

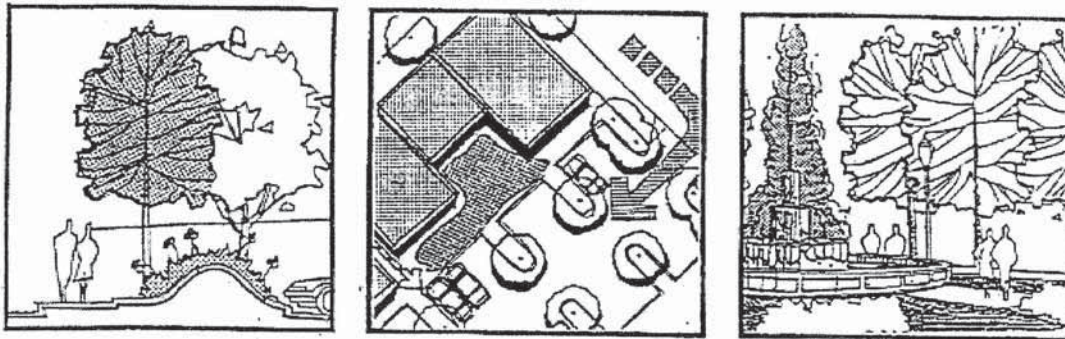
Appendix I-B3

SALIDA DESIGN GUIDELINES

Adopted by the Stanislaus County Board of Supervisors

DECEMBER 17, 1991

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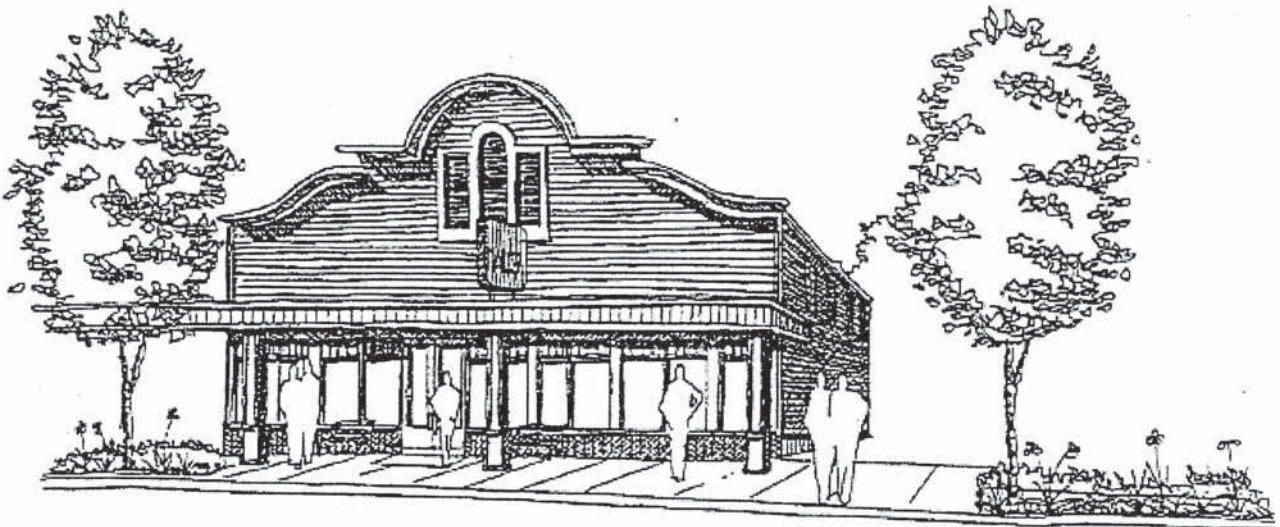
DESIGN GUIDELINES

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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)

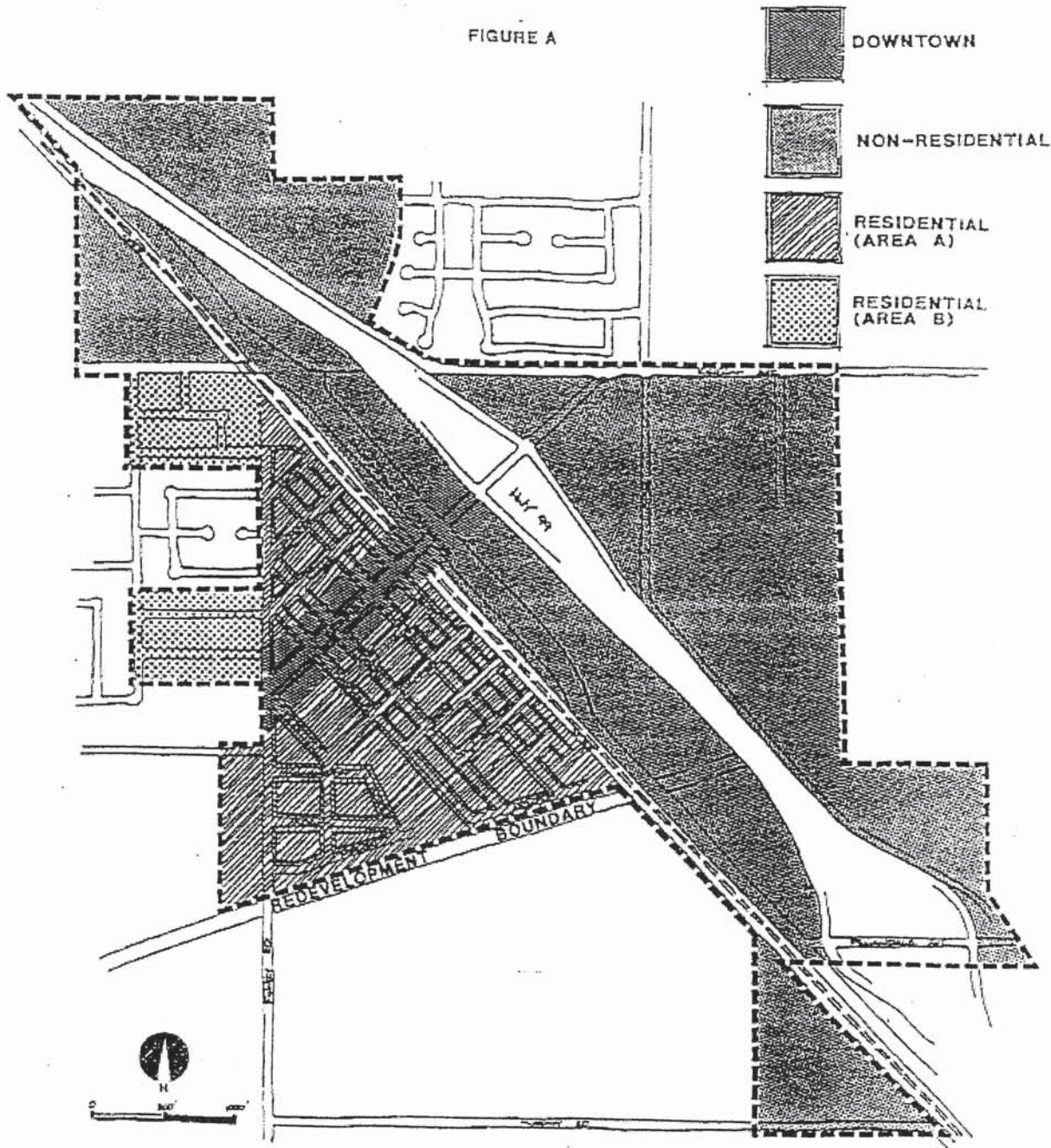
Section V General Cleanup

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

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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).

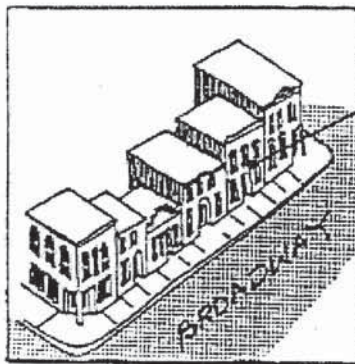
Goal: Create a downtown commercial district that provides an environment for economic growth, pedestrian movement and involvement, aesthetic harmony, parking, and safety.

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.

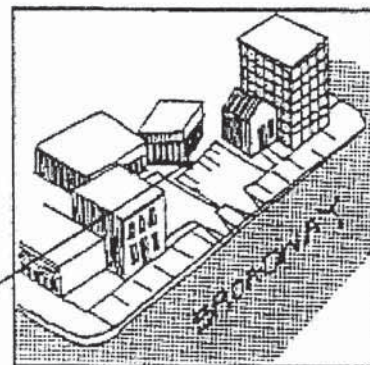
- 1. Building Location: Orient buildings parallel with the street.

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.

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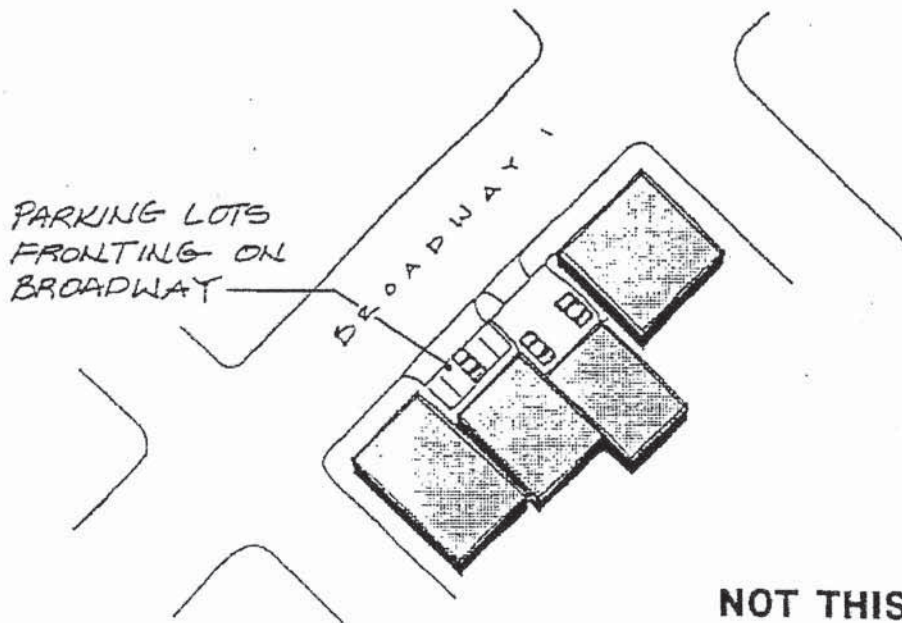
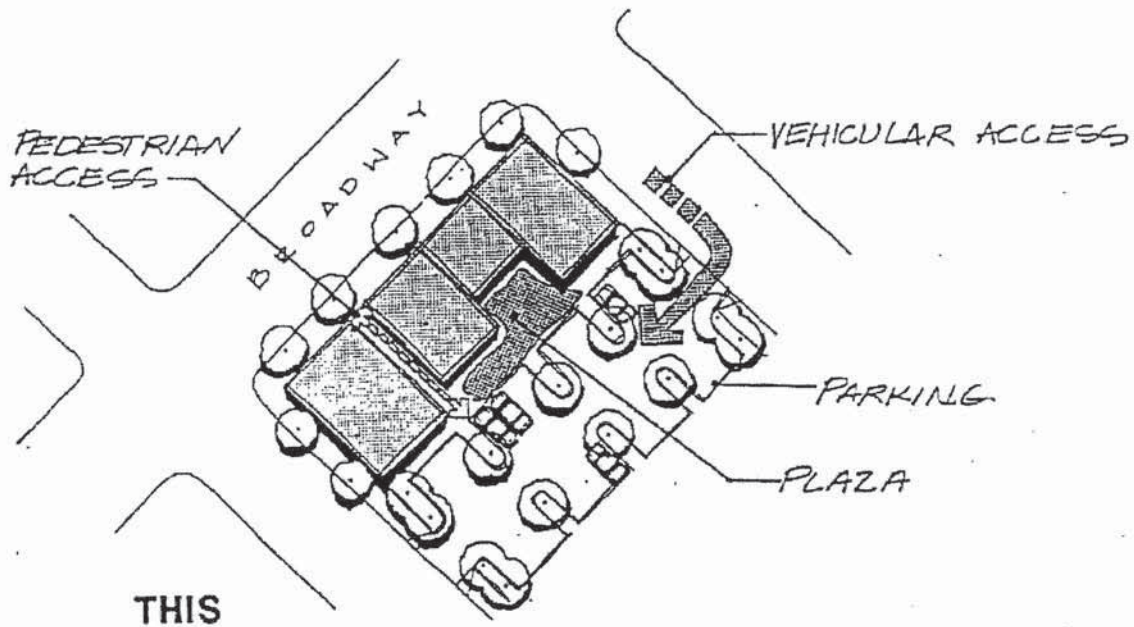
INCONSISTENT BUILDING SETBACKS DISRUPT A PEDESTRIAN ORIENTED DOWNTOWN

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.

