



Olivehurst Sustainable Community and Economic Revitalization Plan

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in association with
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CHAPTER 1: INTRODUCTION

The Olivehurst Sustainable Community and Economic Revitalization (OSCER) Plan identifies recommendations for a wide-range of circulation improvements and updates to the proposed land uses, promotes the community character through a façade improvement program and design guidelines and standards, and helps to visualize long-term development consistent with the community's vision.

1. STRUCTURE OF THE REPORT

This planning process was comprised of four stages, culminating in the creation of an OSCER Plan for Yuba County, which identifies issues and concerns within Olivehurst, offers recommendations for improvements, and identifies potential funding sources to implement the recommendations. The stages included the existing conditions analysis, the community workshops, the preparation of a draft OSCER Plan, and the finalization of the OSCER Plan. Each of these stages resulted in a number of memos that have been used to develop this Plan. The following are included as Appendices of this Plan:

- Appendix A: Summary of Community Participation
- Appendix B: Olivehurst Façade and Improvement Program
- Appendix C: Olivehurst Avenue Walkability Study
- Appendix D: Proposed Zoning Changes

This document contains the following eight chapters:

- “ **Chapter 1 – Introduction.** A summary of public outreach efforts and description of the process of developing plan concepts.
- “ **Chapter 2 – Existing Conditions.** An analysis of the existing circulation, urban design conditions of Olivehurst, and the previous planning efforts.
- “ **Chapter 3 – Circulation Improvements.** A plan for roadway standards for important roadways within Olivehurst and streetscape improvements along Olivehurst Avenue, identifying locations of pedestrian crossings, streetscape furnishings and lighting, landscape treatments including street trees, and pedestrian and bicyclist improvements. Also included is a description of recommendations for improvements to the Bicycle Plan, Gateway Treatments, and Transit.
- “ **Chapter 4 – Land Use.** Provides guidance for the future development of land use regulations and standards for development projects.
- “ **Chapter 5 – Façade Improvement Program.** A summary of the implications of a façade improvement program in Olivehurst, and the method for implementation and funding.

- “ **Chapter 6 – Conceptual Opportunity Site Design.** A conceptual development plan with three key opportunity sites within Olivehurst, including a discussion of key land use and programmatic issues identified by the community.
- “ **Chapter 7 – Design Guidelines and Development Standards.** Design Guidelines and Standards for mixed-use, commercial, and multi-family residential housing. This will include design guidelines for the Street Right-of-Way.
- “ **Chapter 8 – Funding and Implementation.** An implementation strategy that prioritizes the improvements outlined in the Plan, and identifies potential funding sources.

2. COMMUNITY TRANSPORTATION PLANNING

The Caltrans Office of Community Planning works to promote policies and strategies to enhance the participation of low income and minority communities in transportation decision making by funding the Environmental Justice and Title VI Program.

Environmental Justice Grants are given to local communities to promote context sensitive planning and interdisciplinary efforts by addressing the interests and concerns of low-income and minority populations in transportation planning and project development. The effort includes reaching out to low-income and minority communities; identifying and engaging underrepresented communities early in the transportation planning process; and developing information, data, analytic tools, and educational workshops. The OSCER Plan is funded by a Caltrans Environmental Justice Grant awarded to Yuba County.

3. PURPOSE

The goal of the OSCER Plan is to work with a diverse group of stakeholders, including local residents and County staff to create a plan to address infrastructure, housing, economic development, and multi-modal transportation and safety issues; improve the quality of life; and develop guidelines and standards to reflect the rich cultural heritage of the Olivehurst Community. The County has a long history of focusing revitalization efforts in Olivehurst. In recent years the County has obtained grants, loans, and other funding to install curb, gutter, and sidewalks along portions of primary corridors such as Powerline Road and Olivehurst Avenue. Significant work has also been done to address drainage and flooding issues in the area. However these past efforts have been somewhat piecemeal in nature by focusing on one specific issue or area of Olivehurst. The purpose of this Plan is to evaluate the relationship between transportation land use economic development social issues and other infrastructure needs for a comprehensive solution that will bring long term prosperity to Olivehurst.

Plan Goals

The goals of the Plan are to:

- “ Develop a compatible mix of residential, retail, office, and service-oriented uses.

- “ Identify an intensity and scale of development that is appropriate to the surrounding area and community character of Olivehurst.
- “ Create a development pattern that supports a pedestrian-friendly environment and creates linkages between residential neighborhoods, commercial areas, and public facilities such as parks and schools.
- “ Encourage an attractive downtown corridor which has a distinct character and identity.
- “ Foster high-quality and attractive new development and revitalization of existing development within the Plan area.
- “ Create an attractive and inviting public realm on Olivehurst Avenue, and the surrounding neighborhood streets.
- “ Develop a transportation system that allows a choice in travel modes.
- “ Identify opportunity sites and strategies to help spur development and investment in these sites and the overall community.
- “ Provide design guidelines, development standards, and regulatory recommendations that are intended to support and strengthen the important role land use and design play in the economic and social vitality of a community.
- “ Identify financial resources and funding mechanisms to help implement the plan and assist with revitalization efforts.

4. PROJECT TEAM AND ADVISORY COMMITTEES

The Project Team for this project included staff from The Planning Center | DC&E, Piches Architecture, Kim Floyd Communications, and Yuba County staff. The Planning Center | DC&E was responsible for the community meetings as well as plan development. Piches Architecture was responsible developing the Façade Improvement Program and helping to facilitate the community meetings. Kim Floyd Communications was responsible for helping to reach out to the community and facilitate meetings. Yuba County staff assisted with public outreach, community meetings, and plan development. County staff also facilitated the advisory committee meetings and provided grant management and administration.

To ensure that the Plan is consistent with the needs of the community and standards of other agencies, an Advisory Committee was formed to help guide the planning process. The committee was involved throughout the planning process to make sure that the proposed concepts and recommendations were feasible and consistent with the vision of the community. Advisory Committee Members include:

- | | | |
|------------------|-------------------|---------------------|
| “ Esmeralda Raya | “ Janice Harrison | “ Debbie Wilden |
| “ Robert Husted | “ Dennise Burbank | “ Frank Whitecotton |
| “ Vera Correa | “ John Taylor | “ Daisy Shelton |
| “ Claudia Hollis | “ Felipe Ordoñez | “ Victor Cuate |

5. PLANNING PROCESS

Extensive community participation was key to the development of the OSCER Plan. The planning process was developed to create an open public dialogue to solicit input and consensus building from all members of the community. Far-reaching community efforts were performed to encourage community-wide participation and the inclusion of all members of the community, especially those who have not participated in community planning events in the past.

Community Outreach

Multiple types of community outreach methods were employed to engage the community in the planning process. Yuba County created flyers to invite community members to the workshops. The Advisory Committee also worked with Yuba County to spread the word to community members and encourage their participation during the planning process. Outreach included notices in both Spanish and Hmong languages. In addition, Yuba County created a website for the project which allowed interested community members to sign up for plan updates.

In addition to the community meetings and public hearings listed below. County staff met with the South Yuba Economic & Improvement Committee on several occasions as well as other stakeholder groups such as the Senior Center and various service providers.

Community Meetings

a. Community Workshop #1

On Tuesday August 23, 2011 the First Community Meeting for the OSCER Plan was held to review the existing conditions analysis of the plan area and discuss potential goals and visions for the project. Approximately 35 people attended the meeting. During the meeting, the Project Team presented an analysis of the existing urban design, traffic, and circulation conditions within Olivehurst. The workshop participants discussed their opinions about the following topics; pedestrian and bicycle circulation, streetscape design toolbox, community Identity, Economic Development, Opportunity Areas, and Architectural Standards and Facades.

b. Walking Tour

On Saturday October 8, 2011 a walking tour was held in Olivehurst. During the tour, community members walked the areas considered for circulation improvements and visited the potential opportunity sites. Community members discussed their ideas and concerns for all of the locations. Approximately 15 people attended the walking tour.

c. Community Workshop #2

On Wednesday October 12, 2011 the second community workshop for the OSCER Plan was held to review and discuss the proposed circulation and facade improvements, to participate in an exercise to visualize the development of potential opportunity sites, and to comment on the draft façade improvements. The small groups then presented their ideas back to the whole group. Approximately 15 community members attended the meeting.



FIGURE 1-1 MEETING FLYER



Community Workshop # 1 visioning exercise.



Community Workshop # 2 small group exercise.

d. Community Workshop #3

On Wednesday November 9, 2011 the final community workshop for the OSCER Plan was held to review and discuss the proposed circulation, facade improvements, and draft opportunity site plans, and to comment on the draft design guidelines. In general, the participants agreed that the plan was headed in a favorable direction, and offered positive feedback on the recommendations. Approximately 12 community members attended the meeting.



Community Workshop # 3 larger group discussion.

CHAPTER 2: EXISTING CONDITIONS

This chapter summarizes the existing conditions that influence the development of the Olivehurst Sustainable Community and Economic Revitalization Plan (OSCER) for the Olivehurst Community; as well as the results of the first community meeting to identify opportunities and constraints.

1. OLIVEHURST AREA CONTEXT

Project Area

Olivehurst is an unincorporated community in Yuba County, California; located approximately 4 miles southeast of Marysville on Highway 70, as illustrated in Figure 2-1. Olivehurst has a total land area of approximately 5 square miles; lies west of Highways 70 and 65 and is bisected by the Union Pacific Railroad Corridor creating evident physical boundaries to the community. The OSCER Plan will focus on the areas roughly bound by Second Avenue to the north, Powerline Road to the east, McGowan Parkway to the south, and Arboga Road and the Yuba County Airport to the west, which totals approximately 1.5 square miles, as shown in Figure 2-2.



FIGURE 2-1 OSCER YUBA COUNTY CONTEXT

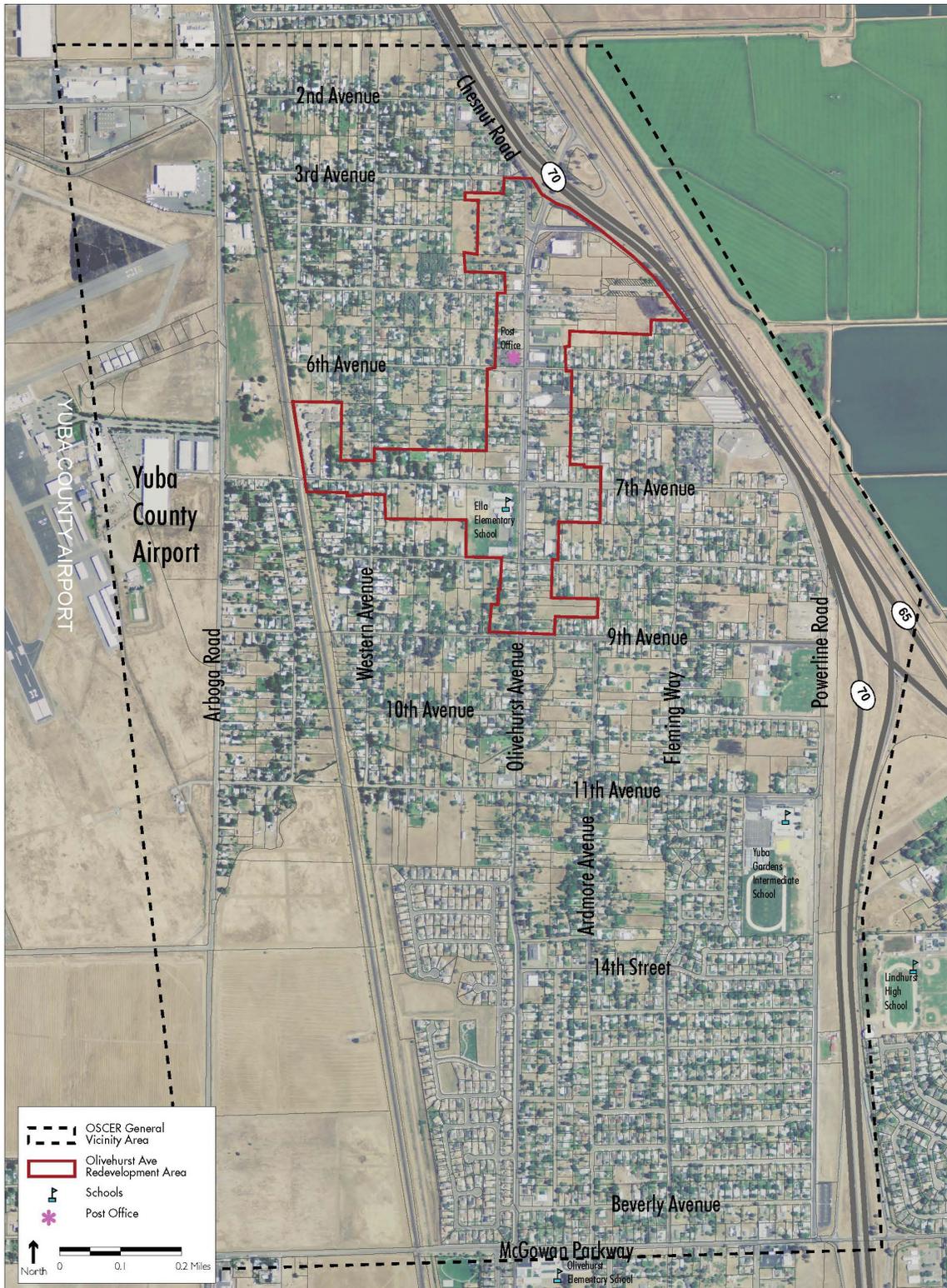


FIGURE 2-2 OSCER PROJECT AREA

Demographics

The population of Olivehurst (Census Designated Place) was 13,656 in the recent 2010 Census. This represents a 19 percent increase from the 2000 census. Below is a brief summary of the most recent 2010 US Census data.

US Census 2010 ¹	Total Population	13,656
	Median Age	29.9
	White (identified as one race)	62.5%
	Hispanic or Latino	36.6%
	Households with Children Under 18 Years Old	40.4%
	Households with Individuals 65 Years or Older	21.1%
	Owner Occupied Housing	61.6%
	Renter Occupied Housing	38.4%

Existing Land Use Analysis

Olivehurst is a community of predominantly residential uses, with limited commercial and industrial uses. A comprehensive analysis of the existing land use within Olivehurst is shown in Figure 2-3. The most common land use in the project area is low and medium density single-family housing. There are commercial uses along the entire length of Olivehurst Avenue; the majority are concentrated between Seventh Avenue and Powerline Road. The commercial heart of the community is along Olivehurst Avenue between Sixth and Seventh Avenues. Key commercial destinations in the project area include the Post Office, Duke's Diner, Olivehurst Drug Store, La Fiesta Produce Market, and Rite Aid.

The industrial land uses are located in the western portion of the project area, beyond the railroad tracks adjacent to the airport, and east of the project area on the east side of Highways 70 and 65. Much of the land that is zoned for industrial is currently vacant. There are some manufacturing and industrial businesses located adjacent to the Yuba County Airport.

The Yuba County Airport is located in the western portion of the project area. The Yuba County Airport is a general aviation airport serving Yuba, Butte, Nevada, Placer, Sacramento, and Sutter Counties. The airport provides "services for local pilots, a point of air access for visitors to the area, a place to conduct aviation business, a base for aerial agricultural operations, an industrial base for the community, and a base for community emergency services."²

The project area includes a number of different religious organizations, which are typically housed in houses or small commercial buildings located throughout Olivehurst. The project area also contains two elementary schools, a middle school, and community facilities, including a senior center, a youth center, and Olivehurst Community Park. The High School is located outside of the project area east of Highway 70.



Seventh Avenue La Fiesta Produce Market.



Yuba County Airport entrance.



Duke's Diner.

¹ www.census.gov, accessed September 2, 2011.

² www.yubacoairport.com, accessed September 2, 2011.

The Olivehurst Public Utilities District (OPUD) is a special purpose district created by the County that is responsible for providing infrastructure services for the Olivehurst Community. OPUD provides water, sanitation, fire-protection, and parks and recreation services. Olivehurst residents pay the OPUD monthly rates for water and sewer services. Other services, including fire protection, street lighting, parks, swimming pool, and maintenance of a drainage canal are funded by the OPUD's share of property tax revenue and CSA's. As a consequence of the recent economic downfall and reduced property tax revenue, OPUD has had to limit service, including reduced maintenance of Olivehurst parks. The OPUD building is located on Ninth Avenue adjacent to Olivehurst Park and the Fire Station.



Olivehurst Public Utilities District.

Economic Development

Along with the growing population, the community of Olivehurst has experienced recent economic development. Rite Aid, a national pharmacy chain opened a store at the corner of Powerline Road and Olivehurst Avenue. An H&R Block, a national tax preparation company, has also opened a store at this intersection.



New Rite Aid at the corner of Powerline Road.

A new multi-family housing development was recently built on Seventh Avenue on the western edge of the Olivehurst Community. This housing development provides 61 low-income housing units for the Olivehurst Community.

2. PREVIOUS PLANNING EFFORTS

Yuba County and the Olivehurst Community have led and participated in previous planning efforts for a portion of the Olivehurst area. The two most recent and significant efforts are briefly summarized below:

Olivehurst Avenue Specific Plan, 1995

The Olivehurst Avenue Specific Plan was funded by the Yuba County Board of Supervisors in 1992. The purpose of the plan was to supplement the County's General Plan, which called for guidelines for redevelopment of 55 acres of land along Olivehurst Avenue in downtown Olivehurst. The goal of the Specific Plan was to increase job opportunities and make the Olivehurst business district competitive with surrounding commercial centers. The Plan set out to achieve these goals by creating an inventory of existing conditions, developing policies and standards for rehabilitation, replacement and development of commercial facilities, inventorying needed public improvements and infrastructure, identifying funding alternatives for public and private improvements, and identification of programs to attract new businesses and better housing to the community.³



New multi-family housing.

As an outcome of the planning process, the Specific Plan area was designated as a Redevelopment District. However, in early 2011 the Governor of California proposed eliminating Redevelopment Agencies as a means of helping to balance the State budget. In late 2011 a State Supreme Court ruling upheld the elimination of Redevelopment Agencies. As an out-

³ Yuba County Planning Department, Olivehurst Avenue Specific Plan, 1995. pp 2.

come, the Yuba County Redevelopment Agency and the Redevelopment District will be eliminated. Over the life-time of the District sufficient tax increment has not been generated to implement plan goals.

Olivehurst Community Plan, 2005

In 2003 Yuba County formed the Olivehurst Planning Committee to help initiate a future plan for the Olivehurst Community. The committee initiated a community planning process that guided the greater community in the development of a plan for the future of the Olivehurst Specific Plan Area. The outcome of the planning process was a short-term vision for the community as identified below:

- ◆ Olivehurst has a vibrant downtown business district where successful family- and independently-owned and operated businesses outnumber franchises.
- ◆ Olivehurst has control over their local government.
- ◆ Olivehurst is a welcoming, attractive, well-kept community and is a place that people want to come to.
- ◆ Olivehurst has safe, clean, good quality recreational facilities for the whole community.
- ◆ Olivehurst offers youth-oriented programs in safe environments.
- ◆ Olivehurst offers quality education and learning environments.
- ◆ Olivehurst has safe, calm, and well-maintained walking, bicycling, and driving routes.
- ◆ Olivehurst has a diverse, well-maintained housing stock that includes affordable housing.
- ◆ Olivehurst is a safe and secure community.

The plan also identifies a number of action items to achieve the stated goals and longer-term goals which will be further developed in the future.

The community process for the 2005 Olivehurst Community Plan resulted in the following Vision Statement:

Olivehurst will grow into a well-kept, attractive, family-centered community where business and government are planned, supported, and successful. We care about one another and there are no strangers. We value good health and nurture our youth. We always meet each other with a smile and have the time to be neighborly. The future is bright and visitors are welcome.⁴

⁴ Olivehurst Planning Committee, 2005. Olivehurst Community Plan, pp 18.

3. EXISTING CONDITIONS

Buildings and Facades

The buildings that front Olivehurst Avenue are predominantly a mixture of single-story commercial buildings and single-story residential buildings. The one-story commercial buildings typically have a large setback and are located beyond a large parking area. With the exception of two recently constructed Tuscan-style buildings and a handful of substantial structures built within the last 20 years, the prevailing perception of the architectural character of Olivehurst is that of a community of plain, single-story buildings which are lacking in style and decoration. Many of the buildings are in a state of disrepair. Almost all display little openness to the street. Few buildings offer the protection of canopies or awnings, and signage is outdated or non-existent.



Existing building facades on Olivehurst Avenue.

Vehicular Circulation

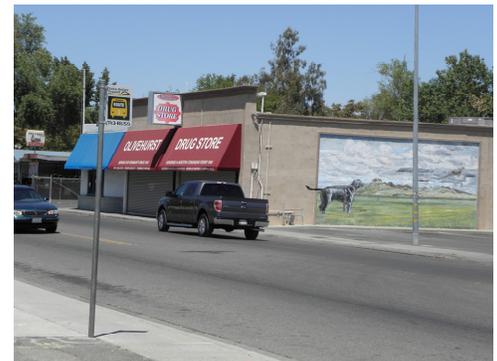
Olivehurst Avenue and McGowan Parkway are the main thoroughfares for the community. They are both classified as urban minor arterial roadways, and the rest of the roadways are classified as local roads (with the exception of a few private roads).



Typical rural roadway design.

McGowan Parkway is the only three lane road within the project area, there is one lane in either direction with a center turn lane. Olivehurst Avenue has a center turn lane within the downtown area. There are no traffic signals within the project area; all controlled intersections use stop signs.

The urban local roads in Olivehurst are typically rural in design; they are approximately 22' wide two-lane asphalt roadways lined on either side by open swales that channel the storm-water run-off. This typical roadway does not have any pedestrian or bicycle improvements. Some neighborhood enclaves were developed with rolled curbs and narrow sidewalks. The street right-of-way varies throughout the project area, but on average is 40'. Olivehurst Avenue has an approximately 60' wide right-of-way, and paved roadway surface of approximately 28'. McGowan Parkway has an approximately 65' right-of-way, and roadway surface of 50'.

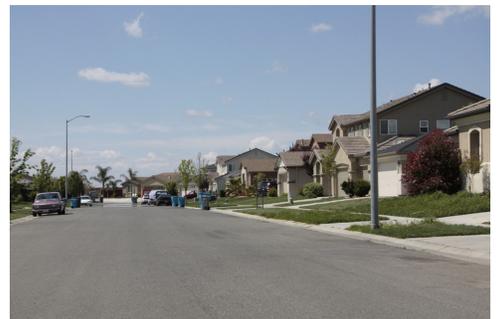


Community mural on the pharmacy building.

The posted speed limit for the majority of the streets within the project area is 25 miles per hour. McGowan Parkway and Powerline Road have posted speed limits of 35 miles per hour.

Streetscape

The Olivehurst Community has very few streetscape amenities. There are a few benches within the project area, typically located adjacent to the bus stops. Large trees are prevalent throughout the project area and improve the streetscape quality by providing shade and beauty. The majority of the trees are located on private property, rather than within the public right-of-way. Some of the housing developments in the southwest of the project area have well maintained landscaping adjacent to the public right-of-way. The project area streets are lit with cobra head-style lighting.



Streetscape design of new housing developments.



Streets without formal curbs and gutter.

There are sidewalk, curbs and gutters, and minimal pedestrian amenities along Olivehurst Avenue within downtown Olivehurst (Powerline Road to Eighth Avenue). The sidewalks range in 4' to 5' in width and are generally in good condition. The intersections within downtown have accessible curb-ramps; however accessibility standards have progressed since their implementation. There is no landscaping within the public realm of the downtown area, although some businesses have improved landscaping on their private property. There are no bicycle amenities within the downtown and bicycles were observed chained up to random fences and poles. The Olivehurst Drug Store has a mural on the side of the building which is colorful and much loved by the community.

The power lines are undergrounded along Olivehurst Avenue in the commercial core from approximately Sixth Avenue to Eighth Avenue, which improves the atmosphere of the heart of the commercial. The streetscape conditions within the residential neighborhoods vary by location, and are largely determined by the year the neighborhood was developed. The recently built subdivisions, located in the southwest portion of the project area, have continuous sidewalks with an adjacent planting strip and accessible corner curb ramps. The older neighborhoods in the southeast portion of the project area have some sidewalks with rolled curbs and very narrow sidewalks; however the sidewalks are inconsistent within the neighborhood. Many residential streets have no sidewalk or drainage improvements, instead there are informal swales at the edge of the roadway, and the delineation between the roadway and private property is very vague. The neighborhood in the northwest portion of the project area does not have any sidewalks, curbs and gutters, or underground drainage system.



Existing bus stop on Seventh Avenue

Bicycle Circulation

The existing and proposed bicycle lanes are illustrated on Figure 2-4. There are currently Class II bicycle lanes on Olivehurst Avenue from Eighth Avenue to McGowan Parkway; however the striping is faded and hard to see. The County has plans to improve the bicycle lanes from Seventh Avenue to McGowan Parkway within the next year. There are Class II bicycle lanes planned for Seventh Avenue, Powerline Road, McGowan Parkway, Arboga Road, and Eleventh Avenue. Yuba County is currently working to update the Yuba County Bicycle Master Plan.



Existing bus stop with service to Sacramento.

Transit

The Olivehurst Community is served by the Yuba-Sutter Transit Agency. Route 3 connects Lindhurst High School (to the east of the project area) and Yuba College, in Linda (north of the project area). Route 3 travels along Olivehurst Avenue and McGowan Parkway within the project area. Route 3 runs every half an hour between six in the morning and six in the evening. There are bus stops located approximately every 1/4-mile along the route, and amenities for the bus stops are inconsistent.

The McGowan Park and Ride, located near the intersection of Powerline Road and McGowan, runs daily.

Open Space and Parks

The Olivehurst Community Park is located between Ninth and Tenth Avenues on Powerline Road. The approximately 5-acre park includes a playground, swimming pool, and informal playing fields. The park is well used by the community and is maintained by OPUD.

The Western Pacific Railroad is located on the western portion of the project area. The railroad tracks function as a western boundary for the development of Olivehurst. The railroad has a very wide easement and there are a series of informal paths and roadways that run parallel to the tracks. A large drainage ditch also runs parallel to the railroad tracks.



Olivehurst Community Park Gateway.



Western Pacific Railroad tracks.

