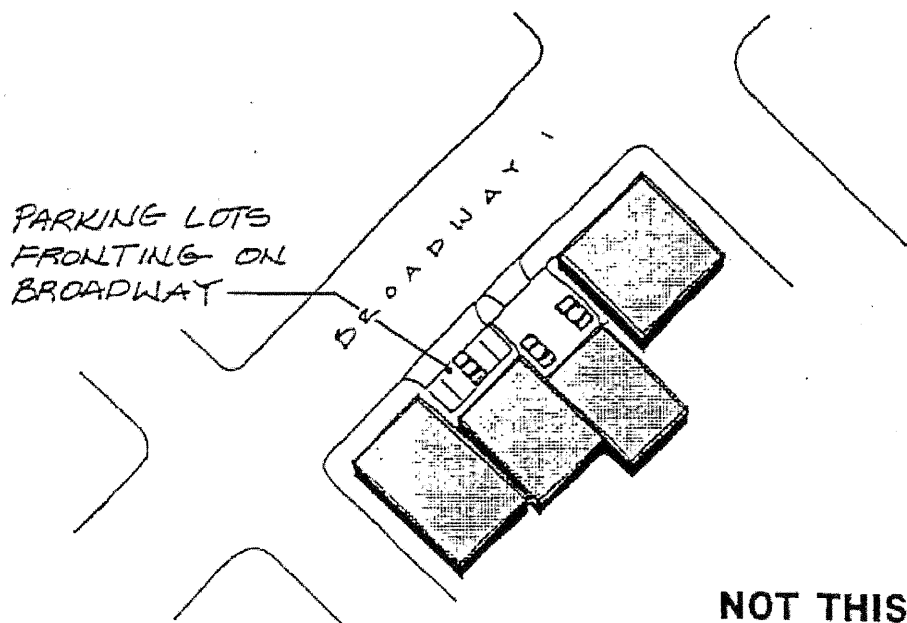
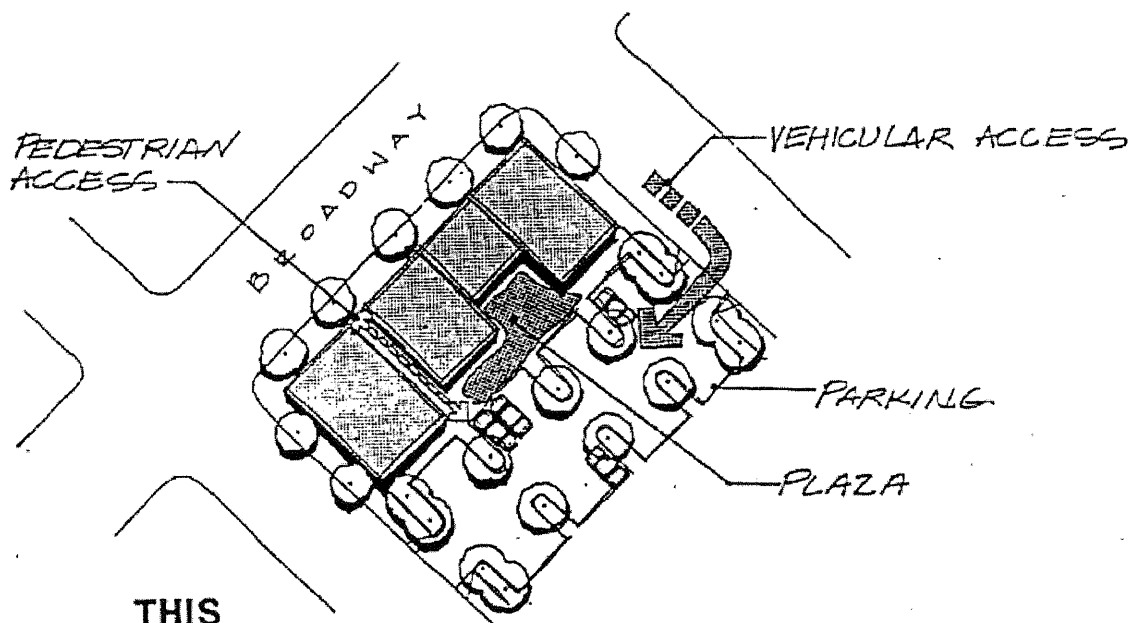
NOT THIS



- 3. **Parking Lots:** Locate parking lots behind buildings that front Broadway. Provide access to these lots with mid-block breaks in the street facades. Provide landscaped entries and canopy trees for shade. Prohibit parking lots that front on to Broadway.

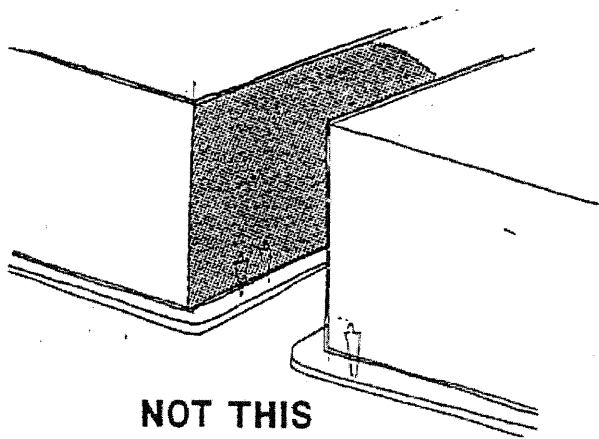
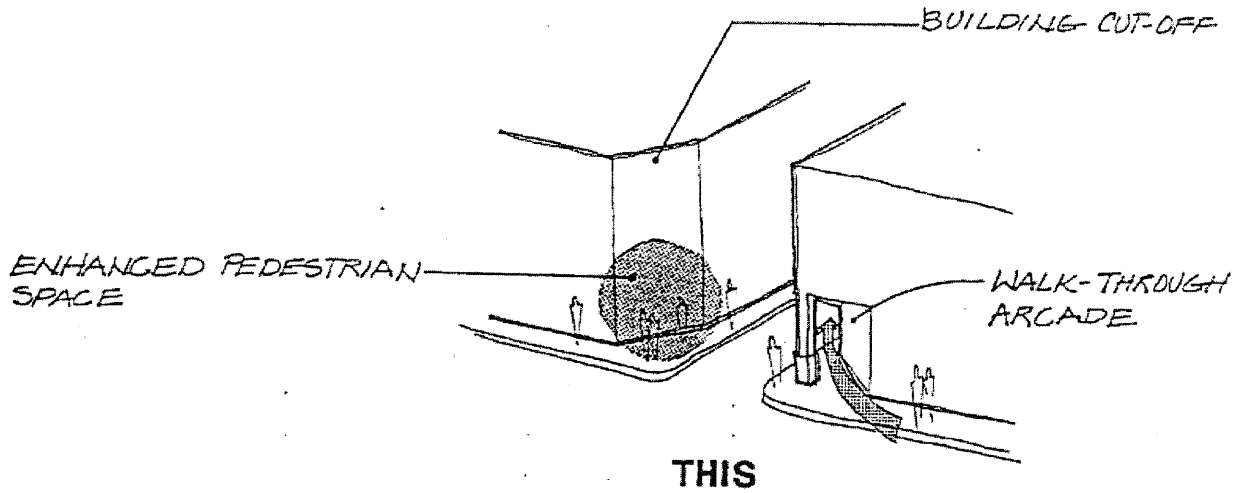
Intent: Provide an uninterrupted street facade along Broadway.

(Refer to Parking Lot Design for queuing, screening, and entry design, pages 1-86, 1-87, and 1-88).



- 4. Corner Buildings: Corner buildings should incorporate architectural features such as building cut-offs and walk-through arcades.

Intent: Enhance pedestrian movement, driver visibility, and streetscape variety.

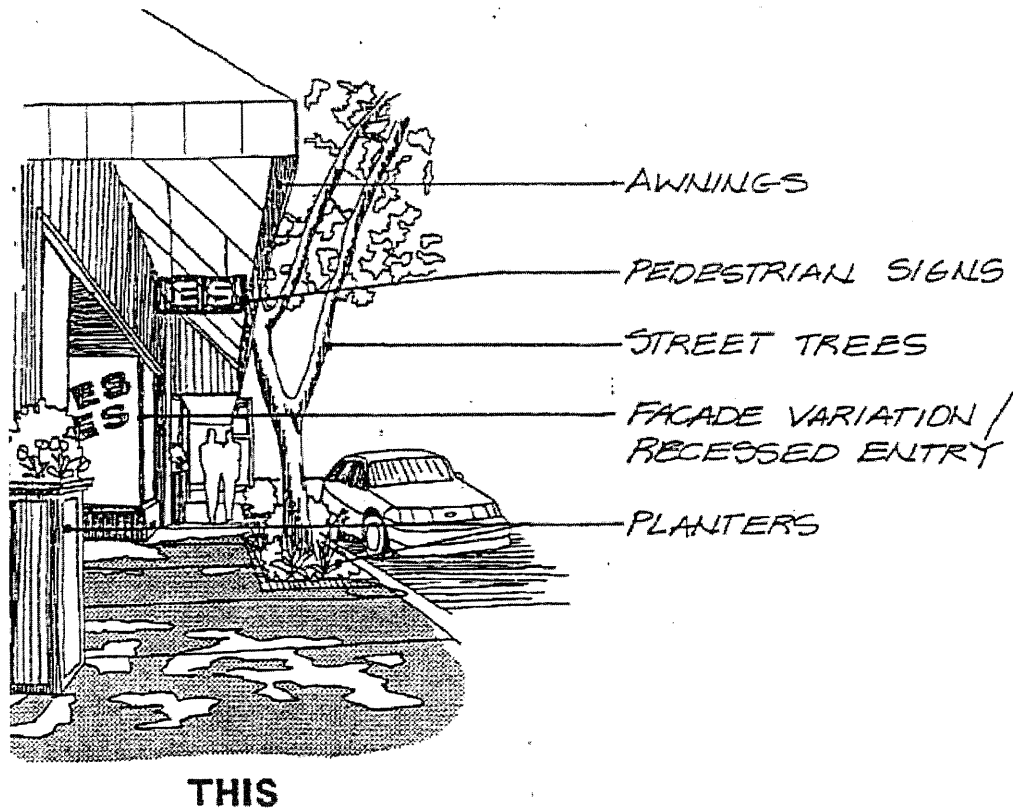
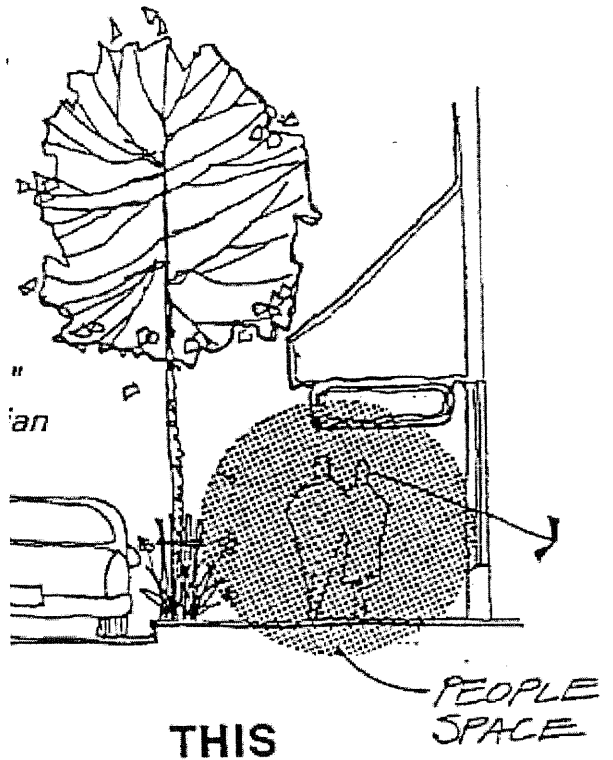


5. Pedestrian Orientation: Site and design buildings with facade variations and pedestrian-oriented streetscapes.

- * Encourage facade variations such as (but not limited to) recessed entry features, bay windows, planter boxes, sidewalk cafes, and plazas.
- * Provide streetscape with the creative use of lighting, street furniture, landscaping, and enhanced paving.

Intent: Maintain Salida's "small town" character and create a strong pedestrian environment.

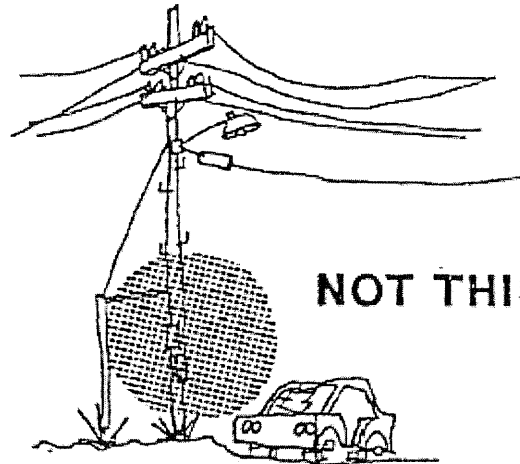
Refer to page 1-73.



6. Sidewalks and Paving: Sidewalks, curbs, and paving design should reinforce a "small town" character rather than create an urban feeling.

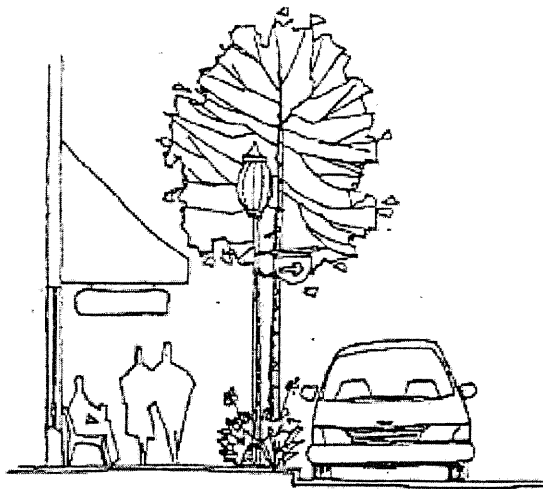
- * Provide continuous storefront sidewalks (minimum 10-foot wide), with integral curb and gutter throughout the downtown commercial areas.

Refer to Page 1-65.



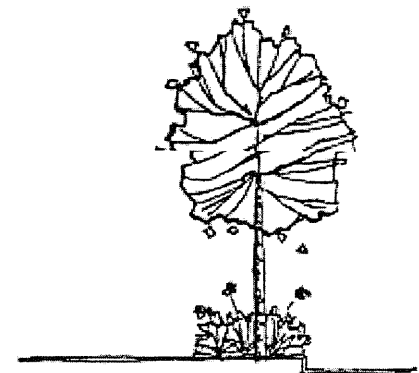
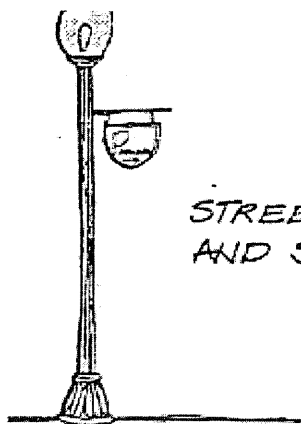
- * Encourage special paving, colored concretes, and the development of a consistent paving pattern throughout the downtown core.

Intent: Reinforce a continuous pedestrian-oriented downtown street environment with a system of storefront sidewalks.

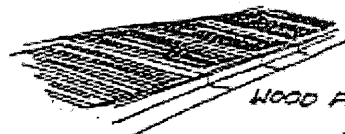


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STREET LIGHTING AND SIGNAGE



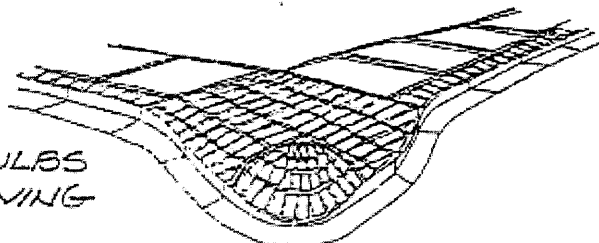
STREET TREE AND PLANTER



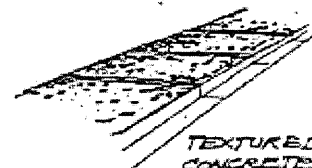
WOOD PLANK



COLORLED CONCRETE



CORNER BULBS
SPECIAL PAVING



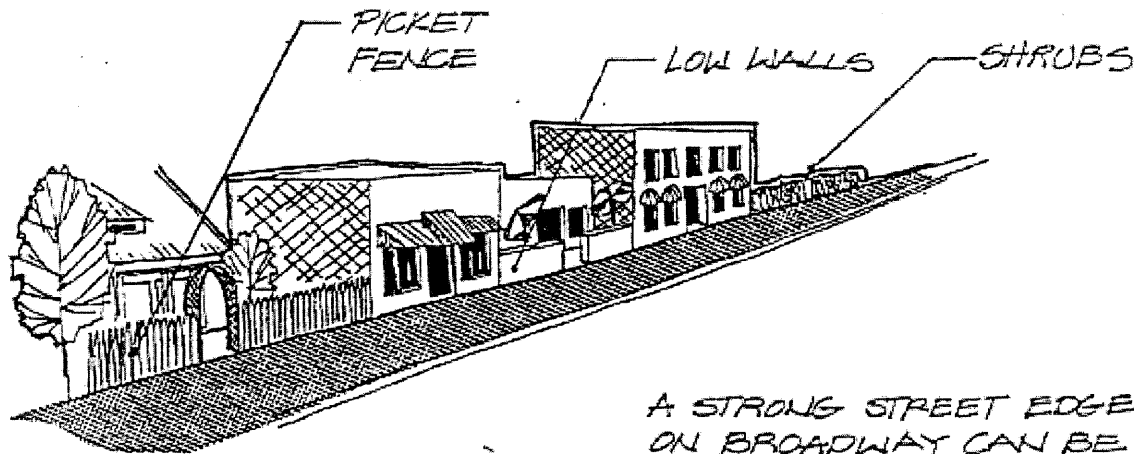
TEXTURED CONCRETE

- * Develop sidewalks that create a series of paths and linkages to bring the community together.