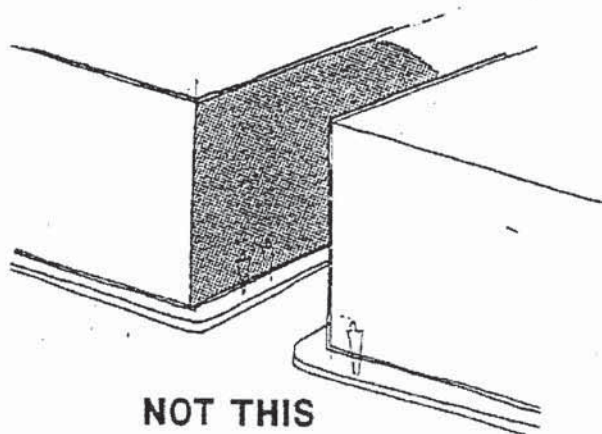
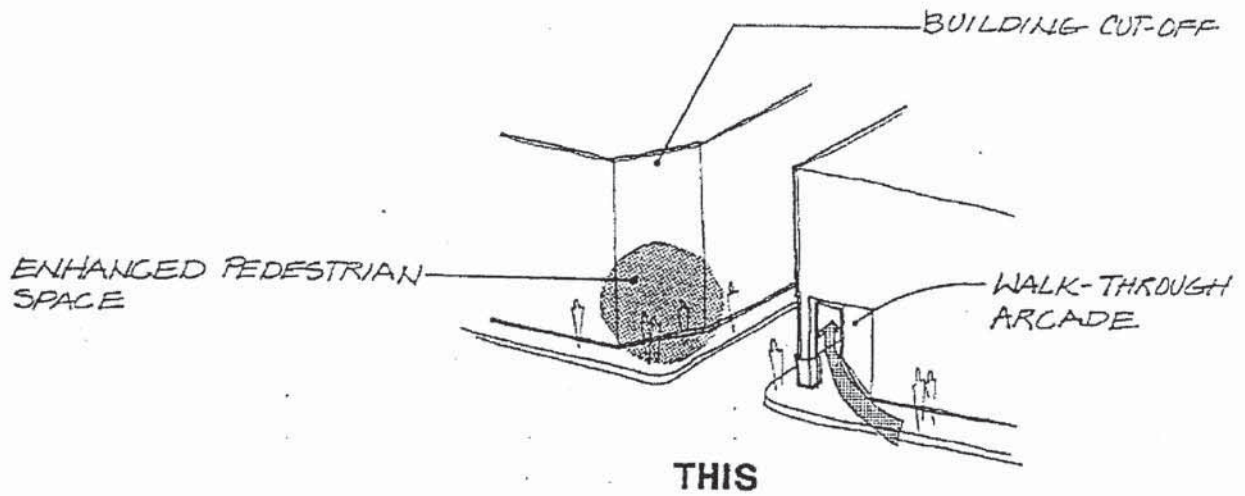
Intent: Provide an uninterrupted street facade along Broadway.

(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.

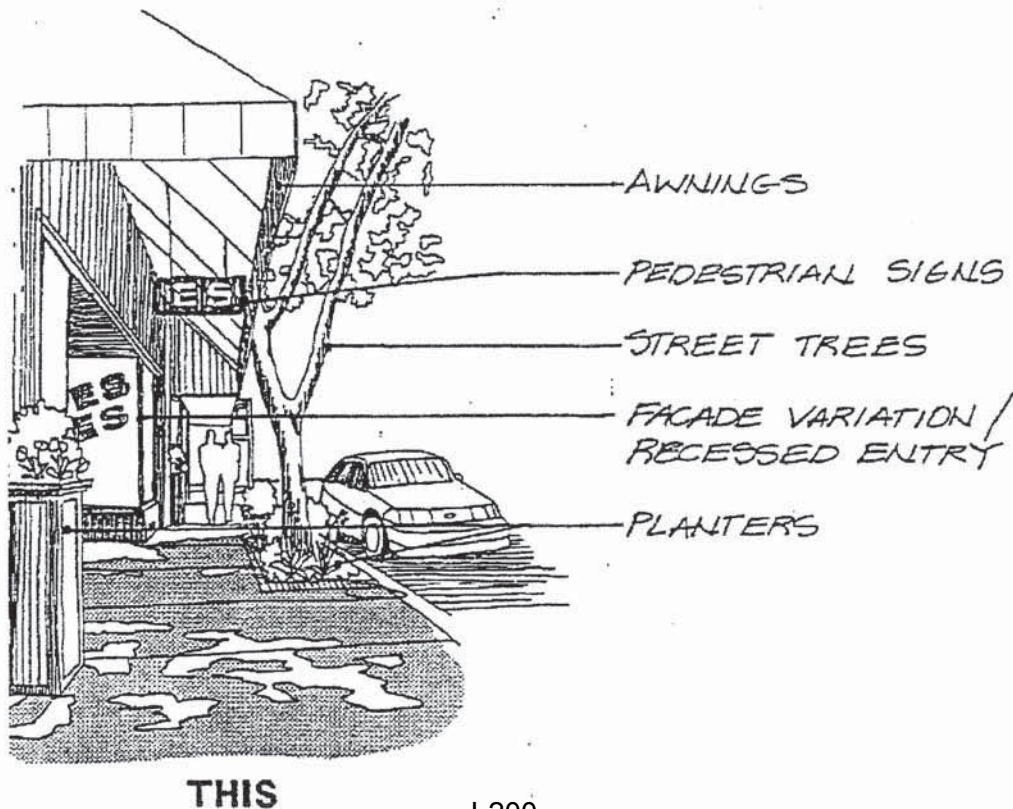
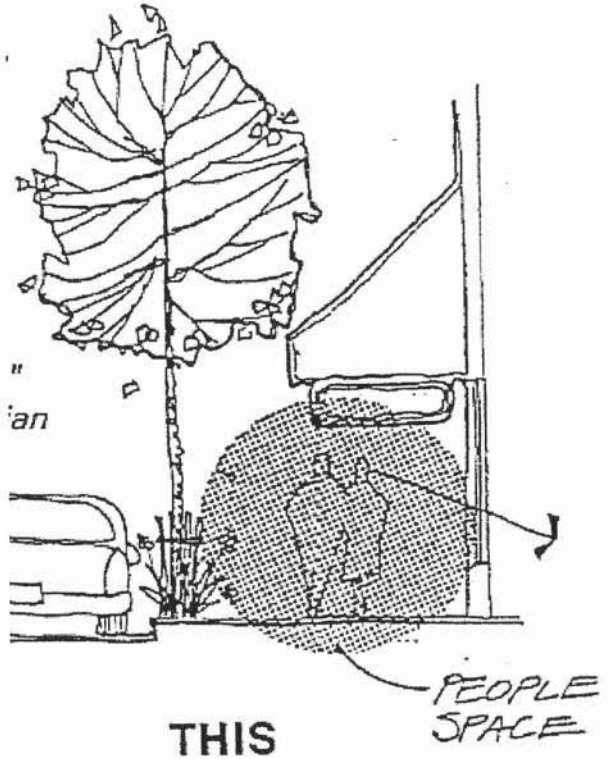


5. Pedestrian Orientation: Site and design buildings with facade variations and pedestrian-oriented streetscapes.

- * 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.

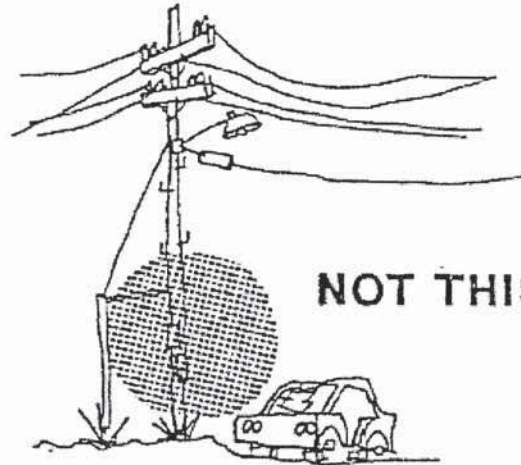
Refer to page 1-73.



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

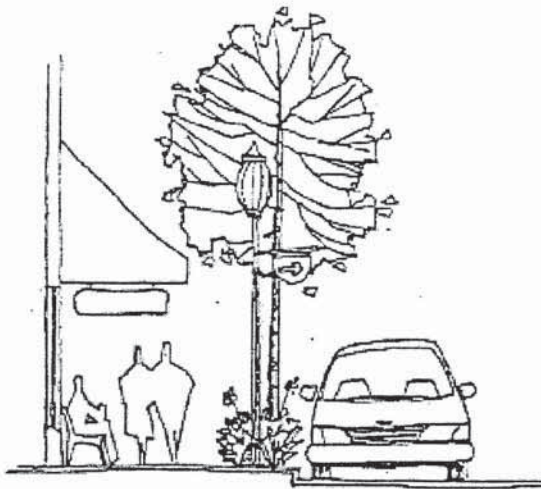
- * Provide continuous storefront sidewalks (minimum 10-foot wide), with integral curb and gutter throughout the downtown commercial areas.

Refer to Page 1-65.



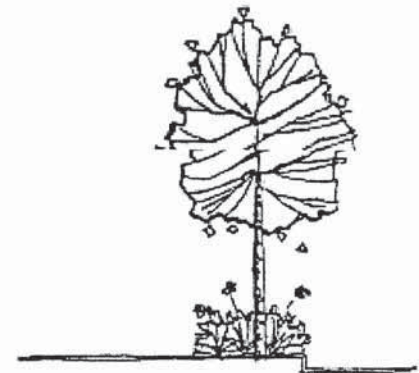
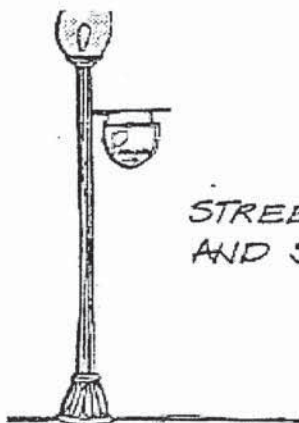
- * Encourage special paving, colored concretes, and the development of a consistent paving pattern throughout the downtown core.

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



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STREET LIGHTING AND SIGNAGE



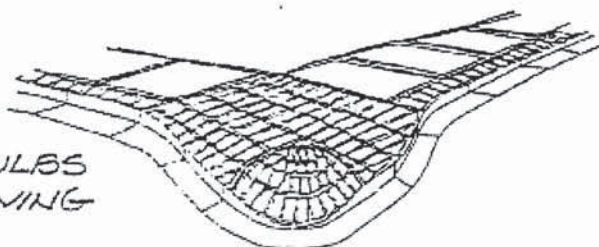
STREET TREE AND PLANTER



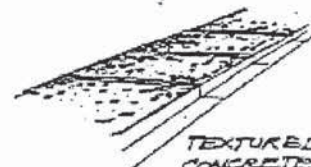
WOOD PLANK



COLORLED CONCRETE



CORNER BULBS
SPECIAL PAVING



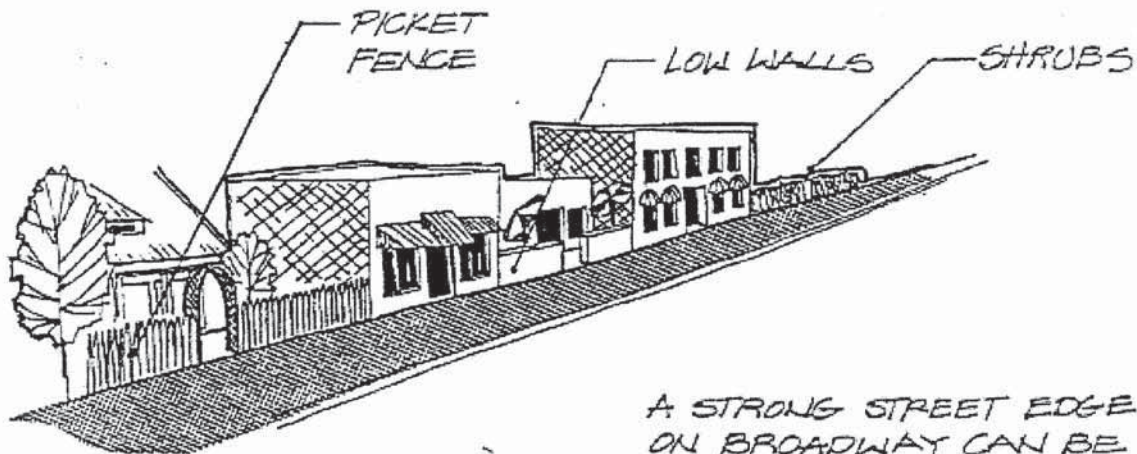
TEXTURED CONCRETE

- * 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.

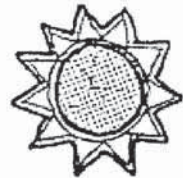
Intent: Define the pedestrian space along Broadway with an uninterrupted edge along the sidewalk.



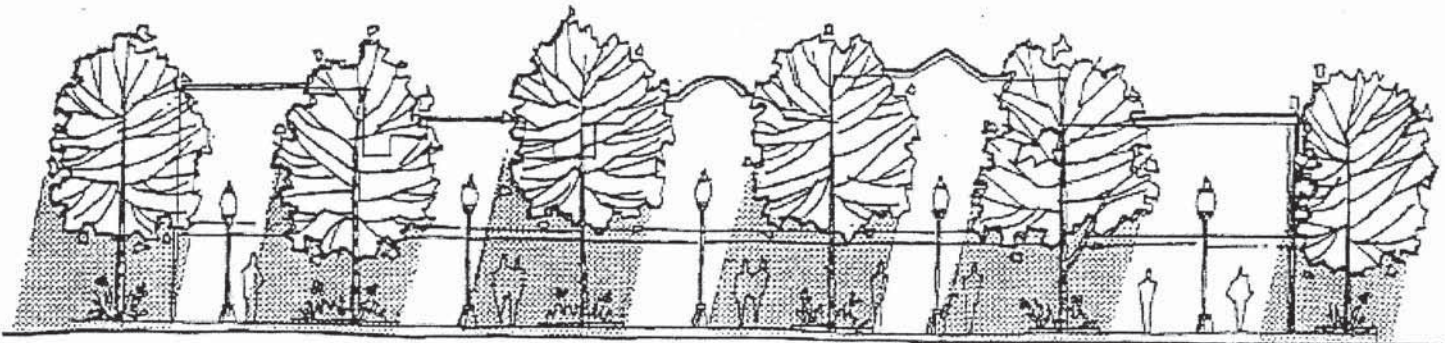
A STRONG STREET EDGE
ON BROADWAY CAN BE
MAINTAINED WHERE SETBACKS
VARY BY USE OF LOW
WALLS, FENCES AND SHRUB
AREAS

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



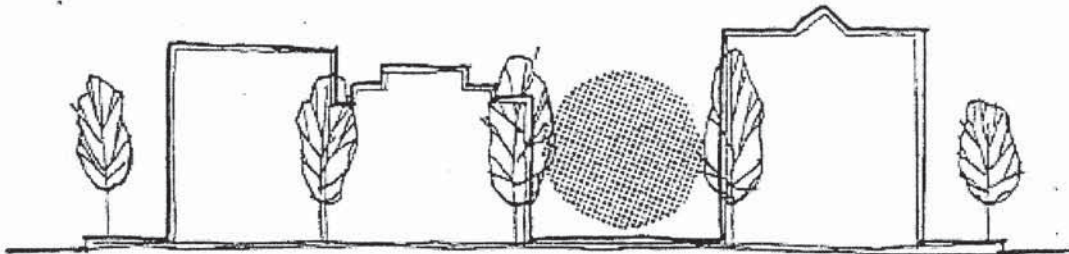
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8. Infill: Vacant lots detract from the downtown and the pedestrian experience. Efforts to infill the empty lots should be made.