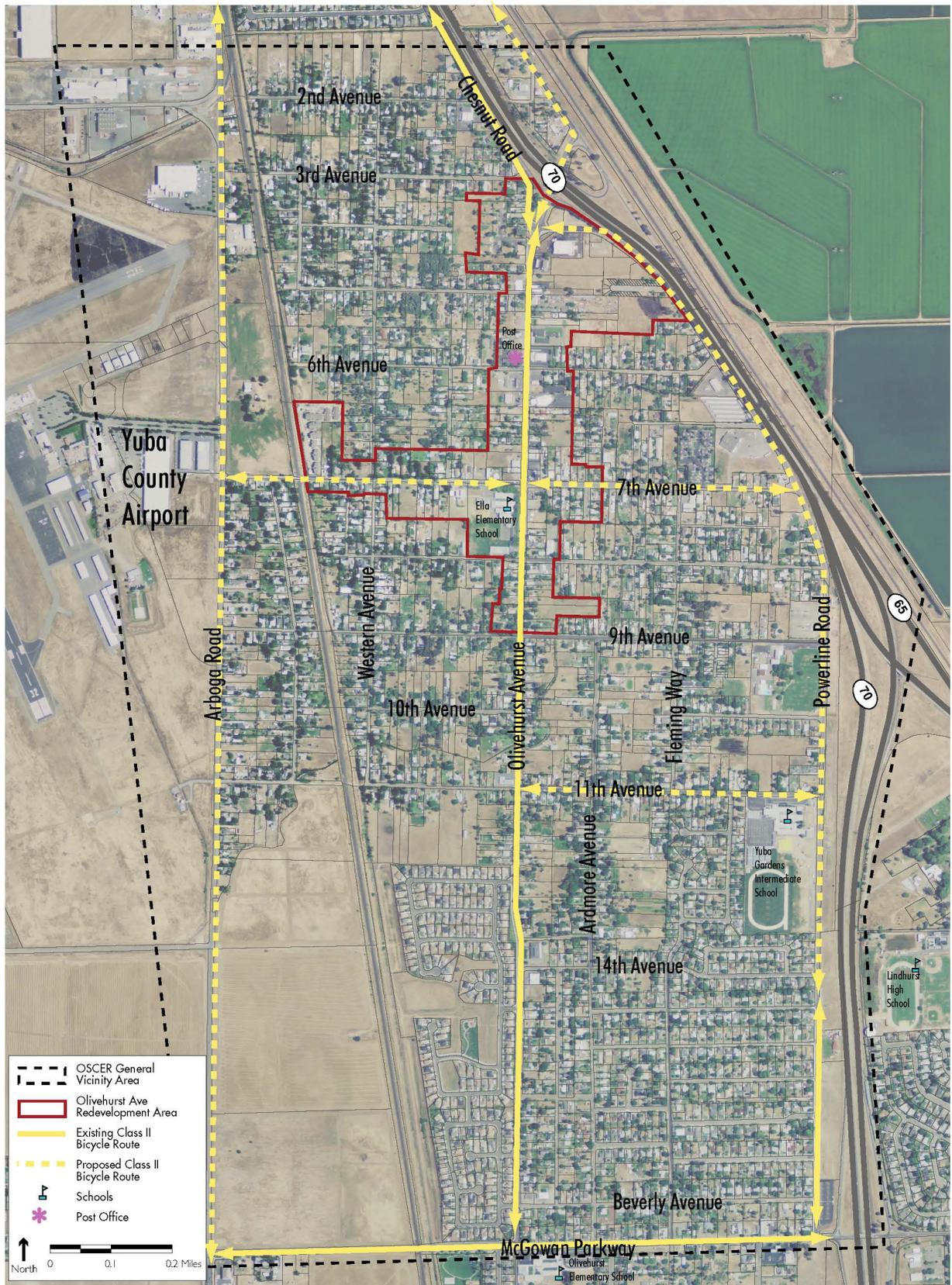


FIGURE 2-4 OSCER EXISTING AND PROPOSED BICYCLE FACILITIES

CHAPTER 3: CIRCULATION

In September 2008, the California *Complete Streets Act of 2008* was signed into law. Complete streets are roads that are designed to accommodate all users, including pedestrians, bicyclists, children, the elderly, persons with disabilities, transit riders, and motorists. The legislation requires that cities and counties include complete streets policies as part of their General Plans so that roadways are designed to safely accommodate all users. The California Department of Transportation followed suit and issued a revised Deputy Directive titled *Complete Streets – Integrating the Transportation System*.

The Olivehurst Sustainable Community and Economic Revitalization (OSCE) Plan is an opportunity to incorporate complete street principles into roadway standards and future projects and planning within Olivehurst. The improvements presented in this Plan were chosen to recognize the goals identified by the community.

This chapter outlines the types of circulation, pedestrian, and bicycle improvements that will promote a vibrant and attractive pedestrian environment while improving safety and connectivity throughout Olivehurst. The following section describes roadway standards and improvements, bicycle plan updates, pedestrian improvements, gateway improvements, and transit recommendations.

“The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.”

– Caltrans Deputy Directive 64 (revised)

1. RECOMMENDED ROADWAY STANDARDS

Yuba County has a set of Roadway standards that classify all the roads within the county and outline design standards for each of the classifications. The classifications set standards for the number and width of travel lanes and requirements for providing center medians, parking lanes, bike lanes, curbs and gutters, sidewalks, and landscaping. The standards do, however, include a caveat that the design of the street can vary from these standards if the Public Works Director deems necessary.

The majority of the roads in Olivehurst are depicted in Figure 3-1 and classified as either:

- ◆ Urban Minor Arterial (McGowan Parkway)
- ◆ Urban Collector Road, or
- ◆ Urban Residential (Local) Roads.

This planning process looked closely at the Standards as they applied to Olivehurst Avenue, Seventh Avenue, and the Urban Residential (Local) Roads that are lacking any improvements (the northwest quadrant of Olivehurst).

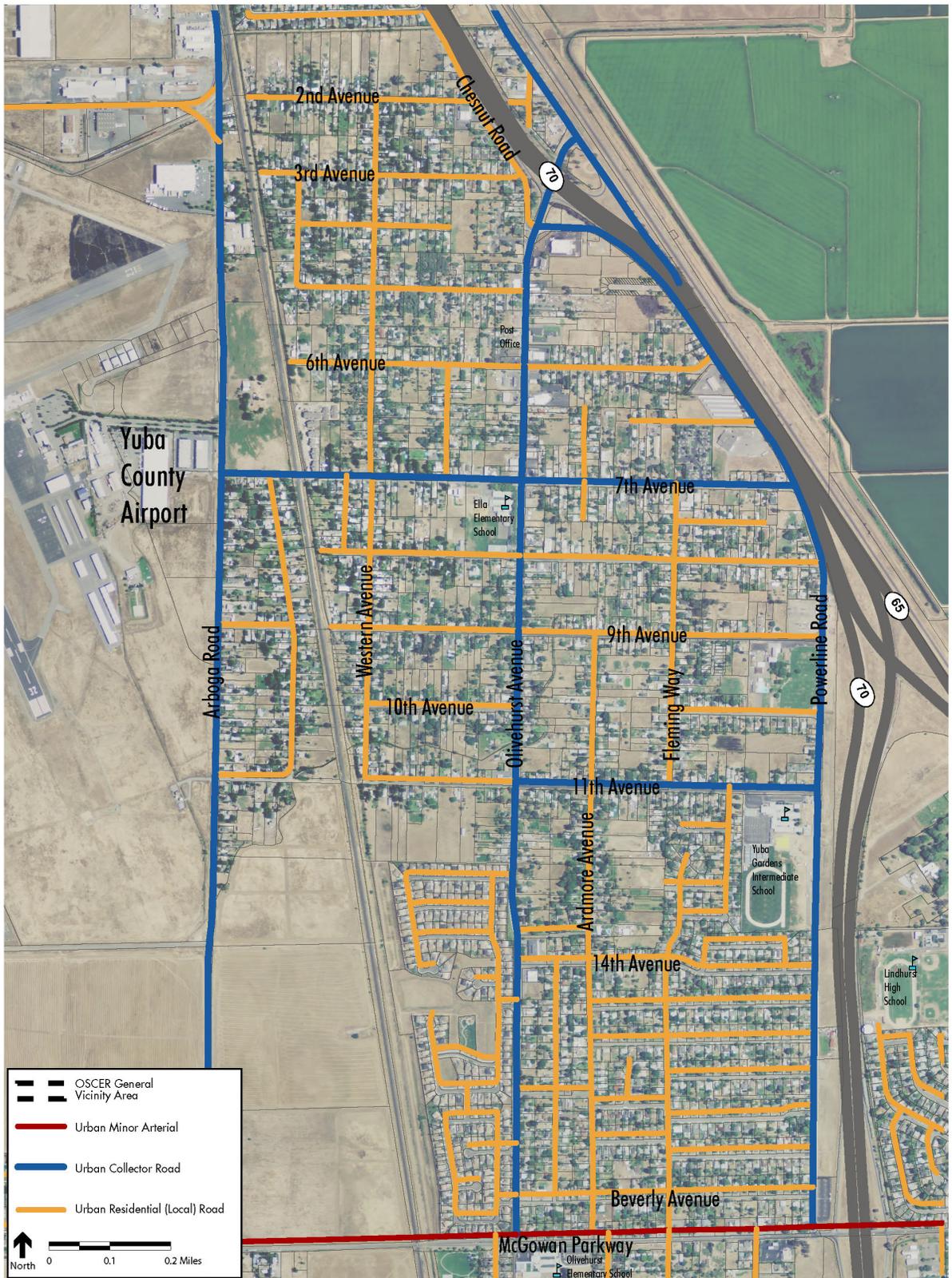


FIGURE 3-1 PROPOSED OSCER ROADWAY STANDARDS

Following is a summary of the existing conditions and proposed deviations and recommendations to the Standards. The recommendations have been vetted by Yuba County Public Works Department, but will need further review as future conditions change and the roadways are designed.

Olivehurst Avenue

Olivehurst Avenue is the main north/south connector in Olivehurst. Between Seventh Avenue and Powerline Road, Olivehurst Avenue functions as the Main Street for “downtown” Olivehurst. Olivehurst Avenue is classified as an Urban Minor Arterial Roadway; however Yuba County Public Works is currently treating it as a Collector Road due to the fact that projected traffic growth does not indicate that four lanes are necessary.

a. Existing Condition

Currently, there are three conditions along Olivehurst Avenue.

i. Between Powerline Road and Seventh Avenue

This section of Olivehurst Avenue consists of three vehicular lanes, one vehicular travel lane in each direction, and a center turn lane. This section of Olivehurst Avenue has existing parking lanes on each side of the roadway. There is a formal curb and gutter on either side of the street, and a 5' sidewalk. The total curb-to-curb distance is 50' and the public right-of-way is 60'.

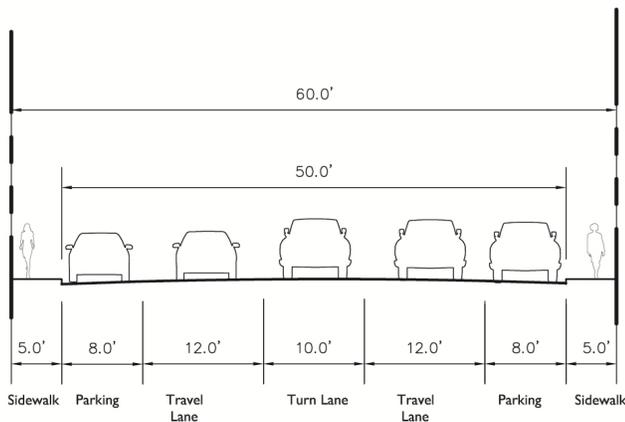


FIGURE 3-2 OLIVEHURST AVENUE EXISTING CONDITIONS:
POWERLINE ROAD TO SEVENTH AVENUE

ii. Between Seventh Avenue and Hicks Avenue

This section of Olivehurst Avenue consists of two vehicular travel lanes, one in each direction. The travel lanes are flanked by 4' striped Class II bicycle lanes, which are adjacent to a soft shoulder. There is no curb and gutter or sidewalk.

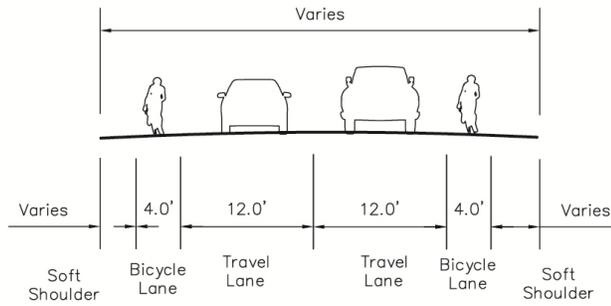


FIGURE 3-3 OLIVEHURST AVENUE EXISTING CONDITIONS:
SEVENTH AVENUE TO HICKS AVENUE

iii. *Between Hicks Avenue and McGowan Parkway*

This section of Olivehurst Avenue consists of three vehicular travel lanes, one vehicular travel lane in each direction, and a center turn lane. There is a striped Class II 4' bicycle lane in either direction. There is a formal curb and gutter and 5' sidewalk along the western side of the roadway. The eastern side of the roadway has a soft shoulder and no curb and gutter or sidewalk.

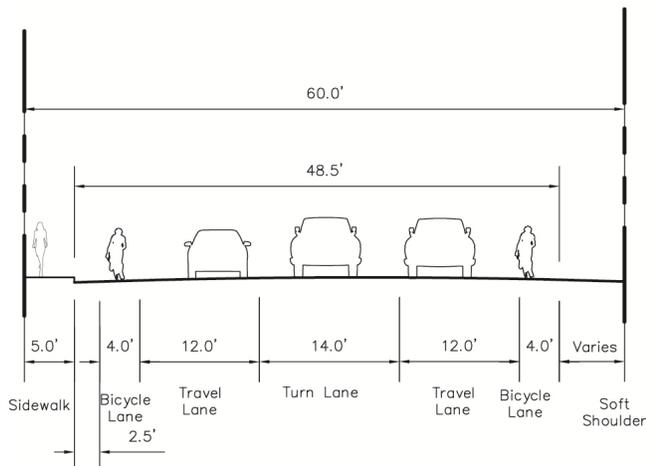


FIGURE 3-4 OLIVEHURST AVENUE EXISTING CONDITIONS:
HICKS AVENUE TO MCGOWAN PARKWAY

b. County Standard

Olivehurst Avenue currently has a Federal classification of a Minor Arterial Road; however Yuba County Public Works is currently treating it as a Collector Road due to the fact that projected traffic growth does not indicate that four lanes are necessary.

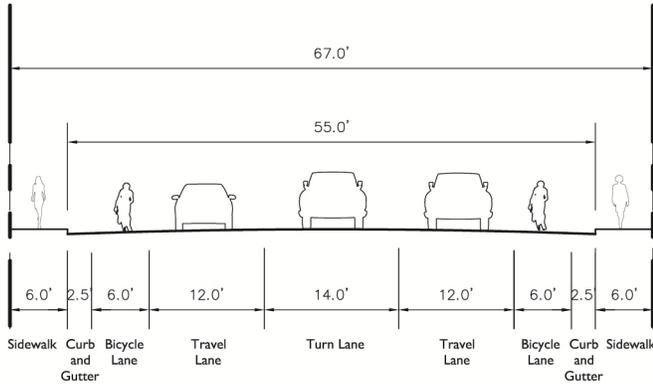


FIGURE 3-5 OLIVEHURST AVENUE COUNTY STANDARD

c. Proposed Olivehurst Avenue Improvements

The proposal for Olivehurst Avenue varies based upon location and correlates to the adjacent land uses. There are two proposed roadway layouts, one for Olivehurst Avenue north of Eighth Avenue and one for Olivehurst Avenue South of Eighth Avenue. They are described below. Olivehurst Avenue transitions between the two roadway layouts just north of the intersection of Eighth Avenue. This transition would entail changing the roadway profile from one travel lane in each direction, bike lanes and parking north of Eighth Avenue to a center turn lane, a travel lane in each direction, bike lanes and no parking south of Eighth Avenue. This transition is depicted in Figure 3-6, and would need to be further engineered to meet county roadway standards.

i. Olivehurst Avenue North of Seventh Avenue

The recommended roadway layout for Olivehurst Avenue north of Eighth Avenue is accommodated within the existing 50' curb-to-curb and 60' right-of-way. The proposal is for two 12' vehicular travel lanes, one in each direction, and two 5' bicycle lanes, one in each direction. Parking lanes are proposed on both the east and west side of the street, and there is no center turn lane.

The Olivehurst Avenue Specific Plan recommends widening the right-of-way to 84' in order to incorporate diagonal parking. This Plan recommends a roadway layout that can be incorporated within the existing curb-to-curb in an effort to utilize existing infrastructure and prevent

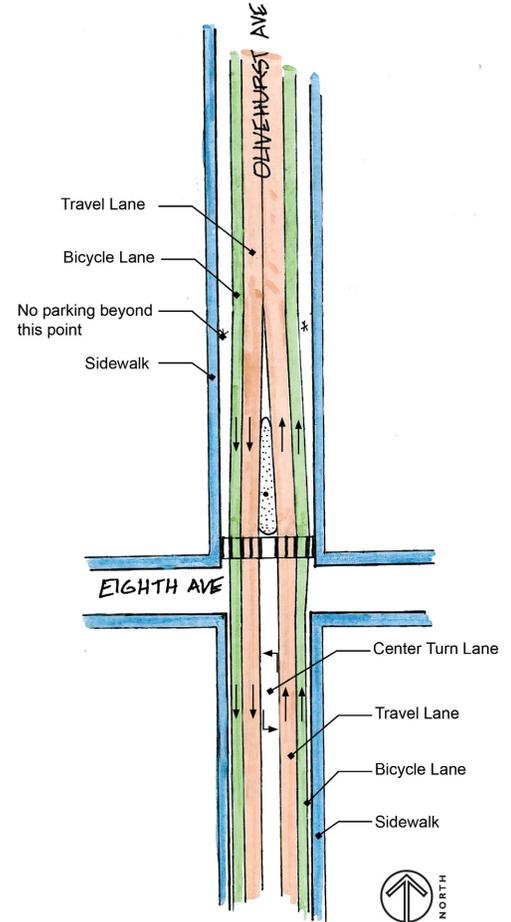


FIGURE 3-6 OLIVEHURST AVENUE TRANSITION

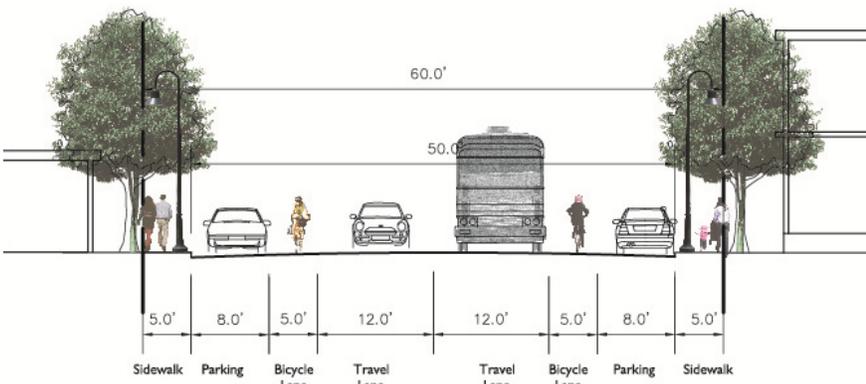


FIGURE 3-7 OLIVEHURST AVENUE PROPOSED SECTION NORTH OF EIGHTH AVENUE

the taking of additional property from adjacent land owners. Working within the existing curb-to-curb necessitates a decision of how to best utilize the available roadway width. The proposal for this location recommends the inclusion of parking lanes and the removal of a center turn lane. The decision to trade parking lanes for a center turn lane was based upon input received from the community that having parking adjacent to the businesses along Olivehurst Avenue is pertinent to their success.

The removal of the center turn lane will have repercussions. Vehicles will still be allowed to turn across traffic; however, the lack of a center turn lane will mean that the vehicles queuing behind the turning vehicle will be forced to wait. In the Olivehurst area, this condition does not prove to be too adverse as it will help traffic calming and slow traffic in commercial areas; which is considered to be positive for business owners and pedestrians.

The center turn lane is currently used by delivery trucks which are idled in the center turn lane while goods are loaded and unloaded. This use of the center turn lane currently inhibits the use of the lane for turning vehicles and is not safe because delivery persons are carting deliveries across a lane of traffic. The recommended roadway layout will prevent this use. However, County staff has agreed to work with businesses to ensure that deliveries can still be made by instituting a loading zone in the parking lane during specific hours.

ii. Olivehurst Avenue South of Eighth Avenue

South of Eighth Avenue the recommended roadway layout includes a 10.5' vehicular travel lane in both directions, and an 11' center turn lane. Each vehicular travel lane is flanked by a 5' striped Class II bicycle lane. The proposed roadway also has a formal curb and gutter on either side and includes a 6' sidewalk. No on-street parking lanes are recommended within the roadway layout.

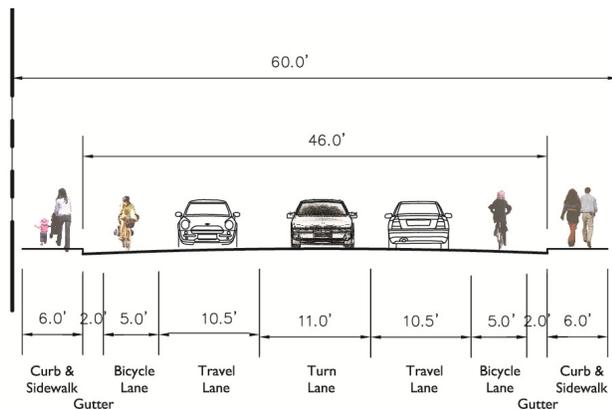


FIGURE 3-8 OLIVEHURST AVENUE PROPOSED SECTION SOUTH OF EIGHTH AVENUE

Seventh Avenue

Seventh Avenue is the only road within the project area that bisects the entire project area and connects Powerline Road and Arboga Road. Seventh Avenue is categorized per Yuba County standards as an Urban Collector Road.

a. Existing Condition

Currently, Seventh Avenue consists of one vehicular travel lane in both the east and west direction. There is a soft shoulder along the majority of the roadway, with the exception of the intersection with Olivehurst Avenue where there is some curb and gutter and sidewalk. The soft shoulder is used informally for parking by the local residents and businesses. The soft shoulder is used for perpendicular parking adjacent to the businesses, which in the past has caused conflicts of cars backing into one another. There are no bicycle lanes along Seventh Avenue; however Class II Bicycle lanes are planned.

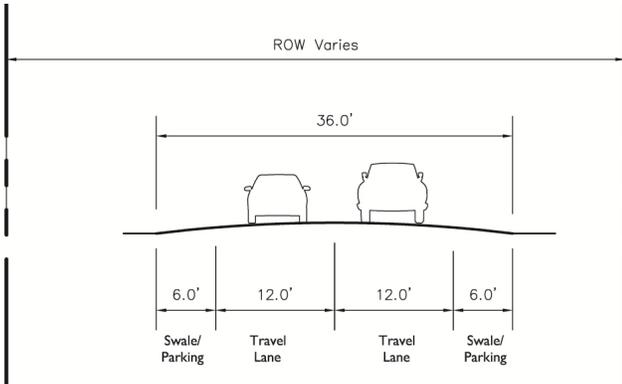


FIGURE 3-9 SEVENTH AVENUE EXISTING SECTION

b. County Standard

Seventh Avenue is categorized per Yuba County standards as an Urban Collector Road. The Standard is within a 55' curb-to-curb and includes two vehicular travel lanes, bicycle lanes, curbs and gutters, sidewalks, and a center turn lane or median. The standard does not incorporate any parking lanes.

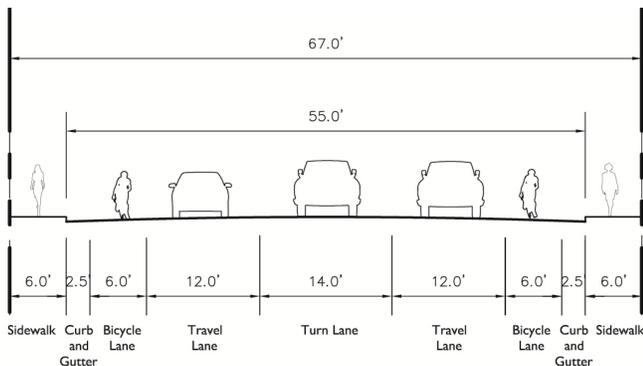


FIGURE 3-10 SEVENTH AVENUE COUNTY STANDARD

c. Proposed Seventh Avenue Improvements

In an effort to respect the existing easements and to avoid widening the right-of-way to 67', the proposed roadway alignment for Seventh Avenue works within a 58' right-of-way rather than incorporating a center turn lane or median, the proposed roadway calls for two 10.5' vehicle travel lanes, two 5' bicycle lanes and two 8' parking lanes. The proposal incorporates curbs and gutters and 5.5' sidewalks. The proposal is recommended for the portions of Seventh Avenue between Tulsa Avenue and Okmulgee Avenue, which is closest to the heart of town and where there are existing or proposed commercial uses. In this proposed roadway alignment the center turn lane or median is replaced with on-street parking to benefit the commercial uses and respect the existing condition (Figure 3-11). West of Tulsa Avenue and East of Okmulgee Avenue the roadway would then transition to an alignment that reintroduces the center turn lane and removes on-street parking (Figure 3-13).

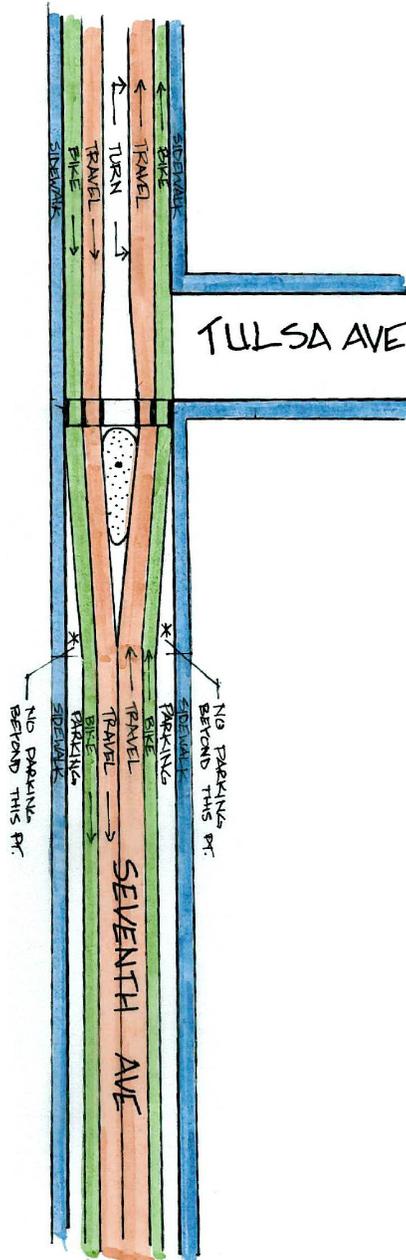


FIGURE 3-12 TRANSITION OF ROADWAY ORGANIZATION ALONG SEVENTH AVENUE

This reorganization of uses can be easily implemented in the short-term with the exception of the western portion of Seventh Avenue, which does not require widening the street much beyond the existing width. In the long-term if there is a need for a center turn lane or median, the roadway can easily be re-stripped to coordinate with the county standard. The proposal includes on-street parallel parking which more closely matches the existing conditions.

Seventh Avenue from Olivehurst Avenue heading west towards Arboga currently has a right of way width of approximately 40'. In addition, in this segment of Seventh Avenue, there are several homes that are located in close proximity to the existing edge of pavement. At the time that the County has funding to pursue feasibility and construction plans for improvements to Seventh Avenue the County will evaluate our ability to construct the roadway as illustrated in Figure 3-11 and Figure 3-13. In the event that existing development prevents the ability to acquire additional right of way the County will consider other roadway designs such as but not limited to those shown in Figures 3-16 or 3-17.