Intent: Make walking downtown from other parts of town an inviting and variable alternative to the automobile.

- * Provide a continuous edge along Broadway with landscaping or a low wall/wood fence (Materials, page 1-68), where there is not a building adjacent to the sidewalk.

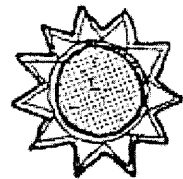
Intent: Define the pedestrian space along Broadway with an uninterrupted edge along the sidewalk.



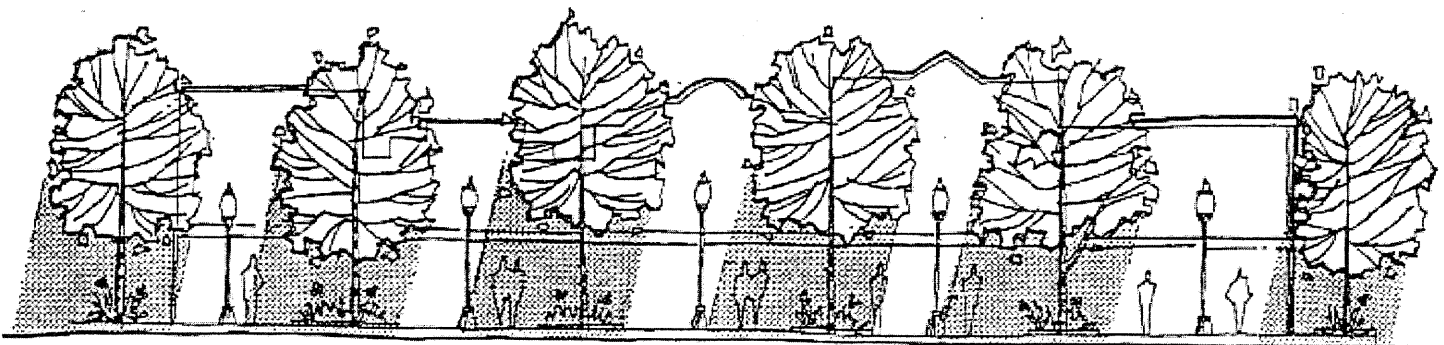
A STRONG STREET EDGE ON BROADWAY CAN BE MAINTAINED WHERE SETBACKS VARY BY USE OF LOW WALLS, FENCES AND SHRUB AREAS

7. Landscaping: Creative use of landscape will soften building edges, enhance pedestrian scale, and the overall visual appearance of the downtown core.
- * Encourage the use of planters, planter boxes, and street trees along Broadway.
 - * Provide street trees in front of every business or every 50 feet, whichever provides the greatest number of trees. Condition new developments and rehabilitation of existing buildings to provide street trees.

Intent: Provide scale, softer edges, people spaces, shading definition of sidewalk space, aesthetics, and to add to the overall character of the downtown core.



*STREET TREES EVERY
50 FEET*



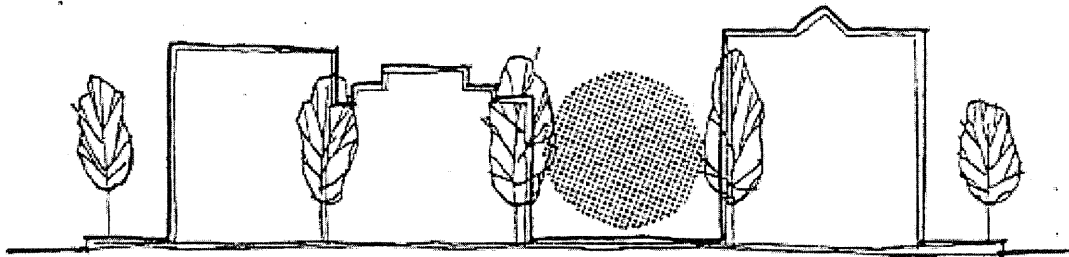
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- 8. Infill: Vacant lots detract from the downtown and the pedestrian experience. Efforts to infill the empty lots should be made.

Intent: Develop a uniform facade along Broadway to enhance the pedestrian experience.

Refer to pages 1-65 and 1-82.

VACANT LOT DISRUPTS DOWNTOWN
PEDESTRIAN EXPERIENCE



NOT THIS

B. Architectural Guidelines

Integration of certain architectural features in the downtown buildings will restore and enhance Salida's historical past. Salida is a small agricultural town with a substantial historical influence from the railroad. The following architectural guidelines promote elements of a typical California agricultural/western town with historical railroad influence.

1. Desirable Features:

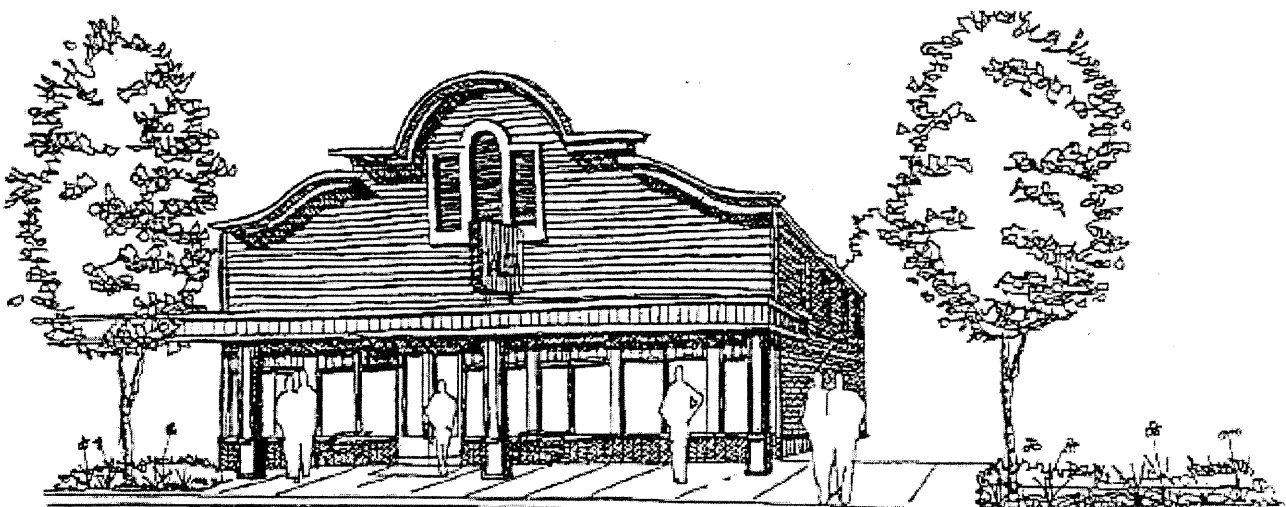
- * Second story balconies and decks
- * Decorative parapets and varying roof lines
- * Plaster or lap siding, both in light tones
- * Recessed entries/facade relief
- * Signage with historic significance

2. Undesirable Features:

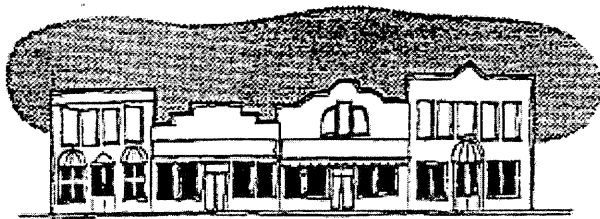
- * Shingled awnings or canopies
- * Mansard roofs
- * Dark exterior building colors
- * Blank facades/Use of inappropriate facade materials

3. Materials: Require materials that are compatible in quality, color, texture, finish, and dimension to those existing downtown.

- * Stucco (smooth finishes)
- * Wood as primary and accent
- * Brick as primary and accent
- * River rock as primary and accent
- * Unglazed tile as accent or roofing material
- * Split-faced masonry block
- * Canvas/cloth awnings and canopies



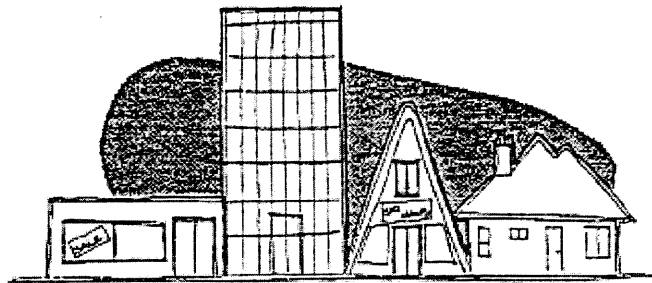
4. Rhythm, Massing, and Scale: Rhythm is a pattern reflected in the relationships of buildings or the components of a building to one another. Consistency in the massing and scale of buildings will begin to establish an appropriate rhythm for Salida's Downtown Commercial District.
- * The massing of adjacent buildings should complement each other by maintaining relative consistency. The mass of the structure should be controlled by incorporating vertical and horizontal articulation that is consistent with adjacent buildings.
 - * Building scale refers to the size and shape of a building as well as the building's components (i.e., windows, doors, canopies, etc). The scale of building components should relate to the scale of the entire building, and building scale should be consistent throughout Salida's Commercial District. There should be greater emphasis on creating a building scale which will emphasize human scale.
 - * Human Scale: Relationship between the size of a building and its features to the size of a person is important to a downtown's character. Buildings and building elements should be intimate and at human scale at the street level.



THIS

BUILDINGS COMPLIMENT EACH OTHER WITH CONSISTENT SCALE, WIDTH AND MASS

BUILDINGS TOTALLY UNRELATED



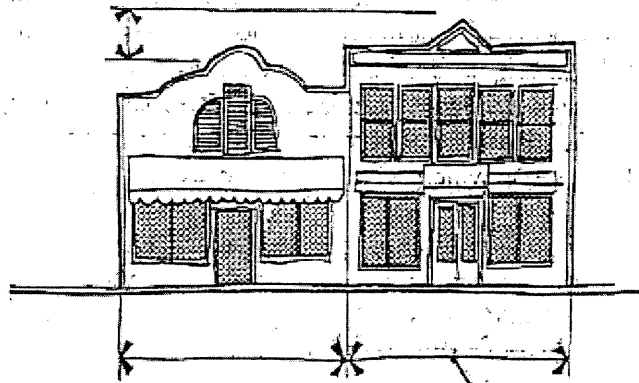
NOT THIS

5. Height and Width: Buildings should vary in height and width while remaining within the parameters of those set for downtown.

* Require new buildings to be constructed at heights that are compatible with the height of existing adjacent buildings.

Intent: Create an interesting and appropriate roof line as a backdrop to Broadway.

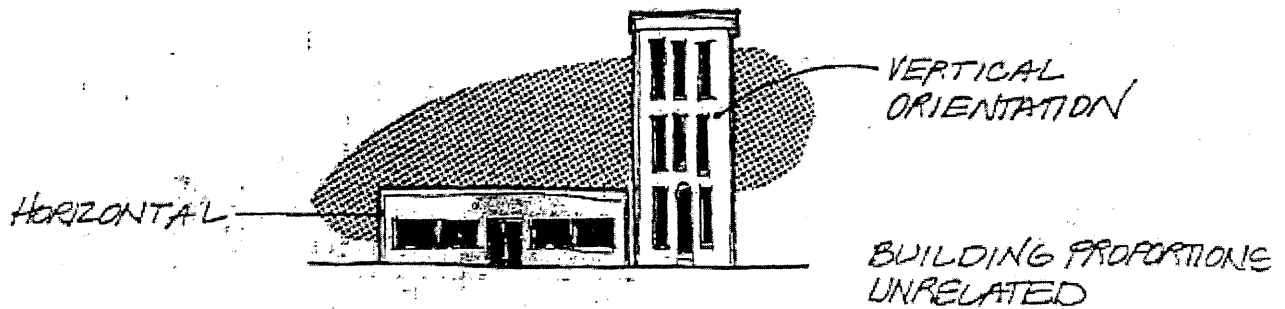
HEIGHT
VARIATION



THIS

CONSISTENT FACADE
WIDTH

6. Proportion: The relationship between the width to height of the front elevation of a building must be in proportion to those of the building's neighbors.



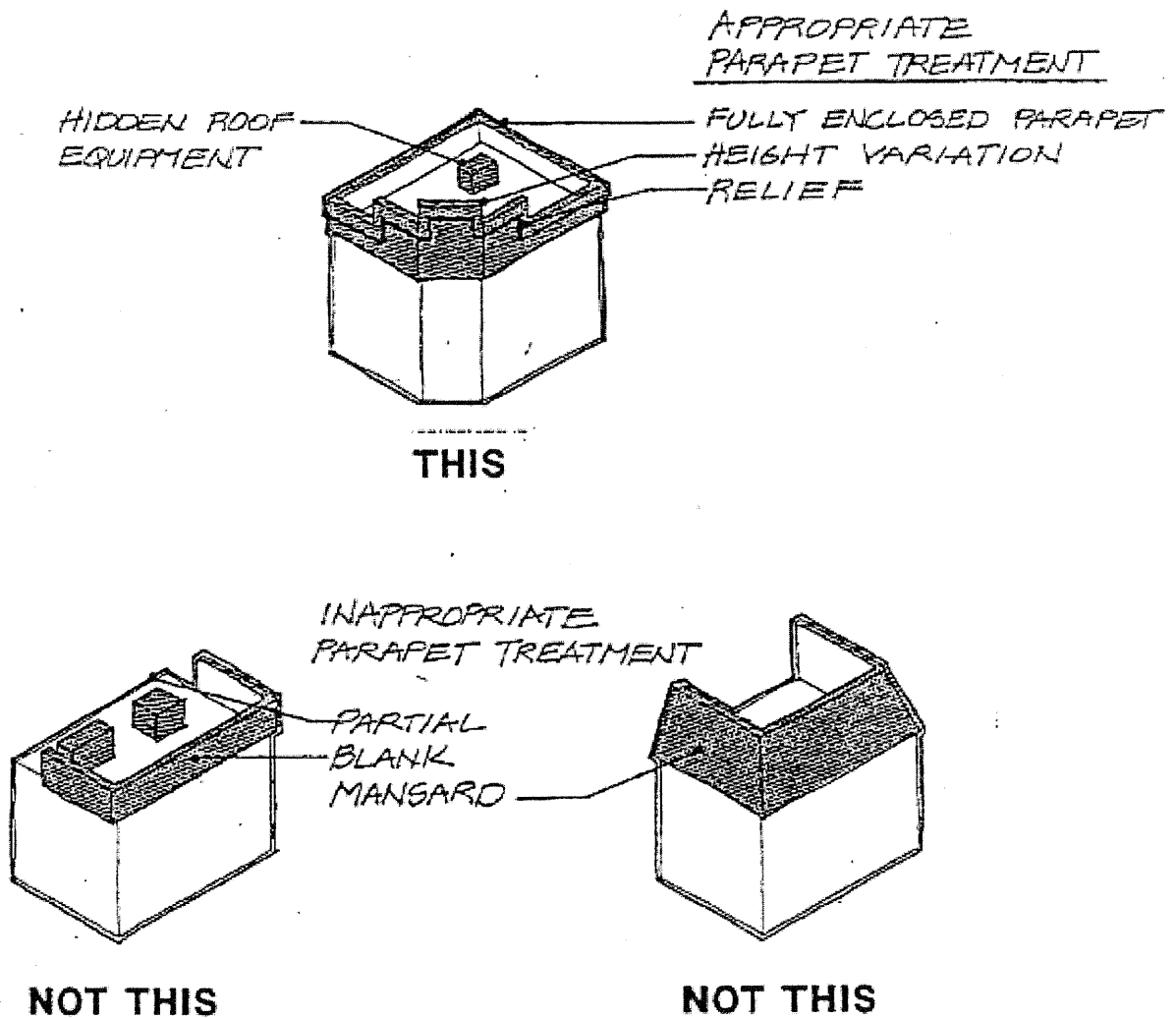
NOT THIS

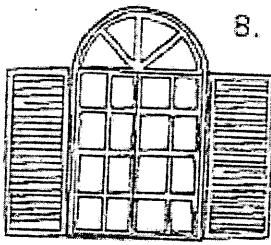
BUILDING PROPORTIONS
UNRELATED

7. Roofs: Roof lines of new structures should conform to existing parapet and false front roof lines found in the downtown and reflect the western theme of an agricultural/railroad town.