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



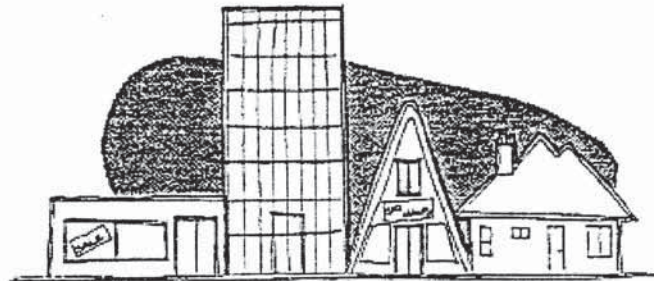
4. Rhythm, Massing, and Scale: Rhythm is a pattern reflected in the relationships of buildings or the components of a building to one another. Consistency in the massing and scale of buildings will begin to establish an appropriate rhythm for Salida's Downtown Commercial District.
- * The massing of 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.



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BUILDINGS COMPLIMENT EACH OTHER WITH CONSISTENT SCALE, WIDTH AND MASS

BUILDINGS TOTALLY UNRELATED



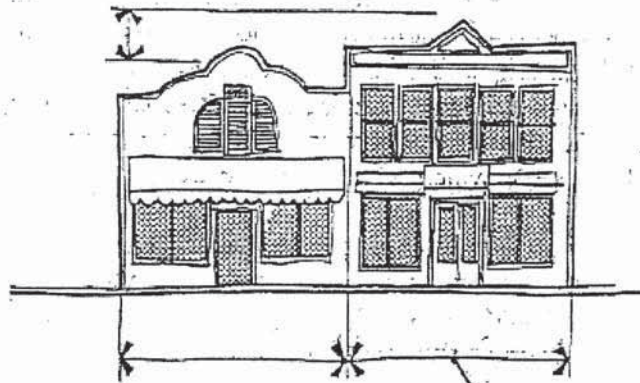
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- 5. Height and Width: Buildings should vary in height and width while remaining within the parameters of those set for downtown.

- * 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.



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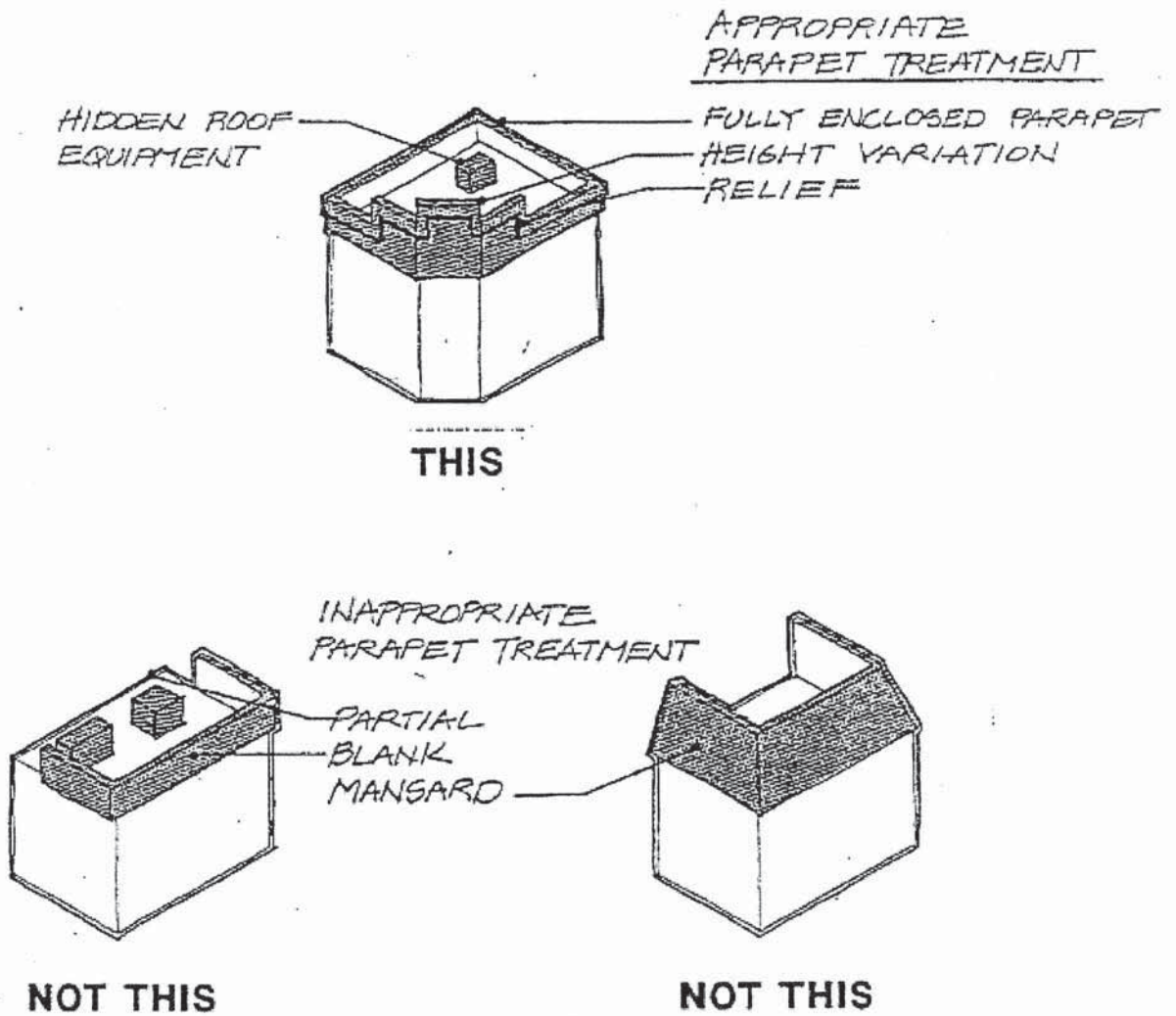
VERTICAL ORIENTATION

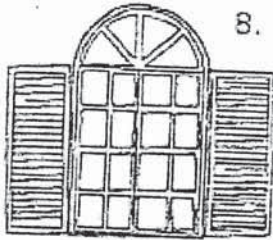
BUILDING PROPORTIONS UNRELATED

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.

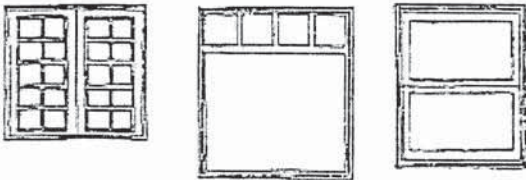
- * Avoid blank parapets
- * Provide relief and detail
- * Conceal roof equipment
- * Avoid pitched roofs or mansards

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

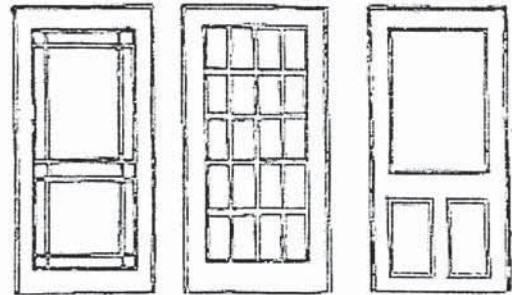




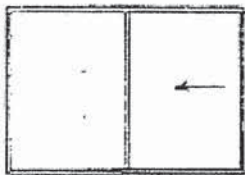
Doors and Windows: The style and proportions of doors and windows are very important elements for setting the character and style of buildings.



PAINTED WOOD FRAMES
CLEAR GLASS



THESE



GOLD OR SILVER METAL FRAMES
HORIZONTAL SLIDER



TINTED GLASS
UNPAINTED METAL

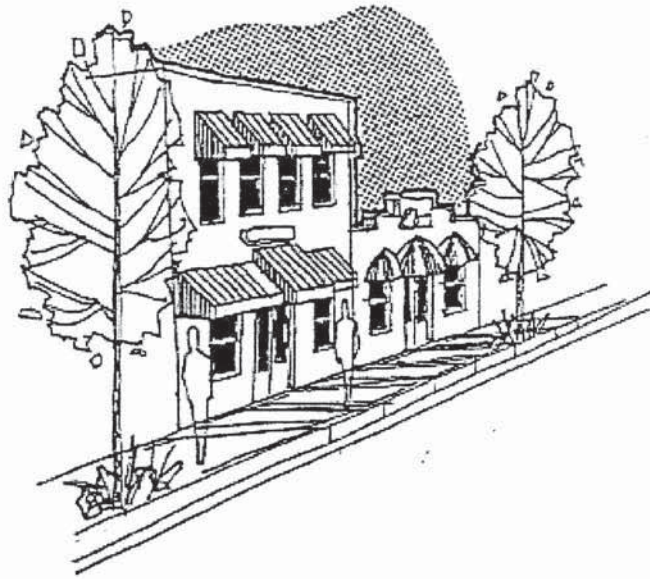
NOT THESE

- * 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.

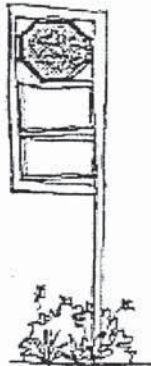
- 9. Awnings and Canopies: Encourage awnings and canopies for use over building openings. In addition to weather protection and shade, they add character, color, interest, scale, and identity to individual buildings. (See page 1-68 for desired awning and canopy materials).



AWNINGS CREATE
BUILDING RELIEF
AND PEDESTRIAN
SPACE

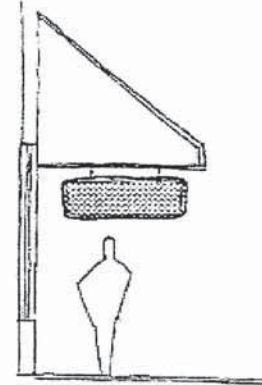
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10. **Signs:** Require appropriate signage that relates to the size and scale of the business, to the pedestrian scale, and enhances the overall downtown image.



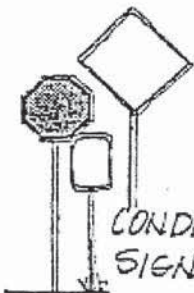
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* Discourage building signs that advertise merchandise. They contribute to a cluttered and confusing streetscape. Discourage signs above the roof or parapet line.



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.