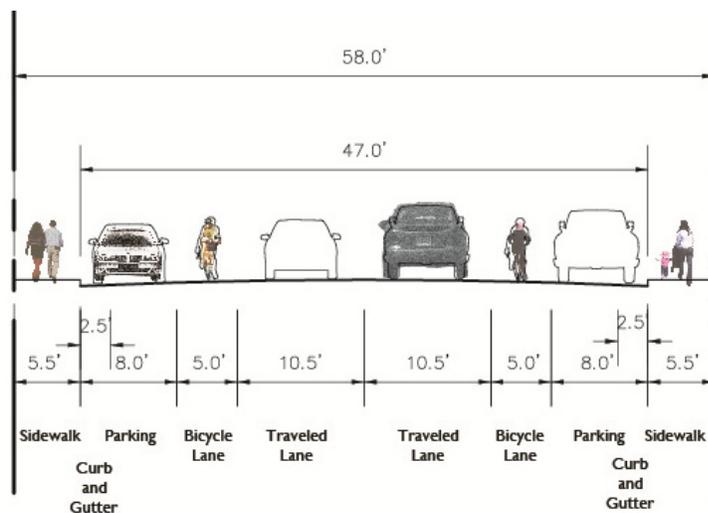


FIGURE 3-11 SEVENTH AVENUE PROPOSED SECTION (BETWEEN TULSA AVENUE TO OKMULGEE AVENUE)

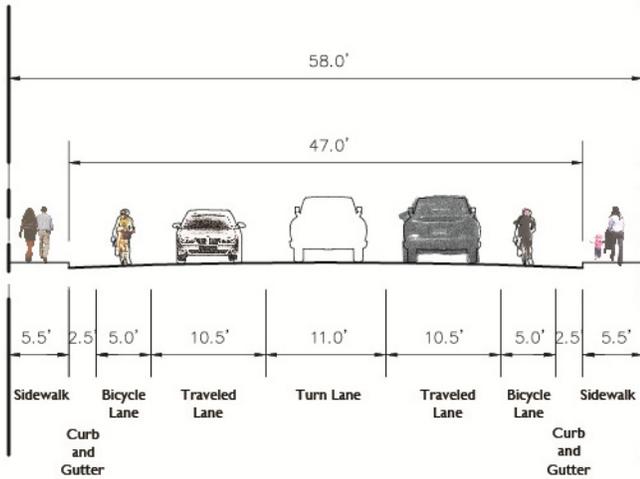


FIGURE 3-13 SEVENTH AVENUE PROPOSED SECTION (EAST OF OKMULGEE AVENUE AND WEST OF TULSA AVENUE)

Urban Residential (Local) Roads

The majority of the roads within the project area are classified as Urban Residential (Local) Roads, with the exception of the roads discussed previously and Arboga Road, Powerline Road, McGowan Parkway, and portions of 11th Avenue.

a. Existing Conditions

Within the Urban Residential (Local) Roads classification there is currently a wide variety of existing conditions. South of Eleventh Avenue, many of the roadways have improvements such as curbs and gutters, sidewalks, and drainage improvements per the County Standard. North of Eleventh Avenue there are very few roadway improvements. The majority of the roadways are 18' to 24' flanked on both sides by a soft shoulder. Adjacent to the soft shoulder is either a drainage swale or open land. In locations where there is not a drainage swale the soft shoulder and open land is typically used for parking.

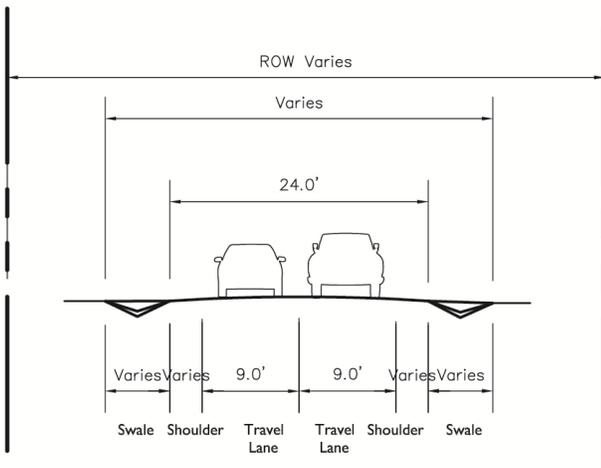


FIGURE 3-14 URBAN RESIDENTIAL (LOCAL) ROADS EXISTING CONDITIONS

b. County Standard

The County Standards for an Urban Residential (Local) Road is a 34' roadway, with formal curb and gutters, and either an attached or detached sidewalk. The right-of-way requirements vary from 48' to 64' depending upon if the sidewalk is attached or detached.

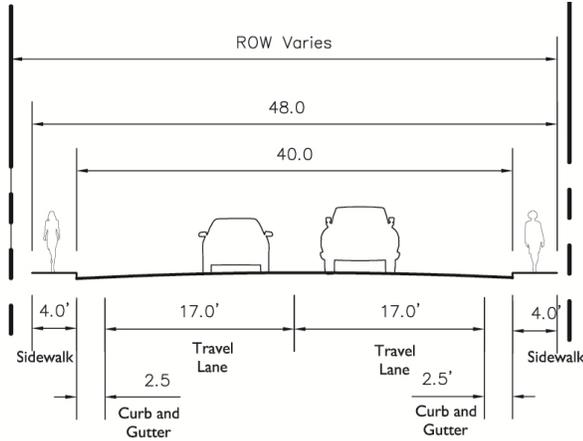


FIGURE 3-15 URBAN RESIDENTIAL (LOCAL) ROADS COUNTY STANDARD

c. Proposed Urban Residential (Local) Roads Improvements

Two variations of the County Standard roadway layout are proposed for Urban Residential (Local) Roads within Olivehurst. Both variations have been designed to minimize the right-of-way requirements.

i. Proposal A

Proposal A for the Urban Residential (Local) Road includes a 9' travel lane in each direction, a 6' at-grade pedestrian path on one side and an 8' parking shoulder on the other. The pedestrian path and parking strip is flanked by a swale a minimum of 6' in width, as necessary. This proposal results in a 32' roadway and a 44' right-of-way. Informal on-street parking is regulated to only one side of the street in this proposal.



An example of a swale.

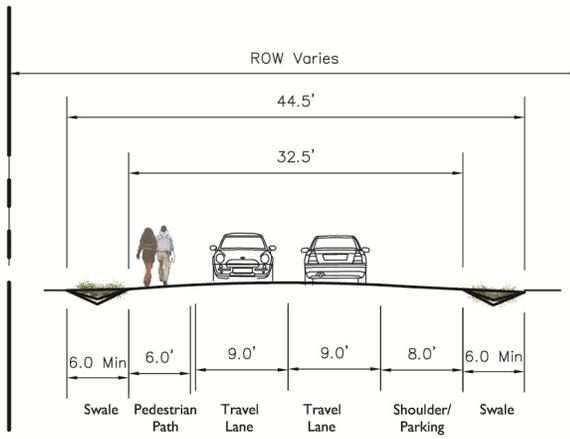


FIGURE 3-16 PROPOSAL A PROPOSED SECTION

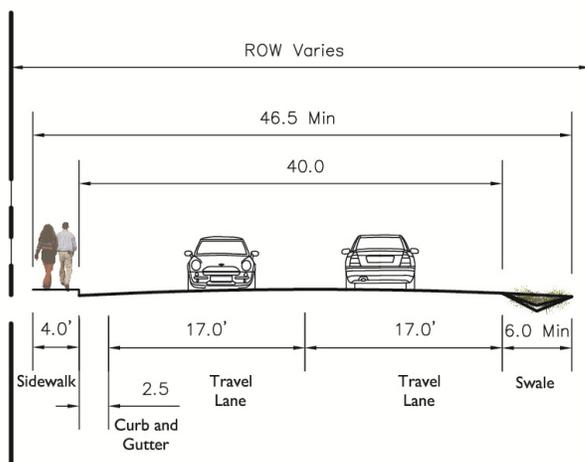


FIGURE 3-17 PROPOSAL B PROPOSED SECTION

The rationale of this proposal is to create a safer pedestrian environment by providing a separate walking path and minimize the infrastructure changes and costs as well as potential right-of-way acquisitions. In addition to minimizing infrastructure costs, creating formalized swales to deal with stormwater runoff helps to improve water quality, which is further discussed below.

ii. *Proposal B*

Proposal B for the Urban Residential (Local) Road incorporates two 17' travel lanes, a curb and gutter, and sidewalk improvements on one side of the street, and an open swale on the other side of the street. The raised sidewalk is a minimum of 4' and the swale is a minimum of 6'. The 17' travel lanes include areas for informal parking on both sides of the street.

Similar to Proposal A, the goal of this proposal is to create a safe pedestrian environment, reduce infrastructure changes and costs, and minimize the potential for right-of-way acquisitions. Creating a sidewalk on only one side and retaining a drainage swale on the other creates the potential to handle the stormwater drainage within the swale, rather than implementing a new formal storm drain system. This would save on infrastructure costs and also help improve water quality, similar to proposal A.

d. *Criteria for Implementation of Proposal A or B or County Standard*

Decisions on which of the roadway standards best suits each of the Urban Residential (Local) Roads in Olivehurst will need to be made on a case by case basis. The decision will be made by the County Public Works Department and should be based upon the existing topographic and drainage conditions, the adjacent property, pedestrian demand and community desire.

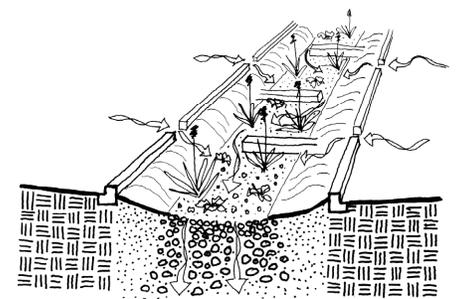
e. *Green Streets and Drainage*

Jurisdictions around the country are creating “green streets” by implementing green stormwater management technologies to help mitigate the effects of urbanization on stormwater by slowing runoff and providing it with an opportunity to infiltrate back into the ground. Swales also remove silt and pollution from runoff.

Many of the streets within the Plan area contain drainage ditches. The primary purpose of the ditches is to remove stormwater water from the roadway and therefore they tend to have



Example of a rural road with a sidewalk on one side.



Swales are designed to remove water from the roadways to slow, infiltrate and remove pollutants from stormwater.

steep slopes and a lack of formal vegetation. Swales on the other hand not only convey stormwater but are engineered to filter pollutants from the water as well. The term "swale" refers to a series of vegetated, open channel practices that are designed specifically to treat and attenuate stormwater runoff for a specified water quality volume. As stormwater runoff flows through the channels, it is treated through filtering by the vegetation in the channel, filtering through a subsoil matrix, and/or infiltration into the underlying soils. There are many design variations of the swale, including grassed channels, dry swales (bioretention) and wet swales (retention ponds). The specific design features and treatment methods differ in each design, but all are improvements on the traditional drainage ditch. Each incorporate modified geometry and other design features to use the swale to treat and convey stormwater runoff.

As the Public Works Department has funding to improve side streets within the Plan area, they should consider whether to remove the existing ditches and replace them with either a piped storm drain system or utilize engineered swales. Private developments within the downtown core and community commercial areas should be encouraged to utilize dry swales (bioretention) and other "green" methods to address their drainage impacts.

In considering whether to install "green street" types of improvements the County should consider both the costs and benefits of this type of design as compared to traditional piped storm drain systems. Recent projects in Yuba County for curb, gutter, and stormdrain piping average \$65 to \$98 per linear foot depending on the size of the storm drain. In addition, drainage inlets (DI) need to be installed every 400' to 600' at a cost of \$2,500 per DI as well as manholes which cost approximately \$5,000 each. Studies from the Environmental Protection Agency (EPA) indicate that construction costs for "green" systems range from \$0.50 to \$1.00 per cubic foot of bioretention swale or \$1.20 per square foot of filter strip.

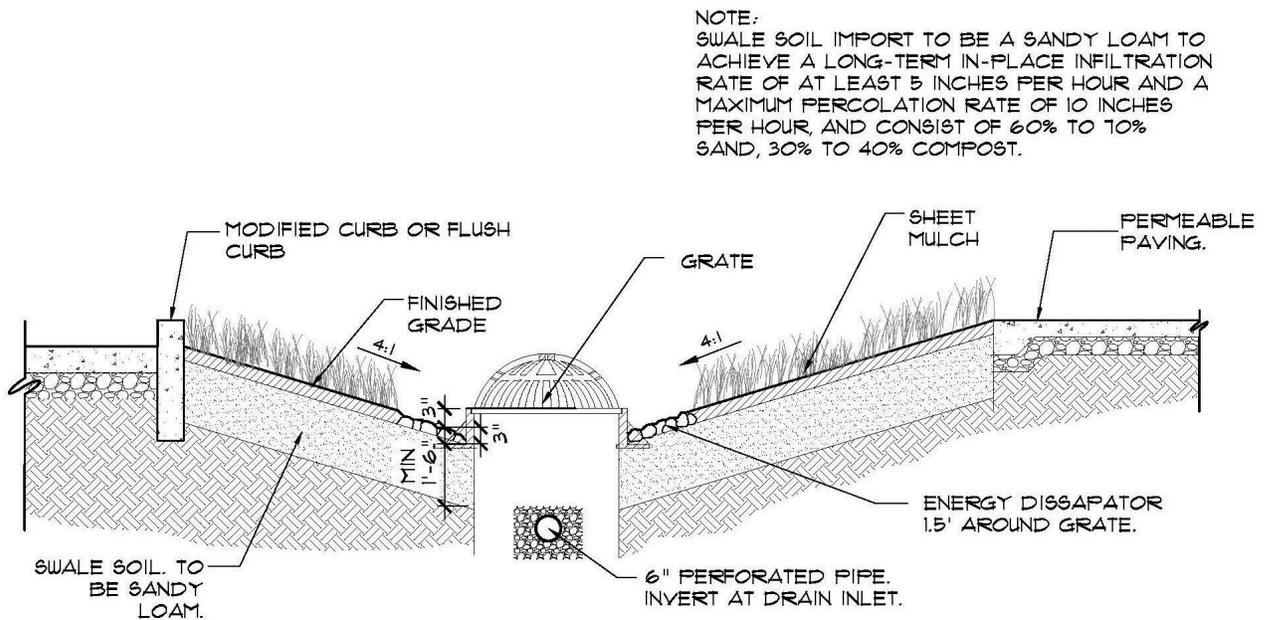


FIGURE 3-18 ENGINEERED SWALE TYPICAL SECTION

The costs of traditional and “green street” or “Low Impact Development” (LID) stormwater management systems are very difficult to compare because the “marginal costs” have not been effectively addressed for either approach. Many LID projects are still in pilot stages, and therefore their maintenance costs have not been fully assessed. Information on the long term costs of conventional stormwater management (piped systems) is also lacking. Jurisdictions are just now seeing what it costs to retrofit and repair piped systems that were installed in the late 1970s and early 1980s. Studies prepared by the Environmental Protection Agency (EPA) seem to indicate that reducing the concrete infrastructure of a stormwater management system directly decreases its initial construction costs as well as overall maintenance costs.

However, there does appear to be enough evidence to demonstrate that “green” or “LID” style systems provide a greater environmental and economic benefit than traditional systems.

- **Pollution abatement.** LID practices can reduce both the volume of runoff and the pollutant loadings discharged into receiving waters. LID practices result in pollutant removal through settling, filtration, adsorption, and biological uptake. Reductions in pollutant loadings to receiving waters, in turn, can improve habitat for aquatic and terrestrial wildlife and enhance recreational uses. Reducing pollutant loadings can also decrease stormwater and drinking water treatment costs since it is less expensive to treat clean water than it is to treat polluted water.
- **Protection of downstream water resources.** The use of LID practices can help to prevent or reduce hydrologic impacts on receiving waters, reduce stream channel degradation from erosion and sedimentation, improve water quality, increase water supply, and enhance the recreational and aesthetic value of our natural resources.
- **Ground water recharge.** LID practices also can be used to infiltrate runoff to recharge ground water. Development pressures typically result in increases in the amount of impervious surface and volume of runoff. Infiltration practices can be used to replenish ground water and increase stream baseflow. Adequate baseflow to streams during dry weather is important because low ground water levels can lead to greater fluctuations in stream depth, flows, and temperatures, all of which can be detrimental to aquatic life.
- **Reduced downstream flooding and property damage.** LID practices can be used to reduce downstream flooding through the reduction of peak flows and the total amount or volume of runoff. Flood prevention reduces property damage and can reduce the initial capital costs and the operation and maintenance costs of stormwater infrastructure. Strategies designed to manage runoff on-site or as close as possible to its point of generation can reduce erosion and sediment transport as well as reduce flooding and downstream erosion.

2. BICYCLE PLAN UPDATES

Having a cohesive bikeway system and safe bicycle lanes is very important to community members of Olivehurst. Yuba County is currently updating the Yuba County Bikeway Master Plan. The existing and proposed bicycle circulation for Olivehurst is illustrated in Figure 3-19. The following recommendations should be incorporated in the Bikeway Master Plan Update.

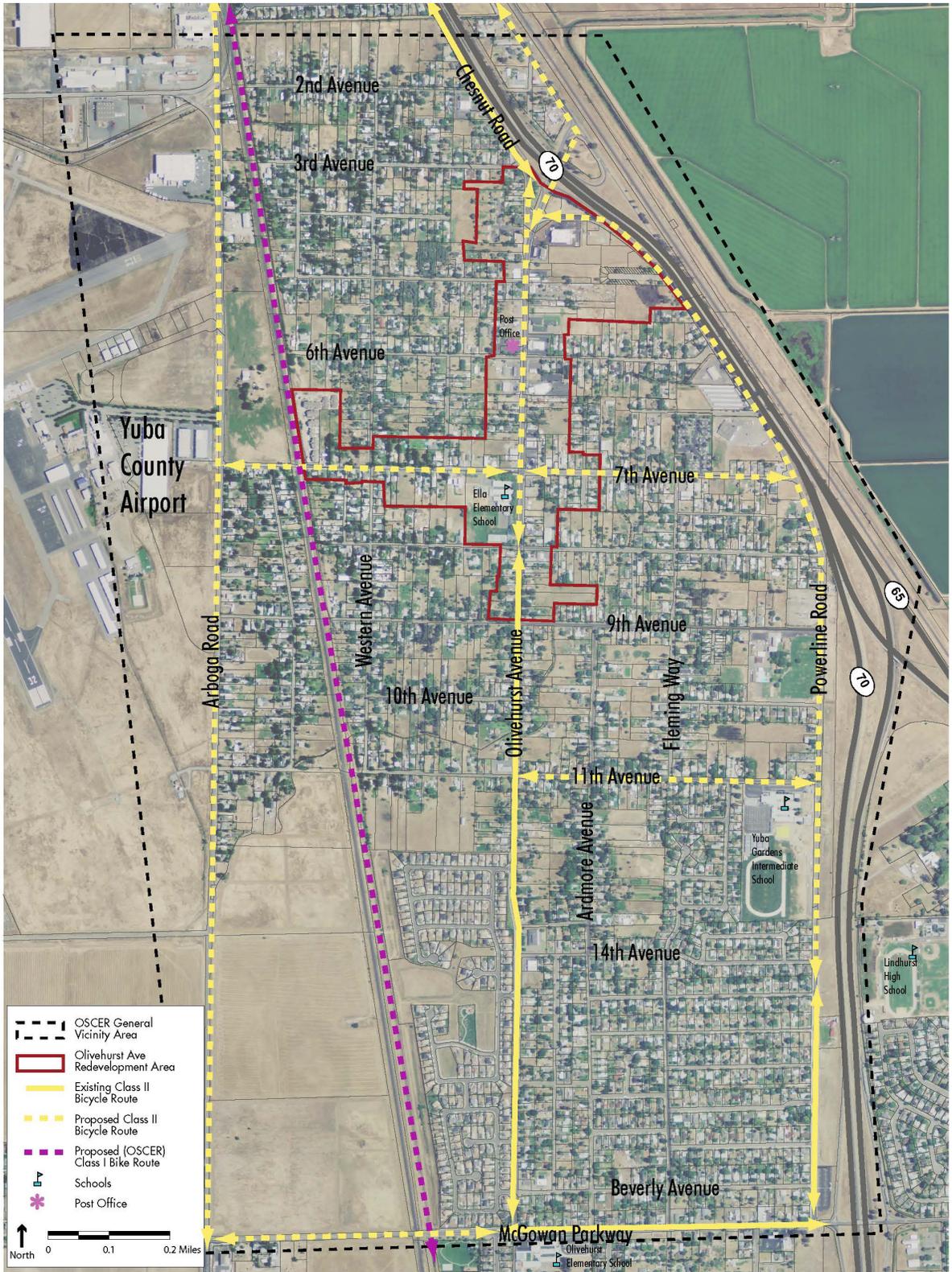


FIGURE 3-19 PROPOSED BICYCLE CIRCULATION IMPROVEMENTS

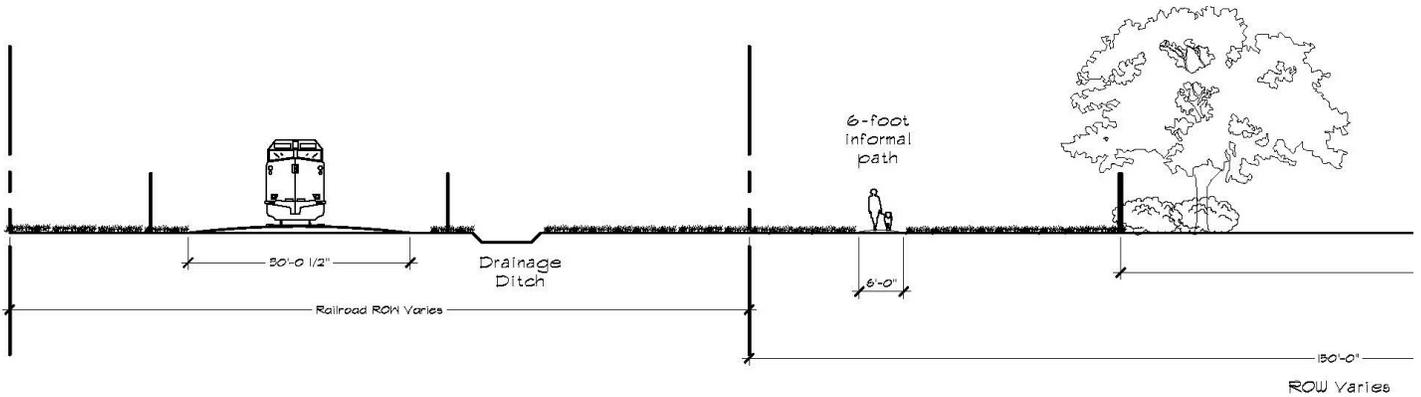


FIGURE 3-20 EXISTING INFORMAL TRAIL

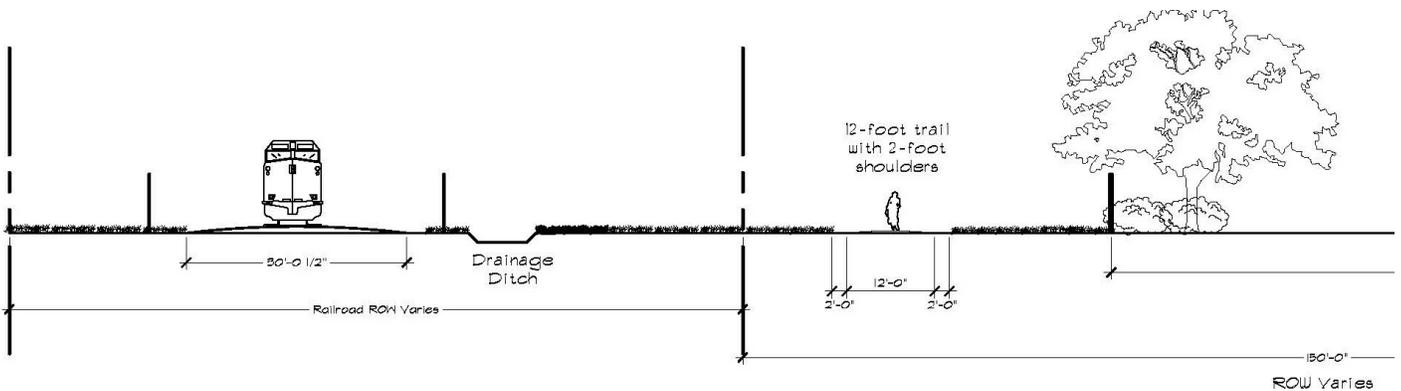


FIGURE 3-21 PROPOSED MULTI-USE TRAIL

Proposed Multi-Use Trail

During the community workshops, participants voiced their desire to have a separated recreational bikeway. Currently, there is an informal north-south trail parallel to the railroad tracks and drainage ditch that is used by bicyclists and pedestrians. The trail has been created informally through repeated use. The trail is located at the back portion of private parcels as depicted in Figure 3-20. Typically, only the front portion of the parcel is used by the property owner for their house, access, and back yard. In most instances, the back portion of the parcels where the trail is located does not show any formal use by the property owner.

Formalizing the current use and creating a multi-use trail at this location is recommended as part of this plan and illustrated in Figure 3-21. The conceptual design depicts a 12' wide trail that could be used by pedestrians, cyclists, and equestrians, buffered by a 2' shoulder on both sides.

Developing a multi-use trail would necessitate formalizing an easement agreement with all of the affected property owners. If there is continued interest from the public and willing property owners, the multi-use trail should be considered as part of the next Bikeway Master Plan Update.



An Example of community-wide bicycle wayfinding signage.



An example of thermoplastic bikeway striping.

Striping and Signage Improvements

The striping of many of the existing bike lanes in the Olivehurst Community is faded, which limits motorists' awareness that they are sharing the road with bicyclists and creates an unsafe environment for bicyclists. The striping is likely faded because it was standard white paint on the roadway, which fades over time. Thermoplastic paint striping is recommended for all bicycle markings within the Olivehurst Community. Thermoplastic striping is a specialized pavement marking material that is highly reflective and durable. There are few signs within the Olivehurst Community identifying the bikeways. Signage that identifies the existence and type of bikeways should be incorporated along all existing bikeways and as part of the development of all future bikeways. The signage should be designed and implemented per MUTCD guidelines and the Bikeways Master Plan.

3. SEVENTH AVENUE INTERSECTION PARKING

As previously discussed, the Olivehurst Avenue and Seventh Avenue intersection is considered by many to be the heart of the community. The intersection is only partially complete in terms of sidewalks, and curbs and gutters, and as a result there is potential to improve its safety and efficiency. Figure 3-22 illustrates a potential sidewalk and parking configuration that coordinates with the roadway improvements recommended for Olivehurst and Seventh Avenues. Diagonal parking and parallel parking are shown as part of the intersection improvements.

Diagonal parking is recommended because it doubles the amount of on-street parking available at these highly trafficked locations. Diagonal parking would be incorporated on the northwest side of the intersection, across from Ella Elementary school. Diagonal parking would also be incorporated on the northeast side of the intersection in front of the La Fiesta Produce Market. The inclusion of diagonal parking will necessitate a larger right-of-way, and the im-

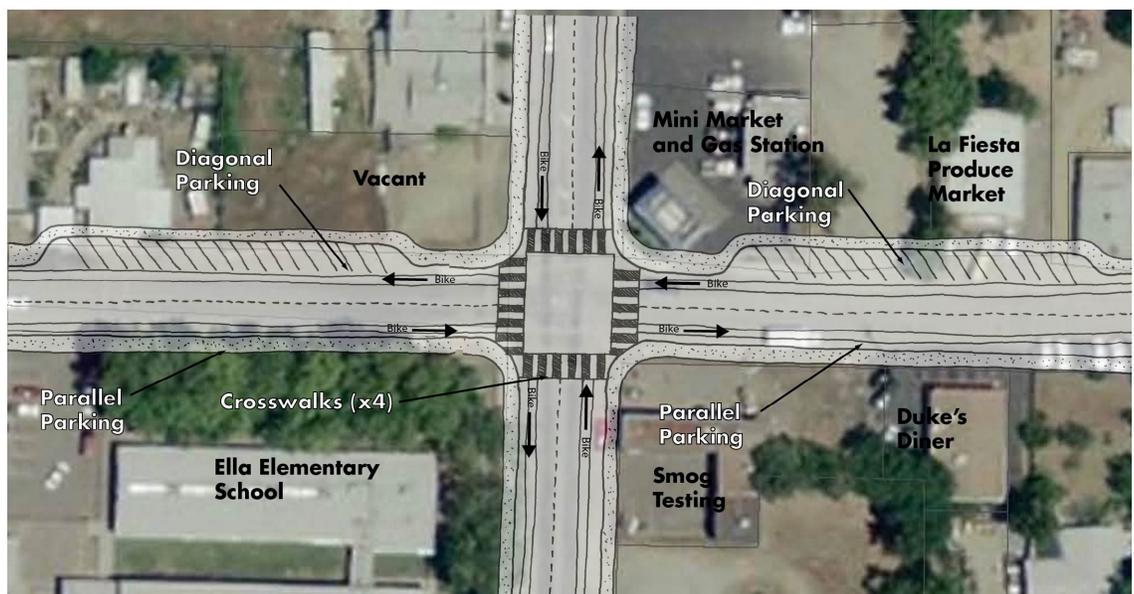


FIGURE 3-22 PROPOSED SEVENTH AVENUE INTERSECTION IMPROVEMENTS

plementation of diagonal parking will need to be further designed and studied to ensure it can be incorporated within the available space.