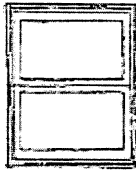
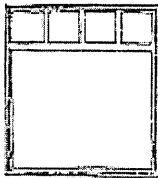
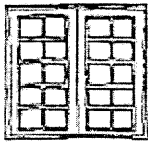
- * Avoid blank parapets
- * Provide relief and detail
- * Conceal roof equipment
- * Avoid pitched roofs or mansards

Intent: Encourage roofs which are consistent with existing roofs or buildings with historical significance.

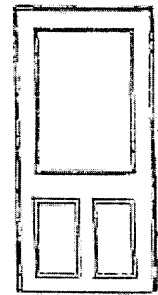
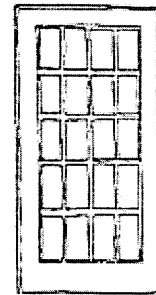
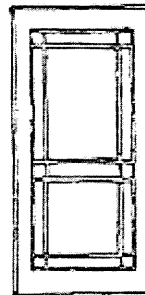




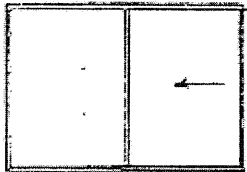
Doors and Windows: The style and proportions of doors and windows are very important elements for setting the character and style of buildings.



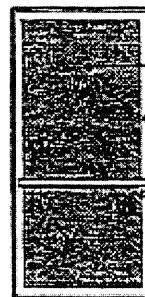
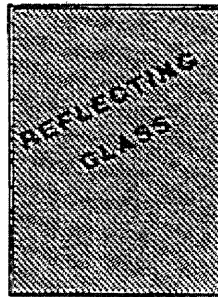
*PAINTED WOOD FRAMES
CLEAR GLASS*



THESE



*GOLD OR SILVER METAL FRAMES
HORIZONTAL SLIDER*



*TINTED GLASS
UNPAINTED METAL*

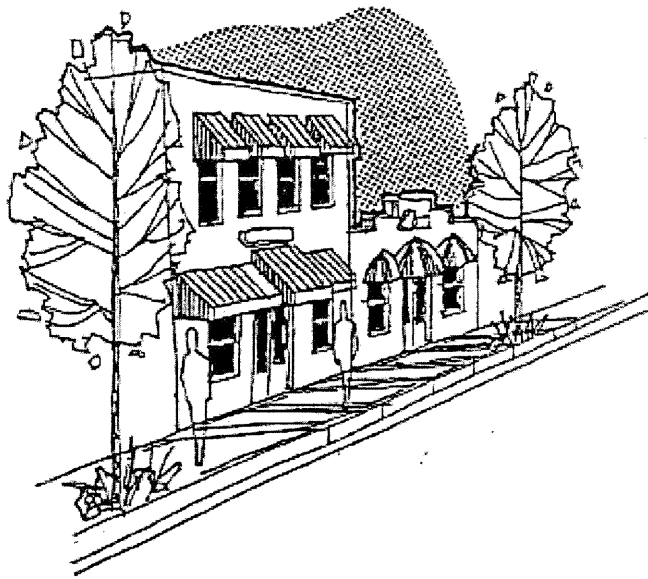
NOT THESE

- * Provide windows at street level to create links between pedestrians, streetscape, and businesses.

Intent: Add variety and detail to buildings while discouraging use of plain and inappropriate doors and windows.

- * **Proportion of Openings Within Facade:** Width to height relationships of new building's windows and doors must be in proportion to adjacent buildings. Windows should not extend all the way to the ground. Provide a minimum 12" base.

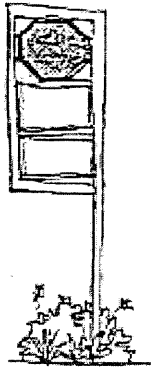
- 9. Awnings and Canopies: Encourage awnings and canopies for use over building openings. In addition to weather protection and shade, they add character, color, interest, scale, and identity to individual buildings. (See page 1-68 for desired awning and canopy materials).



AWNINGS CREATE
BUILDING RELIEF
AND PEDESTRIAN
SPACE

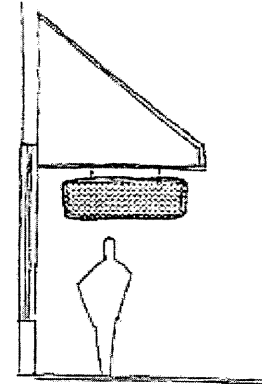
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10. Signs: Require appropriate signage that relates to the size and scale of the business, to the pedestrian scale, and enhances the overall downtown image.



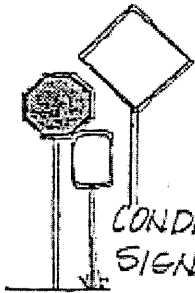
THIS

* Discourage building signs that advertise merchandise. They contribute to a cluttered and confusing streetscape. Discourage signs above the roof or parapet line.



PEDESTRIAN SIGNS

* Suggested sign types are: Flush-mounted signs with individual cut letters, hanging signs, window signs, icon/graphic signs, externally lighted neon tube signs, and awning signs.

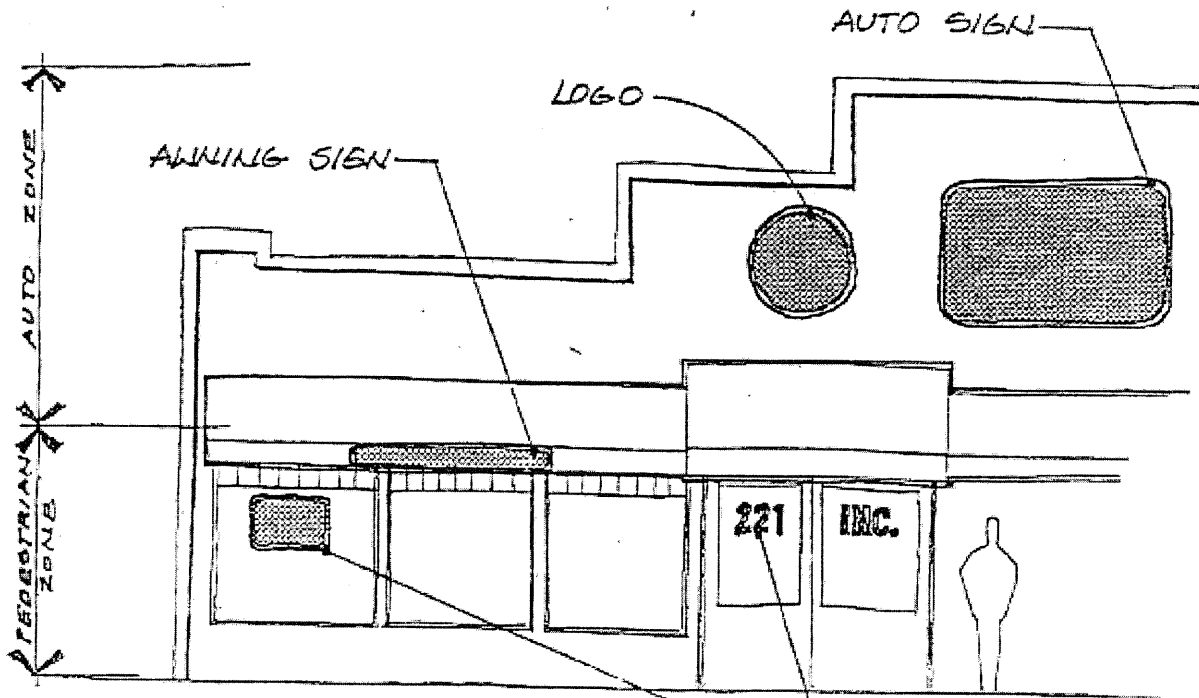


CONDENSE PUBLIC SIGNAGE

* Locate signs within the "Auto Zone" or the "Pedestrian Zone" described below.

Intent: Attractive and informative pedestrian-oriented streetscape and shopping area.

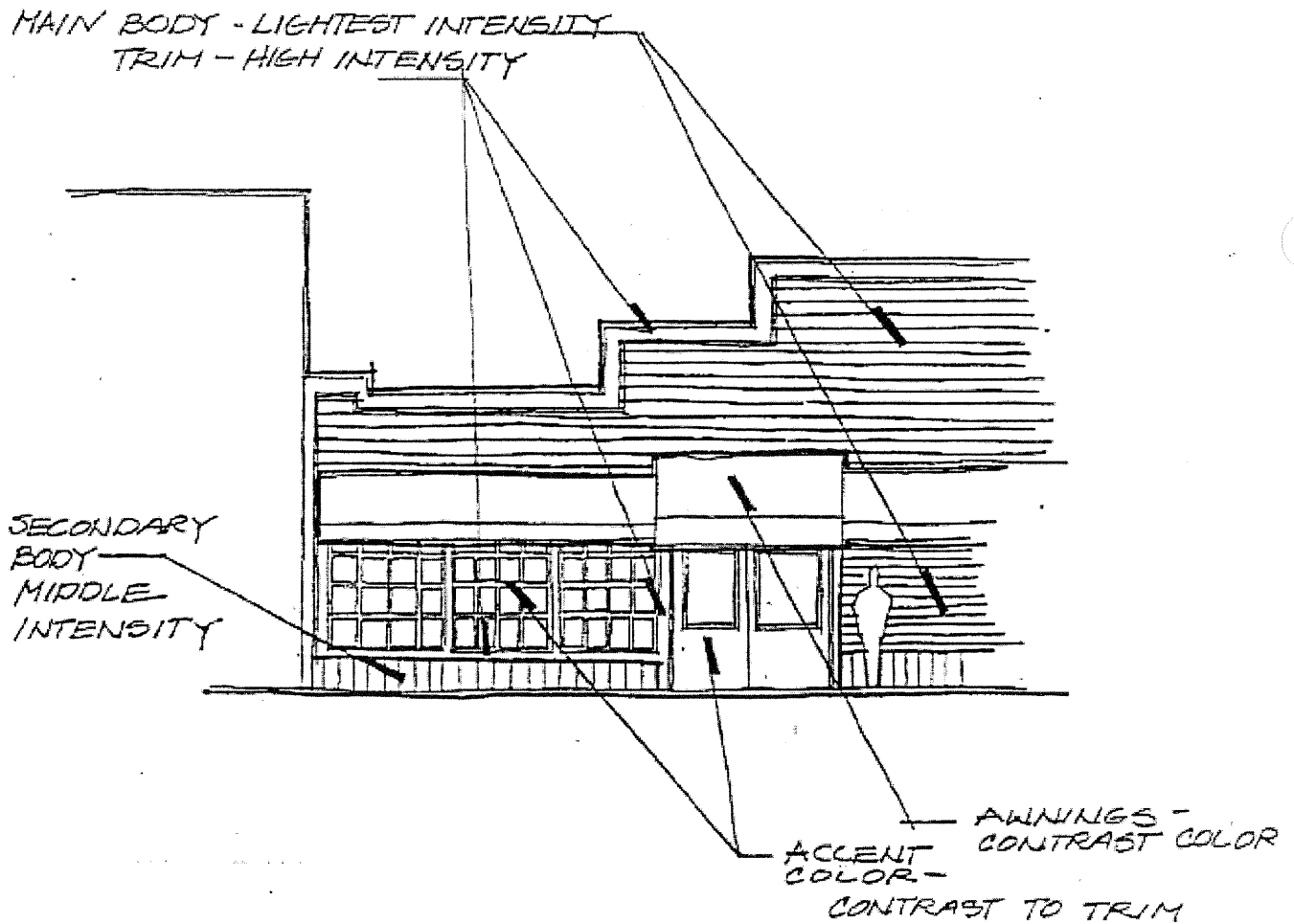
NOT THIS



COMMERCIAL SIGN DIAGRAM

DOOR AND WINDOW SIGNS

11. Colors: Colors and materials used on buildings are important in creating variation while maintaining an overall consistency in the downtown.
- * Require larger buildings to be painted with subtle colors.
 - * Discourage intense hues of color and the use of more than one vivid color per building.
 - * Avoid colors that create disharmony with other buildings.
 - * Accept colors that relate to the natural materials of the building.



BUILDING PAINTING DIAGRAM

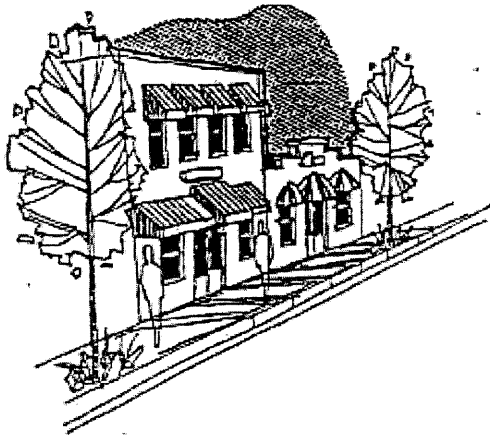
- * Allow the use of contrasting colors to accentuate building entry features and architectural details.

Intent: Prevent inappropriate and unattractive painting schemes in the downtown area. Encourage consistency in overall color palette for the downtown area.

12. **Renovations and Remodeling:** Encourage buildings which do not meet architectural design standards to conform by facilitating cosmetic changes such as: repainting, new signage, landscaping, cloth awnings, addition of street trees, and removal of undesirable features.

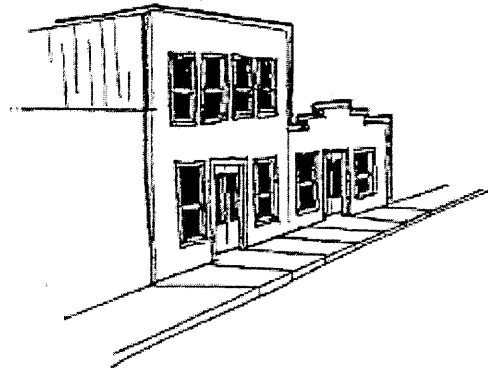
Refer to pages 1-66, 1-73, 1-74, and 1-75.

Intent: Updating existing downtown buildings so they are consistent with new development.



AWNINGS
STREET TREES

THIS



NOT THIS

C. Downtown Streets

Broadway, as the main street in the commercial area, is substandard. The street's current condition hinders circulation, disrupts parking, endangers pedestrians, and creates a negative image of downtown Salida.

Broadway has a 100-foot right-of-way (ROW). The existing space that is created by this ROW is too large to achieve pedestrian orientation along the street. Enhancement of the existing median by the addition of street improvements will restore human scale.

Salida's commercial streets should provide for circulation, parking, pedestrian movement, and create an aesthetically pleasing image.

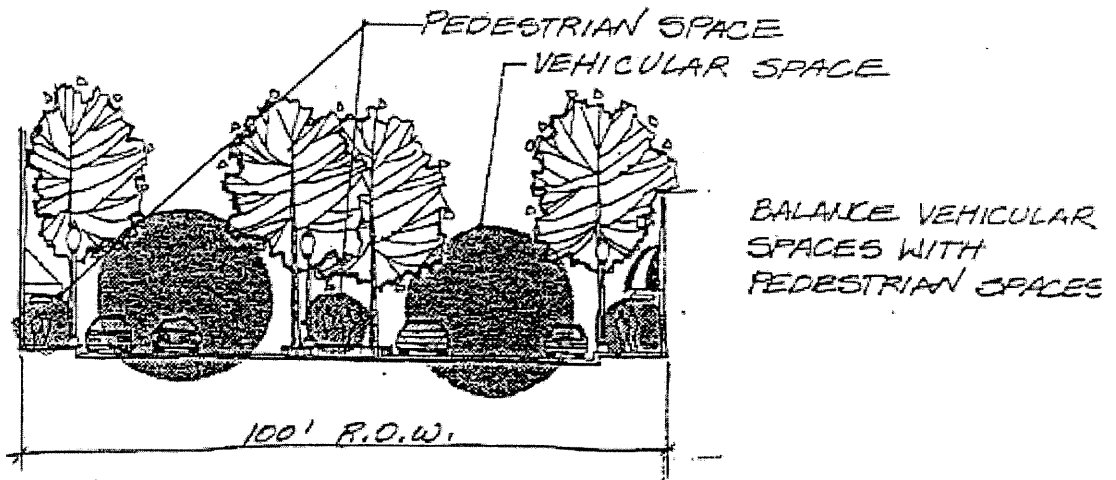
The following street guidelines are intended to improve circulation, parking, pedestrian movement, aesthetics, and promote safety.

1. Street Improvements and Design: Repave existing commercial streets, provide line striping, curbs, gutters and sidewalks, and on-street parking (either parallel or angled).