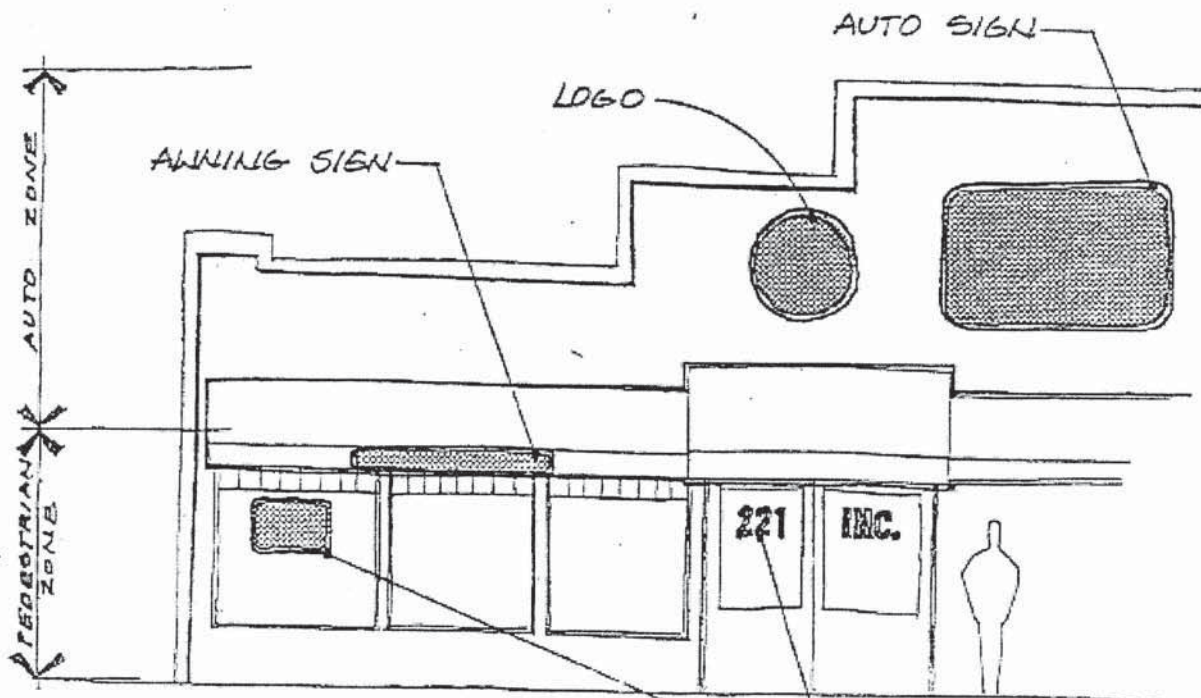


CONDENSE PUBLIC SIGNAGE

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

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

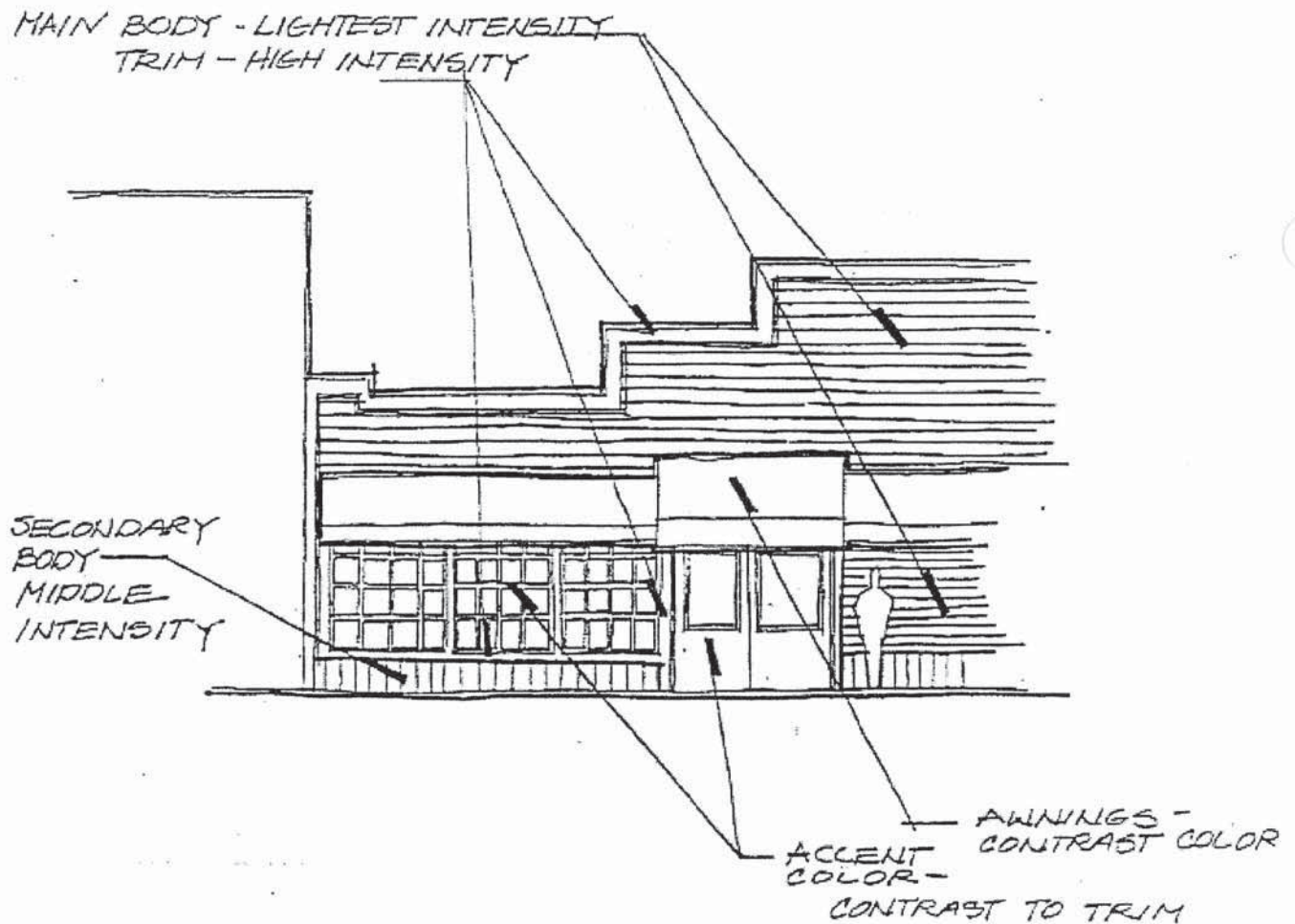
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COMMERCIAL SIGN DIAGRAM

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

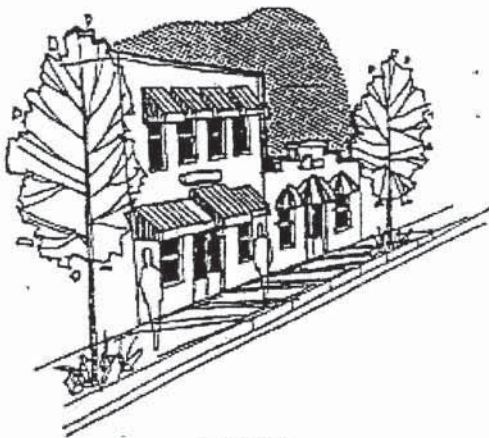
- * Allow the use of contrasting colors to accentuate building entry features and architectural details.

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.

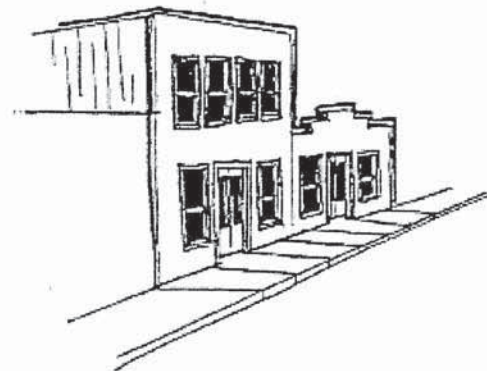
Refer to pages 1-66, 1-73, 1-74, and 1-75.

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.

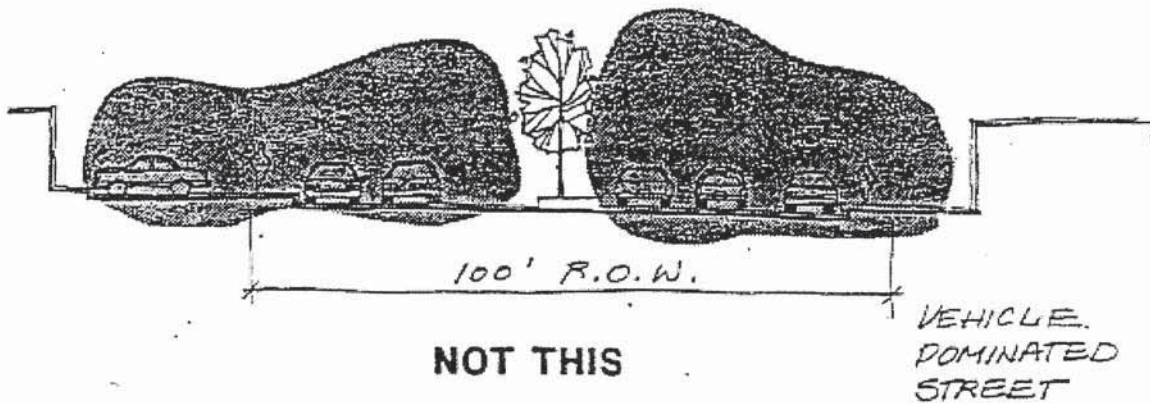
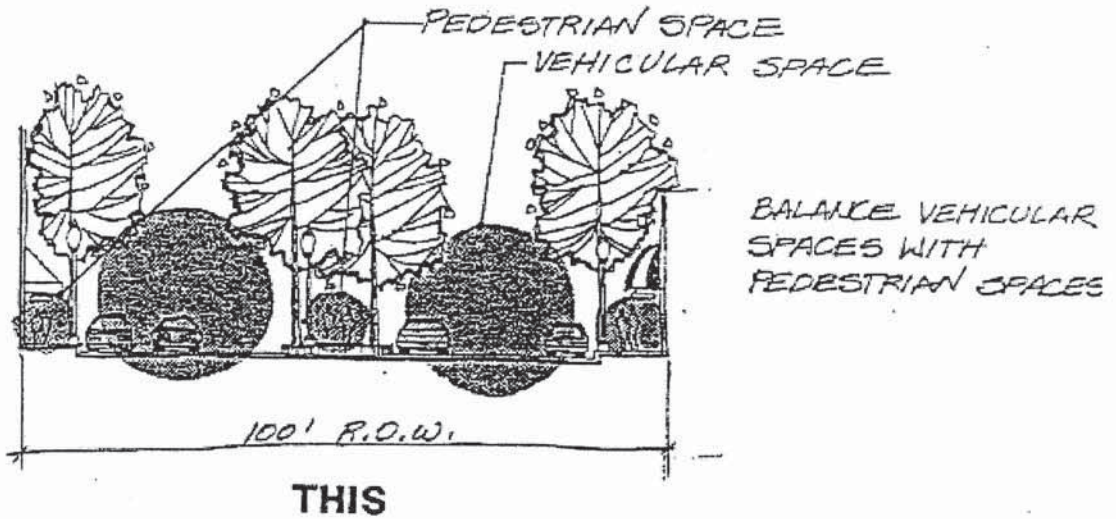
The following street guidelines are intended to improve circulation, parking, pedestrian movement, aesthetics, and promote safety.

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.

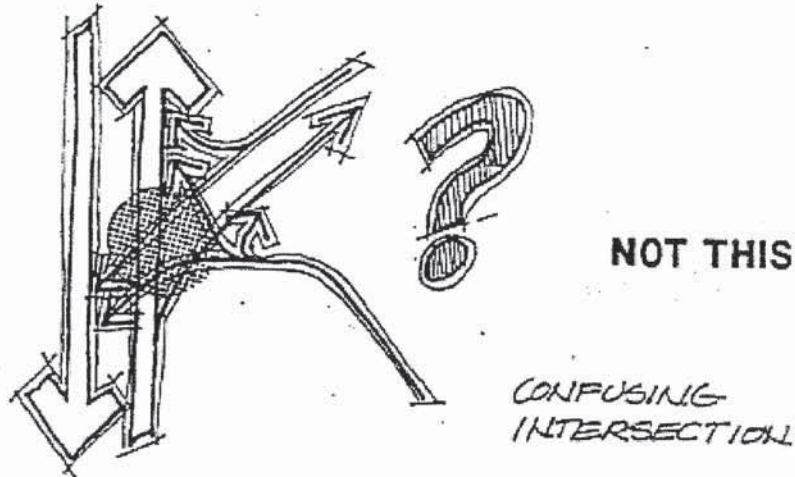


- 2. On-Street Parking: On-street parking provides a buffer between the pedestrian and vehicular traffic and is essential to the economic vitality of the downtown district.

- * 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.

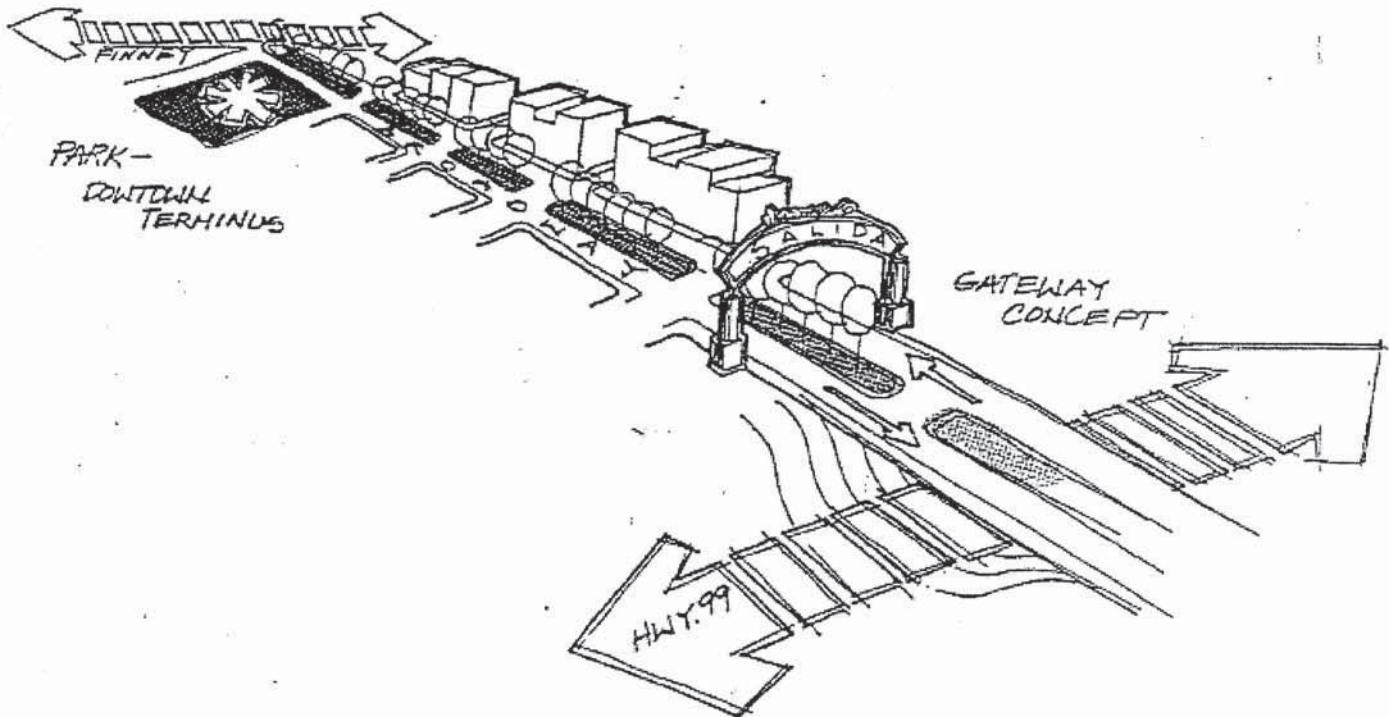
- * Clear signage, posting speed limits, and legal enforcement on Broadway.

- * 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.