Dedicated Class II bicycle lanes are shown in the conceptual plan because they are recommended on Olivehurst and Seventh Avenue as part of the proposed roadway improvements. However, if there is not enough right-of-way to incorporate Class II bicycle lanes, the bicycle lanes could transition to Class III shared bicycle lanes. The classification of bicycle lanes will need to be further studied.

Bulbouts at the intersection are not shown in the conceptual plan because the plan stays consistent with the existing constructed curb, gutters, and sidewalks on the northeast, northwest, and southwest corners. However, Yuba County Public Works has indicated that if the need arises to replace any of the curbs at this intersection, then they will consider the inclusion of bulbouts to improve the safety and visibility for pedestrians at this location. It is the plan recommendation that the implementation of bulbouts at this intersection will result in the most awareness of pedestrian crossings at the school for safety, and will also create a physical representation to identify the intersection as the center of town. In addition, the use of the high visibility cross walk striping will further highlight pedestrian safety as discussed below.

4. STREETSCAPE IMPROVEMENTS

This section describes the recommendations to enhance the pedestrian environment and accommodate pedestrians within downtown Olivehurst. In addition, the recommendations include tools that are meant to slow vehicle traffic and improve pedestrian safety at intersections. The placement, landscaping, irrigation, and maintenance of any streetscape amenities will necessitate further design and consideration by Yuba County Public Works. The recommended streetscape improvements are illustrated in Figure 3-23.

Marked Crosswalks

Marked crosswalks are typically located at intersections and at key locations. Marked crosswalks increase pedestrian safety by directing pedestrians to cross at specific locations and alerting drivers to the potential presence of pedestrians. Crosswalks can be either standard style, which consists of two parallel lines striped across the length of the crosswalk, or ladder style, which consist of two parallel lines with ladder bars striped across the width of the cross-

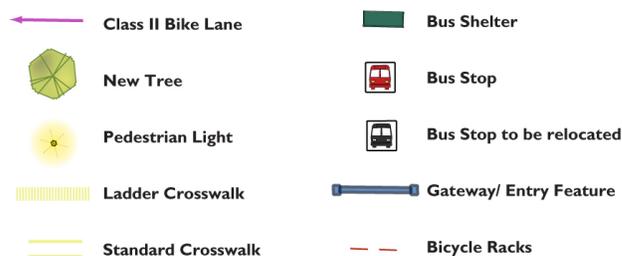
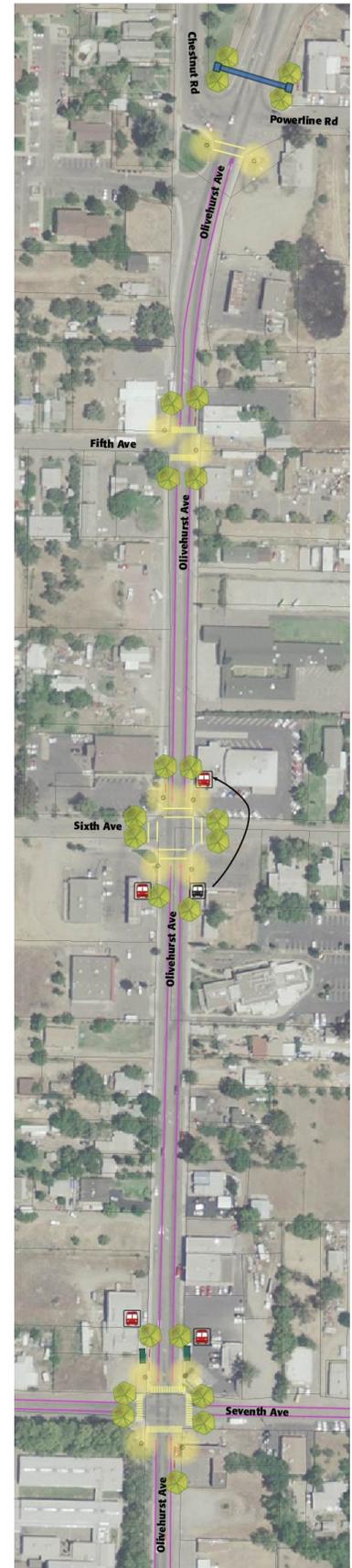


FIGURE 3-23 OLIVEHURST AVENUE STREETSCAPE IMPROVEMENTS





walk. Ladder style crosswalks are typically more visible to motorists, thus they are recommended at uncontrolled crossing locations and at locations adjacent to schools where there are potentially high volumes of children crossing the intersection.

Ladder style crosswalks are recommended for the four sides of the Olivehurst and Seventh Avenues intersection because of its proximity to Ella Elementary School and across Olivehurst Avenue at the intersections of Fifth and Sixth Avenues because these intersections are not stop controlled.

Sidewalk Widening

Currently the sidewalks along Olivehurst Avenue range in width from 4' to 6' in width. This satisfies the minimum widths for ADA compliance, however it does not provide for a very wide sidewalk. The right-of-way varies along Olivehurst Avenue. In some instances the sidewalks are built to the extents of the right-of-way, and in some locations there is unutilized right-of-way. In addition, many of the existing buildings in downtown Olivehurst have a set back from the right of way/property line. In order to create space for pedestrian amenities and to encourage a lively public space, the existing sidewalks should be widened at the back of walk to create a 10' sidewalk where possible. In some locations this widening may be within the private property and the County should coordinate with property owners for an easement.

Pedestrian-Scaled Lighting

The OSCER Plan incorporates pedestrian lighting as a way to improve the visibility and safety for pedestrians throughout the Plan Area. Pedestrian lighting is oriented to provide light within the pedestrian realm and is typically smaller in scale than street lighting, approximately 10' to 14' in height. The pedestrian scaled lights have been strategically located at intersections to improve safety. The pedestrian lights should be similar to the examples shown, in that light is cast downwards toward the sidewalk and avoids overspill of light that would contribute to illuminating the night sky.

The placement of pedestrian lights should also be limited to areas where their placement still allows for the ADA accepted minimum of 4' of unobstructed sidewalk. (Points of obstruction such as utility boxes or street light posts are allowed as long as a minimum 36" unobstructed clearance is maintained.)

The proposed pedestrian-scaled lighting improvements would need to be funded and maintained by the County or Olivehurst Public Utility District (OPUD, as Caltrans does not fund, design, construct, maintain, or participate in utility cost-sharing for continuous street lighting.

Currently, all lighting within the Olivehurst Community is owned and operated by PG&E and the OPUD pays the annual cost to PG&E to run the lights. OPUD is not satisfied with this arrangement and does not want to enter into contract with PG&E to add additional lighting. Thus, any pedestrian lighting recommendations will require extending or providing the appropriate electrical requirements to the lights, which also has the potential to influence the type and placement of the lighting.



Examples of pedestrian scaled lighting



Wind- and solar-powered street lights. Photo courtesy of Lumi-Solair www.lumisolair.com.

Pedestrian-scaled lighting requires electrical connections, and decisions about the types of lights should be based upon sustainability. Light-emitting diode (LED) lighting should be considered for pedestrian lighting because they require low energy consumption and little maintenance. LED lighting has high initial costs, but last longer and uses less energy, and thus are a cost effective option. Other sustainable pedestrian lighting options include new solar- and wind-powered lights, which generate enough power to run the lights. Although, solar- and wind-powered lights are more expensive per light, they can save money in installation because they do not require a connection to underground wiring and conduit wires, as traditional lights do.

Street Tree Program

Street trees and landscaping contribute to the safety and beauty of the pedestrian realm and improve the environmental quality of a community. Street trees improve safety by defining the edge of the road, which helps drivers to guide their movements and assess their speed, resulting in speed reduction. Additionally, street trees act as a buffer between pedestrians and vehicles and improve the pedestrian environment by providing shade and contributing to lower summer temperatures. Trees also improve the health of the environment by filtering pollutants from the air, reducing green house gases and absorbing precipitation, which would otherwise become stormwater run-off.

Street trees are located at the “downtown” Olivehurst Avenue Intersections. The trees will work in conjunction with other streetscape improvements to create a “main street” feel. The County should work with any interested property owner to coordinate the installation of street trees in front of their business. To ensure the provision of sidewalk width, this should be coordinated in conjunction with widening of the sidewalk at the back of the walk adjacent to businesses, where possible.

During the community workshops, participants suggested including areas for more landscaping as a method for beautifying Olivehurst Avenue. Participants suggested planters in which they could coordinate annual plantings to provide color and create eye-catching displays. The proposed façade improvements recommend additional landscaping on private property, such as landscaped containers or raised planters that could be planted with annual or perennial plants. These landscaped areas would need regular maintenance provided by business owners or local community groups.

Landscaping can require a significant amount of water and maintenance. The recommended plant palette includes native or climate adapted plant species, that once established will not require extensive maintenance or water.



Street trees provide shade and create a comfortable pedestrian environment.



Attractive landscape planters.



Street furniture creates an inviting public pedestrian space.

TABLE 3-1 RECOMMENDED PLANT PALETTE

		Scientific Name	Common Name
Large Trees		<i>Pistache chinensis</i>	Chinese Pistache
		<i>Prunus</i> 'Krauter Vesuvius'	Flowering Plum
		<i>Quercus agrifolia</i>	Live Oak
		<i>Quercus suber</i>	Cork Oak
		<i>Olea europaea</i> 'Swan Hill'	Olive
		<i>Zelkova serrata</i>	Zelkova
Small Trees		<i>Cercis occidentalis</i>	Redbud
		<i>Cotinus coggygia</i>	Smoke Tree
		<i>Lagerstroemia indica</i>	Crape Myrtle
		<i>Pyrus kawakamii</i>	Evergreen Pear
Large Shrubs		<i>Arctostaphylos manzanita</i>	Manzanita
		<i>Nerium o.</i> 'Petite Salmon'	Oleander
		<i>Sarcococca confua</i>	Sweet Box
		<i>Cistus ladanifer</i>	Crimson-Spot Rockrose
		<i>Salvia microphylla</i>	Sage
Small Shrubs & Perennials		<i>Carex tumulicola</i>	Berkeley Sedge
		<i>Nandina</i> "Fire Power"	Heavenly Bamboo
		<i>Nassella tenuissima</i>	Mexican Feather Grass
		<i>Erigeron glaucas</i>	Beach Aster
Ground-cover		<i>Arctosaphylos</i> "Emerald Carpet"	Emerald Carpet
		<i>Myoporum parvifolium</i>	
		<i>Cotoneaster dammeri</i>	Bearberry Cotoneaster
Swales		<i>Baccharis salicifolia</i>	seep willow
		<i>Calamagrostis</i> sp.	reedgrass
		<i>Carex</i> sp.	sedge
		<i>Chondropetalum</i> sp.	rush
		<i>Festuca</i> sp.	fescue
		<i>Helictotrichon sempervirens</i>	blue oat grass
		<i>Juncus</i> sp.	rush
		<i>Leymus</i> sp.	rye
		<i>Miscanthus</i> sp.	silver grass
		<i>Muhlenbergia</i> sp.	muhly grass
		<i>Salix</i> sp.	willow
		<i>Sambucus nigra</i> ssp. <i>Mexicana</i>	blue elderberry
		Biofiltration sod	

Street Furniture

The Streetscape Plan includes the addition of new street furniture in locations where appropriate to enhance the pedestrian environment. The street furniture includes new bicycle racks, trash cans, and benches. Street furniture would help to improve the aesthetics and cleanliness of the pedestrian environment, and also enliven the pedestrian realm by encouraging pedestrian use and activity. The Streetscape Plan calls out the location of street furniture, typically adjacent to intersections, however exact placement and the appropriateness for inclusion in the streetscape should be determined during further design development and in coordination with business owners. ADA requirements necessitate that when street furniture is placed along the sidewalk a minimum width of 4' of unobstructed sidewalk must be provided for access.

Figure 3-24 illustrates potential future development at the intersection of Seventh Avenue and Olivehurst Avenue and how it might incorporate sidewalk widening and streetscape amenities.



FIGURE 3-24 POTENTIAL STREETScape AMENITIES

Provide ADA-Compliant Curb Ramps and Devices

New ADA-compliant curb ramps should be provided when a sidewalk or intersection is reconstructed. This enhancement is needed in the community.



Pedestrian bridges provide safe passage across busy roadways.



Olympic Sculpture Park, Seattle WA (photo Alan Berner, The Seattle Times)

Pedestrian Bridge

The only route available to students walking from the project area to Lindhurst High School or Johnson Park Elementary School is along McGowan Parkway, which is lacking complete sidewalks and necessitates that they cross a freeway on-ramp. Additionally, community members report that students do sometimes attempt to cross State Route 70, which has two lanes in either direction. A pedestrian bridge is recommended to provide a safe connection from the project area to the schools and neighborhood east of State Route 70.

A conceptual location for the pedestrian bridge is illustrated in Figure 3-25. This location is recommended because it links two public schools, Yuba Gardens Intermediate School and Lindhurst High School. This location would require coordination with the Marysville Joint Unified School District, which owns the two properties, Caltrans, and Yuba County.

A highway deck/freeway cap is another option that should be considered as a method to connect the east and west sides of State Route 70. A highway bridge/freeway cap would entail the construction of a structural deck above State Route 70, which then could be used as open space. The development of a highway deck/freeway cap has significant engineering considerations and logistical considerations that would need to be coordinated with Caltrans. However, highway decks/freeway caps are becoming more common as a method for communities to create open space and overcome barriers created by freeways.

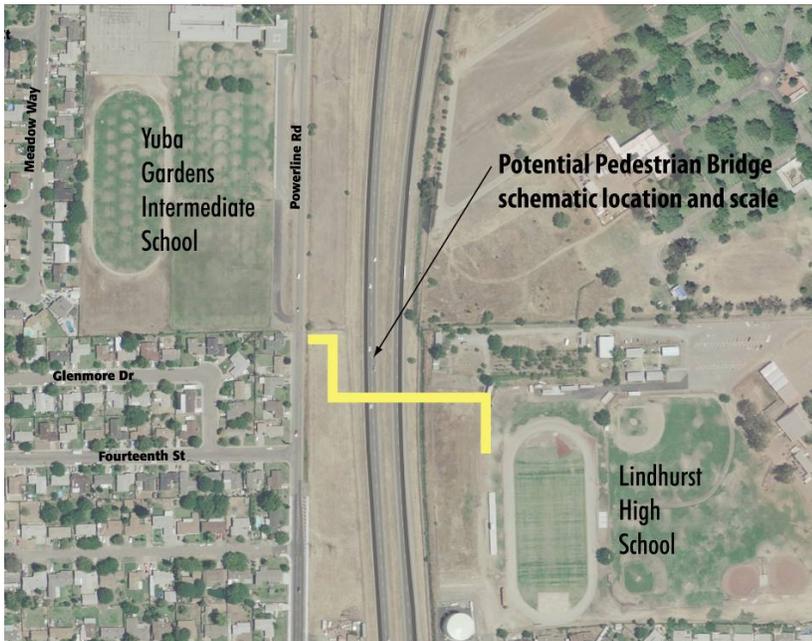


FIGURE 3-25 CONCEPTUAL LOCATION FOR PEDESTRIAN BRIDGE

Public Art

The Olivehurst Community already has a precedent for public art with the mural that is on the south side of the pharmacy in downtown Olivehurst. During the visioning process the community vocalized their support for similar forms of public art. Yuba County staff can work with existing property owners to locate other potential mural locations and coordinate with local community groups and schools to design and implement murals.

Community Kiosk

A community kiosk is envisioned for somewhere in the center of town such as the intersection of Olivehurst Avenue and Seventh Avenue. The kiosk will be a physical structure for people to post public messages and share information. The kiosk could be designed to be as simple as a blank sign board, or something slightly more elaborate that could house informational brochures or maps of the area and businesses for visitors. The design of the kiosk is an opportunity for Olivehurst Community to showcase its unique character.



The community mural on the pharmacy.

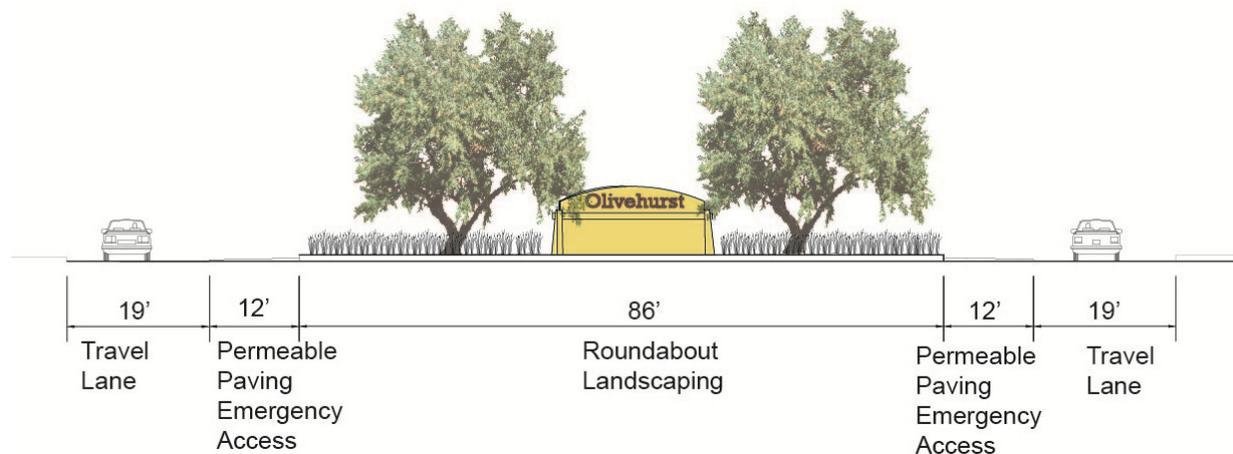


Community kiosks provide a venue for communities to communicate.

5. GATEWAY TREATMENT

Olivehurst Roundabout

A roundabout is currently planned for the intersection of Powerline Road and Olivehurst Avenue. The roundabout will help to safely facilitate vehicular movements at this location. The roundabout also presents a great opportunity to incorporate a gateway element that communicates the identity of Olivehurst and invites people to visit Olivehurst. Figure 3-26 illustrates potential signage and landscaping that could be incorporated into the roundabout as gateway elements.



Further design will be necessary to develop the signage and landscaping that could be implemented in the roundabout, specifically it will be important that whatever is designed for the

FIGURE 3-26 POTENTIAL ROUNDABOUT LANDSCAPING AND SIGNAGE



Schematic design of proposed roundabout.

center of the roundabout maintains visibility so that the safety of the roundabout is not affected. The community should be involved in the future design process. During the community workshops, participants shared that they would like to highlight the name of Olivehurst and incorporate Olive trees into the roundabout, possibly with an evergreen tree that could be decorated for the holidays.

Signage

During the community workshops, participants shared that they would like signage along State Route 70 that alerts motorists to Olivehurst's presence and informs them of the services available in Olivehurst. Freeway signage should be developed and incorporated in advance of the McGowan Parkway and Olivehurst Avenue exits. The signage should be developed in conjunction with the new development, recommended in Chapter 5. The signage should be updated regularly to highlight future development as it occurs.

6. TRANSIT RECOMMENDATIONS

Bus Stops and Shelters



Bus shelters provide transit riders with protection from the sun and wind.

The northbound bus stop on Olivehurst Avenue at the Sixth Avenue intersection should be relocated to the far side of the intersection. At intersections, it's generally preferable for the bus stop to be on the far side of an intersection (the side opposite from the direction of approach) in order to improve operations. Far-side bus stops reduce the conflicts between buses and vehicles that are turning right. Far-side stops also encourage pedestrians to cross the street at crosswalks located behind the bus instead of in front of them.

The project area is served by one bus line which comes approximately every half an hour. Given the long wait times, installing bus shelters at all bus stops within the project area is recommended.

Transit Loop Proposal

Community workshop participants vocalized their desire for a local transit loop that would provide service between important destinations within the community. Community members felt that there are a number of people within the community who, for one reason or another, do not have other transportation options. A small shuttle, similar to the type used for paratransit services, which operates on a limited but consistent schedule, would be ideal. A proposed transit loop is illustrated in Figure 3-27. The recommended loop connects the major commercial destinations, areas of future development, the post office, senior center, and senior housing. Implementation of the proposed Transit Loop will entail coordination between Yuba County and Yuba-Sutter Transit.

CHAPTER 4: PROPOSED ZONING AND DEVELOPMENT STANDARDS

In June of 2011 the County adopted a comprehensive update to its General Plan. The 2030 General Plan establishes the goals, policies, and actions necessary to enhance economic, environmental, and social sustainability; manage growth; conserve natural resources; protect the public health; and improve the local quality of life. One of the differences between the 2030 General Plan and previous General Plans is that the 2030 General Plan land use designations were intentionally written to be both comprehensive and broad, allowing for greater flexibility in implementation. This resulted in land use designations based on community/place types such as “Valley Neighborhood,” “Rural Community” and “Natural Resources” rather than narrowly defined categories such as “Single Family Residential”, “Valley Agriculture” and “Commercial.” The entire community of Olivehurst is designated as Valley Neighborhood in the 2030 General Plan. The intent of the Valley Neighborhood designation is to allow for the full range of housing types, commercial and public services, retail offices, civic uses, recreational amenities, and other components of a complete neighborhood.

This chapter provides guidance for the future development of zoning regulations and standards for development projects in the OSCER Plan Area. The following concepts and corresponding standards are designed to ensure that the use and physical character of development achieves the vision outlined by the community and the 2030 General Plan by creating an active urban/suburban environment with appealing architecture, accessible open space, and a safe pedestrian environment. Furthermore, by developing a more cohesive land use and regulatory environment, these concepts will help to promote financial feasibility in potential new development.

This plan also includes potential revisions to the regulatory framework for the OSCER Plan Area. These concepts are not intended to provide a complete regulatory scheme. Rather, they provide a starting point for future discussions. As part of the next steps identified in Chapter 8, Yuba County will utilize these recommendations once the County embarks on a comprehensive update of its Zoning and Development Code.

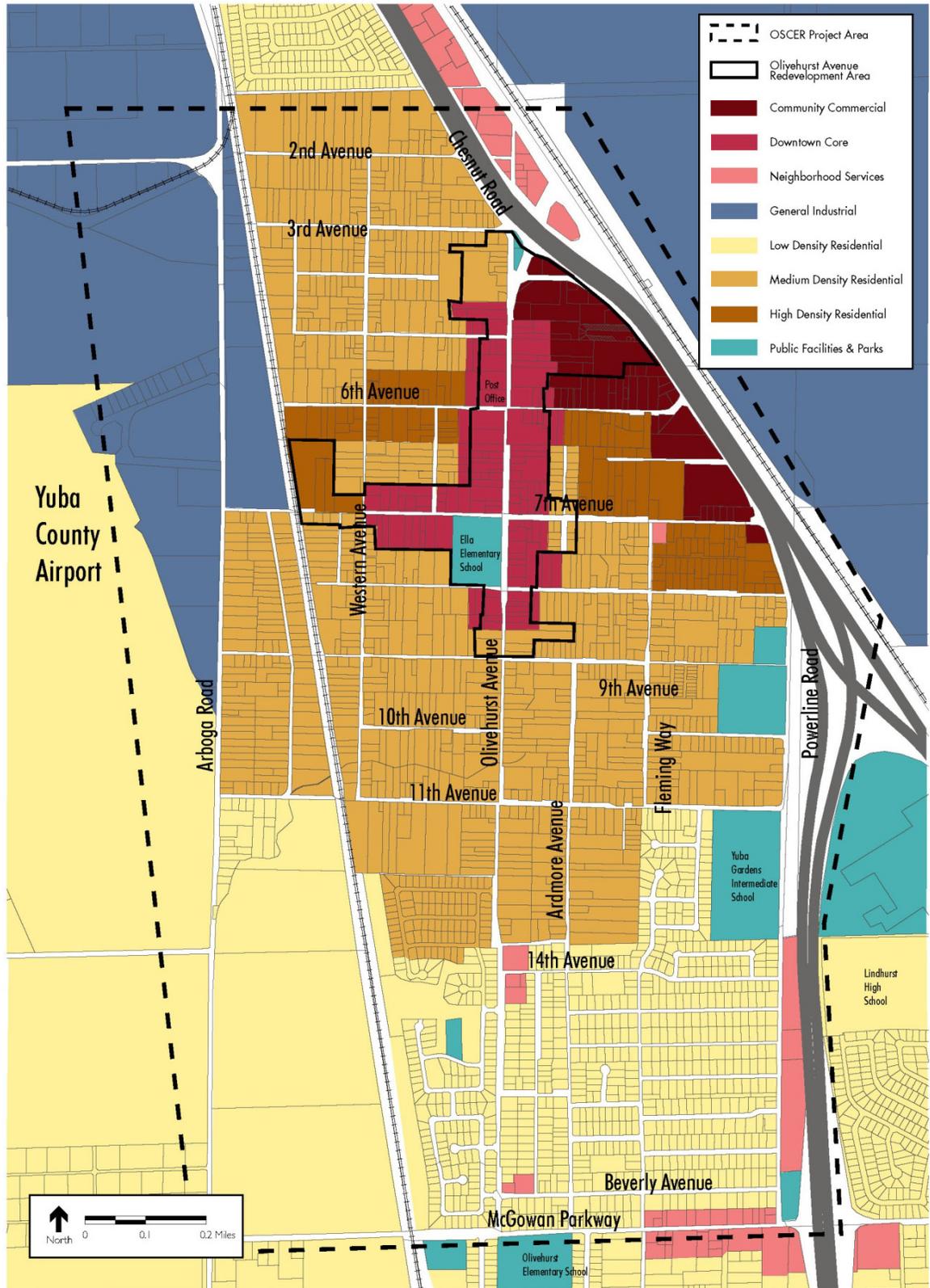


FIGURE 4-1 OSCER PROPOSED ZONING DISTRICTS

1. PROPOSED ZONING DISTRICTS

The OSCER Plan Area includes a number of new proposed land use districts that are intended to capture the community's desires for the plan area:

- Downtown Core,
- Community Commercial,
- High Density Residential,
- Medium Density Residential,
- Low Density Residential, and
- Neighborhood Services

2. COMMERCIAL DISTRICTS

The most important focus of the OSCER Plan is to foster new economic activity that could lead to the future revitalization of the Olivehurst community. This plan identifies two types of commercial land that could help facilitate this goal. First is a "Downtown Core" designed to create a small-town feel within the community, and the second is a "Community Commercial" district which utilizes the natural advantages of the corridor and its location near a highway interchange.