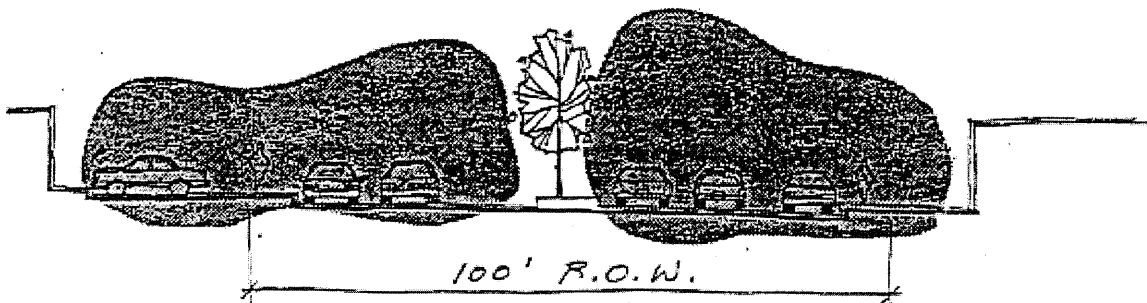
Refer to pages 1-63 and 1-64.

- * Design streets to safely accommodate all forms of local transportation such as trucks, cars, bicycles, and pedestrians.

Intent: Promote walking and bicycle riding as energy efficient alternatives to automobiles; also, minimize the impact of delivery trucks on traffic flow and parking.



THIS



NOT THIS

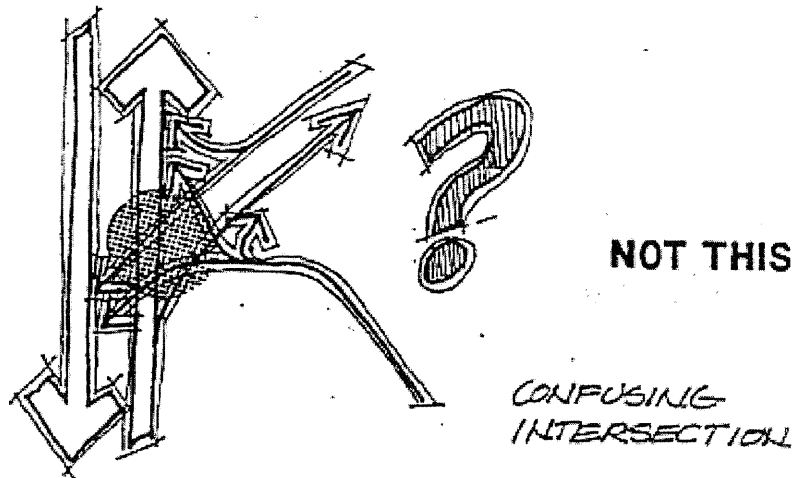
**VEHICLE
DOMINATED
STREET**

2. On-Street Parking: On-street parking provides a buffer between the pedestrian and vehicular traffic and is essential to the economic vitality of the downtown district.

- * Provide designated on-street parking wherever possible on Broadway. Every effort should be made to maximize the number of available stalls (i.e., diagonal on-street parking).

Intent: Maximize convenient parking opportunities in the downtown area.

3. Circulation: Re-engineer intersections where necessary to provide safer and more logical traffic circulation.



4. Traffic Speed: Design roads to encourage traffic flow at a safe rate of speed. Post speed limit accordingly.

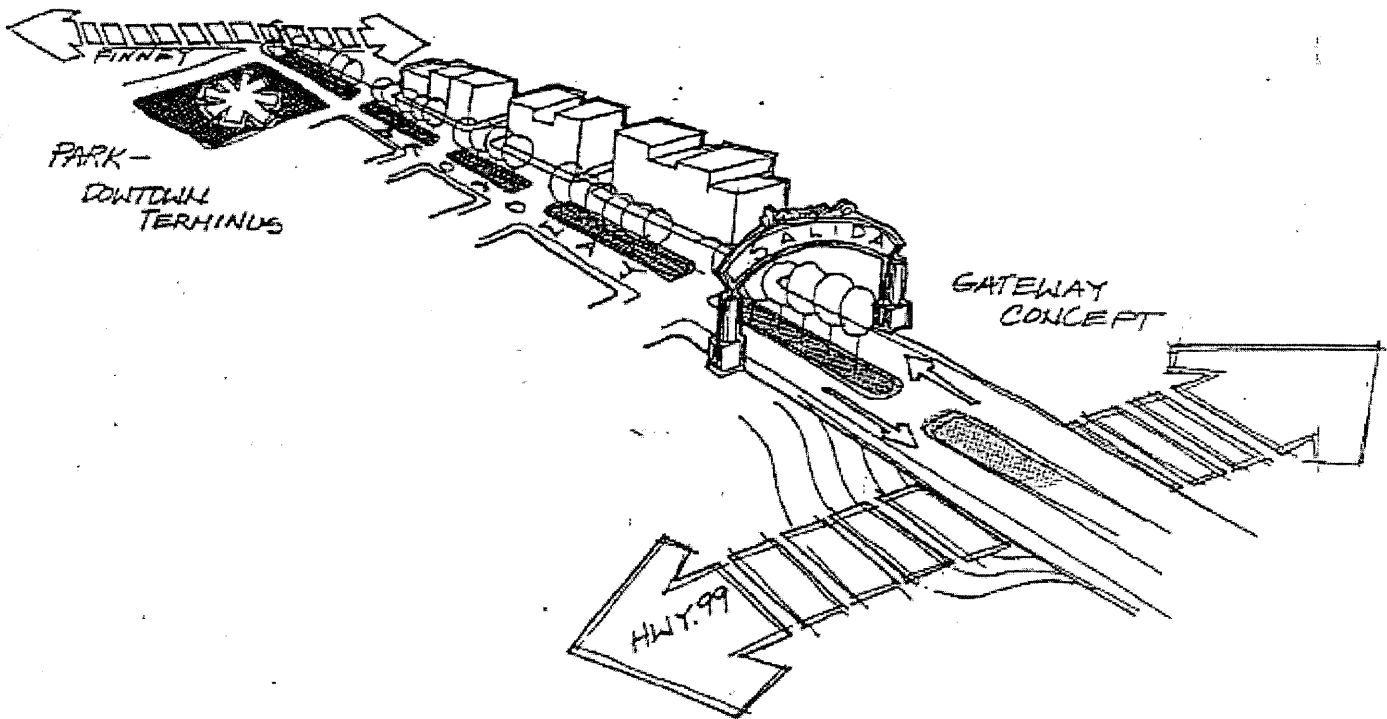
Intent: Slow traffic to allow for safe pedestrian movement and parking in and around Broadway.

- * Clear signage, posting speed limits, and legal enforcement on Broadway.
- * Stop sign placement at all intersections on Broadway.

5. Median Treatment: The existing median is a large unimproved area located in only a small section of Broadway. The median is currently used as a make shift parking lot and contains mature landmark trees.
- * The median design should extend to other portions of the Broadway corridor. Curbs, sidewalks, lawn, trees, and other park-like amenities should be incorporated into the median design.
 - * Care to existing median trees should be observed during any improvements to the median.
 - * The median should provide aesthetic and visual cohesion to the downtown.

Refer to page 1-105.

Intent: Balance vehicular environment with the pedestrian environment to create a balanced street environment.

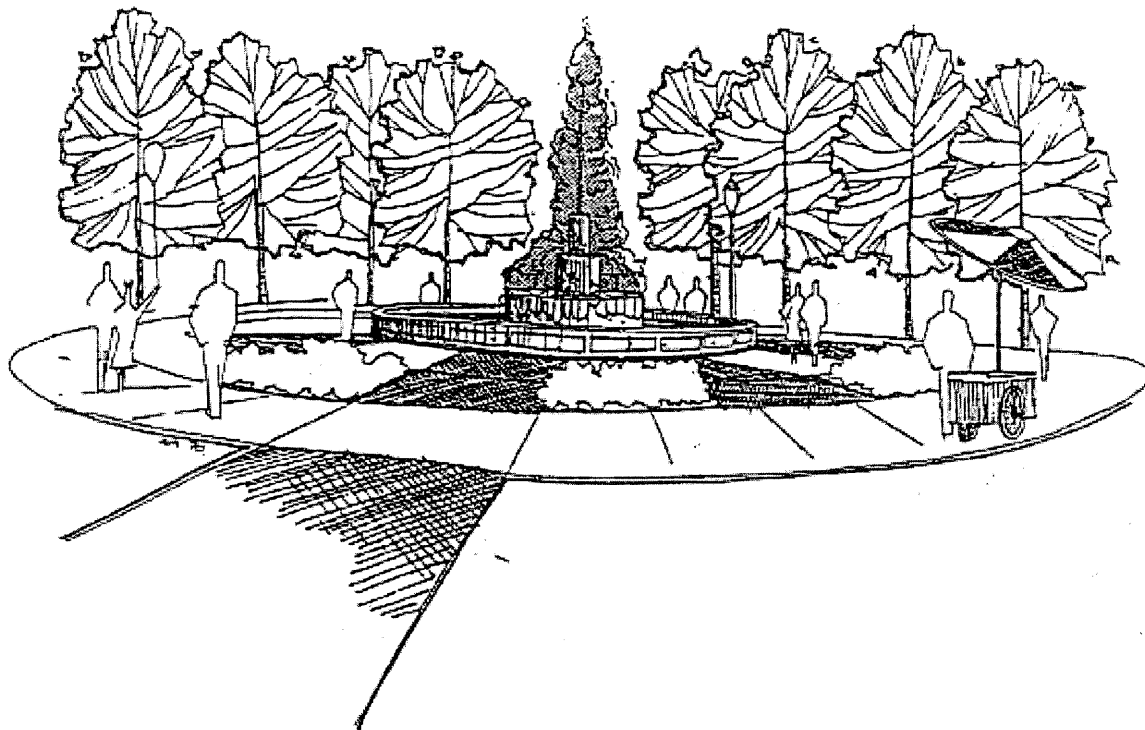


DOWNTOWN CONCEPT

- 6. Gateway: The intersection of Broadway and Old Highway 99 provides an opportunity for commercial development, and also could provide a gateway to downtown.

Intent: Gateway to serve as a community landmark to highway travelers, as well as define the edge of the downtown commercial area.

- 7. Landmarks: Landmarks serve an important function in defining spaces and increasing the identity and orientation of an area. Encourage appropriate use of landmarks throughout Salida.



D. Economic Development

According to the Stanislaus County Redevelopment Feasibility Assessment, Salida's downtown is ideally positioned to take advantage of growth occurring on the community's fringes. Therefore, Salida should develop a diverse and strong business community.

1. **New Businesses:** Encourage new viable businesses and services to locate in the Salida downtown. Refer to page 1-67.

Intent: Create an economically viable commercial and service center in downtown Salida.

2. **Mixed Uses:** Encourage a variety of mixed uses in the downtown (commercial, service, residential, professional).

- * Encourage residential development downtown to increase the hours of activity in the area.
- * Implement vertical zoning downtown that restricts first floor residential development.

Intent: Provide a dynamic environment to accommodate a variety of lifestyles, promote economic growth, and promote and provide affordable housing.

MIXED USE DEVELOPMENT



II. NONRESIDENTIAL DISTRICT

Outside Salida's main downtown commercial district, there are several commercial, office, public service, and industrial areas. The following guidelines apply to all areas that are outside the Broadway "downtown commercial" core and are not zoned residential.

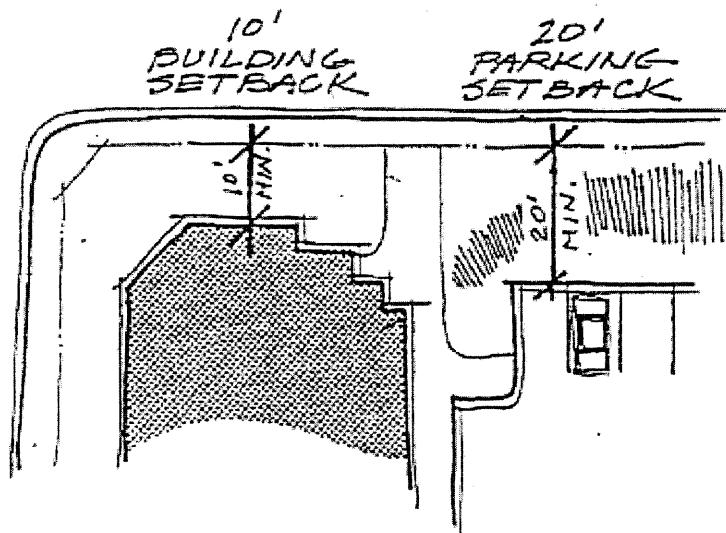
These areas are lacking in site planning, architectural consistency, and road improvement standards. The guidelines will help obtain basic consistencies to enhance and improve pedestrian movement and safety, traffic flow, parking, and aesthetic appearance of these areas.

Goal: Create an aesthetically-pleasing, secondary commercial district that functions economically while enhancing Salida's "small town" character.

A. Site Planning

- 1. **Setbacks:** Require a 15-foot minimum street setback for nonresidential buildings and a 15-foot minimum setback for parking lots.

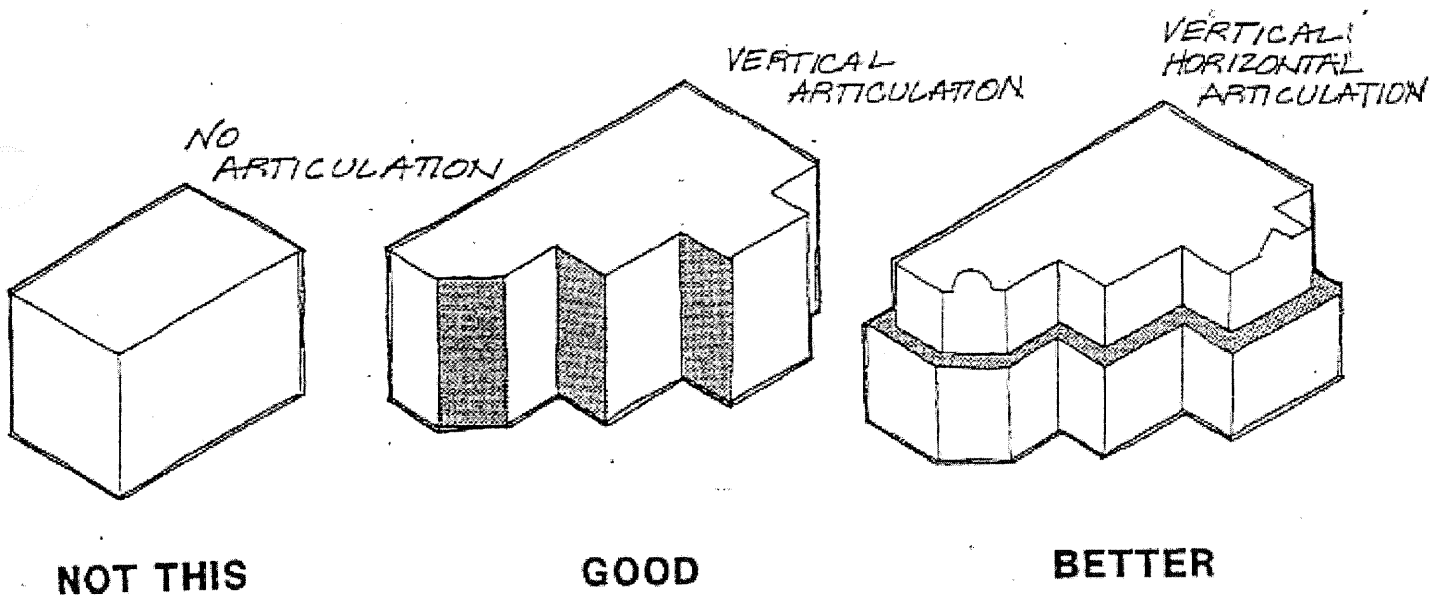
- * Recommend use of low walls of native stone, wooden rail fences, berms, and native rock in landscape areas along streets to provide visual definition and interest.



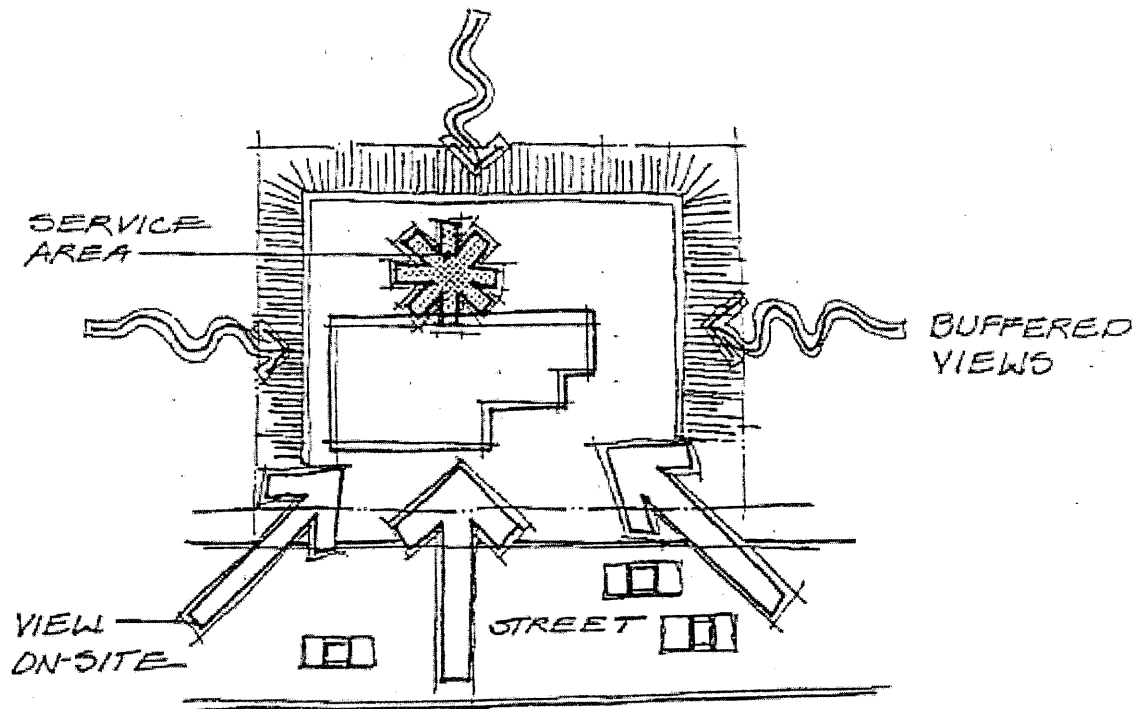
2. **Building Location:** Locate buildings adjacent to at least 25% of the road to minimize parking lot frontage. Provide a minimum of one public street entrance. Relate to adjacent buildings and avoid double blank walls that face each other at a property line.