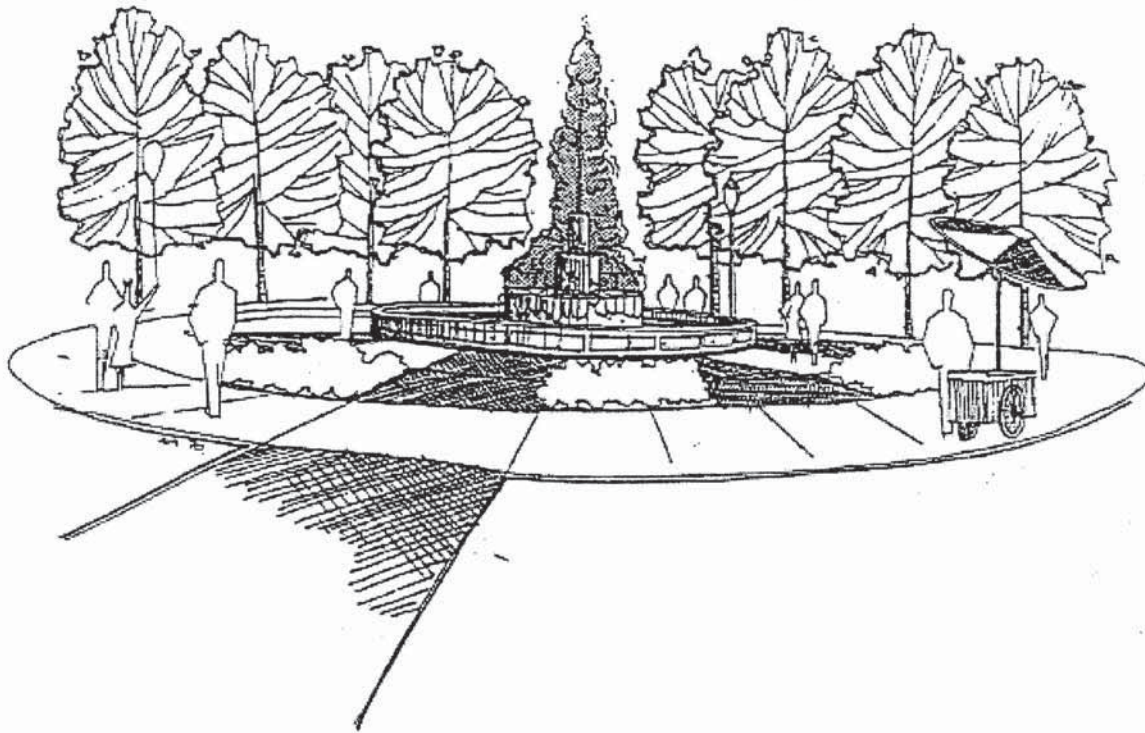


DOWNTOWN CONCEPT

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.

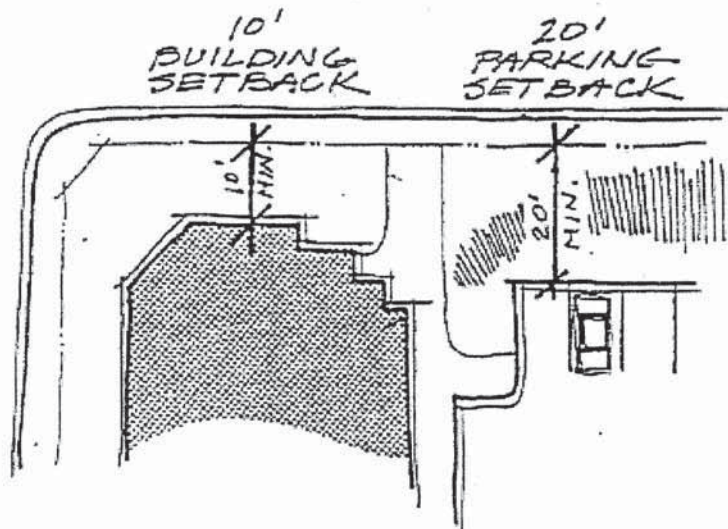
These areas are lacking in site planning, architectural consistency, and road improvement standards. The guidelines will help obtain basic consistencies to enhance and improve pedestrian movement and safety, traffic flow, parking, and aesthetic appearance of these areas.

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.

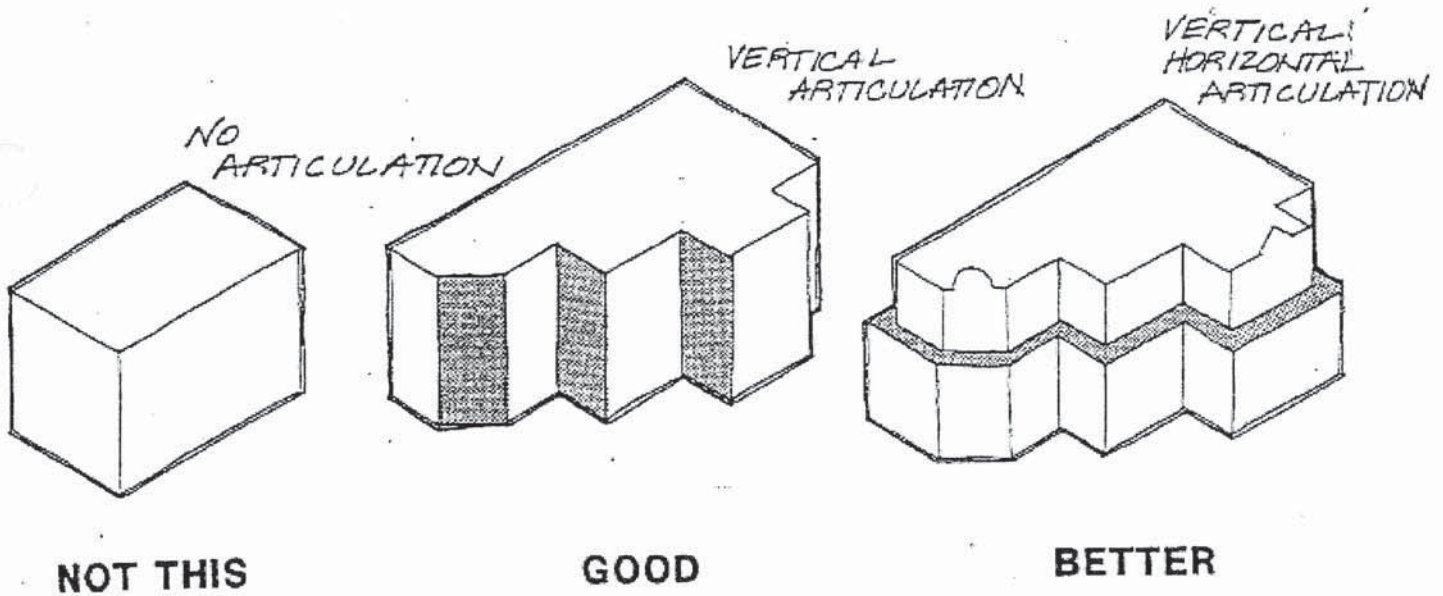
* Recommend use of low walls of native stone, wooden rail fences, berms, and native rock in landscape areas along streets to provide visual definition and interest.



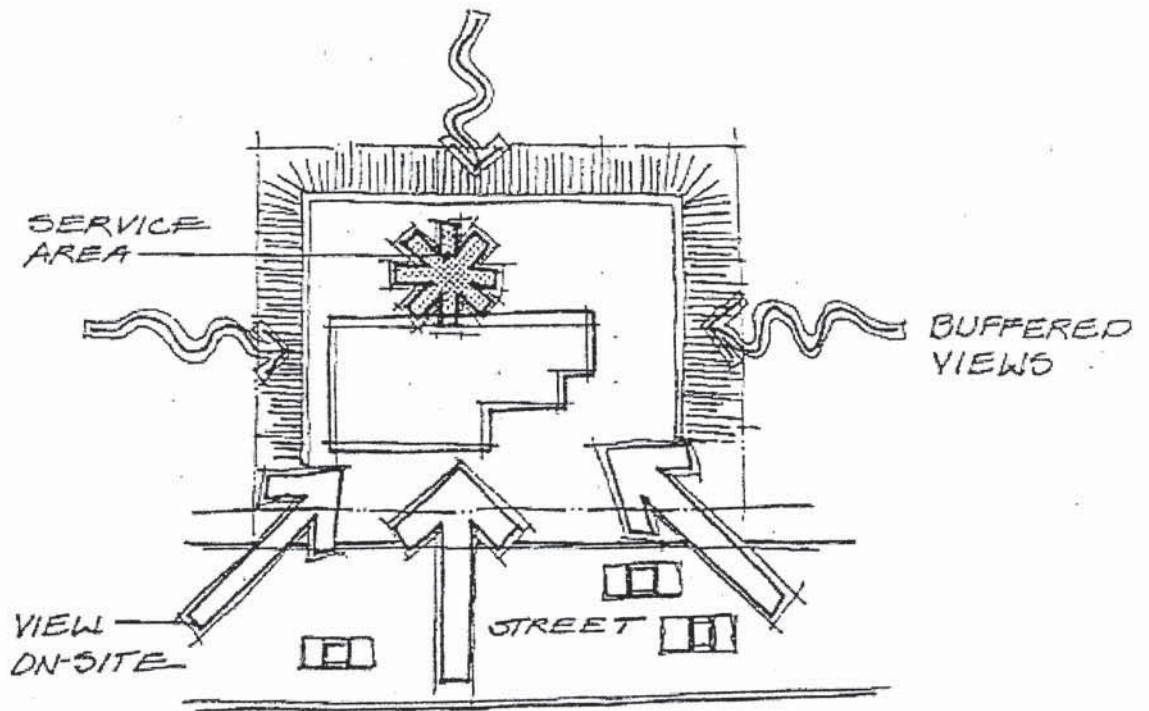
- 2. Building Location: Locate buildings adjacent to at least 25% of the road to minimize parking lot frontage. Provide a minimum of one public street entrance. Relate to adjacent buildings and avoid double blank walls that face each other at a property line.

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.

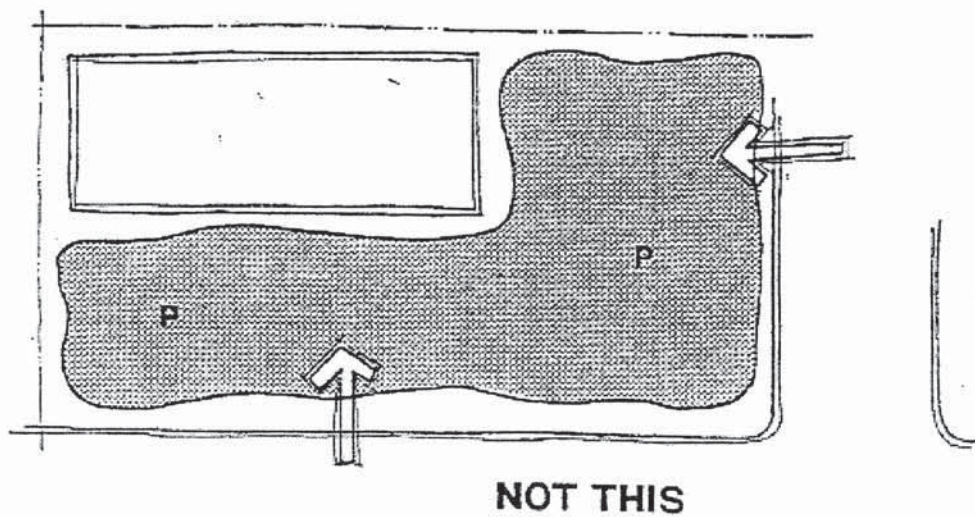
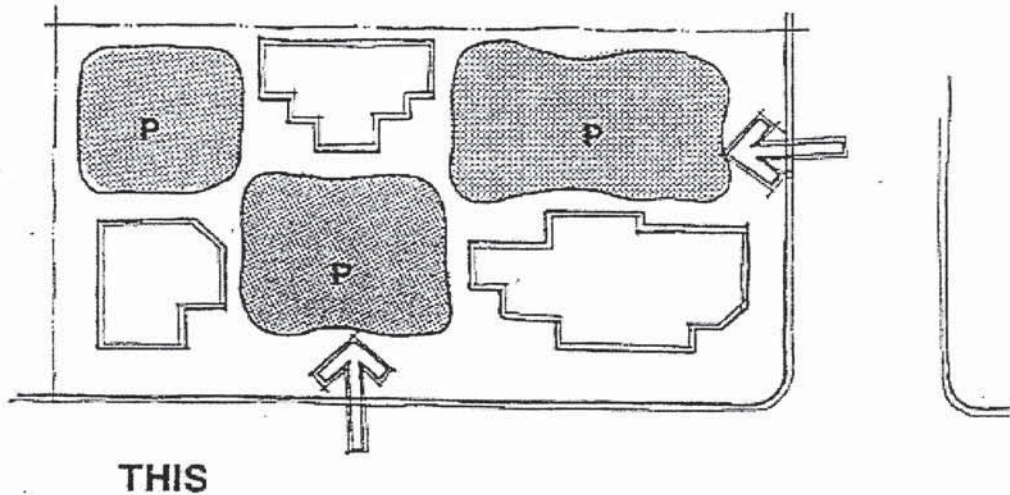


- 5. Service Areas: Orient buildings to hide all service and storage areas from public street view. Incorporate these areas into the main building whenever possible.
- 6. Utility Areas: Locate utility areas such as meter boxes, water meters, trash dumpsters, etc., to the rear of building, or screen them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