3. DOWNTOWN CORE

The Downtown Core is the heart of the OSCER Plan Area and an important piece of the community's future revitalization efforts. This land use category is designed to foster economic investment by encouraging development that is consistent with the desired goal of a "small-town downtown commercial district" feel. This can be achieved by focusing regulatory efforts more heavily on building design and orientation, and less on actual land use types found in typical zoning ordinances. Additionally, the success of commercial districts such as this can be heavily influenced by the inclusion of residents into the area to increase foot traffic and economic activity.

To create this type of district, two possible scenarios could be pursued: 1) a single district scheme for the entire length of Olivehurst Avenue from Eighth Street to north of Fifth Avenue, or 2) splitting the district into two categories, one between Sixth and Seventh Avenues (DC1) and a second to the north of Sixth Street and south of Ninth Street (DC2).

In Scenario 1, commercial uses would predominate along the entire corridor. Residential uses would be included only as an ancillary use, such as ground floor commercial and upper floor or rear of lot residential. In Scenario 2, the stretch between Sixth and Seventh Avenue would emphasize commercial uses with limited residential mixed-use opportunities and the areas to the north and south would also emphasize commercial, but allow for the potential residential-only project when built at sufficient density.

In either scenario, restrictions on types of commercial uses would be limited. Emphasis would instead be focused on building bulk, height, and orientation to ensure consistency from parcel to parcel and the creation of a more inviting pedestrian environment (Form-Based Code).

4. COMMUNITY COMMERCIAL

This land use category is located at the north end of Olivehurst Avenue and has high visibility from the adjacent Highway 70. It is currently anchored by the recent addition of a Rite Aid at the corner of Olivehurst Avenue and Powerline Road. This location includes a number of natural benefits including access to a major highway, large amount of vacant property, and a location along a public transportation route. Since not every commercial use is conducive to the more rigid design standards of a downtown district, having a location for those uses which require a more proto-typical large-box/parking lot design is important. Such commercial uses tend to attract a more regional customer as compared to the Downtown Core. The Community Commercial category is designed to accommodate this type of economic investment.

While this category may allow for a less pedestrian-oriented style of development, this does not mean that the goals of quality, attractive design cannot still be achieved. Building orientation can play an important role in supporting pedestrian environments by locating parking to the rear of buildings and requiring parking areas to be shared between owners as part of a comprehensive parking strategy. Parking should also include safe pedestrian paths and landscaping to encourage walking between buildings. Strong guidelines for quality architectural features, building finishes and landscaping are also important. Some outdoor storage/display could also be allowed, distinguishing this land use type from the Downtown Core. Some residential uses could also be allowed as a transition from the commercial land uses to the residential-only land uses when built at sufficient densities (see Figure 5-2).

5. PARKING

Parking is a vitally important issue for the future success of the OSCER Plan. Too much parking can cause the character and walkability to suffer, undermining the goal of a small-town downtown feel. Too little parking could result in businesses struggling to thrive because it becomes difficult for customers to come to the area to spend their money. Due to limited right-of-way, the Olivehurst Avenue street corridor will require parallel parking on-street, limiting the availability of off-site parking and making on-site parking a necessity. Consequently, creative ways of providing on-site parking will be necessary to avoid the potential for designs which undermine the desired character embodied in the "Downtown Core."

To achieve the goals of the plan, the Commercial District should pursue a "park-once" strategy. By encouraging drivers to park once and visit multiple destinations rather than move their vehicle from place to place, more visitors can be accommodated with fewer overall parking stalls. This strategy could utilize a number of programs including:

- ÿ **Central Parking Lot.** Identifying a location for a centralized parking lot to provide a convenient location for customers. Development projects could pay an in-lieu fee to cover the costs of the parking lot.
- ÿ **Shared-Parking Agreements.** Adjacent properties should develop shared parking lots with reciprocal agreements. These arrangements allow for a lower total number of parking spaces while still allowing for sufficient parking.
- ÿ **Time Limits.** To increase parking space turnover, parking time limits could be pursued. They could be either metered or free, but must still be enforced.
- ÿ **Parking Credits.** Provide parking credits when a project is designed to aggregate parcels for retail, commercial, and office uses.
- ÿ **Parking Design.** Implement design standards, such as location, accessibility, and aesthetics to enhance pedestrian access and mobility.
- ÿ **Standardized Parking Ratios.** Define a standard parking ratio based upon the district rather than one based upon each proposed use.

6. RESIDENTIAL DISTRICTS

To promote a high-quality, vibrant, Downtown Core, the inclusion of sufficient residents in close proximity is an essential ingredient. Consistent with Yuba County's 2030 General Plan, the proposed residential land use concepts focus on density rather than housing type to distinguish the various land use concepts. Further detail will likely be developed as necessary in the updated Development Code.

This Plan recommends two different residential land use categories within the plan area: 1) Medium Density Residential in the northern half of the plan area surrounding the Downtown Core, and 2) Low Density Residential in the southern half of the plan area. In addition, a "Neighborhood Commercial Nodes" concept is also described for inclusion within both land use categories.

High Density Residential

The majority of the properties designated as High Density Residential on the "Proposed Zoning" Map (Figure 4-1) currently have a zoning designation of "R-3" High Density Residential. Additional sites have been identified that are in proximity to the Downtown Core or adjacent to other higher density properties. The sites proposed to be rezoned to higher density are larger parcels that are underutilized or vacant. While some of the vacant or underutilized lots provide opportunities for lot consolidation and redevelopment, others will likely require investment at the individual-lot scale.

It is important for the Community of Olivehurst to include the full range of housing types and densities to meet the needs of all segments of the Community. Through appropriate and thoughtful development standards and design guidelines, higher density projects can be seamlessly incorporated into the existing fabric of the Community.

Medium Density Residential

The character of the existing lots surrounding the Olivehurst Avenue Downtown Core presents a unique challenge. While some of the vacant or underutilized lots provide opportunities for lot consolidation and redevelopment, others will likely require investment at the individual-lot scale. Because these types of situations can be found in close proximity, a regulatory scheme that rigidly defines product-type could promote one situation, but undermine the viability of the other. One solution would be to create a regulatory scheme on a parcel by parcel basis. This solution does have its drawbacks however since it can hamper the potential for creativity. This Plan recommends the opposite approach by focusing more on density and how a proposed development interacts with neighboring properties and less on any particular product type. This approach can allow for a more organic redevelopment scenario, while ensuring that any new development is designed to be appropriate for the location and neighboring properties.

By giving property owners the opportunity for a higher number of units, property owners should find it easier to develop an economically-viable project. The addition of new east-west alleyways should also be explored whenever feasible. Together this could allow for a number of creative development projects from detached single-family cottages, to alley-loaded multiple-family projects, to full-sized apartment complexes. The limited focus on product-type would allow for a more nimble, market-oriented approach to redevelopment.

Low Density Residential

The Low Density Residential category covers the southern portion of the plan area. Because the area is largely built out in single-family homes, not much change, if at all, is expected. It is also important to ensure that a new land use category does not create unnecessary regulatory burdens by creating non-conforming uses that are unlikely to change and are not out of character with the existing environment. This land use category is designed to maintain the status quo, while allowing for development to move closer towards the street over time in order to enhance the pedestrian environment.

7. NEIGHBORHOOD SERVICES

The Yuba County 2030 General Plan has a strong emphasis on developing neighborhoods that meet all of the daily needs of the residents in their community. Through “neighborhood centers,” each community can find naturally convenient locations to provide for activities and needs that create focal points for community interaction. The Neighborhood Services Nodes concept is intended to both embrace these types of activities which already exist within the plan area, as well as allow for the future development of new locations in appropriate locations.

There is a fine line between allowing for the natural development of a neighborhood services node and ensuring that unintended consequences do not create unnecessary impacts on neighboring properties. This can be achieved by allowing for the possibility of a neighborhood

services use to be approved anywhere within a residential district as long as it can meet certain defined criteria. Such criteria should limit unnecessary traffic and parking impacts, which are the most likely conflicts between residential and small-scale commercial uses. Criteria should include locations at intersections which include at least one well-travelled roadway, setting a maximum distance that a node can expand away from that intersection, and requiring developments to incorporate designs which create a buffer to adjacent residences. Allowed uses should also be controlled to some extent. These would include small eateries, markets, offices, personal services, and other similar uses. Except for a minimal amount of outdoor seating, such as is found with a coffee shop or deli, any use should also occur entirely within a building so as to minimize conflicts with neighboring residential uses.

8. CONCEPTUAL STANDARDS

This Plan includes examples of standards which are designed to provide a starting point in the development of a more comprehensive regulatory framework. They are provided as appropriate in Table 4-1.

Due to the location of the Yuba County Airport on the western boundary of the plan area, future development will also need to be consistent with the Yuba County Airport Land Use Compatibility Plan. While the majority of the Plan area is within Safety Zone 6 which has very few restrictions, some parcels may be restricted on the number of residential units that can be built or the types of commercial uses that are allowed. The Airport Safety Zones are illustrated in Figure 4-2.

While not every district includes each of these standards, the following is a brief description of the types of development standards found in the matrix:

- ÿ **Residential Density.** The maximum number of dwelling units per gross acre.
- ÿ **Floor Area Ratio (FAR).** FAR is defined as the floor area of the building divided by the total project site area. FAR includes all floors of a building but does not count parking even if inside the building. Maximum FAR is provided for the district.
- ÿ **Height.** The maximum height allowed for buildings within the district.
- ÿ **Setbacks.** The minimum and maximum setbacks required along the front, side, exterior side, and rear of a site.
- ÿ **Parking.** The minimum and maximum required off-street parking spaces per square foot of commercial development or per residential dwelling unit. Parking ratios for commercial uses are lower than existing county parking ratios to support goals for sustainability and walkability. Shared parking, on-street parking, parking areas, and potential future parking structures anticipated will also decrease the need for on-site surface parking.
- ÿ **Parking Lots.** Requirements for the location of parking areas.
- ÿ **Landscaping.** Required landscaping for new development.
- ÿ **Access.** Requirements for vehicular/pedestrian circulation.

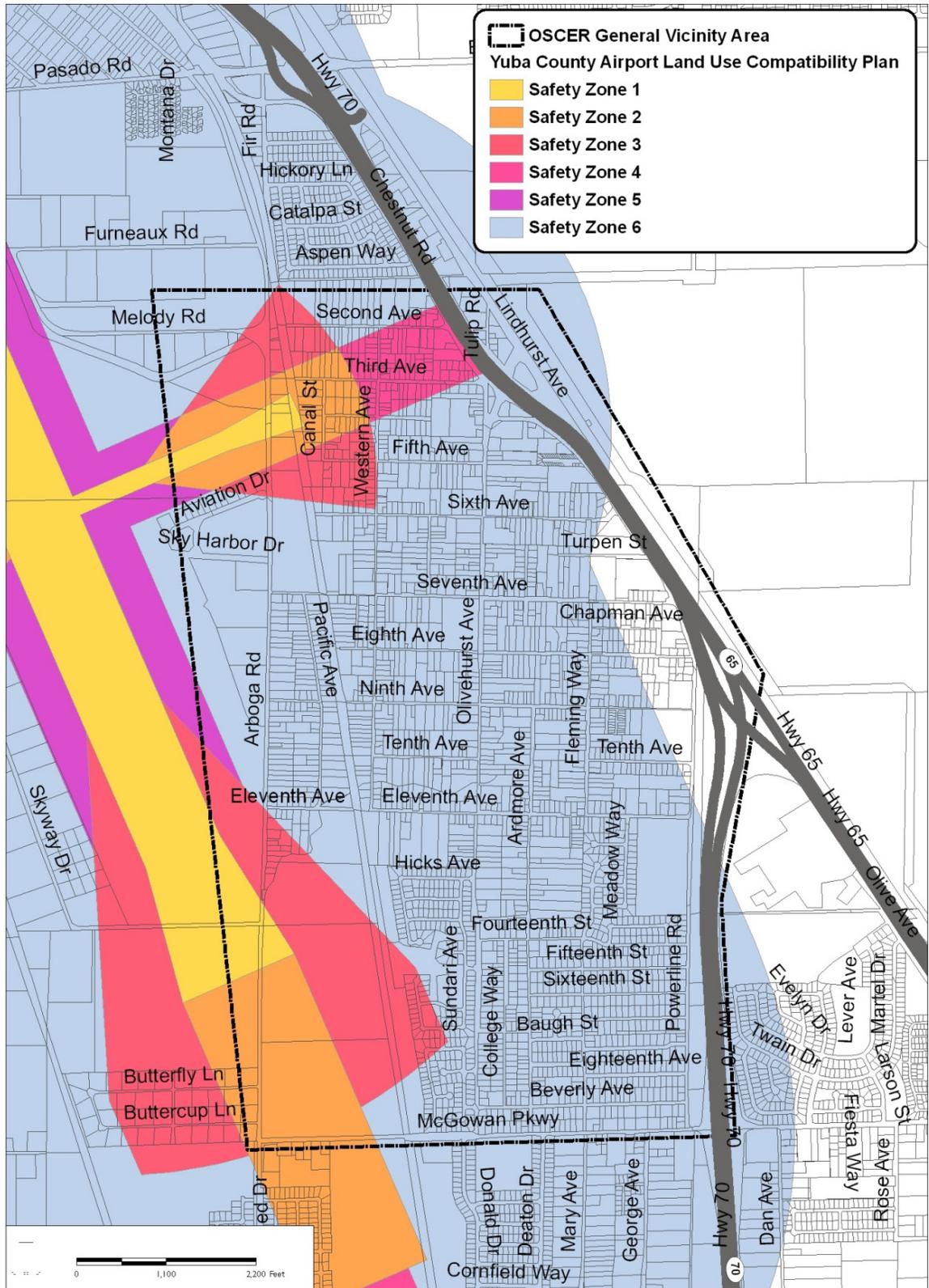


FIGURE 4-2 YUBA COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

TABLE 4-1 CONCEPTUAL DEVELOPMENT STANDARDS

Land Use District	Residential Density (Acres)	Floor Area Ratio (FAR)	Height	Front Setback	Side Setback	Corner Side Setback	Rear Setback	Parking	Landscaping ³	Access
DOWNTOWN CORE										
SCENARIO 1	Maximum 40	Maximum 1.25	Maximum 36' – two stories / Ground Floor – 14' minimum	Maximum 10' to allow landscaping/sidewalk	None	None	15' / 25' adjacent to residential use	May be located in rear setback/ see also Chapter 4 Section 5 Parking	Required along street frontage of all uses except where circulation links are planned / Native and drought-resistant plants are required / Use of LID measures required whenever feasible	Required vehicle access from a public street / 24' maximum driveway width / 1 pedestrian access pt. per 300' to access rear parking / maximum two curb cuts per street frontage
SCENARIO 2										
DC1	Maximum 8	Maximum 1.25	Maximum 36' – two stories / Ground Floor – 14' minimum	Maximum 10' to allow landscaping/sidewalk	None	None	Minimum 15' / 25' adjacent to residential zone	May be located in rear setback/ see also Chapter 4 Section 5 Parking	Required along street frontage of all uses except where circulation links are planned / Native and drought-resistant plants are required / Use of LID measures required whenever feasible	Required vehicle access from a public street / 24' maximum driveway width / 1 pedestrian access point per 300' to access rear parking / Maximum two curb cuts per street frontage
DC2	Minimum 20 / Maximum 40	Maximum 1.25	Maximum 36' – two stories / Ground Floor – 14' minimum (Commercial-Mixed Use)	Maximum 10' to allow landscaping/sidewalk	None	None	Minimum 15' / 25' adjacent to residential zone	May be located in rear setback/ see also Chapter 4 Section 5 Parking	8' perimeter landscaping required on all sides except where circulation links are planned / Native and drought-resistant plants are required / Use of LID measures required whenever feasible	Required vehicle access from a public street / 24' maximum driveway width / 1 pedestrian access point per 300' to access rear parking / Maximum two curb cuts per street frontage
COMMUNITY COMMERCIAL	Maximum 40	Maximum 0.5	Maximum 36' – two stories / Ground Floor - 14' minimum / Architectural projections up to 50'	20,000 SF or less – Maximum 10' for landscaping and/or sidewalk / Greater than 20,000 SF – Maximum 100'	None / Minimum 10' adjacent to residential use	None	None / Minimum 25' adjacent to residential use	May be located in rear setback/ see also Chapter 4 Section 5 Parking	Required along street frontage of all uses except where circulation links are planned / Native and drought-resistant plants are required / Use of LID measures required whenever feasible	Required vehicle access from a public street / 24' maximum driveway width / All ingress - egress in a forward motion / 1 pedestrian access point per 300' to access rear parking / Maximum two curb cuts per street frontage
HIGH DENSITY RESIDENTIAL	Minimum 12 / Maximum 30	-	Maximum 36' – two stories	Minimum 10' from back of sidewalk	None / Minimum 5' adjacent to existing residential use	Minimum 10' from back of sidewalk	None / Minimum 15' adjacent to existing residential use	1 space per unit for 1-bedroom and studios / 1.5 spaces per unit for 2 bedroom units / 2 spaces per unit for 3+-bedroom units	Required along street frontage of all uses except where circulation links are planned / Native and drought-resistant plants are required / Use of LID measures required whenever feasible	Required vehicle access from a public street / Pedestrian access pt. for rear parking / East-west alleyways shall be included wherever feasible
MEDIUM DENSITY RESIDENTIAL ¹	Maximum 20 / Minimum 6	-	Maximum 30' – two stories	Minimum 10' from back of sidewalk	None / Minimum 5' adjacent to existing residential use	Minimum 10' from back of sidewalk	None / Minimum 15' adjacent to existing residential use	1 space per unit for 1-bedroom and studios / 1.5 spaces per unit for 2 bedroom units / 2 spaces per unit for 3+-bedroom units	Required along street frontage of all uses except where circulation links are planned / Native and drought-resistant plants are required / Use of LID measures required whenever feasible	Required vehicle access from a public street / Pedestrian access pt. for rear parking / East-west alleyways shall be included wherever feasible
LOW DENSITY RESIDENTIAL	Maximum 8	-	Maximum 30' – two stories	Minimum 10' from back of sidewalk	Minimum 5'	Minimum 10' from back of sidewalk	Minimum 15'	2 spaces per unit	Required along street frontage of all uses except where circulation links are planned / Native and drought-resistant plants are required / Use of LID measures required whenever feasible	-
NEIGHBORHOOD SERVICE NODES ²	-	Maximum 1.0	Maximum 25' – one story unless adjacent to two or more two-story homes – second story residence allowed and maximum 30'	Maximum 10' to allow landscaping/sidewalk	None / Minimum 10' adjacent to residential use	Maximum 10' to allow landscaping/sidewalk	None / Min. 10' adjacent to residential use	1 space for every 450 SF of floor area/may be provided entirely on-street	Required along street frontage of all uses except where circulation links are planned / Native and drought-resistant plants are required / Use of LID measures required whenever feasible	-

1. Lower densities may be allowed when a site is already developed or the parcel is less than 1 acre in size.
2. New Neighborhood Service nodes should only be located on corner parcels that can provide adequate parking, access and other design features to reduce impacts on adjacent residences.
3. Landscape buffers shall be provided on side and rear property lines when adjacent to residential uses and to screen refuse, storage and/or delivery areas.
4. The Maximum number of stories and/or building height may be exceeded through the Design Review Permit process.

CHAPTER 5: CONCEPTUAL OPPORTUNITY SITE DESIGN

The goal of this chapter is to illustrate conceptual site design solutions that respond to the ideal land uses and development types envisioned by the Olivehurst Community. Conceptual designs were developed for three opportunity sites chosen by the community. The conceptual designs incorporate land uses that are desired by the community and illustrate the standards and guidelines presented in Chapters 4 and 6, which were developed based on community input.

1. OPPORTUNITY SITES

The Opportunity Sites were chosen based upon input received at the first community workshop. The four opportunity sites identified by the community are illustrated in Figure 5-1. Conceptual designs were developed for Opportunity Sites 1 to 3. Given the similarities of Opportunity Sites 3 and 4, one design was developed for Opportunity Site 3 and the conceptual design for Opportunity Site 4 would be similar. Following is a brief summary of the existing condition for each location.

Opportunity Site 1

Opportunity Site 1 consists of 45 parcels (35 of which are very minimal in size as they were recently used as a trailer park) located at the northeastern corner of the project area. All of the parcels are currently vacant or underutilized. These parcels are proposed to be re-designated as Community Commercial. The total acreage for this site is 13.9 acres.

Opportunity Site 2

Opportunity Site 2 is located at the northwest corner of the Olivehurst Avenue and Seventh Avenue intersection and consists of six parcels. This location is considered to be the heart of the Olivehurst Community. Some of the parcels are currently vacant or underutilized; one parcel on Seventh Avenue is currently home to a small business, which also appears to be a residence. The parcel located to the north of the opportunity site has three small buildings would be directly adjacent to any new development. These parcels are proposed to be re-designated as Downtown Core. The total acreage of this site is 2.8 acres.

Opportunity Site 3

Opportunity Site 3 is located on the northern side of Seventh Avenue, between Olivehurst Avenue and Powerline Road. The site currently has a single family residence located on the



Opportunity Site 1



Opportunity Site 1



Opportunity Site 2



Opportunity Site 2



Opportunity Site 3



Opportunity Site 4

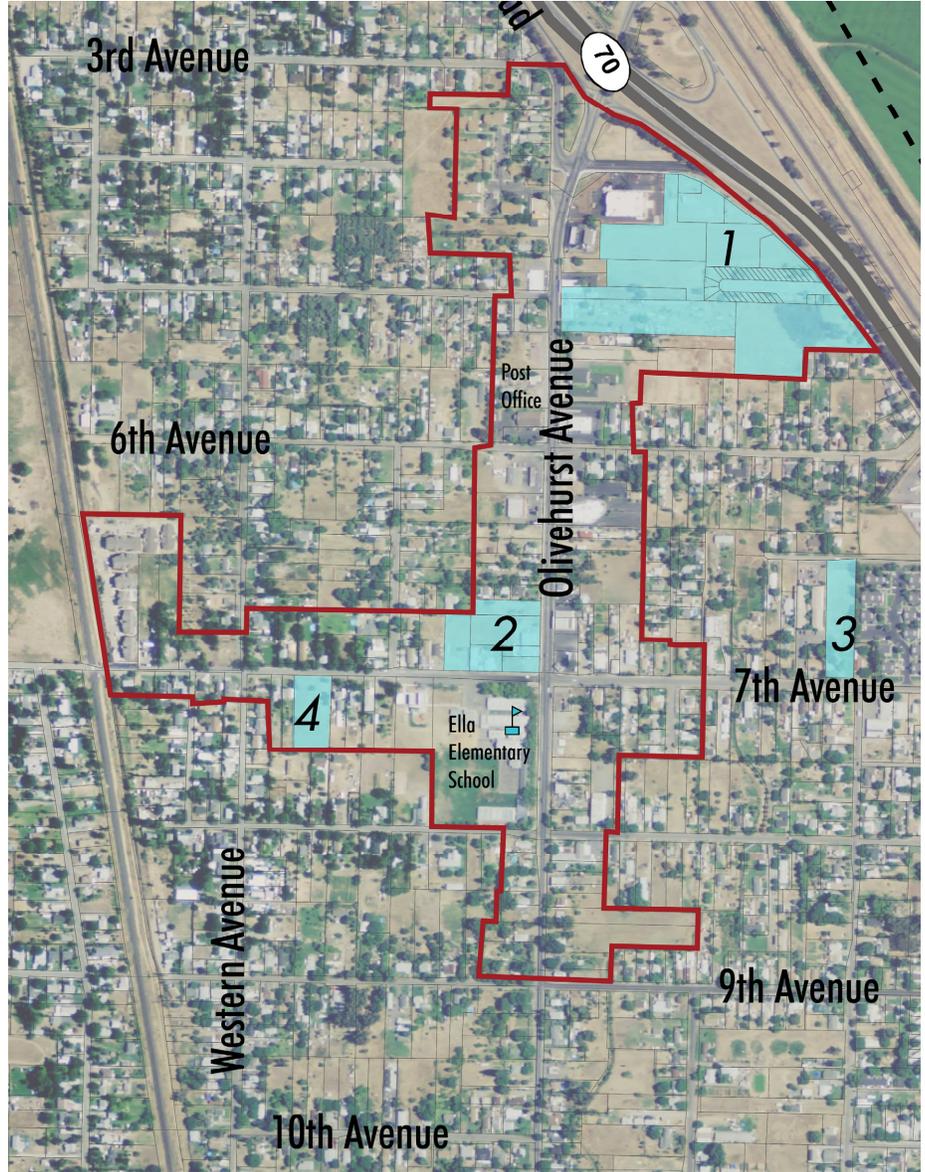


FIGURE 5-1 OPPORTUNITY SITES

southern third of the site. The parcel is proposed to be re-designated as Medium Density Residential. The total acreage of the parcel is 1.4 acres.

Opportunity Site 4

Opportunity Site 4 is located on the southern side of Seventh Avenue, between Olivehurst Avenue and Western Avenue. The site is currently vacant. This parcel is proposed to be re-designated as Medium Density Residential. The total acreage of the parcel is 1.1 acres.

set back from the main roadway by approximately 120' to allow for parking adjacent to the store entrance.

b. Connectivity

The conceptual design for Opportunity Site 1 is developed around two new internal roads, one which bisects the site in the east/west direction between Olivehurst Avenue and Powerline Road, and one that bisects the site in the north/south direction connecting the new road to Powerline Road. The private internal roadways are meant to be designed to public roadways rather than private driveway standards, with sidewalks provided along either edge.

Pedestrian pathways are illustrated throughout the parking areas to provide safe and comfortable connections between the public sidewalks, parking areas, and new buildings.

c. Parking Areas

The parking areas in the conceptual design for Opportunity Site 1 were organized in order to be shared by adjacent uses. Creating shared parking allows for a reduction in the number of overall parking spaces needed for the commercial/office uses. The residential uses include their own private parking areas, which are easily accessible.