Intent: Avoid parking lot dominated streetscape of all nonresidential areas.

3. **Building Coverage:** Limit all site disturbances involving grading, building, and parking lots to 70% of the total site, excluding setbacks. The remaining should be left in open space and landscaping.
4. **Building Footprint:** Articulate building footprints by use of insets, corners, and jogs that emphasize pedestrian movement and interest.

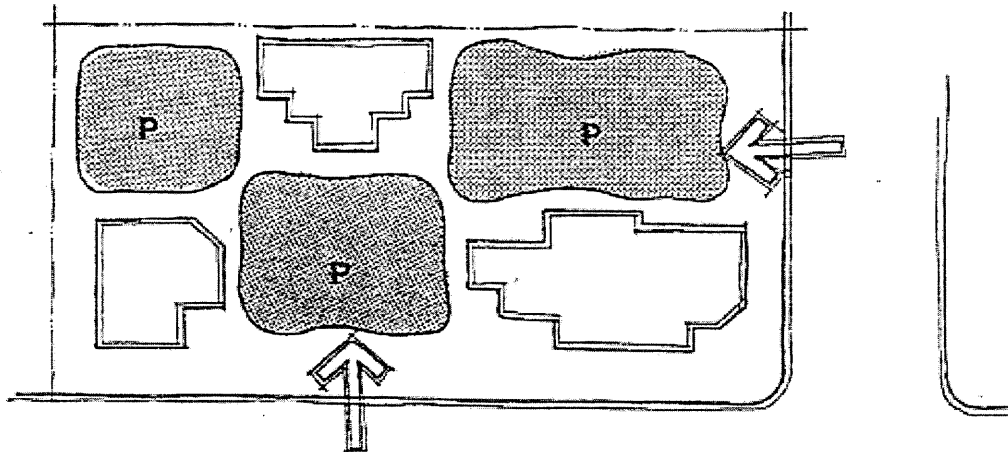


- 5. Service Areas: Orient buildings to hide all service and storage areas from public street view. Incorporate these areas into the main building whenever possible.
- 6. Utility Areas: Locate utility areas such as meter boxes, water meters, trash dumpsters, etc., to the rear of building, or screen them from street view.

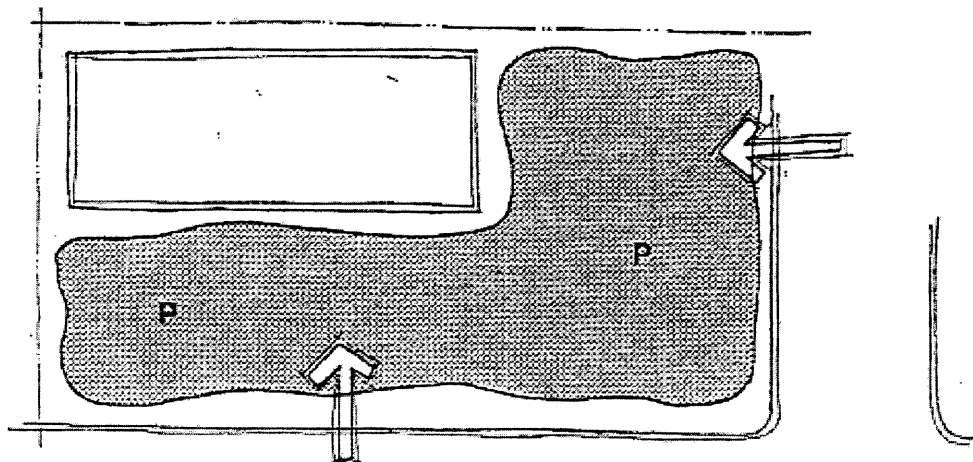


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7. Parking Lot Design: Encourage use of landscaping and enhanced paving surfaces (i.e., stamped concrete, paver tiles, etc.), to minimize large expanses of uninterrupted pavement areas.
- * Orient parking aisles perpendicular to the building entrance.
 - * Inter-relate parking lots (whenever possible), with adjacent parcels to provide pedestrian and vehicular connection.
 - * Lot Building Transition: Maintain a transition space between parking lot and building. Require a 5-foot wide minimum space with landscaping.



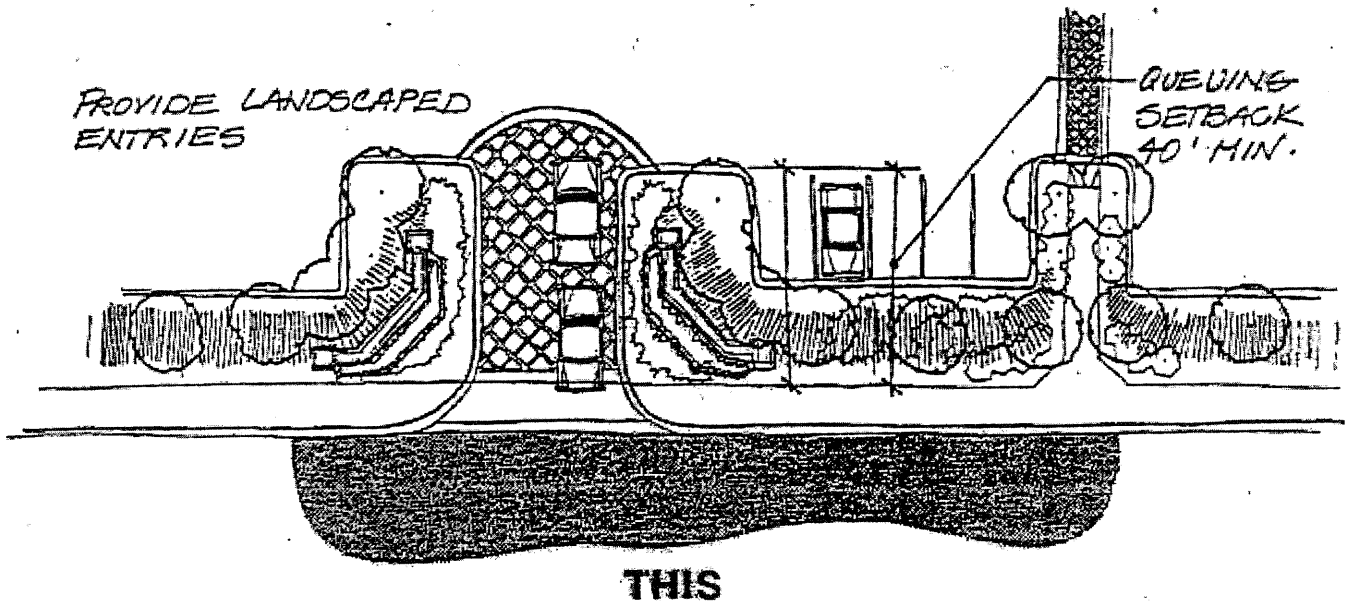
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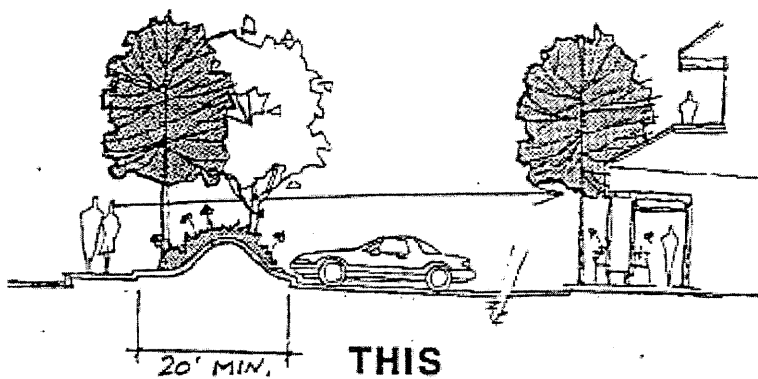
NOT THIS

- * Landscape: Encourage canopy tree landscaping in parking areas, and special landscaping treatment for parking lot entrances.
 - * Provide:
 - Planted island or breaks (five-foot wide minimum) every six spaces
 - Two trees each break
 - 15-gallon minimum tree size
 - Two trees at the end of each row of spaces
8. **Entry Design:** Locate entries to corner buildings on side streets (less busy). Locate parking entries at least 150 feet from intersections.
- * Require parking lot entries for commercial developments to be at least 200 feet apart and a minimum width of 25 feet. Combine driveways for adjacent parcels when feasible.
 - * Require a 40-foot setback from the curb for the first parking stall, or first aisle, to provide a waiting space (queuing) for vehicles leaving and entering lot.

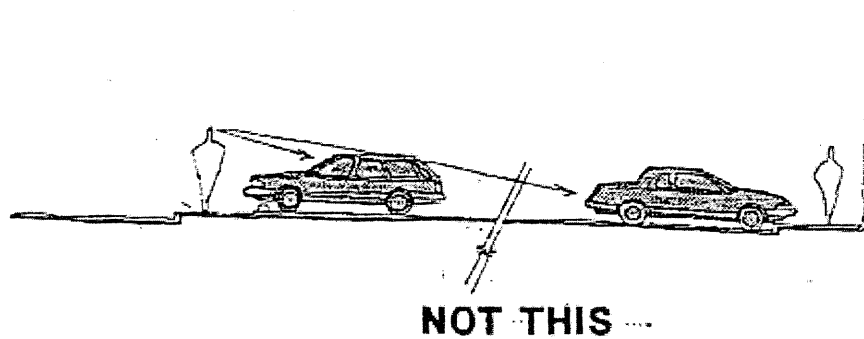
Intent: To provide safety and easy circulation for both pedestrian and vehicle.



9. Screening: Provide landscape screening to parking lots.
- * Shrub areas between major streets and parking lots
 - * Grade differential between public street and parking lots
 - * Low wall (3' 6" maximum height) with landscaping



PARKING LOTS SHOULD
SETBACK 20 FEET (MIN.)
AND PROVIDE SCREENING
WITH LANDSCAPING OR
BERMS



B. Architectural Guidelines

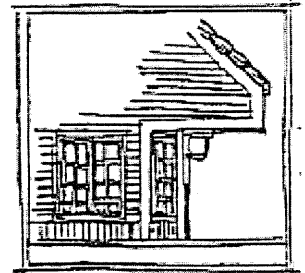
The town of Salida is currently a mix of architectural styles. The town history denotes that a small agricultural theme is appropriate. The following architectural guidelines will help maintain and emphasize the agricultural vernacular in the nonresidential areas:

1. Desirable Elements:

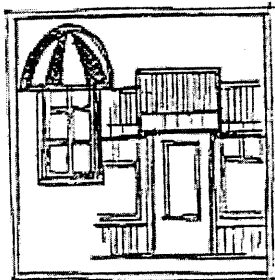
- * Richness and texture (see Materials Guide, page 1-90)
- * Significant wall articulation and interest (insets, jogs, canopies, etc.)
- * Distinctive massing (barn, western false fronts, multi-level, multi-planed pitched roofs)
- * Wide roof overhangs
- * Distinctive entries
- * Shingled awnings or canopies

2. Undesirable Elements:

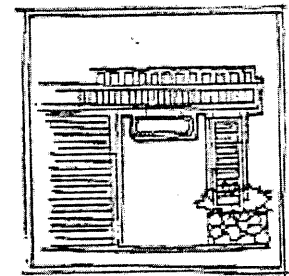
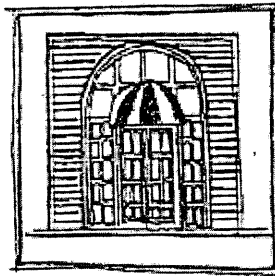
- * Highly reflective surfaces
- * Large, blank, unarticulated wall surfaces
- * Unpainted concrete block
- * Extensive flat roofs
- * Unarticulated roof lines and parapets
- * Irregular or contemporary window shapes
- * Shingled awnings/canopies



STORE FRONTS



ENTRIES



PEDESTRIAN SPACE

3. Appropriate Materials:

- * Stucco (smooth finishes)
- * Wood as primary and accent
- * Brick as primary and accent
- * River rock as primary and accent
- * Unglazed tile as accent or roofing material
- * Split-face masonry block
- * Cloth/canvas awnings

4. Inappropriate Materials:

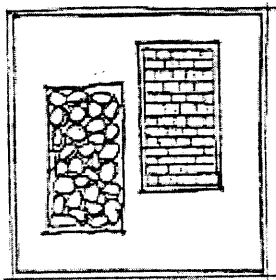
- * Large uniform expanses of metal or aluminum siding
- * Log cabin look
- * Unfinished concrete block /unfinished concrete tilt-up
- * Painted or white brick
- * Prefab metal structures
- * Lava rock facades

5. Height and Scale: Height and scale of new development should relate to surrounding development. New development should provide transition in height and scale to adjacent development.

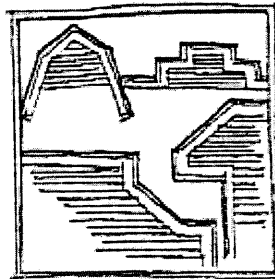
6. Color-Dominant/Accents:

- * **Dominant Color:** Use earth tone colors for the dominant building color.
- * **Accent Color:** Highlight the dominant color with accent colors to provide contrast or harmony with dominant colors.

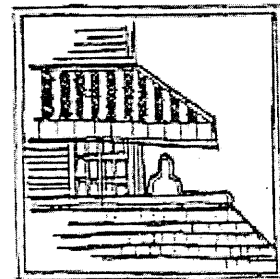
Refer to page 1-75.



STONE AND BRICK



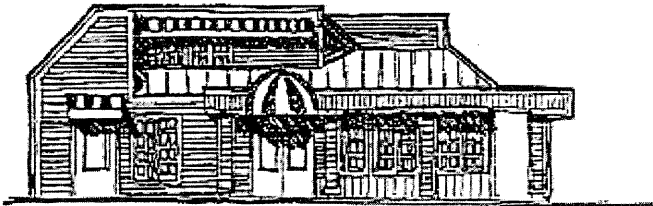
ROOF LINES



BALCONIES

- 7. Solid to Void: Main (front, main building entry) facade construction should be at least 30% transparent. Avoid blank or solid end walls that are visible from public view. Provide elements such as awnings, cornice bands, arcades, trellises, etc., to avoid blank or solid walls which are visible from off site.

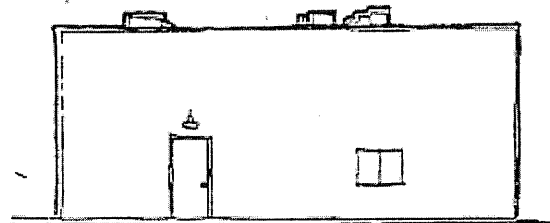
- 8. Roofs: Flat or sloped roofs are acceptable while partial mansard roofs are not. Design roof form to work with the building mass and facade to produce a consistent and integrated composition. Roof design should conceal rooftop equipment.



*POSSIBLE USE OF TEXTURE,
RELIEF, ARTICULATION
(WALL AND ROOF)*

THIS

*100% SOLID
NO TEXTURE
NO RELIEF
NO ROOF, WALL
ARTICULATION*



NOT THIS

C. Streets

Improvement to streets in the nonresidential districts of Salida should increase convenience and safety and provide alternatives to existing primary routes (Broadway).

Special attention should be given to "Old" Highway 99 (Salida Boulevard). Because of its proximity to the "New" Highway 99, the ROW of "Old" Highway 99 holds the potential for commercial, retail, and service development. Improved traffic circulation will increase development opportunities within this area.

III. RESIDENTIAL

The residential portion of the redevelopment area consists of two major eras of homes. Residential Area A consists mostly of homes built in the early 1900's and the other (Residential Area B), includes homes that were built in the 1960's (see area map, page 1-58). The condition of houses varies from good to deteriorating and abandoned. The residential neighborhoods of Salida should provide adequate housing and satisfactory quality of life for people of all ages, incomes, and social backgrounds, while maintaining the "small town" scale and style.