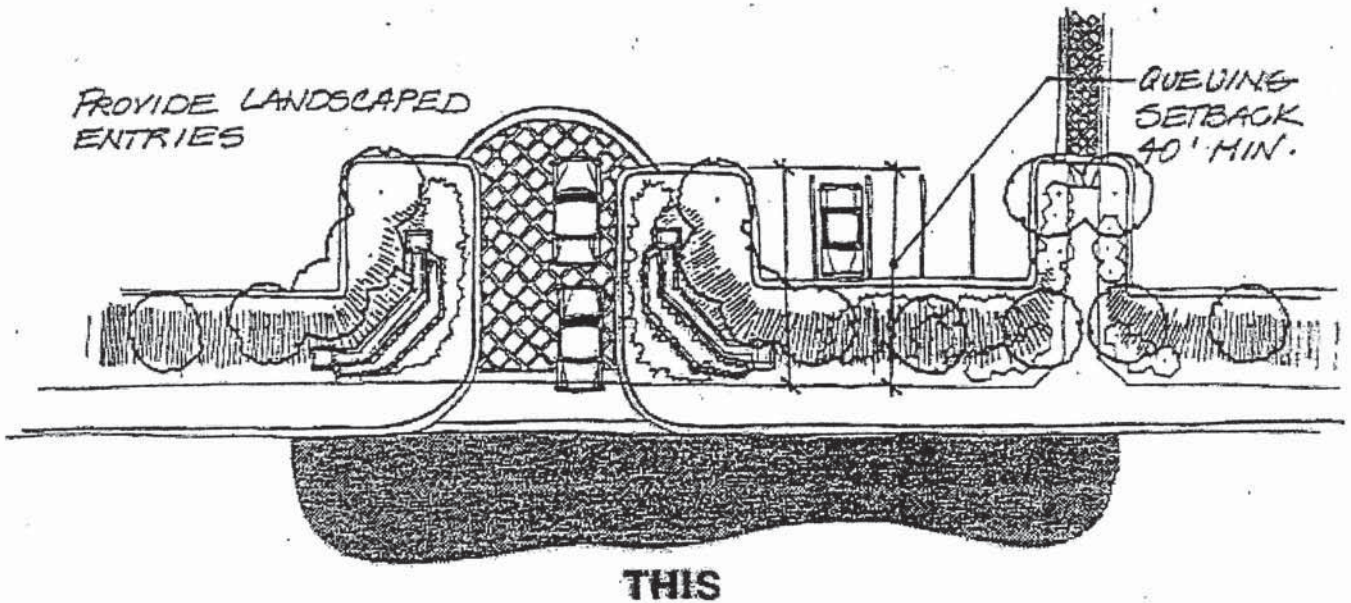
THIS

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.

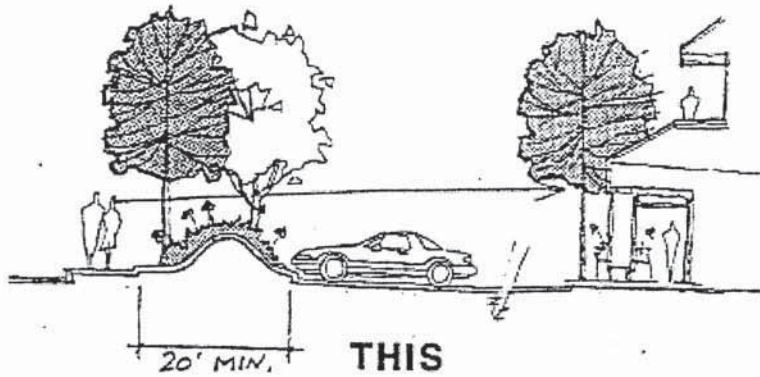


- * Landscape: Encourage canopy tree landscaping in parking areas, and special landscaping treatment for parking lot entrances.
 - * Provide:
 - Planted island or breaks (five-foot wide minimum) every six spaces
 - Two trees each break
 - 15-gallon minimum tree size
 - Two trees at the end of each row 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.

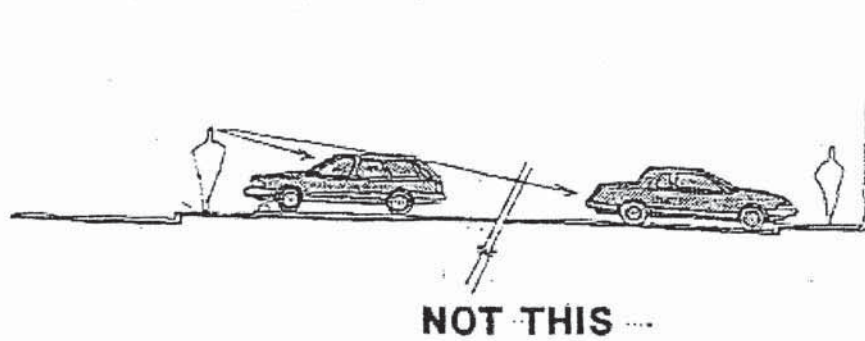
Intent: To provide safety and easy circulation for both pedestrian and vehicle.



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:

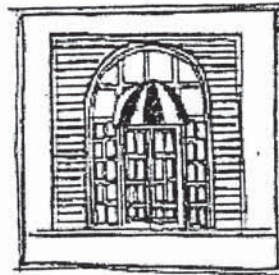
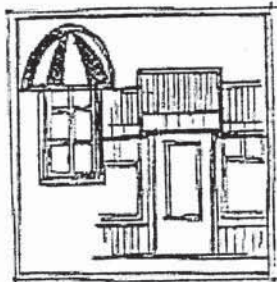
- * Richness and texture (see Materials Guide, page 1-90)
- * Significant wall articulation and interest (insets, jogs, canopies, etc.)
- * Distinctive massing (barn, western false fronts, multi-level, multi-planed pitched roofs)
- * Wide roof overhangs
- * Distinctive entries
- * Shingled awnings or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

2. Undesirable Elements:

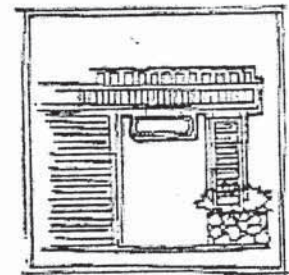
- * Highly reflective surfaces
- * Large, blank, unarticulated wall surfaces
- * Unpainted concrete block
- * Extensive flat roofs
- * Unarticulated roof lines and parapets
- * Irregular or contemporary window shapes
- * Shingled awnings/canopies



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:

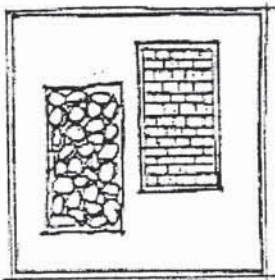
- * Large uniform expanses of metal or aluminum siding
- * Log cabin look
- * Unfinished concrete block /unfinished concrete tilt-up
- * Painted or white brick
- * Prefab metal structures
- * Lava rock facades

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.

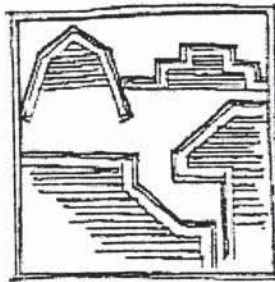
6. Color-Dominant/Accents:

- * **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

SALIDA DESIGN GUIDELINES

Nonresidential District

- 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.

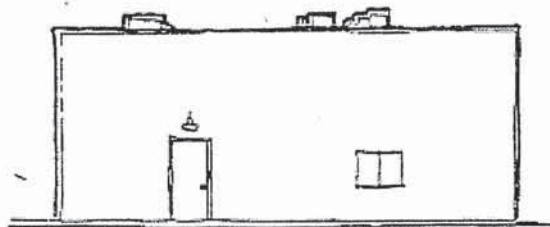
- 8. Roofs: Flat or sloped roofs are acceptable while partial mansard roofs are not. Design roof form to work with the building mass and facade to produce a consistent and integrated composition. Roof design should conceal rooftop equipment.



*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.



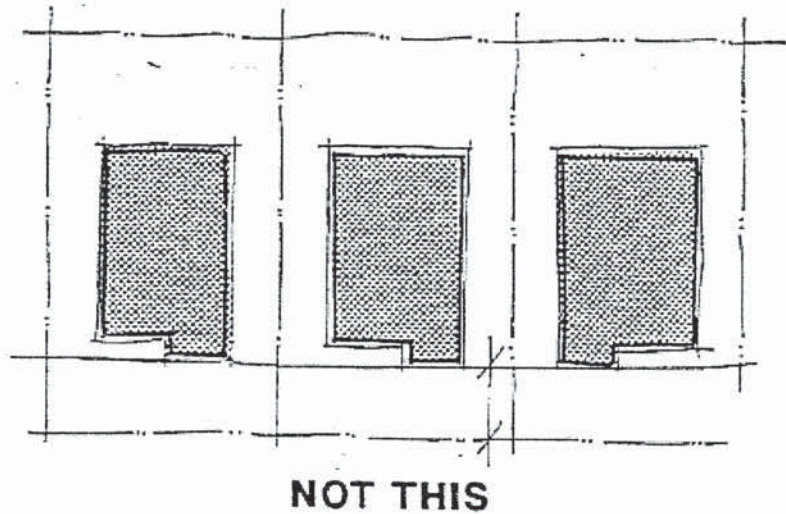
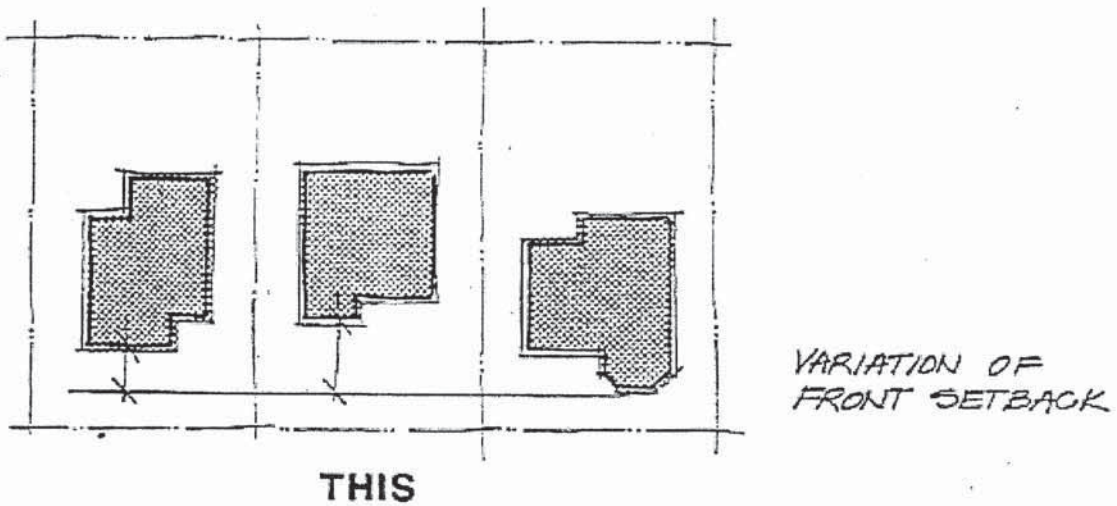
EXAMPLE OF EARLY 1900'S HOME

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.

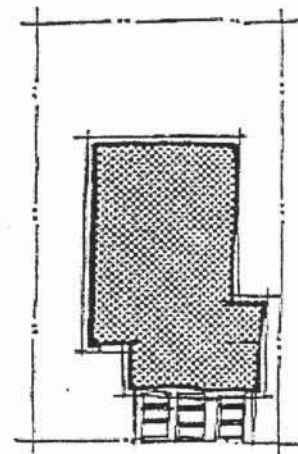
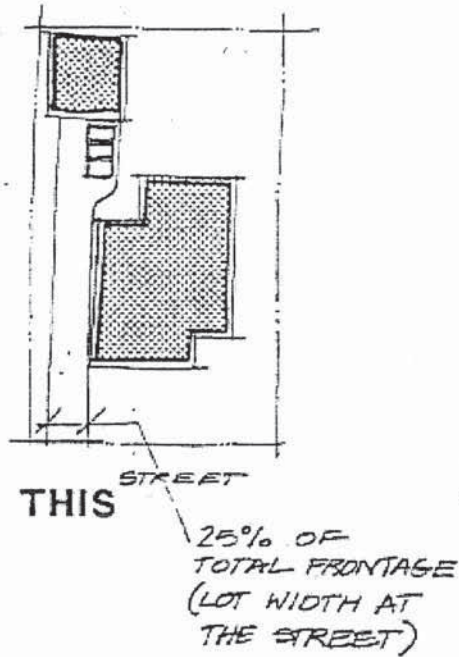
A. Site Planning Guidelines

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.

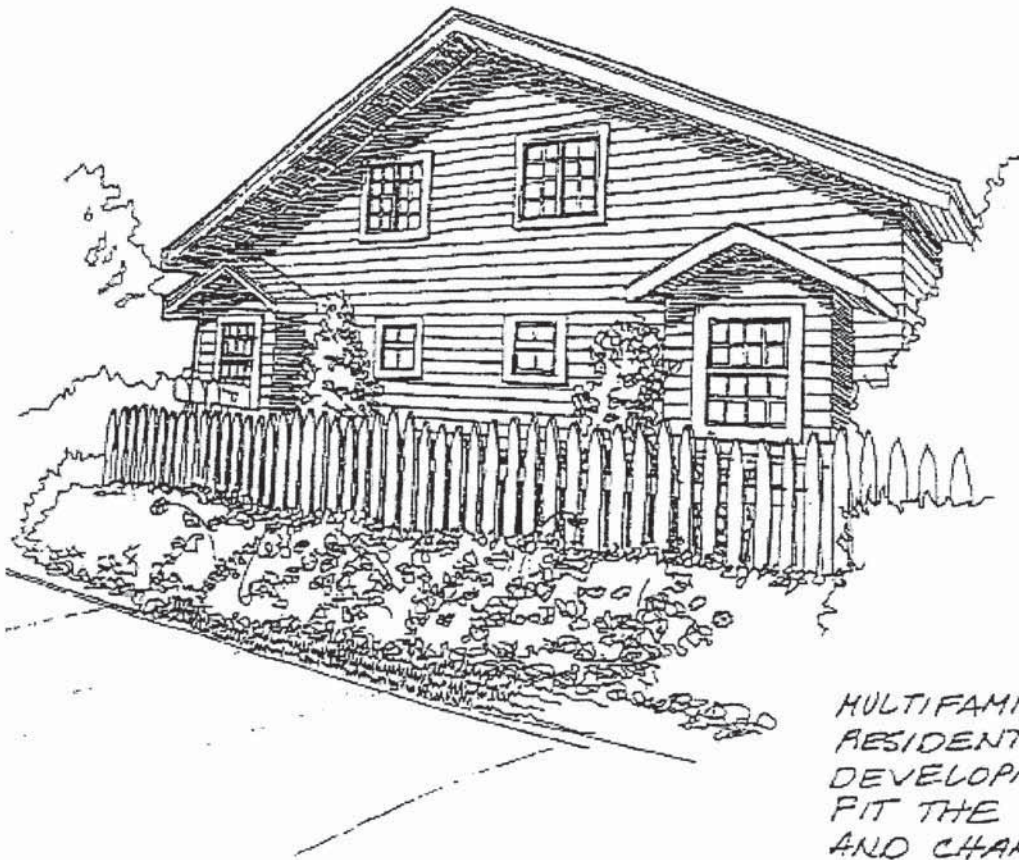


NOT THIS

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.