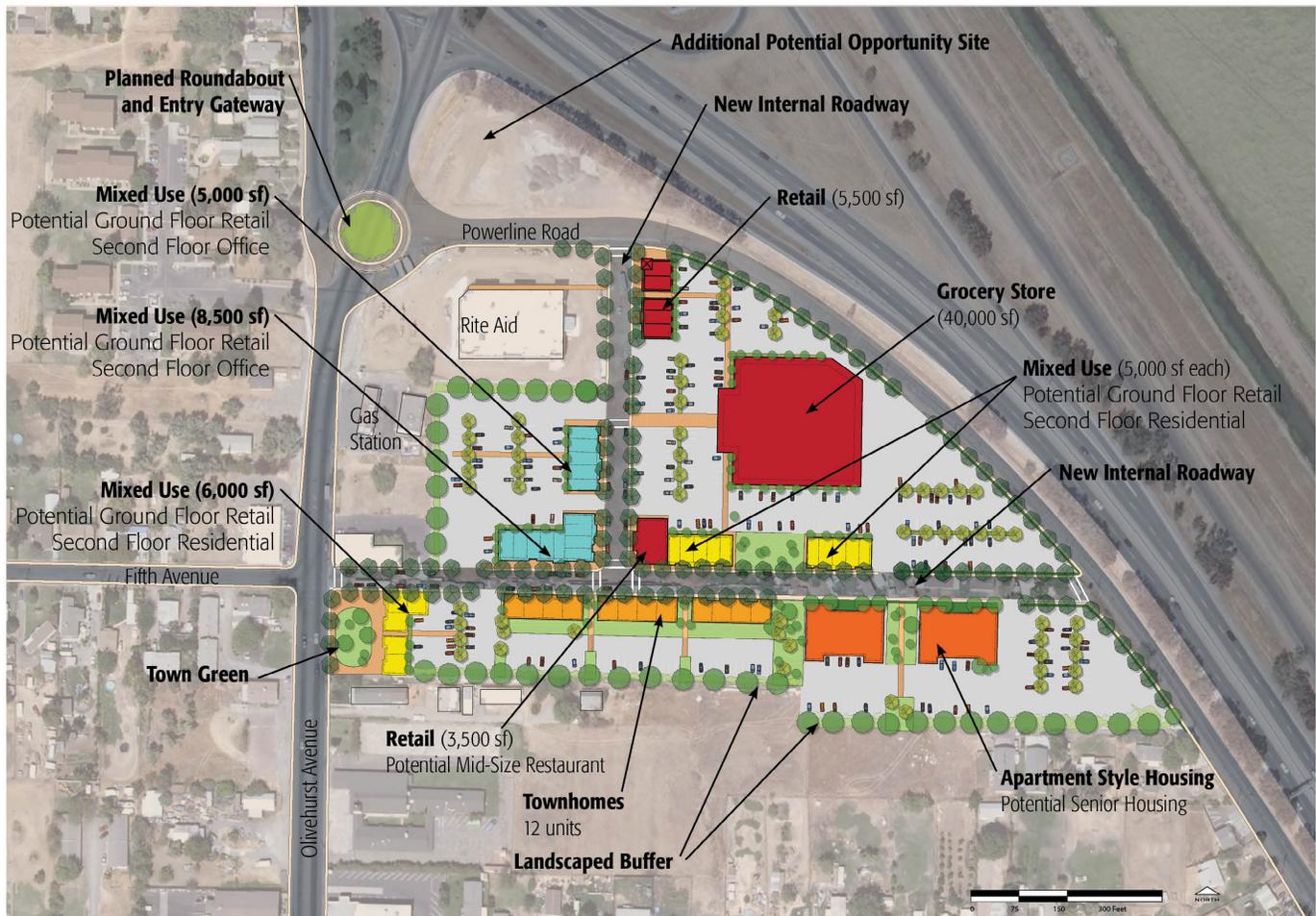


FIGURE 5-2 CONCEPTUAL DESIGN OPPORTUNITY SITE 1

The parking areas are conceptually designed to include storm water mitigations. All parking rows are shown with an adjacent landscaped swale that can be designed to accommodate the stormwater runoff from the parking lot. The vegetated swales also provide opportunities for large trees to be within the parking lot, which will help to minimize the glare and heat produced by parking lots on hot summer days, therefore helping to reduce the heat island effect.

d. Landscape Features

The conceptual design uses landscape features to integrate the development into the existing community, create an attractive and comfortable environment, and improve sustainability. Landscape buffers are utilized to minimize the visual and sound impacts of new development on the surrounding neighborhood. Street trees are incorporated throughout the conceptual design to create a pleasant and safe pedestrian environment.

e. Public/Open Space

A new Town Green is shown at the intersection of the new east/west road and Olivehurst Avenue. This location was chosen in an effort to link the new development with Olivehurst Avenue through the creation of an active community open space. New mixed-use retail/residential uses front onto the town green in order to activate the area, and would be a good location for café or restaurant uses. The townhome and senior housing are also shown with adjacent semi-private open space. There is a new, public open space located at the center of the conceptual design on the new east/west roadway, which would be a good location to consider inclusion of a small park and playground. The County will work with OPUD and/or future developer regarding cost and maintenance of the proposed public space. Inclusion of the public space at this location will be dependent on identifying non-County financial resources.

f. Additional Opportunity Sites

The vacant lots in the vicinity of Opportunity Site 1 provide additional opportunities for development in the new commercial center. For instance, infill development along Olivehurst Avenue is a key site to further engage the main street in the community and provide opportunities to further link to the interior development of the site.

Opportunity Site 2 – Description of Proposal

The site design for Opportunity Site 2 is illustrated in Figure 5-3. As previously discussed, this intersection is considered by many to be the heart of the Olivehurst Community. The goal of the Conceptual Design for Opportunity Site 2 is to incorporate new uses that will enliven this location and create areas for community gathering.

Opportunity Site 2 incorporates new mixed-use retail/office, mixed-use retail/housing, and duplex housing. Providing a mixture of uses at this location will create a new node of activity. The total square footage of the uses is outlined in Table 5-2 below.

a. Building Orientation

The conceptual design for Opportunity Site 2 locates the buildings adjacent to the public right-of-way, and orients the façades of the buildings toward the sidewalk. The new development is

also shown as a number of smaller, separated buildings. This is an intentional design feature in order to create multiple pedestrian pathways, or paseos, that provide access to the interior of the site from the sidewalk. The buildings can also orient towards these pathways and provide additional entrances and/or seating areas along the paseos.

TABLE 5-2 USE AND SQUARE FOOTAGE FOR OPPORTUNITY SITE 2

Use	Square Footage of Building Footprint or Units
Retail/Residential	15,000 SF
Retail/Office	6,000 SF
Duplex	4 units

b. Connectivity

The Conceptual Plan for Opportunity Site 2 includes a new internal roadway. The road provides a connection to the parking areas from Olivehurst Avenue and Seventh Avenue, and provides access to the three small houses located on the parcel north of the site. The roadway is envisioned as a public road, and would include sidewalks and street trees on both sides.

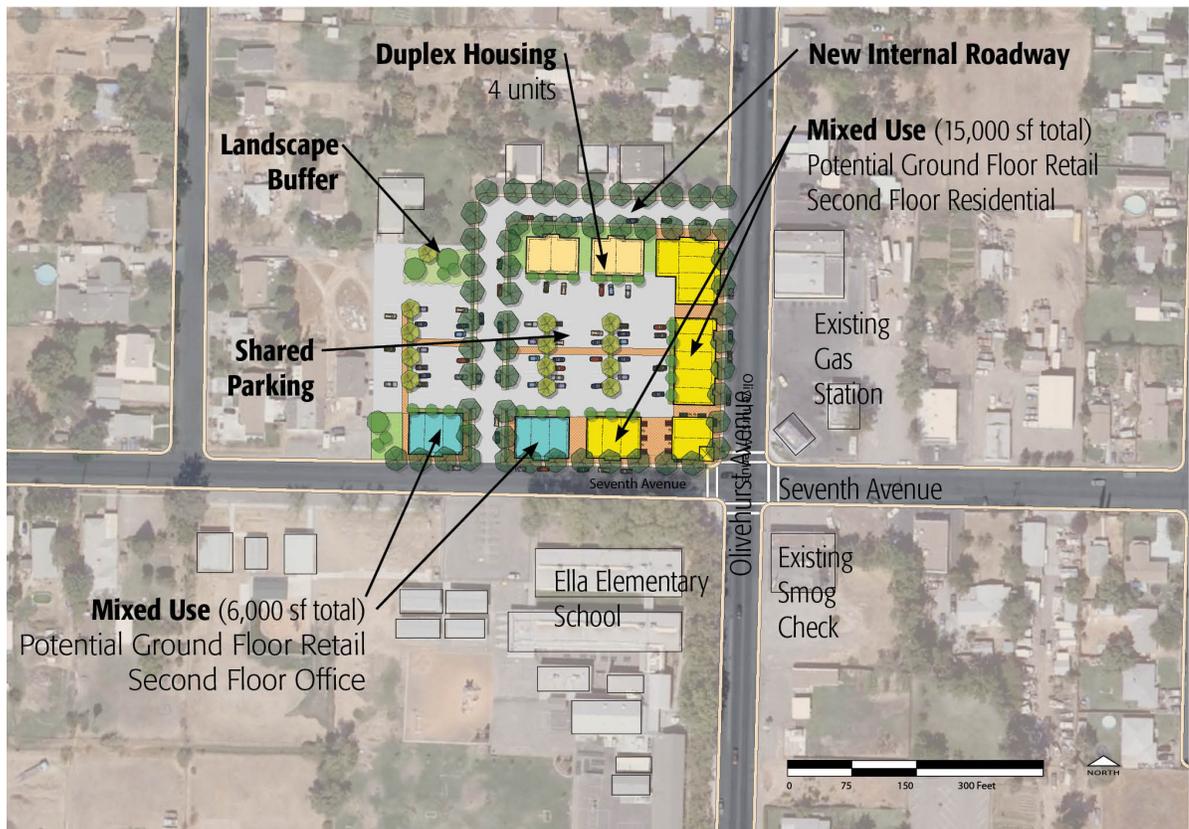


FIGURE 5-3 CONCEPTUAL DESIGN OPPORTUNITY SITE 2

Similar to the conceptual design for Opportunity Site 1, pedestrian pathways are illustrated throughout the parking areas to provide safe and comfortable connections between the public sidewalks, parking areas, and new buildings. The pedestrian pathways/paseos between the buildings connect the parking areas to the building entries and sidewalk.

c. Parking Areas

The conceptual design incorporates shared parking areas that are located behind the buildings. The opportunities for residential mixed use buildings would be required to share parking with the commercial use buildings. As in the conceptual design for Opportunity Site 1, the parking lots are shown with stormwater interventions, which help to manage the stormwater runoff and also contribute to creating a comfortable pedestrian environment.

d. Landscape Features

Similar to Opportunity Site 1, the conceptual design for Opportunity Site 2 uses landscape features to integrate the development into the existing community, create an attractive and comfortable environment, and improve sustainability. Landscape buffers and trees are utilized to minimize the visual and sound impacts of new development on the surrounding neighborhood. Street trees are incorporated throughout the conceptual design to create a pleasant and safe pedestrian environment.

e. Public/Open Space

The conceptual design shows the buildings setback from the edge of the parcel line by approximately 10' to allow for a wider sidewalk. The new development would be responsible for creating a new semi-public sidewalk area that connects to the public sidewalk. This semi-public space would allow for the opportunity for more landscaping, street furniture, signage, and café-style seating, etc. All of these added amenities would encourage uses and help to create an active environment.

Opportunity Site 3 – Description of Proposal

The site design for Opportunity Site 3 is illustrated in Figure 5-4. The new designation of Medium Density Residential for this parcel allows for cottage style housing. Cottage-style housing developments feature small, detached single-family homes clustered around a common open space, with garages and parking located away from the homes. Cottage-style housing would be less expensive than a traditional single-family home and allow for higher densities. The conceptual design includes ten 900 to 1,200 square-foot units. The units would likely be part of a homeowners association and pay dues to maintain the common areas and infrastructure.

a. Building Orientation

The cottage houses are clustered throughout the site. Each cottage is designed to front onto a pedestrian pathway, and be set back from and adjacent to the cottages by a minimum of 10'. The cottages would be designed with a covered porch at the front of the building.

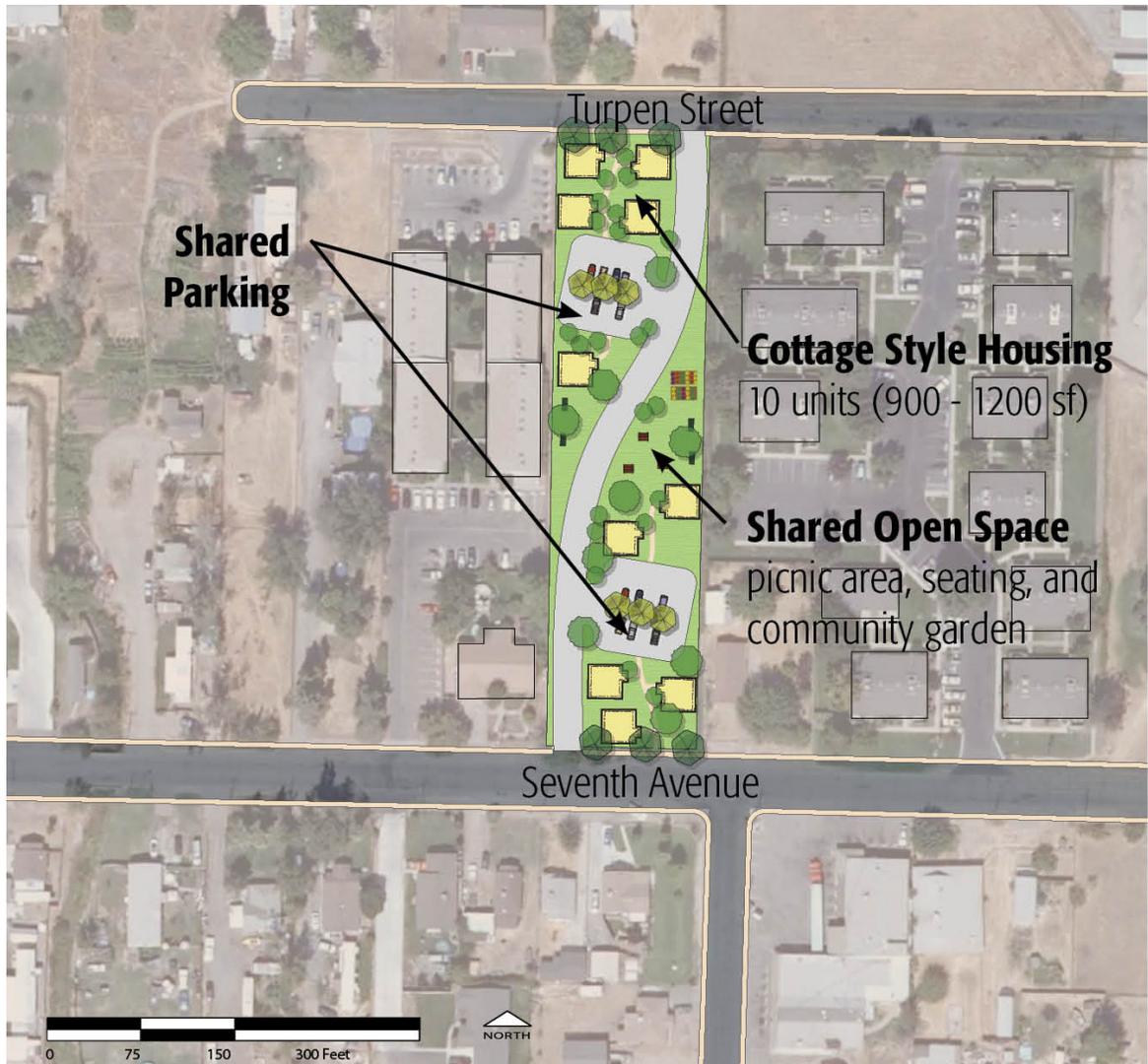


FIGURE 5-4 CONCEPTUAL DESIGN OPPORTUNITY SITE 3

b. Connectivity

This parcel is accessible from a public street on the north and south ends. The conceptual site design includes a narrow driveway that connects to Turpen Street to the North, and Seventh Avenue to the south. The driveway provides access to the shared parking locations.

Pedestrian paths are shown connecting the individual cottages to the public streets and the shared parking areas.

c. Parking Areas

There are two shared parking areas that provide a total of 20 spaces. Similar to the previous conceptual designs, the design of the parking areas include stormwater interventions, which help to manage the stormwater runoff and also contribute to creating a comfortable pedestrian environment.

d. Landscape Features

The entire site would have cohesive landscaping and include a variety of landscaping areas and trees to provide for privacy and shade.

e. Public/Open Space

Each cottage would have a very small, private, landscaped area attached to the front or back of the house. The conceptual design includes one shared public open space that includes a picnic area, a seating area, and space for a garden to be used by all of the residents.

CHAPTER 6: DESIGN GUIDELINES

This chapter provides design guidelines for all new development and redevelopment in the OSCER Plan Area. The guidelines in this chapter are to be utilized by potential developers and County staff to help all new development, redevelopment, and alterations or additions to existing structures meet the vision the community has identified in this planning process. These guidelines are not regulatory, have not been officially adopted by the County, and should serve as guidance only. The standards and guidelines will be utilized during the County's development review processes to ensure the highest level of design quality, while at the same time providing flexibility in their application to specific projects. This chapter includes graphics that illustrate the standards and guidelines. These graphics are not meant to show the only possible design solution for any particular standard or guideline.

1. STANDARDS AND DESIGN GUIDELINES

This section contains general standards and guidelines for building and site design that apply to all new development in the plan area. These standards and guidelines are intended to ensure that all new development contributes to a vibrant, lively, and safe environment within Olivehurst. Specific land uses (e.g. residential, non-residential, etc.) are called out only in cases where the standards and guidelines do not apply to all uses.

Site Planning

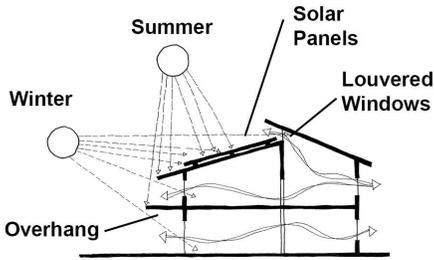
These guidelines are intended to ensure that new development uses an efficient and functional arrangement of buildings and site components. They are also intended to ensure that projects contribute to a cohesive design for the plan area as a whole, while still allowing for creative flexibility from project to project.

a. Building Placement and Orientation

- ◆ Commercial, mixed-use, and multi-family buildings should be oriented toward the street so that they frame the pedestrian environment.
- ◆ Commercial and mixed-use should be located as close as possible to the front setback line or immediately behind a public or semi-private space, such as outdoor seating for a restaurant.
- ◆ The location of site uses should be coordinated with adjoining properties to avoid creating nuisances such as noise, light intrusion, invasion of privacy, and traffic, particularly when development is adjacent to sensitive uses such as residential development.
- ◆ New development should not create unattractive views from neighboring uses by orienting blank building walls toward neighbors. Any visible building wall should incorporate architectural elements to create visual interest.



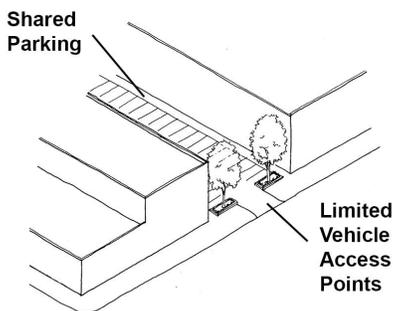
A lively pedestrian environment.



Attractive pedestrian paseo.



An inviting public plaza.



- ◆ Single-family residences or cottage style housing should have a clear relationship to the street frontage.

b. Environmental Influences

- ◆ Buildings should be oriented to the sun in a way that provides natural heating and daylighting, and maximizes energy efficiency.
- ◆ Site planning should take advantage of natural winds by placing buildings so that door and window openings are oriented to the prevailing wind direction.
- ◆ New buildings should incorporate on-site renewable energy systems that are consistent with an urban environment such as solar panels, and other photovoltaic systems, where practical.

c. Pedestrian Access

- ◆ All buildings should be connected to the public sidewalk by a clearly delineated path or walkway.
- ◆ Primary routes for pedestrian circulation should provide universal access wherever possible by minimizing the number of steps and level changes.
- ◆ On larger sites containing multiple buildings, direct pedestrian connections should be provided from the street to each building on the site where feasible.
- ◆ Design cues should be provided along pedestrian connections to help demarcate the transition between public and private spaces. Design cues include a change in colors, materials, landscaping, or the dimensions of the space.

d. Internal Open Space

- ◆ Buildings should be arranged to create well-defined areas for plazas, green spaces, and pedestrian facilities.
- ◆ Publicly accessible plazas and open spaces should be landscaped and should incorporate high-quality paving materials such as stone, concrete, pavers, or brick.
- ◆ Mixed use buildings should be laid out to define the open space areas and position them to be used by both residential and non-residential uses.
- ◆ In multi-family residential developments, common open space areas should be readily accessible from all buildings with the maximum number of units possible sited adjacent to the common open space areas.
- ◆ In addition to the common open space areas, multi-family residential projects should provide each unit with usable private open space. These private spaces should be directly accessible from the unit and large enough to permit outdoor living activities.

e. Vehicle Access

- ◆ Access points should be limited to the minimum number that is necessary to serve the property.

- ◆ Buildings and parking should be sited to maximize opportunities for shared parking, shared access entries, and shared driveways, and to minimize the number of curb cuts along the sidewalk.
- ◆ Driveway width should be minimized to the extent possible. If a driveway must accommodate large vehicles, such as delivery trucks, it should provide the minimum width that can accommodate the effective turning radius of these vehicles.
- ◆ In multi-family residential developments, garages should face internal alleys, not to exceed 150' long.

f. Parking Area Design

- ◆ Parking should not be located between the building and the street.
- ◆ Where parking lots are adjacent to streets, low walls, berms, or fences and appropriately varied landscaping should be used to provide a visual buffer. Visual access into the site should be maintained to deter unwanted activity.
- ◆ Pedestrian circulation paths should be fully accessible and should connect parking areas to adjoining streets and buildings.
- ◆ Large surface parking areas should be divided into smaller units to minimize visual impacts associated with large expanses of pavements and vehicles.
- ◆ Landscaping should be used in parking areas to provide shade and aesthetic enhancement.
- ◆ The distance from parking spaces to building entries should be minimized.
- ◆ Where parking lots are adjacent to residential uses, appropriate fences, walls, and landscaping should be provided to create a buffer around the sides of the site that are adjacent to residential uses.
- ◆ Stormwater retention features should be incorporated into parking lot designs.

g. Service and Delivery Areas

- ◆ Loading and service entrances should not interfere with pedestrian and vehicular movement on the site.
- ◆ Where possible, service vehicle access should be provided through a common access point that is shared with other vehicles.
- ◆ The impact of service, delivery, and storage areas should be mitigated by locating these areas on the sides or backs of buildings, away from public streets and pedestrian circulation.
- ◆ Limited visibility should be provided into service, delivery, and storage areas to avoid creating totally concealed hiding places.



A gateway to shared off-street public parking.



A vegetated swale in a parking lot provides room for stormwater detention and infiltration.



Landscaping provides a buffer between pedestrians and parking.



Visibility of services areas is limited to create a pleasing pedestrian experience.

h. Utilities and Backflow Preventers

- ◆ Utility cabinets and meters should be contained in the building or otherwise fully screened from public view.
- ◆ Backflow prevention devices should be fully screened from public view through the use of landscaping, berms, low walls, or other screening techniques.

Building Design

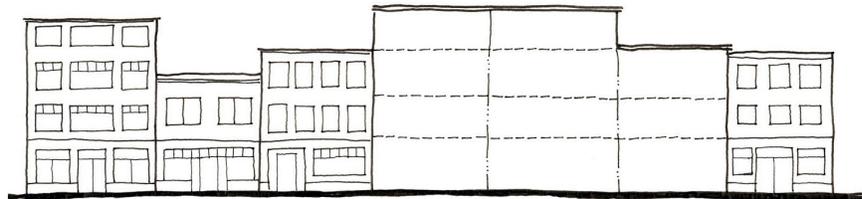
The guidelines in this section are intended to ensure that the appearance and details of new buildings create an aesthetically pleasing, human-scaled environment. This section also includes guidance to ensure that new development makes efficient use of resources and follows environmentally sensitive design practices.



A variety of building massing creates a more inviting building edge.

a. Massing

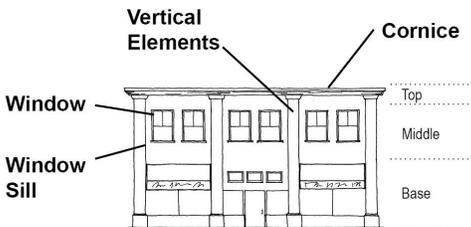
- ◆ Large development projects should be designed as a complex of buildings rather than a single, large structure.
- ◆ All sides of a building should be treated with variation in massing and articulation.
- ◆ Non-Residential building façades should establish a small, human-scaled rhythm with individual building bay widths of 20' to 50'.
- ◆ Spaces created between buildings should be designed to function as pedestrian plazas, courtyards, and other outdoor gathering areas.
- ◆ A building's mass should be placed so that it responds to the surrounding development. Where necessary, provide a transition that relates to adjacent buildings.



New buildings coordinate in scale and massing with existing buildings.

b. Façades

- ◆ Building façades should be designed to have a distinct base, middle, and top.
- ◆ A minimum of three of the following elements should be used to articulate a building façade:
 - Design details for the top of a building, including cornice lines, parapets, eaves, brackets, and other detailing.
 - Design details for the body, or middle, of the building, including awnings, trellises, canopies, pilasters, columns, slots, decorative lighting, and window boxes.



- Design details for the base of a building, including recessed entry areas, covered outdoor areas, and alcoves.

- ◆ Façade details should appear integral to the architectural and structural design of the building, rather than tacked onto the surface.
- ◆ Establish a rhythm on building facades that is small-scale and is articulated through varied vertical and horizontal rooflines.
- ◆ Where multiple tenant spaces are incorporated into a building, individual tenant spaces should be located within distinct building bays. This can be achieved by any of the following:
 - Placing a column, pier, or pilaster between façade elements.
 - Applying a vertical slot or recess between façade elements.
 - Providing variation in plane along the building wall.
 - Varying the building wall by recessing storefront entrances or creating a niche for landscaping, outdoor seating, or for a pedestrian area.
- ◆ Building facades on individual units within a multi-family residential development should have varied design elements within a unified design theme.
- ◆ The design of residential accessory structures, such as secondary units, carports, detached garages, sheds, and mailboxes should draw upon the architectural character of the primary residence.

c. Ground-Floor Frontage

- ◆ Ground-floor façades should be designed to give individual identity to each retail establishment.
- ◆ Ground-floor façades should be designed to provide visual interest to pedestrians and visitors.
- ◆ Clear glass windows should be used for all commercial storefronts, entries, or display windows.
- ◆ The ground-floor façades of mixed-use buildings should incorporate a high percentage of windows to increase visual transparency. Wherever possible, long stretches of blank walls should be avoided.
- ◆ Ground floor residential units should be elevated above the pedestrian eye-level to give residents a “higher ground” and enhance privacy and security from pedestrian thru-traffic. Features to help accomplish this may include stoops or porches.

d. Entries

- ◆ Main building entrances should be oriented toward the sidewalk and include architectural features that give them prominence.
- ◆ Building entries should be accessible directly from the sidewalk.
- ◆ Building frontages longer than 100' should provide multiple entrances.



Building details such as awnings, alcoves and balconies create an interesting building façade.



Ground-floor windows provide transparency.

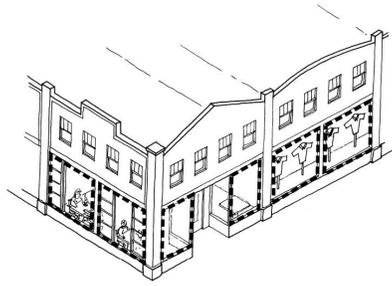


Ground-floor entries create activity along the street.

- ◆ Entrances to residential units in mixed-use buildings should have a separate main entrance located on the primary street.
- ◆ Ground floor residential units should have individual entries with steps, porches, or stoops when facing streets.

e. Windows

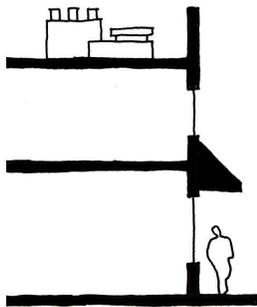
- ◆ Façade openings and windows should be vertically proportioned, with a greater height than width.
- ◆ Ground-floor retail windows should utilize a larger window proportion than upper-floor windows.
- ◆ Upper-floor windows should be enhanced with architectural details such as sills, molded surrounds, and lintels.
- ◆ Non-reflective coatings, low-emissivity glass, and external shade devices should be used for heat and glare control.
- ◆ Clear glass should be used in ground floor windows and doors to promote visibility into the ground floor space.
- ◆ Operable windows should be used on upper floors where possible.