The following guidelines address these residential neighborhood areas. These guidelines are more generalized than the "Downtown Commercial District" and the "Nonresidential District" guidelines. The guidelines' intent is to direct new infill development, as well as the renovation of existing housing stock in a way that preserves and enriches Salida's "small town" character and maintains the character of the two eras in which the majority of the homes were built.

The guidelines also address concerns over how the newer residential neighborhoods interface with the older residential neighborhoods. Currently, there are residential subdivisions being built adjacent to the established residential neighborhoods that have incorporated +6-foot solid perimeter walls with homes that turn their back to the street. By doing so, isolated enclaves of neighborhoods are created that do not visually or functionally relate. These guidelines will encourage neighborhood designs that provide visual, pedestrian, and vehicular links.



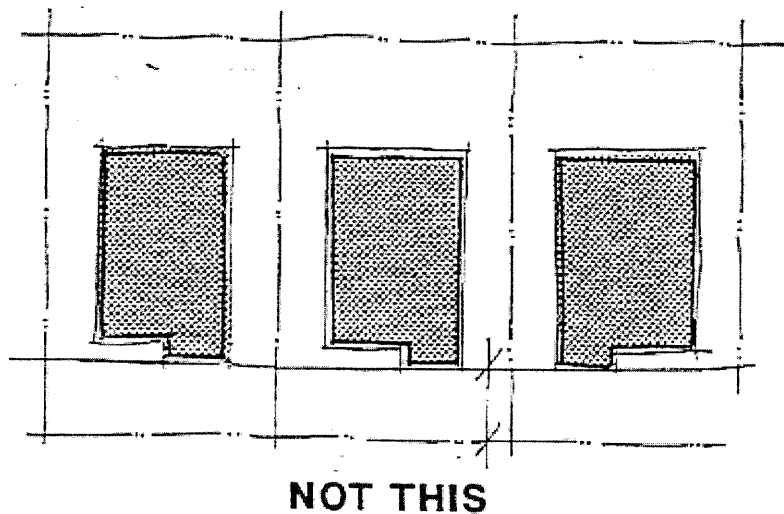
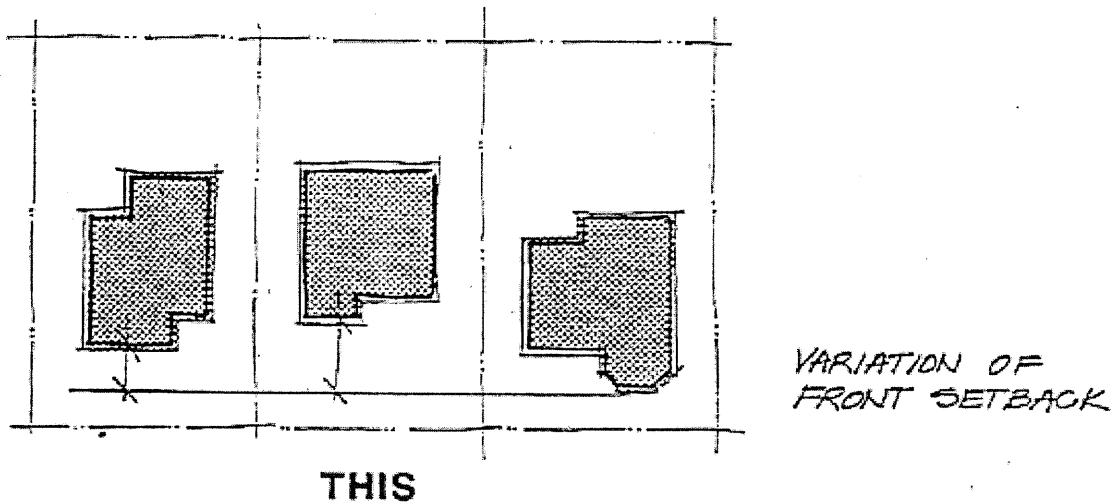
EXAMPLE OF EARLY 1900'S HOME

Goal: Improve the appearance and condition of the existing housing stock and neighborhoods to provide housing for a variety of income groups, safety for residents, a sense of neighborhood, and area rejuvenation.

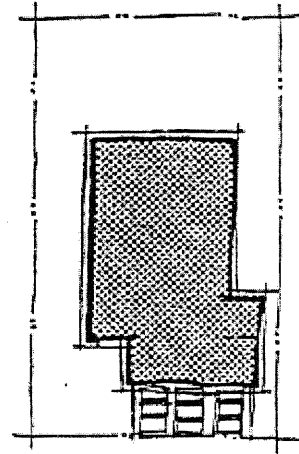
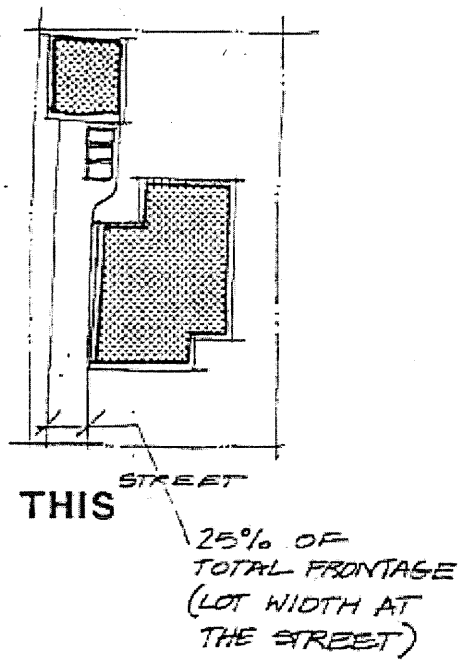
A. Site Planning Guidelines

1. **Setbacks:** Each housing unit should vary in setback (approximately 10%), yet maintain enough street setback to prevent crowding the street. Encourage traditional side lot setbacks. Discourage zero lot lines.

Intent: Discourage house siting that conflicts with the existing neighborhood character.



2. Driveway Frontage: Driveway openings may occupy no more than 25% or 18 feet of the lot's total street frontage, whichever is less. However, in no case should a driveway opening be less than 10 feet.

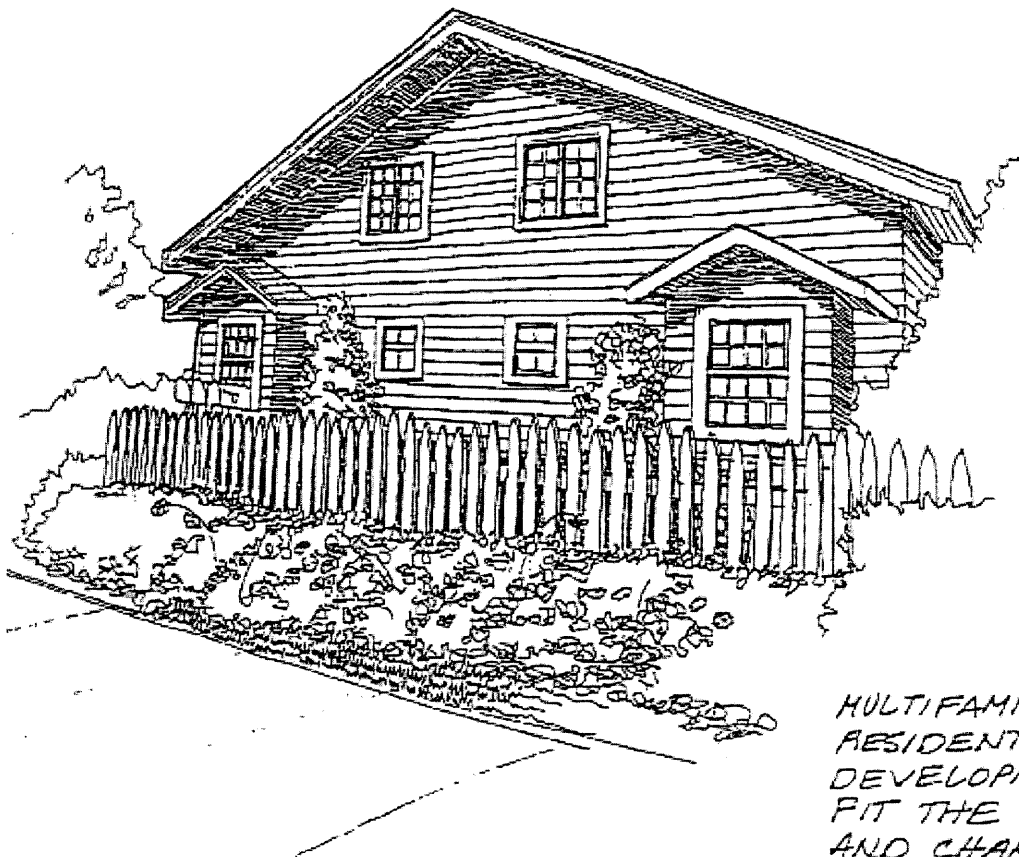


NOT THIS

3. Infill Housing: Develop vacant lots with a variety of new housing types to meet the various housing demands of the community.

* Relate residential infill development to the surrounding neighborhood.

Intent: Encourage infill housing which would provide quality housing for people from a variety of income and social groups and be compatible with surrounding housing.



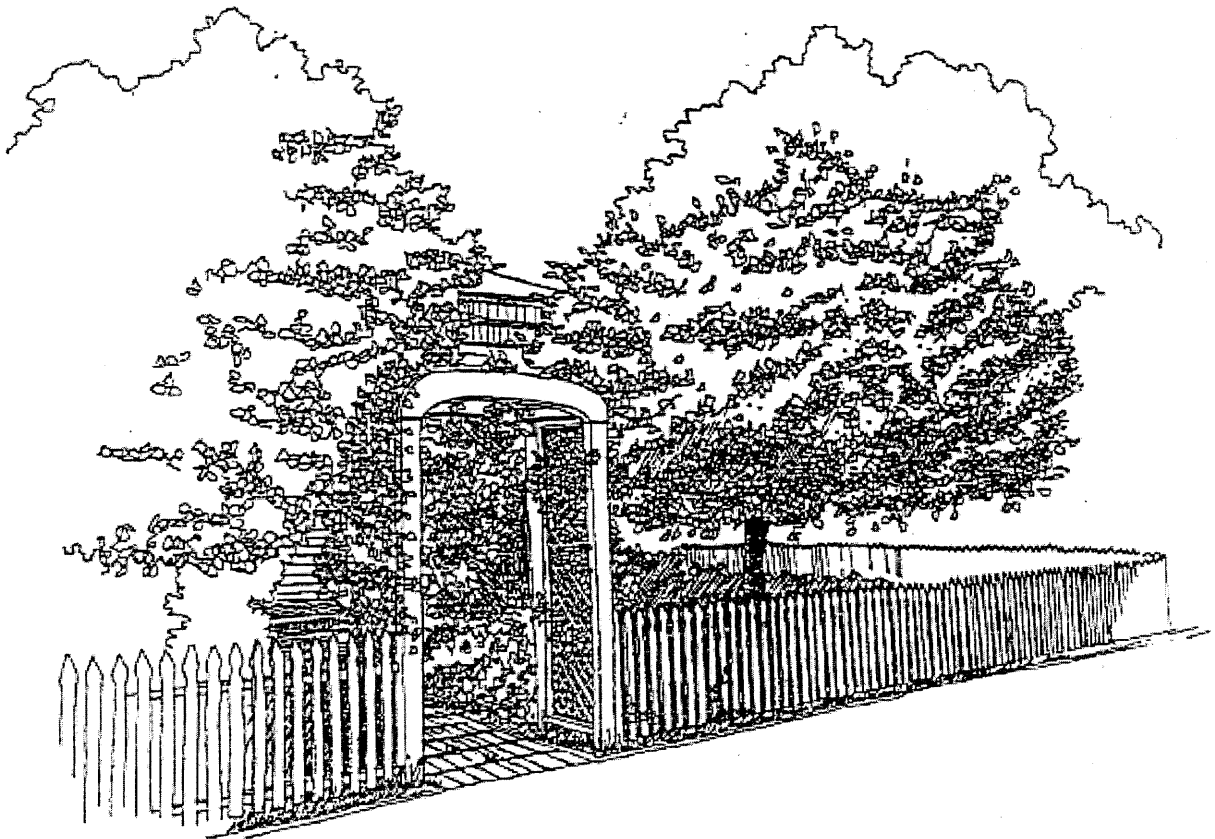
MULTIFAMILY
RESIDENTIAL
DEVELOPMENT TO
FIT THE SCALE
AND CHARACTER
OF THE RESIDENTIAL
NEIGHBORHOOD
(AREA A).

B. Landscaping

1. **Fencing:** Proper front yard fencing is an important part of maintaining the neighborhood's image and ensuring defensible space for safety. Limit fencing to simple picket fences and low garden walls.
 - * Define public and private space with landscaping and low garden walls or fences at the inside edge of the sidewalk.
 - * Discourage front yard perimeter fences and walls and chainlink fences that act as visual barriers in front yards.

2. **Street Trees:** Encourage street trees in existing residential neighborhoods and new developments. Plant trees every 30 feet (15 gallon minimum).

Intent: Provide a shady canopy in residential neighborhoods and create pedestrian scale along residential streets.

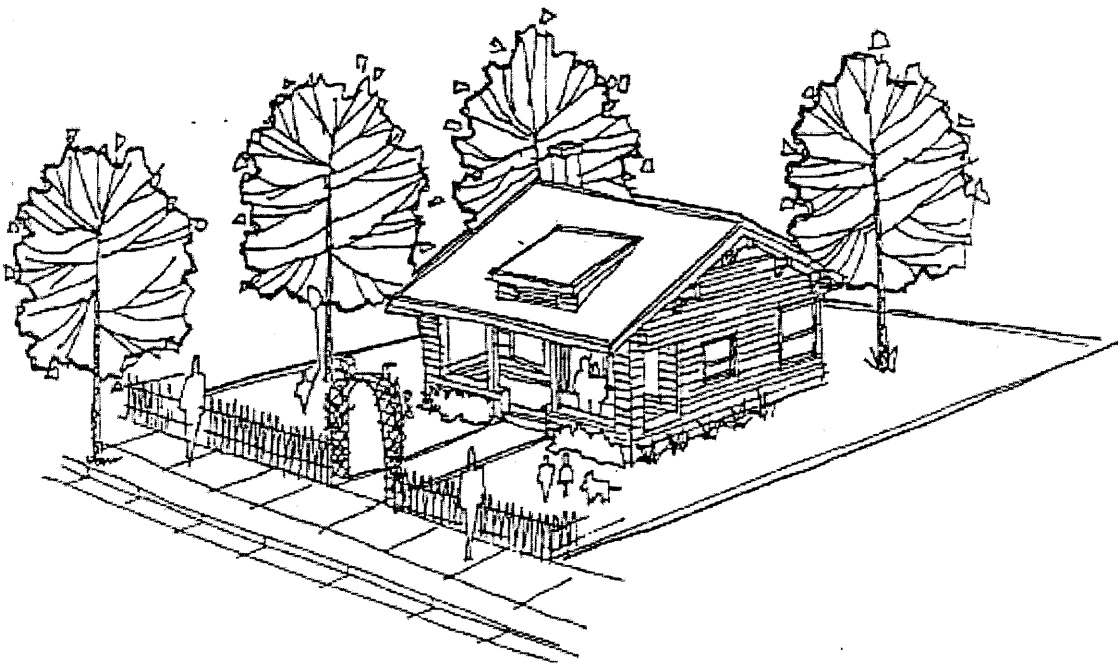


C. Architectural Guidelines

1. **Renovation:** Improve the condition of existing neighborhood housing that is in poor condition.
 - * Preserve, whenever possible, existing structures which display desirable character. Renovation, remodeling, and improvements should respect and enhance any established neighborhood character.
2. **Traditional Design Elements:** Homes built in the early 1900's lack typical design elements such as porches, low walls, and picket fences at the sidewalk's edge and garages and carports to rear of the property, as well as other traditional residential features (see page 1-99). Homes built in the 1960's were auto-oriented and had a different look, such as garages facing the front and ranch style layout (see page 1-100).

Efforts to maintain the character of these two sub areas of homes should be made by respecting the predominant agricultural character of each of the existing homes in these areas.

Intent: Preserve existing neighborhood character and protect "small town" image.