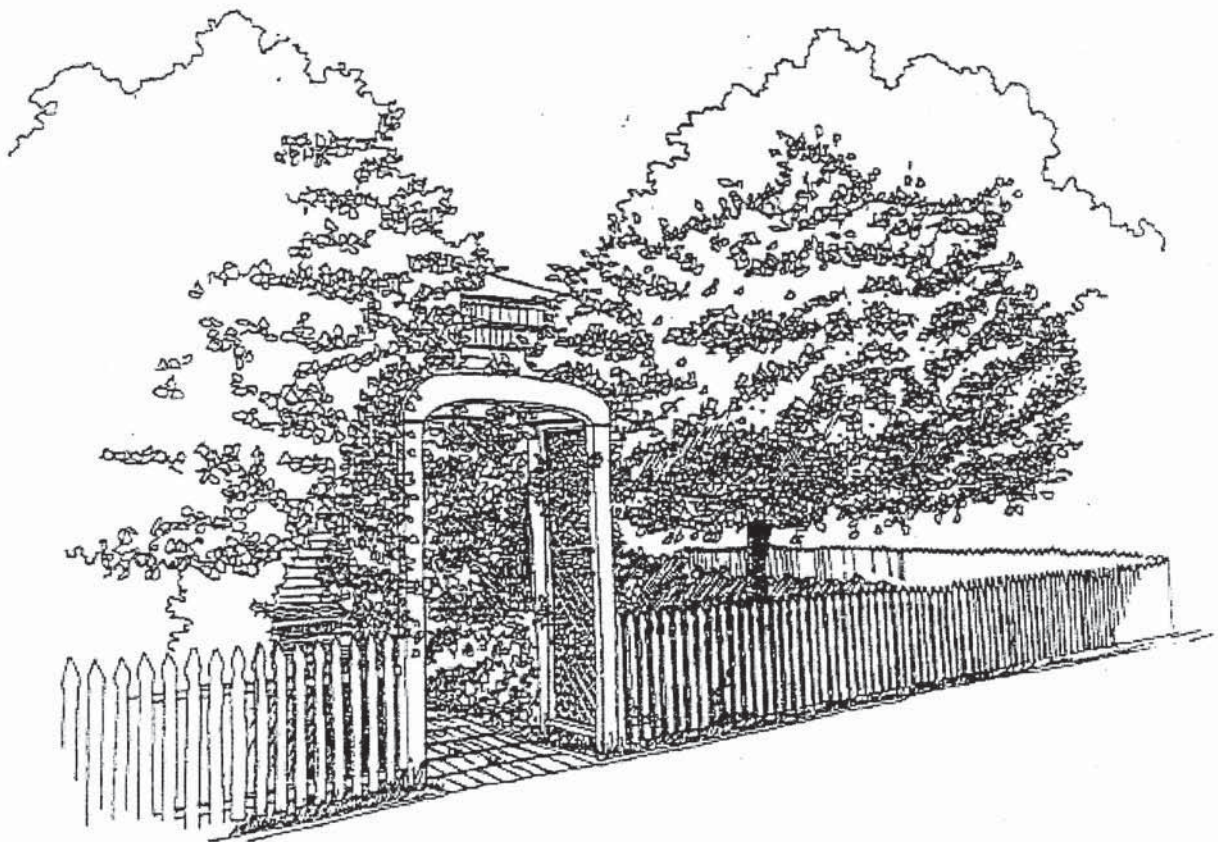
MULTIFAMILY
RESIDENTIAL
DEVELOPMENT TO
FIT THE SCALE
AND CHARACTER
OF THE RESIDENTIAL
NEIGHBORHOOD
(AREA A).

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.



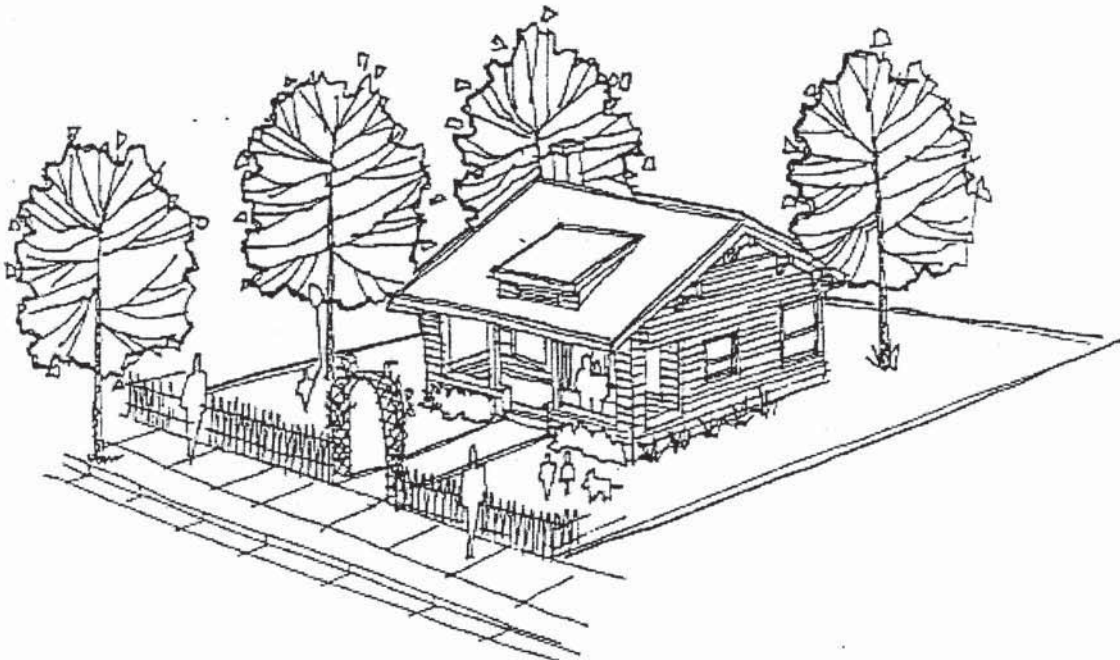
C. Architectural Guidelines

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.



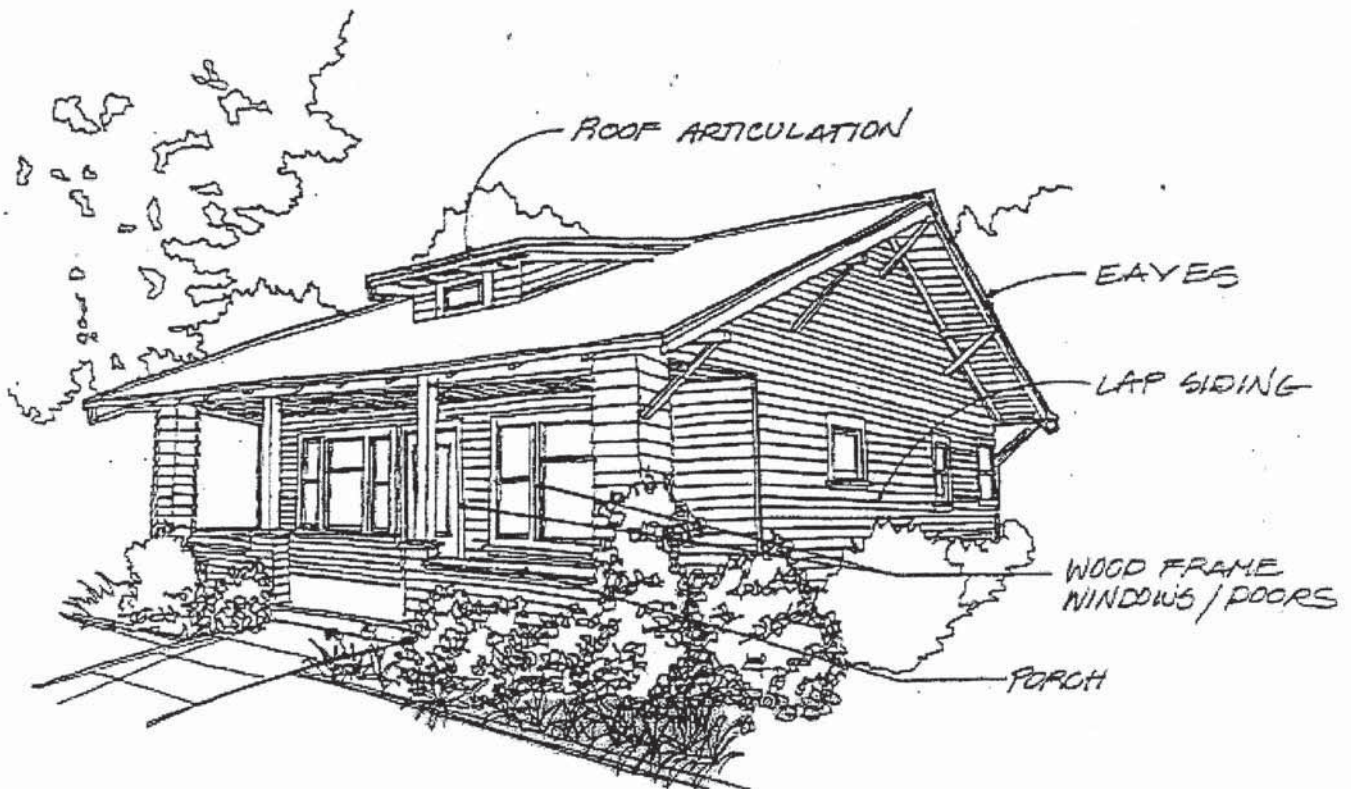
- 3. Height and Scale: Height and scale of homes should reflect the established pattern in the existing neighborhood.
- 4. Materials: Materials consisting of simple lap siding, brick, river rock, and smooth stucco are common and reflect the proper image of the neighborhood. Materials used should be consistent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



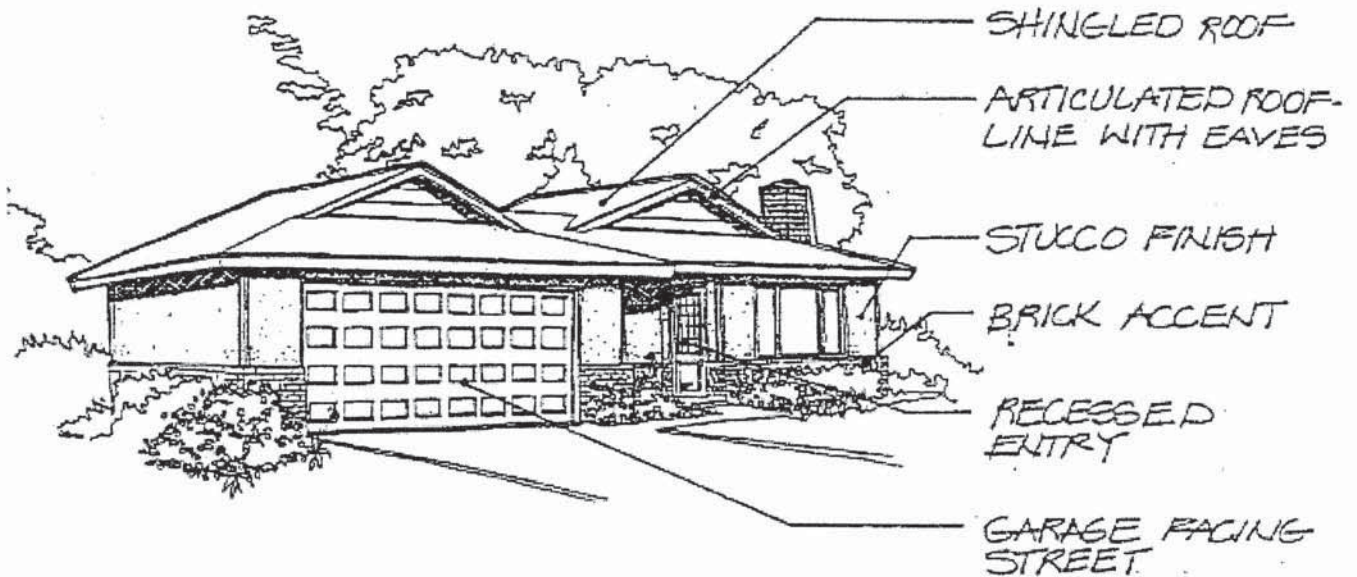
Design Elements of a Residence Within Area A

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

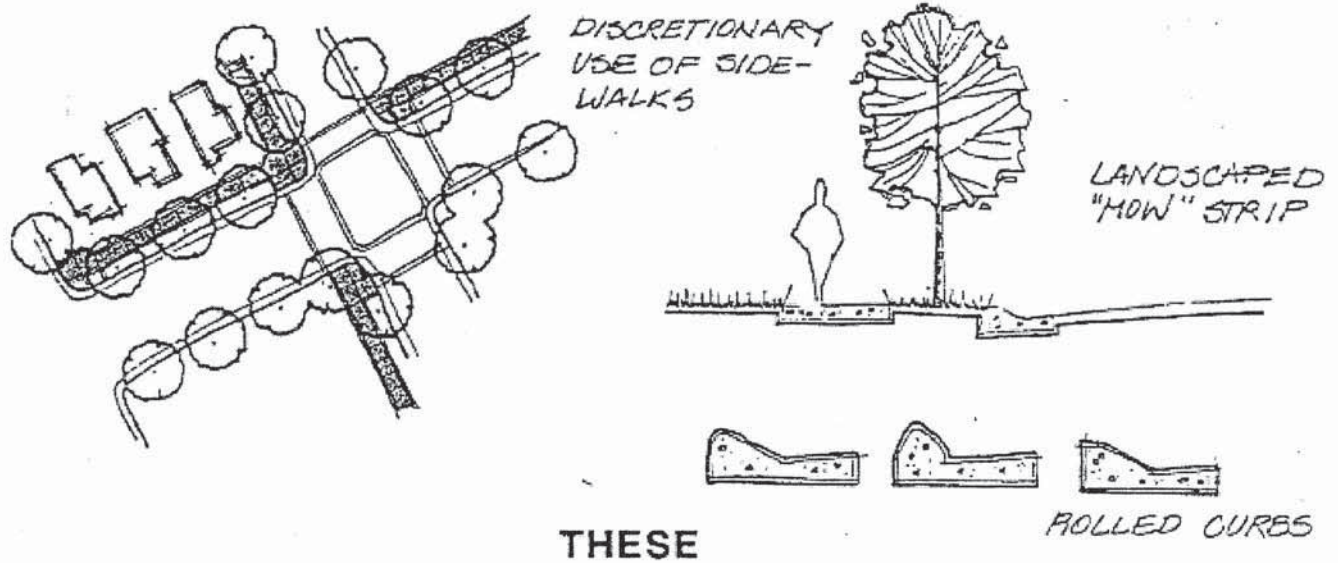
D. Streets and Alleys

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.