Ground floor retail windows activate the pedestrian realm by creating visual interest.

f. Materials

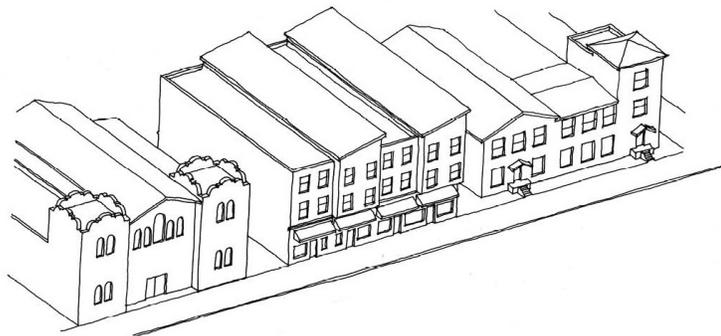
- ◆ Materials should be chosen to respect the climate and traditions of the surrounding area.
- ◆ Genuine materials should be used rather than simulated materials. Where one building material is used to simulate another, it should be used in a way that is in keeping with the character and properties of the material being simulated.
- ◆ The colors and materials used on the exterior of a building should adhere to an appropriately varied palette and should be used on all four sides of the building.
- ◆ Changes in color or materials should be used to differentiate between different components of a building.



Mechanical units screened by roof elements.

g. Roofs

- ◆ The shape of a building's roof should reflect the overall architecture of the building.



The Roof Relates to the Buildings Architecture and Character

- ◆ If appropriate to the building's architectural style, the roofline should be strengthened with cornice or parapet detailing on flat roofs, or detailing around the eaves on sloped roofs.
- ◆ All roof-mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, should be screened from public view and architecturally integrated into the building design.

h. Corner Sites

- ◆ Where feasible, the main entrance of a corner building should be located at the corner.
- ◆ Buildings located on street corners should be placed so that they meet the corner. Alternatively, buildings may use a small setback to provide a public plaza with direct access to the building.
- ◆ Special architectural and design features should be used facing the corner, such as taller building elements or prominent architectural detail.



Unique corner buildings help create a gateway to the street.

i. Signage

- ◆ The purpose of signs should be related to a business or businesses and residences located at a specific site and should not be used as off-site advertisement.
- ◆ Signs should be designed to be easily legible. Legibility can be optimized by providing high contrast between the sign content and its background.
- ◆ Signs attached to a building should be designed as integral components of the building in terms of size, shape, color, texture, and lighting, and should not cover or obscure the architectural features of a building.
- ◆ Signs should be located within an area of the façade that enhances and complements the architectural design and is visible to the pedestrian.
- ◆ Signs should not obscure architectural details of the buildings.
- ◆ Exterior materials, finishes, and colors of signs should be the same or similar to those of the building. The color and lettering styles should complement the building façade and harmonize with neighboring businesses.
- ◆ Signs shall meet the requirements of the County's Sign Ordinance.



Signage coordinates with details of building.

j. Green Building Components

- ◆ Building materials should be chosen based in part on their durability.
- ◆ Materials that incorporate recycled content should be used where appropriate.
- ◆ Materials produced in northern California should be used where possible.
- ◆ Wood products that have been harvested and produced according to Forest Stewardship Council (FSC) requirements should be used where possible.



Signage can create visual interest.



Recycled materials can be utilized in many venues.



Landscaping helps to determine the transition between public and private areas.

- ◆ Cool roofing materials should be used to maximize energy savings. Cool roofing materials have a high reflectivity and emissivity; they reflect the sun's rays from the roof (reflectivity) and radiate away any absorbed heat (emissivity).
- ◆ Construction waste should be recycled, salvaged, or reused rather than disposed of in landfills or incinerators. Materials such as excavated soil or concrete should be reused on-site where possible.
- ◆ Recycling should be encouraged by providing appropriate and convenient recycling facilities, including a recycling collection area that serves the entire building and provides space for the collection and separation of recyclable materials.

Landscape Design

The standards and guidelines in this section are intended to ensure that the overall design of landscaped areas contributes to the enjoyment and comfort of a building's users. This section also outlines ways in which water and energy resources can be conserved in order to create a more sustainable development.

a. Landscape Function

- ◆ Landscaping should be used to activate building façades; soften building contours; highlight important architectural features; screen less attractive elements; add color, texture, and visual interest; and provide shade.
- ◆ Landscaping should be used at the edges of paths and open space areas to help define the spatial organization of the site.
- ◆ Landscaping should be designed to help define the perimeter of the property.

b. Tree/Plant Palette

- ◆ Plants should be chosen that are well-adapted to the climate of Olivehurst. These plants may include native or other drought-resistant plants.
- ◆ The amount of turf grass in landscaping should be minimized, and alternatives to turf should be used wherever practical.
- ◆ Trees with leafy canopies should be used to provide shade for sidewalks and buildings.

c. Fences and Walls

- ◆ Fences and walls that are tall enough to obscure buildings should not be used between buildings and public rights-of-way. Exceptions should be made for fences and walls that are necessary to screen maintenance or service areas.
- ◆ Fences and walls should use similar materials, heights, and construction techniques throughout a development. These design elements should reflect the material, colors, and design details of nearby buildings.
- ◆ Fences and walls should generally be semi-transparent. They should be opaque only at interior property lines or where shielding maintenance or service areas.



Landscaping provides a buffer between pedestrians and parking.

- ◆ Fences or walls that are over 60' in length and visible from a public right-of-way should incorporate changes in appearance along their length. This can be achieved through a change in material, texture, or wall plane.
- ◆ Screening fences adjacent to residential properties should be designed so that they maintain a character and scale appropriate to the residential neighborhood.
- ◆ Chain link fencing, unfinished or unsurfaced concrete block walls, and barbed wire should not be used in commercial, mixed-use, or multi-family residences.

d. Exterior Lighting

- ◆ In order to avoid lighting of the night sky, lighting sources should be kept as low to the ground as possible while ensuring safe and functional levels of illumination.
- ◆ Parking lots should be designed with a greater number of shorter, low-wattage, tightly spaced fixtures rather than a lesser number of taller, higher-wattage fixtures.
- ◆ Uplighting of buildings should be designed to light the building rather than the sky.
- ◆ Exterior lighting should be designed as an integral part of the building and landscape design, and should complement and enhance the selected style of the building.
- ◆ Exterior lighting should be placed to mitigate security concerns, especially in parking lots, pedestrian paths, outdoor gathering spaces, building entries, and any other pedestrian-accessible areas.
- ◆ The placement of light fixtures should not interfere with pedestrian movement.

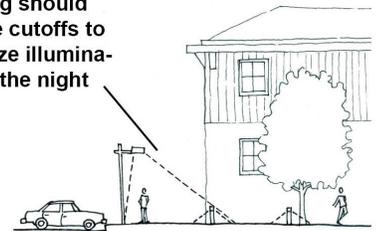
e. Stormwater Management

- ◆ Cisterns and other design features should be used to capture, store, and reuse stormwater.
- ◆ The amount of paved area dedicated to parking should be minimized.
- ◆ Stormwater detention features should be used to minimize runoff into streets and parking lots. Stormwater detention features include drainage swales and detention basins.
- ◆ Stormwater runoff from roofs should be diverted to vegetated swales or detention areas rather than storm drains.

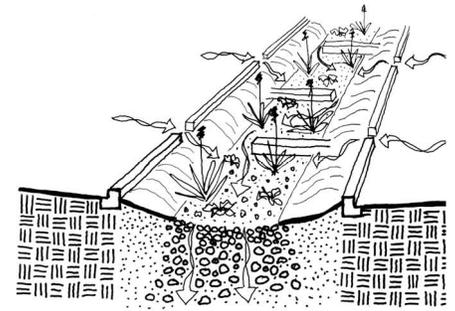


Low walls can be used to better delineate uses but still provide visual transparency.

Lighting should include cutoffs to minimize illumination of the night sky



Areas of pedestrian activity should have pedestrian-scaled lighting.



Vegetated swales can be used to detain and infiltrate stormwater runoff.

2. STREET RIGHT-OF-WAY STANDARDS AND GUIDELINES

This section provides standards and guidelines for the design of all new public street rights-of-way, as well as improvements to existing rights-of-way within the OSCER Plan Area. The words “should” or “must” refer to a mandatory design standard for new street rights-of-way. The words “should,” “may,” or “encouraged” refer to a guideline that is recommended for all new street rights-of-way and should be followed where appropriate.



Clear pedestrian pathways create a safe pedestrian environment.



Street furniture helps create a pedestrian friendly realm.



Wayfinding signage helps pedestrians orient themselves to important destinations.



Clearly visible bicycle lanes create a safe biking environment.

Pedestrian Design

- ◆ Sidewalks should be continuous and meet all applicable requirements of the Americans with Disabilities Act (ADA).
- ◆ A minimum 4' width along the sidewalk should be entirely clear of all obstacles.
- ◆ Sidewalk widths should be adequate to support the level of pedestrian activity that is intended and desired.
- ◆ Driveways and curb cuts should be minimized to limit conflicts between vehicles, pedestrians, and bicyclists. Wherever possible, driveways for adjacent uses should be consolidated.
- ◆ Where possible, improvements such as street furniture, street lights, tree wells, and utility vaults should be located adjacent to the curb.
- ◆ Sidewalks should use high-quality materials and installation to ensure long use and avoid frequent replacement. Recycled and/or locally sourced paving materials should be specified wherever feasible.

Street Furnishings and Amenities

- ◆ Street furniture and other amenities such as trash receptacles, kiosks, and newsstands should be located in conjunction with active pedestrian areas such as intersections, key building entries, public open spaces, bus stops, important intersections and pedestrian streets.
- ◆ At an area-wide scale, street furniture should be coordinated in type, color, and material to contribute to a sense of identity in the area.
- ◆ Street furniture needs to be designed for universal access and to facilitate use by those of all ages and abilities.
- ◆ Wayfinding signage should be provided to direct pedestrians to nearby destinations and attractions.

Bicycle Facilities Design

- ◆ Class II on-street bicycle lanes should have a minimum width of 5'. Where possible, the gutter should not be included as part of the bicycle lane's width.
- ◆ Bicycle racks should be located in prominent locations that are clearly visible to cyclists from the street and from adjacent buildings and public spaces.
- ◆ Bicycle racks should be designed so that a bicycle can be securely locked to the rack at two separate points.
- ◆ Placement of bicycle racks should consider ease of entry and exit and should not conflict with the pedestrian path of travel.

Transit Design

- ◆ Where feasible, bus stops should be located at the far side of the intersections they serve.
- ◆ All bus stops should provide at least one bench.
- ◆ All transit stops should be prominently signed, and all pertinent route and schedule information, including major connecting services, should be posted.

Lighting

- ◆ Roadway lighting and pedestrian-scaled lighting should be designed in conjunction with one another to create a safe and attractive environment for pedestrians, bicyclists, and drivers.
- ◆ The placement of lighting should not interfere with pedestrian circulation.
- ◆ Greater amounts of lighting should be provided in areas where there are safety concerns and where there is potential for conflict between pedestrians and vehicles, such as at intersections.
- ◆ Sidewalks should be illuminated through the use of pedestrian-scaled lighting, typically 10' to 16' in height, in high intensity pedestrian areas such as Olivehurst Avenue.
- ◆ Street lamps should be oriented toward the ground and should include cutoffs to minimize illumination of the night sky.
- ◆ In order to conserve energy and reduce long-term costs, energy-efficient, Energy Star-certified lamps should be used for all pedestrian lighting, and hours of operation should be monitored and limited to avoid waste.

Street Trees

- ◆ Street trees should be provided along roadways to provide shade for pedestrians, assist in stormwater management, buffer pedestrians from traffic, and provide visual interest on the street.
- ◆ In areas with limited right-of-way, or when it is too much of a strain on public resources, street trees can be planted on private property adjacent to the public sidewalk. In these instances, the private property owner would need to take on responsibility for maintenance.
- ◆ A small palette of species should be repeated regularly over the length of a block or throughout the plan area to provide visual continuity.
- ◆ Deciduous or semi-deciduous tree species are preferred.
- ◆ Existing mature trees should be maintained and protected wherever possible, including by notching or stepping back buildings where trees are deemed to be of significance.



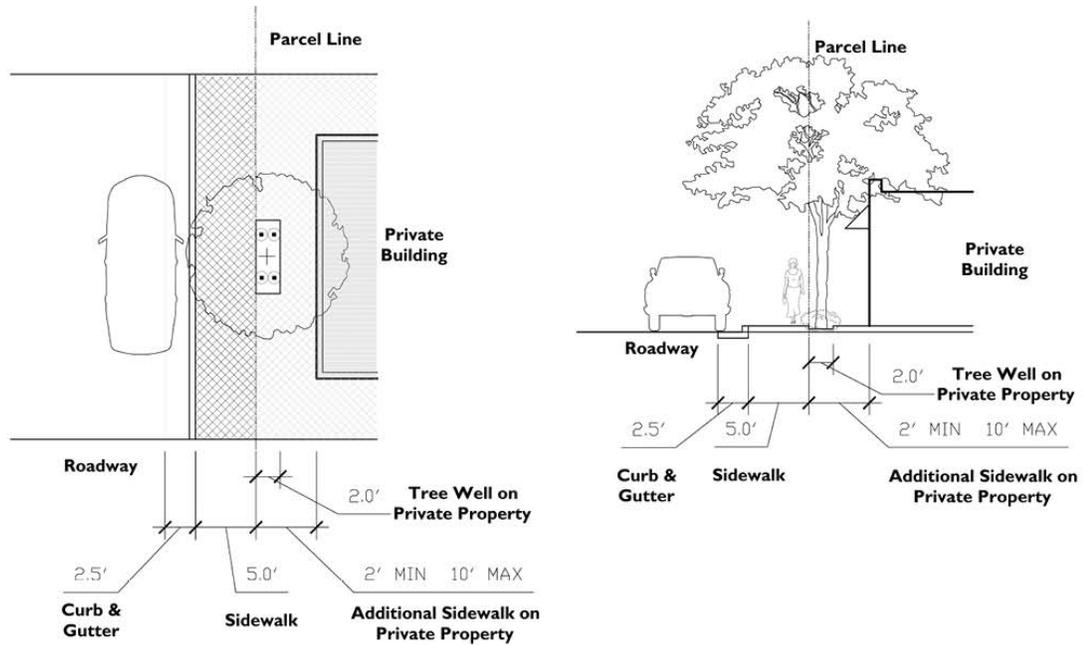
Bus shelters encourage transit ridership.



Lighting can help to make a welcoming pedestrian environment.



Street trees contribute to a comfortable pedestrian environment.



Street trees planted adjacent to the sidewalk on private property.

- ◆ Street trees should be provided with the best possible growing environment, including ample soil planting depth, subsurface preparation, aeration, root protection, irrigation, and drainage.
- ◆ Tree wells should be used in higher-intensity areas with high levels of pedestrian activity, particularly where there is cross-traffic between on-street parking and adjoining buildings.

Landscaping



Low-water landscaping is a sustainable solution that also provides visual interest.

- ◆ Landscaping should be used to contribute to the quality of the pedestrian experience by adding visual interest, providing scale and shade, and contributing to a sense of comfort.
- ◆ Plant materials should be in scale with the adjacent land uses and buildings.
- ◆ In order to provide added variety and visual interest, landscaping in commercial areas may include permanent above-grade planters, movable pots and planters, and hanging planters, in addition to tree wells and planting strips.
- ◆ California native and drought-tolerant species should be used where possible to minimize maintenance and water consumption.
- ◆ A plant palette should be chosen to provide visual continuity throughout the street.
- ◆ Landscaped area should be properly maintained, which includes watering, removing debris and litter, pruning, and replacing plants when necessary. Adjacent private property owners should be encouraged to help maintain landscaping and trees on public right-of-way.

CHAPTER 7: FAÇADE IMPROVEMENT PROGRAM

This chapter summarizes the opportunities that exist for Olivehurst property owners to utilize a Façade Improvement Program. The word “façade,” meaning “face,” generally is recognized as that part of the building that most influences the character and appearance of the area. Improving the public identity of a building represents a potential area of private investment that will have public benefits.

Historically, Façade Improvement Programs provided both funding and processing benefits to encourage property owners to actively pursue remodeling their buildings, and help them address any obstacles that stand in their way. Given the current economic climate as well as the abolishment of redevelopment agencies and their associated programs in California, past funding mechanisms and programs used by other communities may no longer be possible. Therefore, the purpose of this chapter is to provide the reader with visual examples of the types of exterior improvements that can be made to existing buildings and the significant impact they can have on the visual character and perception of a community. In addition, this chapter provides options for the County to consider if they decide to move forward with developing a Façade Improvement Program.

1. INTRODUCTION

Revitalization efforts often include the planning and implementation of public improvements such as street and landscape modifications, traffic, bicycle and pedestrian planning, utility upgrades, and the creation of open space. An area seeking revitalization must invest in both public and private improvements. When a public entity provides a community with an investment in the public realm of the streets with improved infrastructure and aesthetic improvements the existing buildings in the private realm remain without improvement, resulting in little benefit for the economic development of the area. A façade improvement program is a tool for Public Agencies to enact an incentive program to entice business and property owners to invest in the improvements of the private realm.

Yuba County has undertaken planning efforts for the Olivehurst Community for modifications to land use and zoning, as well as streetscape improvements. An assessment and inventory of the commercial buildings in Olivehurst reveal the accompanying need to implement renovation of the buildings in the central business district. The building inventory assessed 74 buildings primarily located on Olivehurst Avenue and portions of Seventh Avenue. Of the assessed buildings, 44 require remodeling or exterior upgrades and are potential candidates for Façade Improvements.

To gain the most benefit from the program's goal of improving the appearance of the architecture in an area, the program should be organized and in place, ready to move forward during either the planning or construction of streetscape improvements. Streetscape improvements generate enthusiasm and can kick-start interest in the façade program. It is also important to note that while it is anticipated that much of the vacant and underutilized land in central Olivehurst should be aimed towards new construction, the bulk of the existing building inventory will remain and become a focus for façade improvements. While a façade program is aimed at improving an area's appearance, an individual building's improvements can be subtle and go un-noticed. In order to gain the most momentum, façade renovations are best when undertaken in bulk and over concentrated time periods. Architectural improvements can appear fresh and exciting for about 7 years, following that their appearance tends to blend in and be accepted as part of the streetscape. Quality improvements maintain their value as they age and too often similar façade programs only undertake a handful of improvements over a long period of time and the towns find themselves constantly starting over, as the improvements have aged and need to be improved again to remain fresh.

Façade Improvement Program Projects

Any existing building, regardless of condition, could benefit from a façade grant; however, because of the limitations on program funding, a building that is structurally sound and is in need of only cosmetic improvements provides the most value to the program. Façade Program funding can be more directly applied to items which are visually seen. Projects that are in severe disrepair often require an initial investment in basic structural rehabilitation before the cosmetic improvements can be addressed.

Recent façade remodels in nearby communities provide examples of how Façade Programs can promote architectural improvements in older commercial areas.

A small building, located next to a larger commercial laundry, displays how a building which may have seemed insignificant can gain stature with an investment of less than \$10,000. A brick veneer was added below a new window to create a visual tie to the architecture of the



Small building façade improvement – before and after.

adjacent brick building, creating the appearance of being an extension of the larger building. A new metal canopy, together with a new glass door and a new color scheme serve to make the building a prominent addition to the streetscape.

In nearby Roseville, a number of buildings originally constructed in the early 1950's were in need of freshening up in order to draw new tenants. Most of these buildings are structurally sound, allowing Grant investment dollars to be spent almost completely on cosmetic improvements. One such building, the Minard Building, a corner single-tenant building, displayed a stainless steel Art Deco canopy that would be retained and inspire the incorporation of more Art Deco elements such as a horizontal trim relief and a stream-lined color scheme. Signage, including the naming of the building after its original owner, became a major design feature. Another building, with four separate tenant spaces facing the street, created an up-scale image by adding new window systems with tile accented areas, new cornice trim, and a series of rounded Navy Blue awnings. Both buildings are located on corners, which meant that their street frontages allowed them to qualify for larger grant funding. As grants are generally provided one to a parcel and not by number of tenants, each building received a single grant. Public improvements, including new tree wells and historic styled street lighting, combined with the façade improvements to enhance each building's public face.



Minard building façade improvement – before and after.



Multiple tenant building façade improvement – before and after.

Many old buildings have fallen into severe disrepair, displaying peeling paint, protruding pipes and remnants of old signage installations; these buildings present the dilemma of deciding how to proceed with decision-making regarding façade design. As budget is always a factor, strong emphasis is placed on maintaining the configuration of existing door and window openings in an effort to avoid major structural rehabilitation. This retail building provides an example of window and door openings that were maintained, establishing a framework for the design of the façade. With new windows and doors retrofitted in existing openings; new lintel and fascia trim, and a custom fabricated wooden arbor were added with a southwest color scheme to create a completely new appearance.



Riverside Avenue retail building façade improvement – before and after.

Another building, a drinking establishment converted for office use, also retained primary wall openings as the initial step in its façade remodel. The rehabilitation of this building included not only its façade, but an extensive interior remodel as well. Window and door placement on the façade not only had to relate to existing structural constraints but also new space planning for the building. The building joins new premium materials, granite, pre-cast concrete, and metal canopies with the existing steam-cleaned upper brick wall. Combining old and new elements allowed this building to retain its sense of authenticity, differentiating it from formula commercial development.



Office building conversion façade improvement – before and after.

2. FUNDING PROGRAMS

A façade improvement program is generally a covenant established between the public agency administering the Façade Program and the property/business owner. The Façade Program provides a monetary grant or a benefit package, with a stipulated minimum investment matched by the private owner. The property owner enjoys the obvious benefit of improving and adding value to his/her property, while the public enjoys the benefit of an upgraded building appearance, which in turn contributes to creating an attractive environment followed by increased economic development for the area.

Grants and Incentives

In order for property owners to be motivated to make improvements there must be a monetary incentive. Most property owners in commercial areas that are in need of attention lack discretionary cash to undertake improvements on their own. Monetary incentives do not have to be large to be enticing. When a Façade Program is first introduced in an area, owners who have not previously considered making improvements to their properties are intrigued by the benefits of the program and begin thinking of the positive benefits of making building improvements; however, most are willing to contribute only the minimum match required to gain the maximum grant or incentive amount. However, as the façade program matures and the area becomes more successful, owners are more willing to contribute more funding to their projects beyond the minimums required. Most façade programs utilize a matching grant approach, which partners a grant provided by the Façade Program and a matching grant by the property/business owner.

TABLE 7-1 EXAMPLES OF FAÇADE PROGRAM MATCHING GRANTS

	Public Agency	Property Owner
Scenario A		
2/3 to 1/3 Grant	\$5,000 grant - for single frontage property (regardless of size/signage included)	\$2,500 minimum (the actual improvement may cost considerably more than this)
	\$10,000 grant – for a corner frontage property	\$5,000 minimum
Scenario-B		
50% Grant	50% of cost of eligible improvements to a maximum of \$20,000	50% of grant amount – minimum match
	50% cost of sign improvement to a maximum of \$5,000	
Scenario-C		
2/3 to 1/3	\$250/linear foot of street frontage to a maximum of \$20,000 (corner frontage included)	50% of grant amount – minimum match

Generally, a façade grant is designated for an existing building on a single parcel; adjacent buildings that may in fact appear to be a single building, but are located on separate parcels would generally qualify for multiple grants based on their property divisions. With the general stipulation of one grant per parcel, larger buildings may be disadvantaged over smaller buildings. For example, in Scenario A above; grant amounts which are determined in accordance to property size (such as Scenario C) may be in line with the project scope.

When project budgets are in the range of \$7,500 to \$20,000, the type of improvements that provide the best value frequently include new trim and finishes, including paint and tile, new awnings, new windows and doors and new signage. More expensive projects often include lighting and landscaping.

Under a funding program similar to Scenario A, an owner receiving a grant of \$5,000 in all probability will spend more than the minimum \$2,500 on façade improvements, frequently owner expenditures will be in the range of \$5,000 to \$10,000 or more; thus, the program's investment is generally leveraged higher than the minimum required.

Prevailing Wage

In general, use of public funds for providing grants is subject to Prevailing Wage requirements. This basically means that all construction costs being paid for with public funds shall be undertaken per union labor rates. It is important that the program administrator (PA) review prevailing wage requirements with legal counsel and prepare a clear statement of how they will be interpreted and enforced with the issuance of grant funds, as this issue may influence project construction costs.

Additional Incentives

In addition to monetary grants, there are a number of additional incentives that should be considered as part of the menu of services provided to program applicants. These incentives should be advertised, with corresponding monetary values for each shown. Possible incentives and rewards that can be provided to grant recipients are as follows:

- **Publicity.** The PA should develop a relationship with area publications and develop a format for the development of news releases. Stories should be developed to publicize each new project and its business plans and offerings.
- **Plaque Program.** Creation of a Plaque Program to recognize individual project improvements. Each improved façade is provided with a plaque describing the history of the building and honors the owner responsible for the façade renovation.
- **Permit Procedures and Fees.** Often permit fees for construction projects can prove expensive, and processing of permits can be cumbersome and confusing to inexperienced property owners; the program should consider waving permit fees – or – at least reducing them substantially. The program's services should include helping property owners to easily navigate through the permit process.
- **Design Services.** Most programs offer some assistance with design services built into their program organization. The value of Design Services to a project owner cannot be

understated, and should be emphasized in the promotion of the program; however, the manner in which design services are provided must be carefully planned so as not to waste program funds on projects that may not materialize.

Specific Grants for Signage and Awnings

In an effort to increase the flexibility of the program and provide grants for specific smaller projects, often programs offer specific grants for signage and awning (or canopy) improvements only. Grant amounts are usually provided on a two-third, one-third match basis, similar to standard projects, with a maximum of \$5,000. Grants of this type are given when the building is deemed by the program to be in good condition and that a new sign or awning would be a visual asset, as a new sign or awning added to a building in disrepair would be considered a waste of program funding. Frequently, signage and awning fabricators offer design and permitting services with their installations. With design built into the scope of these specific improvements, façade programs generally are able to simplify qualification and processing.

3. DESIGN OF FAÇADE IMPROVEMENTS

The role of design in producing façade improvements, which will add to the positive image of Olivehurst, and encourage investment in the area, cannot be under-valued. The OSCER Plan contains Design Guidelines which specify themes, materials, and levels of quality that are appropriate for both new buildings and remodels. In order for façade improvements to promote the proposed Olivehurst image and adhere to the Design Guidelines, the design of these improvements must be thoughtfully handled. Most programs require the hiring of an architect to provide required design services, which usually include the preparation of a colored front building elevation, selection of colors and materials, and preparation of a cost estimate. Most façade programs incorporate professional design services for each project. Two common options that have been used are as follows:

- **Option 1.** The Owner hires an architect to provide design services for the façade remodel. The program reimburses the Owner a specified amount to assist with the cost of these services. A typical grant amount is \$1,000, with reimbursement made after the project is completed.
- **Option 2.** The program employs 1 to 3 design consultants (usually architects) to provide design services to the program for 1 to 2 years. One of these consultants (on a rotational basis) is assigned to each project. The consultant meets with the Owner and provides required design services for the project. Design fees per project usually cost \$1,000 to \$3,000. Fees are usually paid after design services have been completed.

Up-Front Design Services

Many jurisdictions, especially those offering more generous grant amounts, usually in the \$20,000 to \$50,000 range, have felt it was in their best interest to hire architects to work with eligible property owners to provide conceptual design prior to entering into grant agreements. This practice has been seen as a valuable tool in promoting property owner interest in the

program, while serving to define project scope and construction costs up front. However, initial program time and funding spent on this endeavor can be lost if well-intentioned applicants walk away from carrying through with their project due to funding concerns, changes in the business plans, or personal reasons. When this happens, valuable funding and time that had been invested in this initial design process is lost. Programs with limited funding cannot afford such losses. For the Olivehurst Façade Improvement Program, it is recommended that owner commitment be assured prior to the investment of time and money by the program.