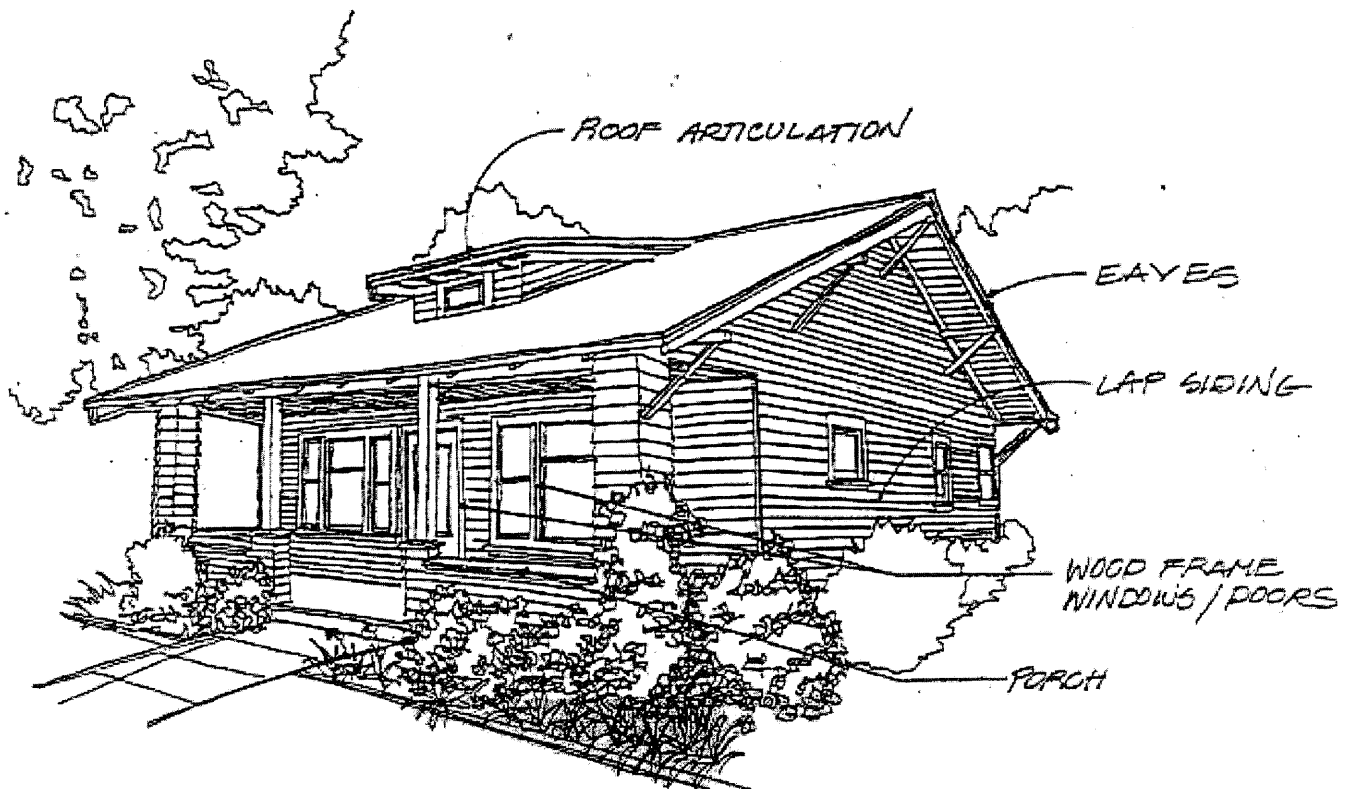
- 3. Height and Scale: Height and scale of homes should reflect the established pattern in the existing neighborhood.
- 4. Materials: Materials consisting of simple lap siding, brick, river rock, and smooth stucco are common and reflect the proper image of the neighborhood. Materials used should be consistent with adjacent homes.

Intent: Encourage new and remodeled houses and apartments to use materials which characterize the immediate neighborhood.

- 5. Doors and Windows: Doors and windows should reflect the neighborhood's era. Features like multi-paned glass, greater vertical proportions than width windows, glass doors, window shutters, and cloth awnings are desirable.

Intent: Preserve a continuity between existing historical structures and new buildings.

Refer to page 1-72.



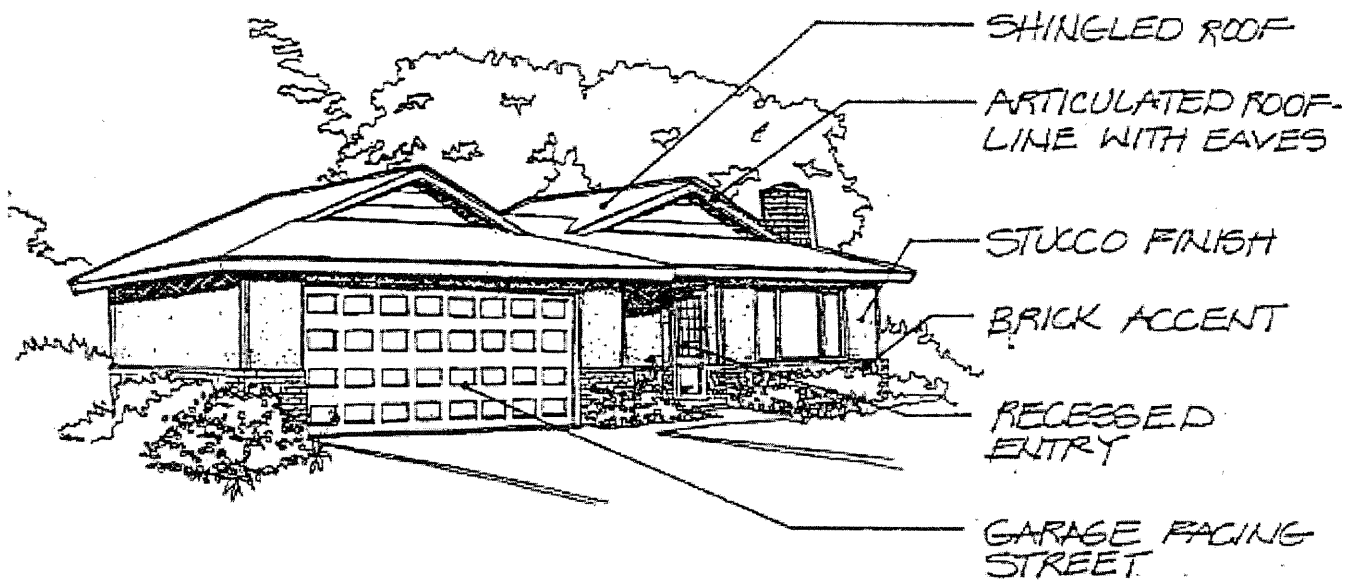
Design Elements of a Residence Within Area A

- 6. Roofs: Simplify roofs with low pitches and overhangs. Roof materials should consist of simple asphalt shingles or Spanish tiles. Flat roofs hidden by extended facades are also appropriate.

- 7. Garages: Early American homes lack garage-dominated streetscapes (Area A). Encourage alley access where possible. Elsewhere, minimize visual impact of garage doors and driveways by placing garages to the rear of the residence and minimizing driveway width. In Residential Area A, existing garage doors face to street; where possible, the garage doors can be turned perpendicular to the street to minimize the visual impact of the door.

Intent: Preserve traditional neighborhood character by minimizing the automobile's visual impact.

- 8. Color: Refer to page 1-75.



Design Elements of a Residence Within Area B

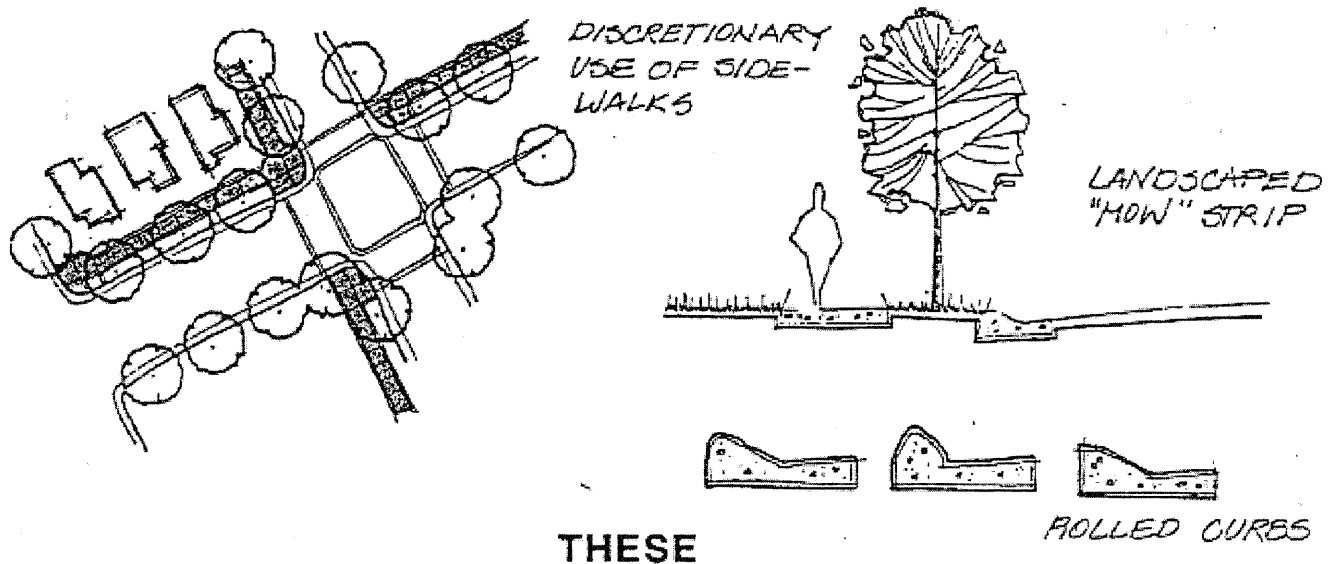
D. Streets and Alleys

Existing streets and alleys in the residential zone lack differentiation, adequate paving (drainage), lighting, and marking (and in many areas, sidewalks). Pursue Public Work's projects with redevelopment funding and Community Development Block Grant (CDBG) funds to provide improved streets, curbs, gutters, and sidewalks.

Intent: Provide streets and alleys which are safe and functional, while maintaining the neighborhood's rural character.

1. Residential Streets: Resurface and improve signage and lighting on existing streets.

Intent: Provide safe and legible roadways for drivers and pedestrians.

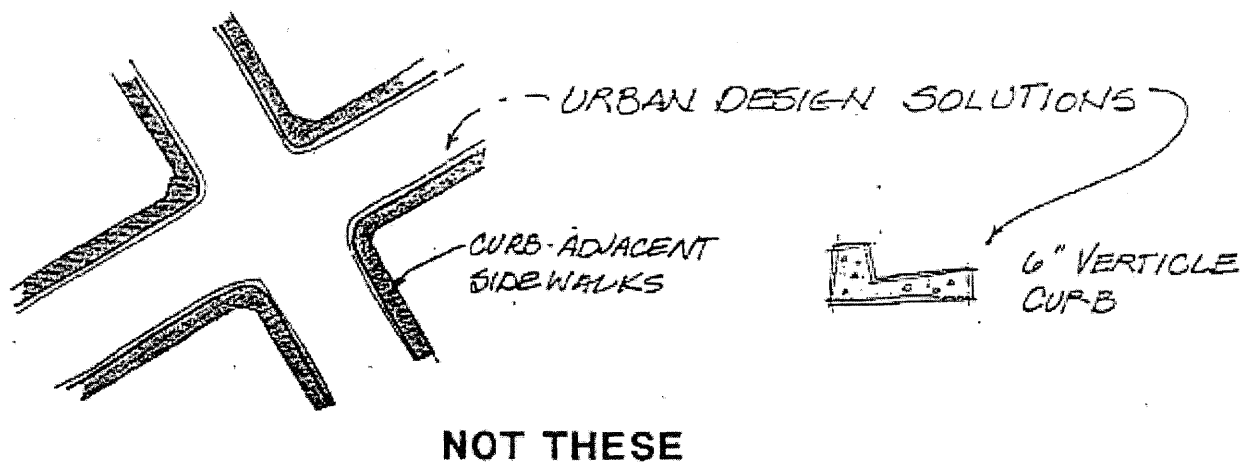


2. Sidewalks: Provide curbs, gutters, and sidewalks in a manner which maintains a "small town" character, while providing for pedestrian paths, road edges, and drainage.

* Encourage the use of rolled curbs, straight, narrow sidewalks, and planted parkways.

Intent: Preserve the neighborhood's character and prevent the larger scale urban look occurring in newer housing developments.

Refer to page 1-64.



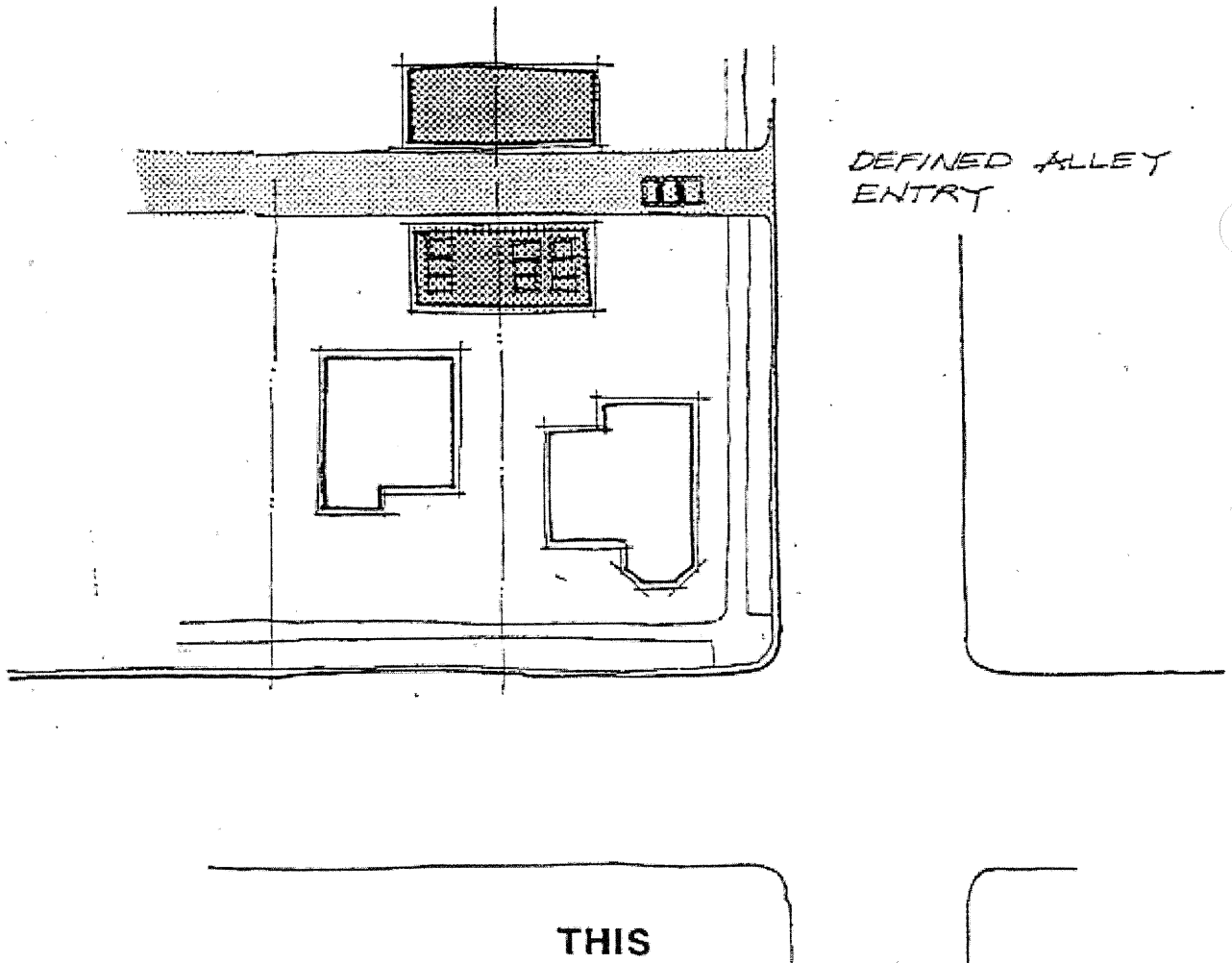
- 3. Alleys: Alleys are a desirable feature. Use them to their full potential. Place garages, carports, utilities, and solid waste storage areas in the alleys.

- * Differentiate alleys from streets to discourage through traffic and promote a more logical neighborhood circulation pattern.

Intent: Minimize visual impact of garages, cars, utilities, and garbage cans on streets.

- 4. Parking: Limit parking of vehicles to driveways, garages, and street frontages. Avoid parking in front yard areas.

Intent: Discourage clutter of automobiles throughout neighborhoods.



IV. PARKS

Based upon the community survey results, Salida's major downtown park has become an unfriendly, unsafe place not suitable for families and children. Park improvements can create an improved environment that people will enjoy. A park facility redesign effort should be pursued. Expansion of the park into a system of parks will further serve to enhance the safety and desirability of the park while providing important linkages throughout the community.

Goal: Promote overall community vitality and participation which enhance the "small town" character and offer safe recreation for all Salida residents and children.