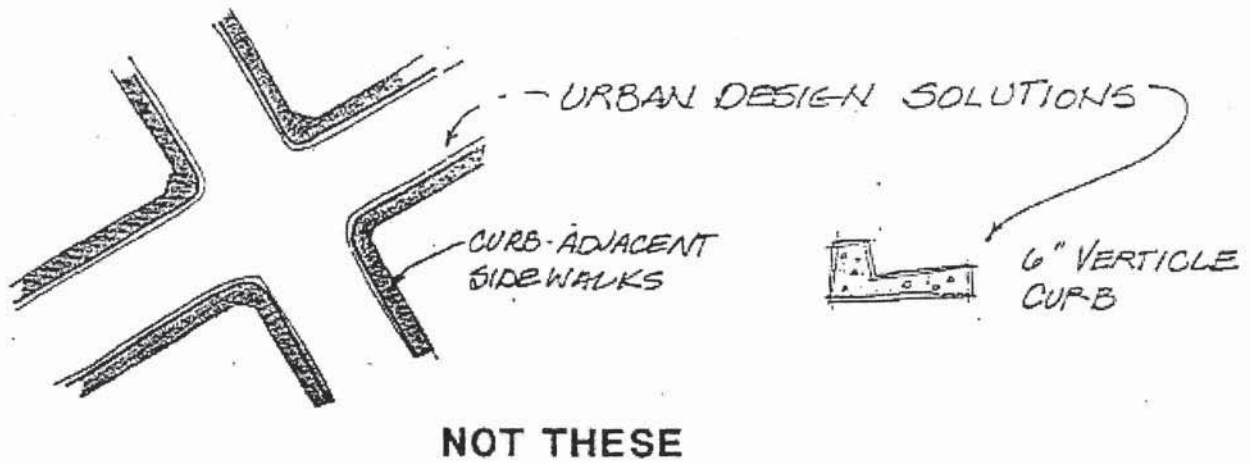


2. Sidewalks: Provide curbs, gutters, and sidewalks in a manner which maintains a "small town" character, while providing for pedestrian paths, road edges, and drainage.

* 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.



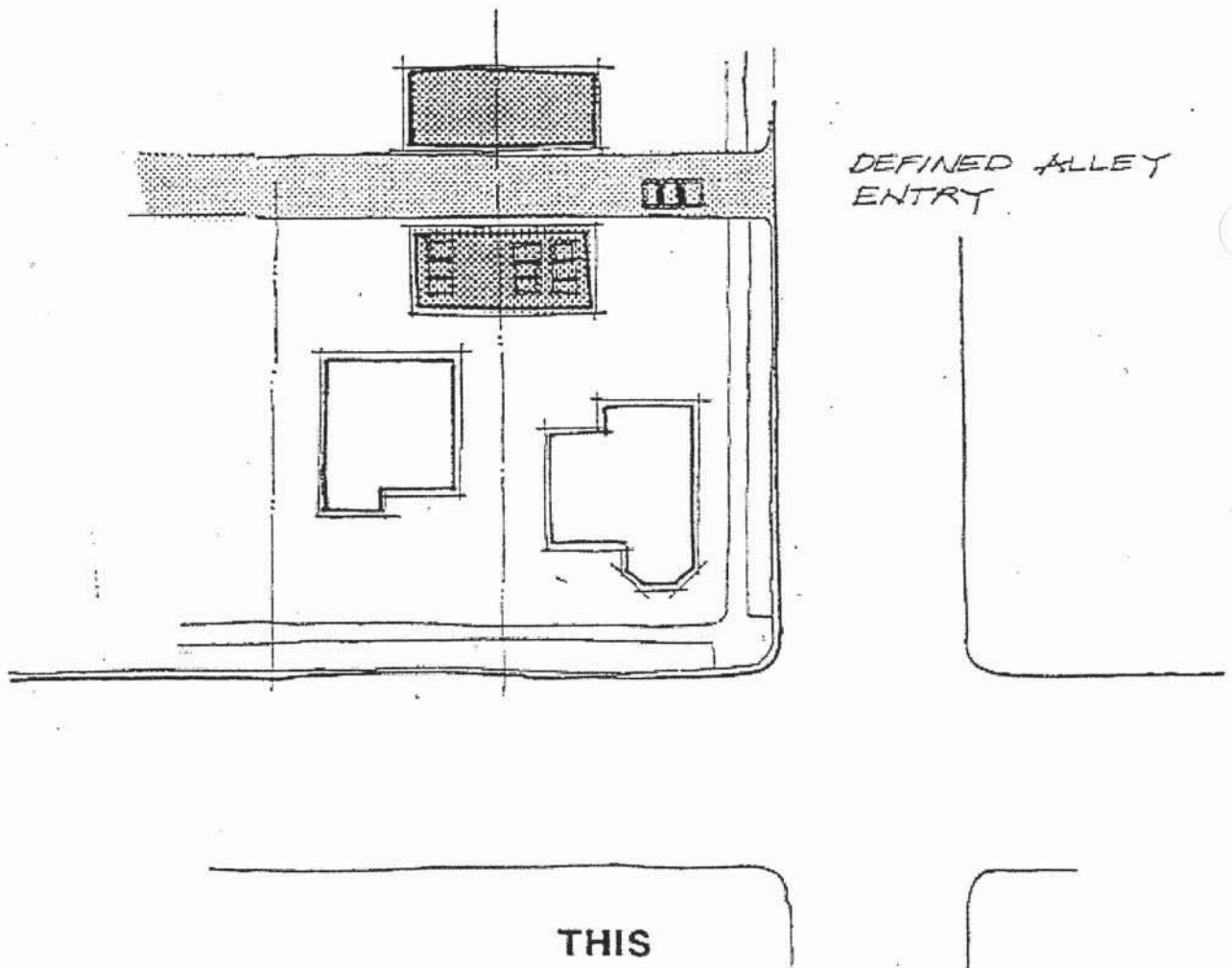
- 3. Alleys: Alleys are a desirable feature. Use them to their full potential. Place garages, carports, utilities, and solid waste storage areas in the alleys.

- * 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

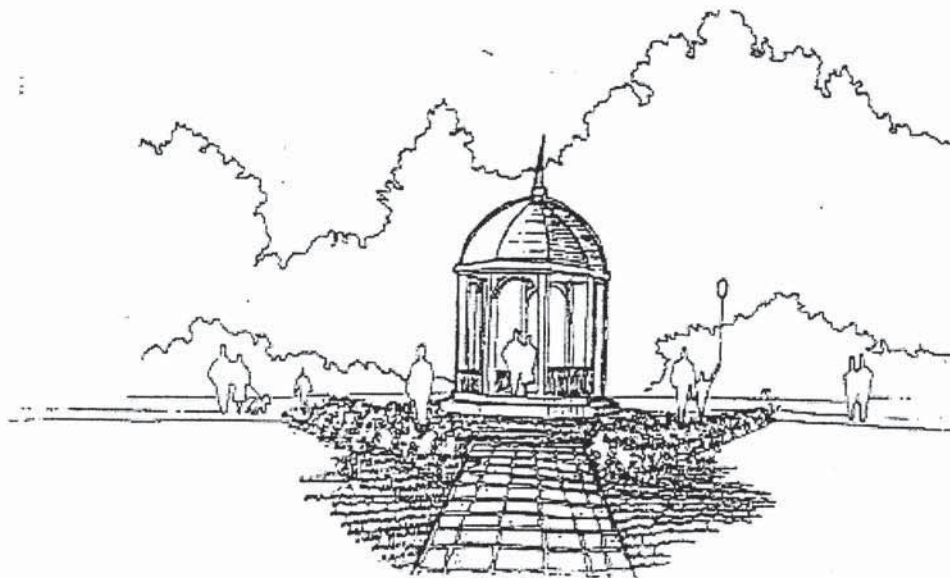
1. Visibility: Eliminate areas of low visibility behind buildings, barriers, and landscaping. Maximizing visibility of all areas from the street.

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.

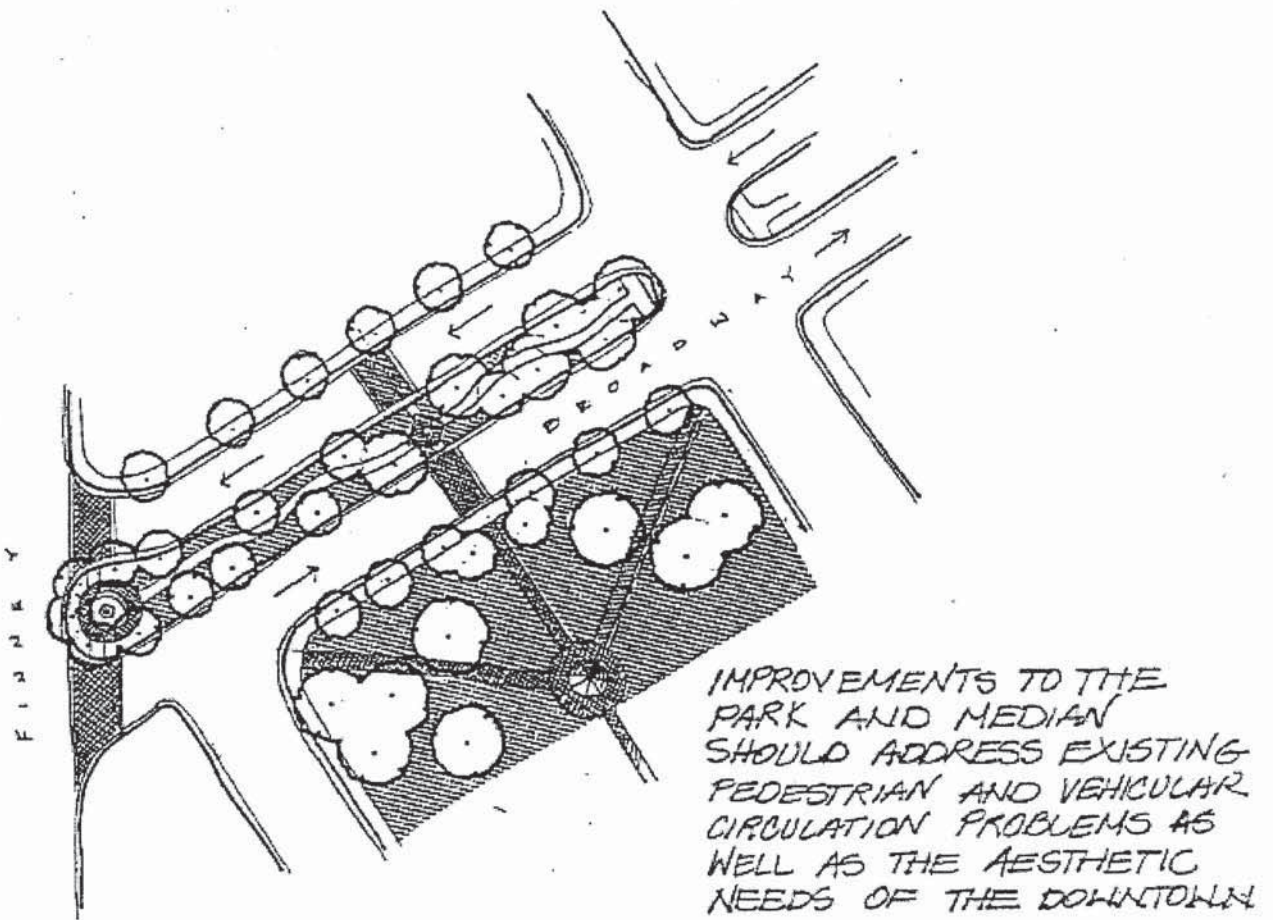
Intent: Provide small local play lots.

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:

1. Police Protection (own police department; faster response times)
 2. Sidewalks/street improvements (Broadway & major streets, bike paths, curbs & gutters)
 3. 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.

1. General cleanup
2. Parks not suitable for families
3. 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.

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