A. Site Planning Guidelines

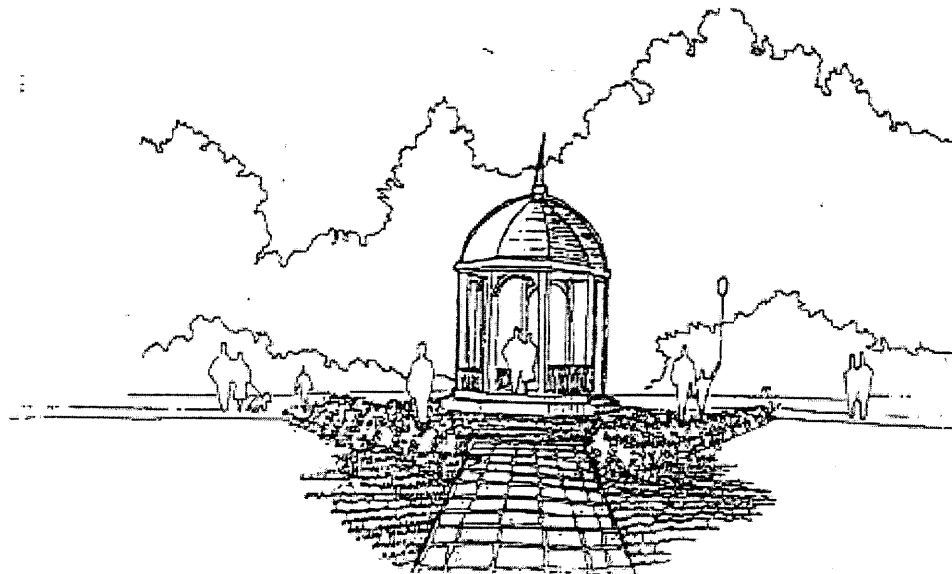
1. **Visibility:** Eliminate areas of low visibility behind buildings, barriers, and landscaping. Maximizing visibility of all areas from the street.

Intent: Discourage vagrancy and crime to increase safety for park goers.

2. **Pocket Parks:** Develop a system of neighborhood pocket parks on empty lots within the neighborhoods. Link all parks with the large park.

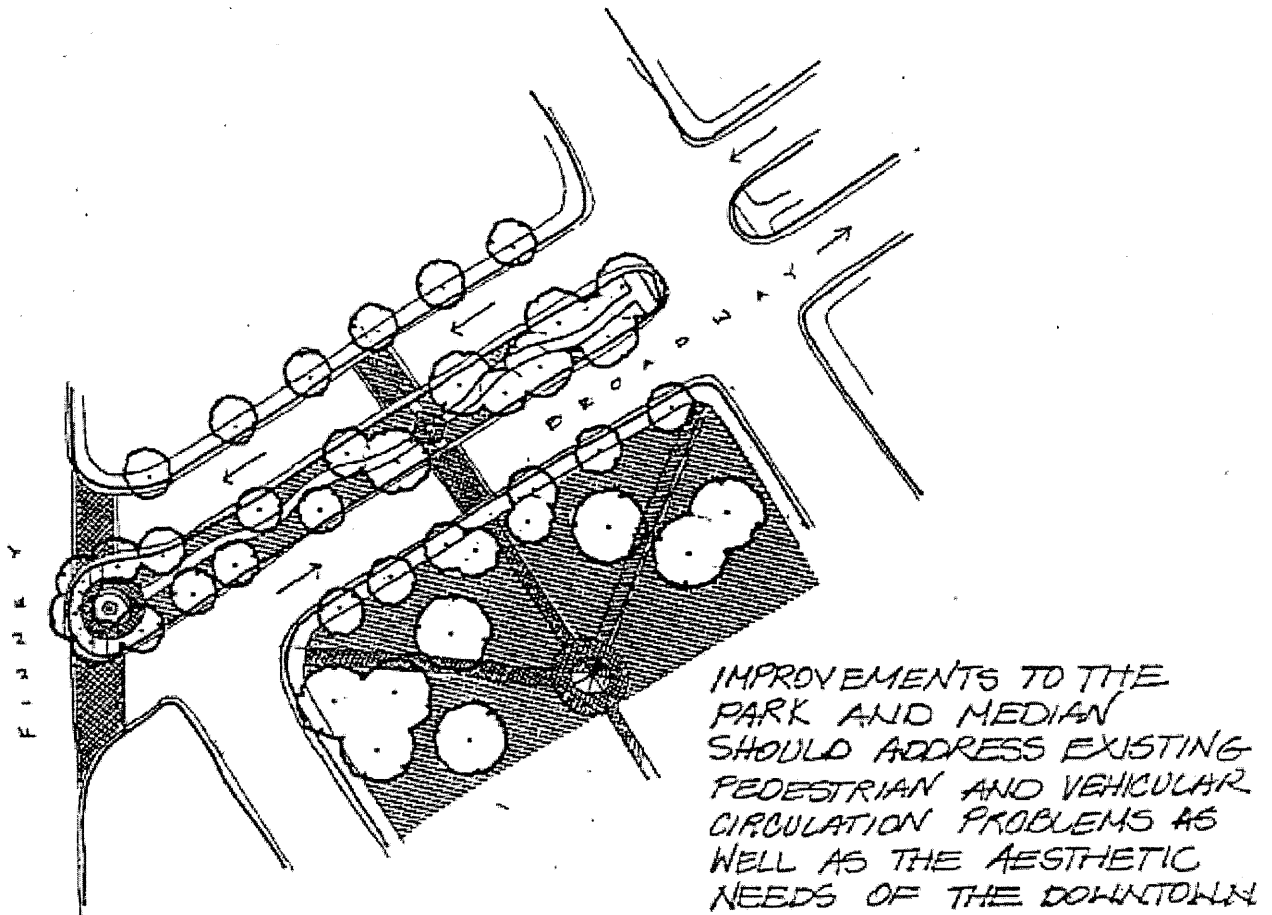
Intent: Provide small local play lots.

3. **Park Facilities:** Redesign restrooms and park facilities to minimize the potential for crime and to maximize policing.



- 4. Parks as Nodes: The park should serve as a central node with good linkages to neighborhoods and downtown. Streetscape and street improvements in both the commercial and residential areas should reinforce the concept of linkages and paths to the park.

Intent: Make the park easily accessible by foot and an important central open space element of the downtown.



V. GENERAL NEIGHBORHOOD CLEANUP

The old neighborhoods of Salida contain many instances of abandoned cars, junk in yards, weeds, overgrown trees, and trash in empty lots creating a rundown appearance, as well as potentially dangerous conditions. The community should be encouraged to get involved in community cleanup through a "Community Beautification Program". This type of program typically involves a lead committee (perhaps the MAC), which organizes efforts that will involve the citizens of Salida in massive volunteer cleanup efforts. These efforts not only result in cleanup, but will also build community pride.

Goal: Improve the visual appearance of Salida's neighborhoods.

The following guidelines address four neighborhood cleanup issues which can be addressed through a community-wide cleanup campaign resulting in an improved visual appearance.

A. Guidelines

1. Cars and Trucks: Remove abandoned vehicles and reduce car repair in yards and on streets.
2. Rubbish: Remove junk and trash (auto parts, refrigerators, furniture, etc.), from private property and empty lots.
3. Trees: Properly maintain street trees and remove weeds from around houses and empty lots.
4. Vacant Lots: Encourage the "recycling" of vacant lots into new housing or neighborhood parks.

VI. IMPLEMENTATION AND INTERPRETATION OF GUIDELINES

These Design Guidelines are intended to be directive, not mandatory and should be applied within the context of the County of Stanislaus General Plan and Zoning. Graphics are intended to convey ideas and concepts, not to be taken literally. It shall be the responsibility and authority of the Stanislaus County Planning Director/Redevelopment Agency staff or his duly appointed representative to interpret and apply these guidelines. Where dispute may arise, appeal procedures pursuant to the Stanislaus County Zoning Ordinance are available for remedy.

GLOSSARY

Articulation	Horizontal and vertical variations in the surface plane of a structure. For example: A cube has no articulation; by adding and subtracting vertical and horizontal elements to the cube, (articulation), a more interesting shape is created (see illustration on page 1-84).
Awnings	Cloth-covered door and window overhangs which provide shade and shelter. Usually colorful, can be embellished with signs and have a variety of shapes.
Buffer Zone	A strip of land which protects one land use from another. For example: Landscaped buffers with earth berms and low walls are excellent at "buffering" parking lots from adjacent uses.
Building Facades	The side of the building facing the street. Typically, the front of the building.
Canopies	Structural projections from buildings designed to provide shelter and define pedestrian space on the sidewalk.
Community Fringes	The areas of new growth directly adjacent to the existing developed Community of Salida, particularly those areas outside of the redevelopment plan boundaries.
Community Revitalization	The goal of bringing new development, while renovating, restoring, and renewing existing development in Salida in order to improve economic function and quality of life.
Continuous Edge	Alignment of buildings, low walls, and fences along a street or sidewalk which creates an uninterrupted linear edge.
Curb Adjacent	Refers to a sidewalk's position directly against the curb. Often typical of downtown areas, but not preferable in residential areas.
Districts	An area of homogeneous characteristics (e.g., structures, uses, etc.), that distinguishes it from another area. For example: Salida's downtown "district" is different than the residential "district".

GLOSSARY (continued)

False Front	An architectural treatment of the front of a building that masks the structural form and material of the building.
Graphic/Icon Signs	Signs which use symbols rather than words to advertise a message. For example: A barber pole is an icon sign; another example could be an ice cream cone graphic to advertise an ice cream store. Icon signs are especially well suited as pedestrian signs (page 1-74).
Human Scale	The perceived size of a building or space defined in terms of its relationship to the size of a person. A building or space of a human scale will be proportioned in such a way that it is comfortable, desirable, and pleasing to people.
Recessed Entries	A space off the sidewalk that allows for opening doors and window shopping and increases facade variation.
Right-of-Way (R.O.W.)	The width of land set aside for streets, sidewalks, and landscaping. Generally, development does not occur within the R.O.W.
Rhythm	The pattern of form created by a series of buildings with related character, width, and scale.
Scale	The size of a structure as perceived by the eye. The same size building can reduce its scale by adding detail, articulation, overhangs, and landscaping (see articulation).
Setback	The distance between a structure and the lot lines (property lines), sometimes referred to as "yards". Typically setbacks are specified for front yards, rear yards, and side yards.
Shingled Canopies	Shed, roof-like canopies projecting from buildings with wood shingles.
Streetscape	Elements of a street that improve the pedestrian experience and vehicular circulation. For example: Street trees, curbs and sidewalks, clear signage, street lighting, street furniture, and crosswalks (see pedestrian environment).
Vertical	Zoning which allows for different uses at different elevations in the same building. For example: Commercial uses limited to the first floor and residential uses limited to the second and third floors would constitute vertical zoning (see mixed uses).

APPENDIX

HAVE A SAY IN SALIDA'S FUTURE

Salida has been chosen to receive funds which will be used to help improve the quality of your community. We are interested in knowing what you think about your community and what you would like to see happen in the future. Please take a few minutes to share your thoughts with us by completing this survey. Your participation is essential!!

1. PLEASE RATE THE IMPORTANCE OF EACH OF THE FOLLOWING: (Circle one)

	Very Important	Moderately Important	Not Important	No Opinion
A. Street and curb improvements	1	2	3	4
B. Uniform architectural style				
1. In residential areas	1	2	3	4
2. In commercial areas	1	2	3	4
C. Public restrooms	1	2	3	4
D. "Small town" character	1	2	3	4
E. Landscaping	1	2	3	4
F. Bicycle paths	1	2	3	4
G. Economic/commercial growth	1	2	3	4
H. Parking	1	2	3	4
I. Street lighting	1	2	3	4
J. Pedestrian circulation	1	2	3	4
K. Improved store fronts	1	2	3	4
L. Parks	1	2	3	4
M. Downtown	1	2	3	4
N. Street furniture	1	2	3	4
O. Public utility improvements	1	2	3	4
P. Salida's town history	1	2	3	4
Q. Other _____	1	2	3	4

2. OF THE ABOVE ITEMS, WHICH FIVE DO YOU THINK ARE THE MOST IMPORTANT? (Identify by letter)

1. _____ 2. _____ 3. _____ 4. _____ 5. _____

3. PLEASE LIST THREE THINGS ABOUT YOUR COMMUNITY THAT YOU THINK NEED IMPROVEMENT:

1. _____
2. _____
3. _____

4. DO YOU LIKE THE VISUAL APPEARANCE OF: (Circle one)

A. Older residential neighborhoods	Yes	No	No opinion
B. Newer residential neighborhoods	Yes	No	No opinion
C. Older business areas	Yes	No	No opinion
D. Newer business areas	Yes	No	No opinion

5. PLEASE PROVIDE ANY OTHER COMMENTS YOU MAY HAVE THAT WILL HELP US UNDERSTAND YOUR DESIRES FOR THE FUTURE OF SALIDA.

6. ARE YOU A RESIDENT OF SALIDA? (Circle one) Yes No

UPON COMPLETION OF THIS SURVEY, PLEASE DEPOSIT IT IN ONE OF THE MARKED BOXES OR RETURN NO LATER THAN AUGUST 29, 1990 TO: STANISLAUS COUNTY, MUNICIPAL ADVISORY COUNCIL, P.O. Box 374, SALIDA, CALIFORNIA 95368.

Summary of Responses to:

HAVE A SAY IN SALIDA'S FUTURE

Salida has been chosen to receive funds which will be used to help improve the quality of your community. We are interested in knowing what you think about your community and what you would like to see happen in the future. Please take a few minutes to share your thoughts with us by completing this survey. Your participation is essential!

1. PLEASE RATE THE IMPORTANCE OF EACH OF THE FOLLOWING: (Circle one)

Categories with an * are identified as "most important" in question number 2; bold percentages indicate greatest response (mode).

		Very Important	Moderately Important	Not Important	No Opinion
*A.	Street and curb improvements	72.2%	24.1%	2.8%	1.0%
B.	Uniform architectural style				
	1. In residential areas	21.2%	28.8%	40.4%	9.6%
	2. In commercial areas	29.8%	31.9%	30.9%	7.4%
C.	Public restrooms	30.7%	34.7%	30.7%	4.0%
*D.	"Small town" character	58.7%	25.0%	11.5%	4.8%
E.	Landscaping	57.0%	30.8%	10.3%	1.9%
F.	Bicycle paths	42.7%	34.0%	20.4%	2.9%
G.	Economic/commercial growth	43.3%	34.6%	17.3%	4.8%
H.	Parking	46.2%	43.3%	9.6%	1.0%
*I.	Street lighting	68.9%	26.4%	3.8%	0.9%
J.	Pedestrian circulation	47.1%	32.4%	9.8%	10.8%
K.	Improved store fronts	52.8%	35.8%	9.4%	1.9%
*L.	Parks	66.3%	26.0%	6.7%	1.0%
*M.	Downtown	65.4%	19.6%	10.3%	4.7%
N.	Street furniture	20.8%	32.1%	38.7%	8.5%
O.	Public utility improvements	37.7%	42.5%	8.5%	11.3%
P.	Salida's town history	43.7%	32.0%	15.5%	8.7%
Q.	Other				

2. OF THE ABOVE ITEMS, WHICH FIVE DO YOU THINK ARE THE MOST IMPORTANT? (Identify by letter)

1. (A) 14.4% 2. (I) 11.4% 3. (L) 8.7% 4. (M) 8.7% 5. (D) 7.2%

3. PLEASE LIST THREE THINGS ABOUT YOUR COMMUNITY THAT YOU THINK NEED IMPROVEMENT:

- Police Protection (own police department; faster response times)
 - Sidewalks/street improvements (Broadway & major streets, bike paths, curbs & gutters)
 - General clean-up (housing, streets, junk, weeds, removal of abandoned cars)
- Also mentioned often: Park safety, landscaping, street lighting

4. DO YOU LIKE THE VISUAL APPEARANCE OF: (Circle one)

	Yes	No	No Opinion
A. Older residential neighborhoods	25.5%	63.3%	11.2%
B. Newer residential neighborhoods	84.6%	7.8%	7.8%
C. Older business areas	31.7%	60.4%	7.9%
D. Newer business areas	81.0%	7.0%	12.0%

5. PLEASE PROVIDE ANY OTHER COMMENTS YOU MAY HAVE THAT WILL HELP US UNDERSTAND YOUR DESIRES FOR THE FUTURE OF SALIDA.

- General cleanup
- Parks not suitable for families
- Police protection

Also Mentioned often: Growth management, landscaping, sidewalk and street improvements, drunkenness/loitering

6. ARE YOU A RESIDENT OF SALIDA? (Circle one) Yes **82.4%** No 17.6%

UPON COMPLETION OF THIS SURVEY, PLEASE DEPOSIT IT IN ONE OF THE MARKED BOXES OR RETURN NO LATER THAN AUGUST 29, 1990 TO: STANISLAUS COUNTY, MUNICIPAL ADVISORY COUNCIL, PO BOX 374, SALIDA, CA 95368. IF YOU HAVE ANY QUESTIONS OR WOULD LIKE ADDITIONAL INFORMATION, PLEASE CONTACT: GARY DEW (209) 545-0205.

SOURCES

Claire Associates, Inc., 1990, Preliminary Redevelopment Plan for Stanislaus County Redevelopment Project No. 1.

Claire Associates, Inc., 1990, Draft Redevelopment and Housing Needs Assessment and Community Redevelopment Plan for Stanislaus County and the Salida Community.

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John B. Dykstra & Associates, 1989, Stanislaus County Redevelopment Feasibility Assessment.

RRM Design Group, 1990, Have a Say in Salida's Future: (community survey questionnaire).