If design services are engaged up front, owners should participate in the funding of these services. While other programs have spent \$2,000 to \$4,000 up-front for design services, it would appear that a newly formed program in Olivehurst would be better suited to setting a limit for conceptual design at \$1,000, with approximately \$350 of that amount being contributed by the property owner, either as a matching obligation or a deposit, refundable upon completion of the construction of the project.

Other possible creative approaches to obtaining conceptual design services when program funding is limited include the following:

- **Design Consultation:** Project owner and program representative meet with an experienced architect for a consultation; based on photographs, the architect provides sketches and suggestions regarding use of color and materials; these directives are recorded and interpreted into permit plans provided by the owner in a manner that he/she can afford.
- **Multiple Project Design:** The program solicits a group of eligible projects and hires an architect to provide design services for multiple projects at one time, potentially resulting in lower design fees.
- **Design by a Trained College Curriculum:** Eligible building candidates are identified with Owner buy-in. The program develops a relationship with a community college that has an architectural design program, with students under the guidance of their instructor, providing conceptual design services.

4. PROCESS

The façade improvement program should not be overly complicated and burdensome to encourage property owner interest and participation. Navigating through the program should not be out of proportion to the grant amounts offered. Too much “red tape” and bureaucracy will discourage applicants and hamper the success of the program. The following process has been used by many façade programs:

1. Property/Business Owner (PBO) completes an application which outlines his/her project goals and property ownership information.
2. The PA reviews the application and provides preliminary approval to proceed.
3. PBO obtains design for the project,* together with a cost estimate for improvements.

4. PA reviews the design and cost documentation; providing the documents meet the program's objectives, PA notifies the PBO that a grant for a specific amount has been approved.
5. PBO gains all required permits to construct the improvements; PA assists with the coordination of these permits.
6. Construction of the improvements is undertaken and completed.
7. PBO submits invoices for construction operations as evidence of project value to the PA.
8. Upon satisfaction that the outcome of the project adheres to the plans and the terms and conditions of the program agreement, a check is issued for the grant amount to the PBO.
9. The project is reviewed yearly for a period of approximately 3 years to insure that the façade improvements are being maintained.

* Design of a project and preparation of required construction drawings and specifications are often handled differently from program to program. See discussion of design issues above.

5. FUNDING THE PROGRAM

Until recently, façade programs have been financed primarily through Redevelopment funding, which often allowed a Redevelopment District to access a portion of the income from property taxes collected within district boundaries. With the recent abolishment of Redevelopment in California, these monies are no longer available and funding sources for a façade program are no longer easily defined. However, additional types of funding to be considered are as follows:

- **Block Grant Programs.** The American Recovery and Reinvestment Act-Community Development Block Grant Recovery Program (CDBG-R) seems the most promising.
- **Benefactors.** Program benefactors with connections to Olivehurst might include historical linkages or reliance on the town as a place for employees to reside. Successful area individuals and businesses/enterprises that would perceive the benefit of improvement to Olivehurst's economic development should be contacted to participate in funding the program. If the Program were to receive substantial and continued funding from such sources, naming the program after the benefactor should be considered.
- **Low Interest Loans.** Loans negotiated with local banking institutions under the program may prove a viable alternative to grants; however, this will be harder to sell and will probably have more complexity required in the administration of funding.
- **Bonds and Special Assessments.** The County would provide low cost financing made available through a special assessment against the real property. The loans would be financed through the sale of taxable or tax-exempt bonds depending on the County's legal capacity to issue tax-exempt bonds for non-exempt projects. This option may also include a façade easement and agreement to ensure the façade is maintained during the term of the façade financing. When the loan is repaid, the façade easement would be released.

- **Creation of a Private Corporation.** The County creates a private corporation which would function similarly to a redevelopment agency; this corporation would receive initial funding as a loan from the County. The primary activities of the corporation would be investment in properties in Olivehurst for resale to targeted businesses that would further the economic development of the area. Return on investments would be used to repay the loan to the County and continue its operation. Some of the corporation's funding would be earmarked for funding the Façade Grant Program, as a viable investment in raising property values and increased economic activity for the area. A similar corporation has recently been undertaken in Roseville, California.
- **Translating Matching Funding into Labor and Material Credits.** The Program can devote a portion of its activities to assembling a volunteer labor force, through gaining support of local education/community service programs (such as "Youth Build") and contractor associations to provide either free or reduced fee labor and expertise. In addition, the program should foster relationships with local suppliers/fabricators in order to gain substantial reductions in construction costs for projects. Values for Labor and Materials would be calculated and translated into grant amounts. This type of program takes more hands-on participation by not only the program, but also the community. But if well planned, such a program could provide a hands-on approach for community involvement in the Façade Improvement Program.

6. PROGRAM DOCUMENTS

It is recommended that the Program develop the following documents to assist with its administration:

- **Program Sales Brochure.** Hard copy or internet, or both.
- **Application Form.** To be distributed with Application Form, see Exhibit A, attached.
- **Program Description.** This form describes Terms and Conditions of the program, together with a Letter of Acceptance, these documents serve as the agreement between the Property/Business Owner and the Program to proceed.
- **Letter of Acceptance.** This letter is written to advise the Property/Business Owner that the project has met the criteria required by the program, and that if all stipulations described in the Program Description are met, the subject project will be provided a grant.
- **Improvement Agreement.** This document to be signed by PA and Property/ Business Owner or Covenant (after project completion and examination by PA), upon completion of improvements, prior to disbursement of funds (included is a requirement for the applicant to maintain the property for three years).

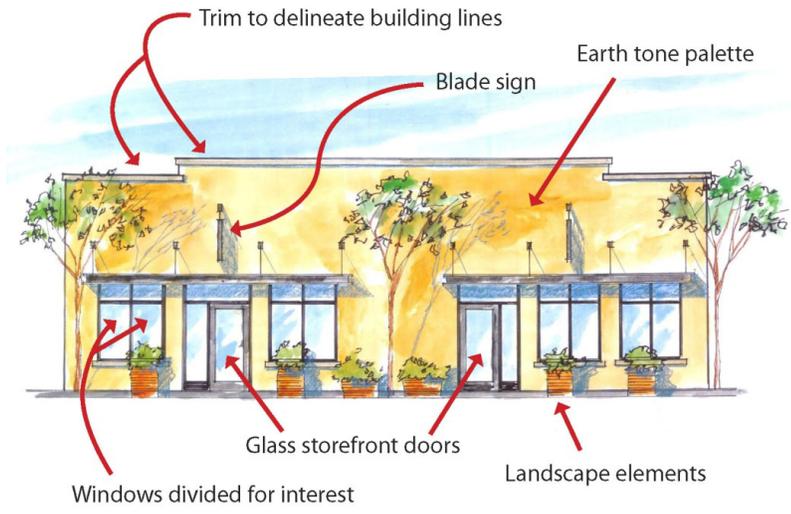
7. OLIVEHURST FAÇADE PROGRAM

As part of the OSCER Plan, three façade improvement studies were prepared for buildings within downtown Olivehurst. The studies were developed to illustrate the types of façade improvements that could be accomplished thru an Olivehurst Façade Program.

Retail Building at Seventh and Olivehurst:

This Retail building was selected for a “façade redesign study” as it presents a formidable presence at the unofficial south end of Olivehurst’s commercial area, and its improvement could stimulate interest in the development of the adjacent vacant parcel at the corner of Olivehurst Avenue and Seventh Avenue.

The façade design for this building, which envisions use by two separate retail tenants—one of which could be a restaurant—builds upon the re-use of existing window and door spacing for cost considerations. The stepped profile at the upper edge is further emphasized with an accented trim band. Metal canopies are incorporated to add a modern design touch, as well as for durability. Windows were divided by large mullions for interest. Blade signs are chosen to be read easily from oncoming traffic. In addition, trees and potted plants are suggested to add interest.



Retail façade study – existing (above) and proposed (left).

Residential Building

This building was selected to be studied as it presents an unusual front elevation; a vertical façade wall has been added to create a false front to what appears to be a single-family residence at the rear. How do you proceed with a facade design for this building without completely redesigning the entire structure? The building's appearance will be greatly influenced by its proposed use. For the purposes of this study, the building has been designed for restaurant use with outdoor dining.

The façade design for the building raises the upper false wall and reshapes it to conceal the gabled peak of the rear roof. A stucco veneer is added in an earth tone palette. A new entry porch is shown to emphasize the main entry and a metal roof canopy adds design interest and shade. Windows are enlarged and lowered to the floor to be more pedestrian-friendly, while allowing outsiders a chance to get a glimpse of the interior. A decorative iron railing defines the limits of the outdoor dining area, which also incorporates landscaping and trees for comfort.



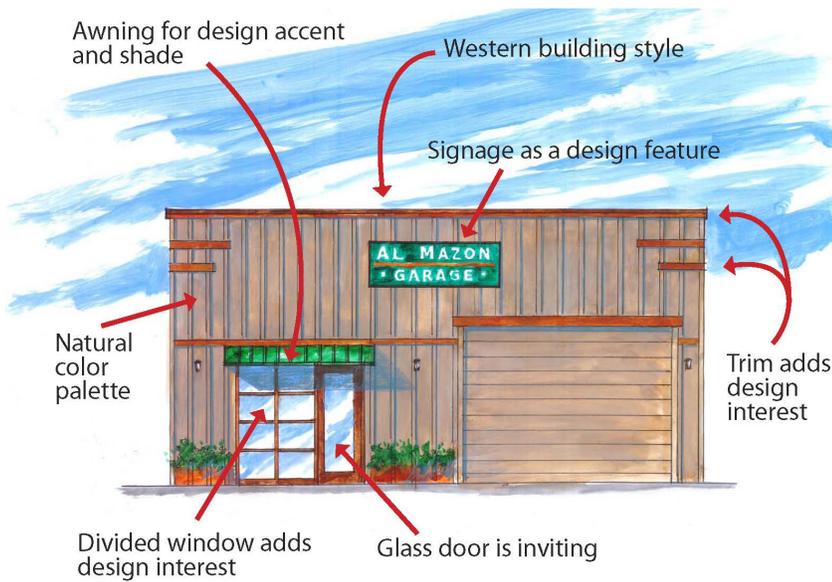
Residential façade study – existing (above) and proposed (right).



Service Building

The Al Mazon auto repair building was chosen for study as auto repair shops are a common service use prototype in Olivehurst. In addition, the Al Mazon building marks the unofficial southern beginning of the commercial area on Olivehurst Avenue.

The proposed façade retains the location of the entries. Existing board and batten siding is replaced by new similar siding with wider battens. Special trim wood enlivens the walls by accenting the edges. A new storefront door/window system creates an inviting professional entry. A new metal awning offers a crisp, colorful, green accent to the new earth tone color scheme. A new painted company sign is integrated into the design of the front elevation.



Service building façade study – existing (above) and proposed (left).

Residential Conversion

The vacant residential structure at 5060 Olivehurst Avenue which is adjacent to the newly constructed H & R Block Building, presents an opportunity to tie into the professional theme of its neighbor and continue the fabric of new development on the northern end of Olivehurst Avenue. For this study, it is assumed that the building will be re-born as an office or for a small service use similar to a beauty shop. While parking may be installed in the front, it is assumed that a parking lot will be located in the rear.

The building's simple gabled front elevation presents the challenge of determining how best to add interest to this traditional residential form. As the building stucco walls appear relatively new, the decision to retain this material without alteration seems natural. In order to pronounce "commercial use," the building was visually opened to the street by replacing existing windows with new ones extending down to the floor and adding a fully glazed entry door. New trim and a more vibrant color scheme accompanied these changes. An awning over the entry has been added not only for weather protection but also for a color accent. A new latticed sign structure adds shade and interest to the flat faced wall.

Accessibility concerns: As the building's floor is close to the entry grade, accessibility readily achievable; often residential conversions with raised floors require the construction of a ramp to gain this access. Finally, landscaping and trees and an entry walk will tie the building to Olivehurst Avenue.



Residential conversion façade study – existing (above) and proposed (right).



A Ten-Year Plan

Assuming that a grant based program is chosen, the following presents key milestones over a ten year period.

Years 1 to 2 (2 Years)

- ◆ County develops budget for the program; sources of program funding are earmarked and secured.
- ◆ A PA is appointed from County staff.
- ◆ Define how design will be handled for eligible façade projects and build this into a specific program description for Olivehurst. See example, attached as Exhibit A.
- ◆ Project definition and application forms are created using documents from this Plan as a guide.
- ◆ Prepare promotional brochure for program; make this available on the internet.
- ◆ Publicize program.

Years 3 to 5 (3 Years)

- ◆ Begin program with small grants (Scenario A) – aim for five per year. Estimated cost for grants would probably be \$25,000 to \$35,000 per year, depending on number of corner properties + schematic design costs (estimate \$5,000) + administrative costs.
- ◆ At the end of 3 years have 15 façade improvements in place.
- ◆ During Year 4, PA seeks out funding sources for the continuation and enhancement of the program.

Years 6 to 10 (5 Years)

- ◆ Raise the façade amounts to allow for bigger grants - modify funding amounts to Scenarios B or C. (Suggestion: Projects undertaken during the first 3 years which received \$5,000 maximum grants will be allowed to apply for another grant under the up-graded program to provide more extensive façade operations; if this is permitted, program documents will require clarification on how new grant funding will be used to augment previous funding.)
- ◆ Fund maximum of three projects per year – estimated cost for grants (three grants @ \$20,000 = \$60,000 + schematic design costs (estimate \$5,000) + administrative costs.
- ◆ Evaluate success of program and determine its future.

Summary of Façade Improvement Benefits

Regardless of the type of Façade Improvement Program chosen by the County, improving the appearance and integrity of Olivehurst's commercial building stock through facade improvements has many potential benefits:

- ◆ A better-looking neighborhood draws more customers.
- ◆ People prefer to move to communities with strong commercial districts.
- ◆ Appropriate and consistent maintenance protects investments in businesses and property.

Benefits to merchants

- ◆ Sales increase when customers enjoy the shopping experience.
- ◆ Improvements encourage neighboring businesses to improve their buildings as well.
- ◆ A new look that catches people's attention provides free advertising.

Benefits to property owners

- ◆ Building upgrades increase the value of a building and stabilizes property values within a neighborhood.
- ◆ Cleaned-up, vacant spaces lure better retail prospects.

Benefits to community

- ◆ Residents feel that that they are part of a positive local activity.
- ◆ Local organizations want to protect locally owned businesses.
- ◆ Residents recognize the importance of individual businesses retaining the feeling and character of the community.
- ◆ Facade improvements are a community stabilizer; like fixing a house, it says "Of all the places to spend money, I chose to put my money in my community, because it is a good investment."

CHAPTER 8: FUNDING AND IMPLEMENTATION

This chapter summarizes the next steps to realizing the vision of the Olivehurst Sustainable Community and Economic Revitalization Plan and potential funding mechanisms to implement the plan.

1. IMPLEMENTATION STRATEGY

As noted at the outset of this planning process, no funding has been identified for any improvements recommended by this plan. Because of this, the timing of implementation of various components of this plan will vary. Different portions of the plan may need to be advanced before others in order to be more competitive for a particular funding opportunity.

Despite these circumstances, having a vision plan is an important first step to becoming eligible for many sources of grant funding, as well as to being considered for County discretionary funding (when and if this becomes available in the future). Implementing the recommendations of the plan will require the on-going efforts of many, including community members, business owners, property owners, developers, volunteer organizations, and the County.

Amend Specific Plan and Update Yuba County Zoning Code

The first step towards implementation is to update the Olivehurst Avenue Specific Plan and the Yuba County Zoning Code to reflect the recommended land use and design standard changes.

County Actions to Promote Development

During these hard economic times many jurisdictions are offering developers and businesses financial incentives to relocate or expand in their jurisdictions. Yuba County could fast track and streamline any permitting necessary for any developers or businesses interested in locating in Olivehurst. This incentive would allow developers of specific parcels to get their applications processed ahead of other applications. This is an incentive because developers have numerous costs during development review; application submittals and long procedures can jeopardize the financial feasibility of the process. As a way of achieving streamlined permitting, some jurisdictions assign one staff person to help the developer navigate through all of the departments and processes of the development review process.

Further Design and Engineering as Necessary

a. Public Realm

The first step towards implementing the plan is to further develop the recommended roadway improvements and the recommended Olivehurst Avenue Streetscape improvements. For Olivehurst Avenue it will be necessary to develop a complete set of construction documents, which would identify specifically how this conceptual design can be constructed. Additionally, as the design is further refined, the exact dimension and geometry of potential bulbouts, installation and placement of signs, lights, and pavement markings would be evaluated in greater detail.

For the Urban Local (rural) Roadways the next step is to identify which roadways are in most need of improvements, then perform an analysis of the existing conditions and work with the community to determine which Urban Local (rural) roadways proposal should be implemented.

As for other recommendations within the plan, such as the pedestrian bridge, multi-use path, roundabout improvements, etc., it will be necessary to identify funding opportunities for further planning and design.

b. Private Realm

When private developers come forward to develop the opportunity sites or any other properties within the plan area, County staff will need to work with the developers to ensure that the designs meet the Design Standards and Guidelines identified within this plan, and are adopted as an update to the Olivehurst Avenue Specific Plan.

Apply for Grants to Fund Improvements

As previously mentioned, the first step in acquiring grant funding for design and construction projects is the development of a community-vetted comprehensive vision for the future. This plan identifies a clear vision for Olivehurst and represents a commitment of the community and County towards the implementation of this plan. This document can be used as supporting material to help qualify for further design and construction funding. Potential funding sources are identified below.

Continued Community Coordination

The Olivehurst Community has been very active in Continued Community Coordination and other local planning processes. To ensure that the vision of this plan is set forth, it will be necessary to actively involve the community in future planning, design, and funding discussions pertaining to the recommendations identified in this plan.

2. POTENTIAL FUNDING SOURCES

The purpose of this section is to identify funding opportunities that might be utilized to fund the implementation of the recommendations presented in this plan. This section outlines the

types of funding available, briefly describes how the funds can be used, and explains the process of attaining the funds. The funding opportunities listed below include funding for further planning and construction/implementation.

Available funding is affected by the economic climate. As a result, this list is subject to change. Applications for the majority of the grant funding opportunities would need to be pursued by Yuba County.

Yuba County Transportation Master Plan 2009-2013

The Transportation Master Plan describes the Yuba County Public Works Department's ongoing transportation program and lists proposed projects. The Transportation Master Plan is a long-range planning tool. Capital Improvement Projects included in the Master Plan are prioritized based on need and the amount of funding available. The list is updated annually. Improvement recommendations in this plan would, of course, be in competition with other infrastructure projects desired countywide for inclusion in the next Transportation Master Plan.

Conditions of Approval, Impact Fees, and Special Districts

As a condition of approval for new development, Yuba County may require that a developer provide certain improvements related to potential impacts of a proposed project, such as sidewalk improvements or transit amenities. Alternatively, developers may contribute funding in support of neighborhood infrastructure and needs in the form of impact fees (payments required by local governments of new development for the purpose of providing new or expanded public capital facilities). Many jurisdictions develop a traffic impact fee (TIF) in order to allow for a mechanism for individual development projects that may contribute to cumulative traffic impacts (possibly at intersections a substantial distance from the proposed project site) to pay a proportionate or "fair share" towards a capital project providing service to that development.

Assessment Districts

Establishing special (taxation) districts, such as a Mello-Roos Community Facilities District (CFD) is also a potential way to fund public improvements in the plan area. The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district, or joint powers authority to establish a Mello-Roos CFD which allows for financing of public improvements and services through taxation within the district. The services and improvements that Mello-Roos CFDs can finance include streets, lights, sewer systems, and other basic infrastructure. A CFD is created by a sponsoring local government agency and includes all properties that will benefit from the improvements to be constructed or the services to be provided. A CFD cannot be formed without a two-thirds majority vote of residents living within the proposed boundaries—often a substantial challenge to successfully establishing such a district. Once the CFD is approved, a Special Tax Lien is placed against each property in the CFD and property owners pay a Special Tax annually.

Tax Increment Financing District

A TIF District is a tool used by local governments to use future tax gains to publicly finance current improvements within a defined area. These improvements usually are undertaken to promote the viability of existing businesses and to attract new commercial enterprises to the area, which would help to create the future tax gains. TIF expenditures are often debt financed in anticipation of future tax revenues. Yuba County could create a TIF District to provide for a number of the plan's proposals, such as streetscape improvements, or improving the sewer infrastructure, etc.

Federal, State, and Local/Regional Grant Programs

This section focuses primarily on funds available through grant programs (with some exceptions). Each of the fund sources requires a competitive grant application process. Many of the funding sources discussed below are already in use by relevant agencies; securing funding for implementing improvements described in this plan is likely to be an ongoing challenge.

Sources of public sector funding have been roughly categorized into three groups: federal, State, and local/regional programs. A final section of this chapter discusses additional private funding opportunities.

a. Federal Programs

i. *Safe Routes to School*

Building on Safe Routes to School (SRTS) programs initiated in California and other states, a new federal program was initiated under SAFETEA-LU. The program is intended to promote bicycling and walking to school among children in kindergarten through 8th grade and to provide for increased safety for children bicycling and walking. Both infrastructure projects and non-infrastructure projects (such as educational programming) are eligible for funding. Eligible applicants include State, local, and regional agencies; schools or school districts; and non-profit organizations. Caltrans administers the SRTS program through its Division of Local Assistance. The annual apportionment to California for the federal SRTS program was \$22.58 million in 2009.

Potential OSCER Projects: streetscape improvements, bicycle lanes, Olivehurst and Seventh Avenue intersection improvements.

ii. *Congestion Mitigation and Air Quality Improvement Program*

Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal program supporting a range of projects that reduce transportation-related air emissions in air quality nonattainment areas. Funding is available for areas that may be in nonattainment of federal air quality standards, or are now in attainment but previously were not. Eligible projects include (but are not limited to) bicycle and pedestrian facilities programs.

Potential OSCER Projects: streetscape improvements, bicycle lanes, Olivehurst and Seventh Avenue intersection improvements, multi-use bike lane, pedestrian bridge.

iii. Highway Safety Improvement Program

The Highway Safety Improvement Program is a federal safety program that provides funds for safety improvements on all public roads and highways (including publicly-owned bicycle and pedestrian pathways). These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement. Eligible activities include roadway modifications, installation of traffic signals, roadway striping, installation of curb ramps and crosswalks, and project engineering and construction. The program is administered by Caltrans, and funding is awarded annually on a competitive basis.

Potential OSCER Projects: roadway standards implementation, streetscape improvements, bicycle lanes, Olivehurst and Seventh Avenue intersection improvements, multi-use bike lane, pedestrian bridge.

iv. Rural Business Opportunity Grants (RBOG)¹

The RBOG program is funded by the USDA Rural Development program, and provides grants that promote sustainable economic development in rural communities through the provision of training and technical assistance for business development and economic development planning. The grants are open to any area with a population less than 50,000 and priority is given to communities suffering from natural disaster, long term population decline or job deterioration. The program primarily funds training and technical assistance programs. RBOG grants are administered by the State Rural Development Office of the USDA.

Potential OSCER Projects: feasibility studies, assistance with technology based economic development, centers for training or economic development planning.

b. State Programs

The following discussion describes State funds that could be used for improvements that were identified in the plan. Each of the fund sources requires a competitive grant application process. Funds for transportation-related projects are available from the Transportation Development Act (TDA), and from various State programs and agencies including the California Department of Transportation (Caltrans) and the California Office of Traffic Safety (OTS).

i. Rural or Small Urban Transit Planning Studies

Funded and administered by the California Department of Transportation, in cooperation with the Federal Highway Administration, this grant is intended to fund technical planning studies for transit programs, including transit development plans, ridership surveys, and transit service implementation plans. Grants are typically for \$100,000 or less.

Potential OSCER Projects: additional analysis of the proposed transit loop, further engineering and design development for streetscape, bicycle, and multi-use trail improvements.

ii. Transportation Development Act Article 3

TDA funds generated from a ¼-cent of the general state sales tax are returned to the source counties to fund transportation projects. TDA Article 3 provides for 2 percent of County TDA funds to be set aside for bicycle and pedestrian projects. Eligible projects include right-of-way

¹ <http://www.rurdev.usda.gov/RBS/BUSP/rbog.htm>.

acquisition; planning, design, and engineering; and construction of bicycle and pedestrian infrastructure (including retrofitting to meet ADA requirements) and related facilities.

Potential OSCER Projects: additional analysis of the proposed transit loop, further engineering and design development for streetscape, bicycle, and multi-use trail improvements.

iii. Bicycle Transportation Account

The Caltrans Bicycle Transportation Account (BTA) provides State funds on a competitive basis for City and County projects that improve safety and convenience for bicycle commuters, including design, engineering, and construction of bicycle lanes and paths. To be eligible for BTA funds, a City or County must adopt a Bicycle Transportation Plan that complies with Streets and Highways Code Section 891.2 within four years prior to the year of application. The Yuba County has a Bicycle and Pedestrian Master Plan, which was adopted in 2001, and is currently finalizing an update to the plan, which is scheduled to be finished in 2010. Twelve projects throughout the state received BTA funding during FY 2011-2012, for a total of \$15 million in BTA funds. BTA funds are awarded by Caltrans on an annual basis

Potential OSCER Projects: further engineering and design development for streetscape, bicycle, and multi-use trail improvements.

iv. Safe Routes to School

The California State Safe Routes to School (SR2S) Program pre-dates the newer federal program established under SAFETEA-LU in 2005 (discussed in the section above). This program provides funding for sidewalk improvements, traffic calming and speed reduction measures, pedestrian and bicycle crossing improvements, on-street and off-street bicycle facilities, and traffic diversion improvements. To qualify for this program the project must be within the vicinity of a school. The State program was established by State legislation with a sunset date of January 1, 2008. However, with the passage of AB 57 in 2007, the State SR2S program was extended indefinitely. A tenth cycle was announced on December 20th, 2011 with a total of \$45 million in statewide funding.

Potential OSCER Projects: further engineering and design development for streetscape, bicycle, and multi-use trail improvements pedestrian bridge.

v. Urban Greening for Sustainable Communities Program

The Strategic Growth Council was created in 2008 by Governor Arnold Schwarzenegger. State Legislation SB 732 formed a committee to coordinate the State agency's goals to improve air and water quality, protect natural resource and agriculture lands, increase the availability of affordable housing, improve infrastructure systems, promote public health, and assist State and local entities in the planning of sustainable communities and meeting AB 32 goals. The Urban Greening for Sustainable Communities Program will provide funds to assist entities to develop urban greening master plans or implement urban greening improvements. Urban Greening projects will use natural systems, or systems that mimic natural systems, or create, enhance, or expand community green spaces. The recommendations for new street trees and potential stormwater mitigation improvements, as part of this plan, would be eligible for funding under this grant program.

The implementation program anticipates a total of two funding cycles with up to \$31.5 million available in Fiscal Year 2010/11 and up to \$31.5 million in Fiscal Year 2011/12. Grant funds will be awarded to a city, county, or nonprofit organization. They anticipate a total of \$60 million dollars available to cities, counties, Metropolitan Planning Organizations (MPOs), Joint Powers Authorities (JPAs), Regional Transportation Planning Agencies (RTPAs), and Council of Governments (COGs) for the planning programs to be distributed in 2 or 3 funding cycles.

Potential OSCER Projects: green streets infrastructure, street trees.

vi. Community Development Block Grants (CDBG) 2

The goal of the CDBG program is the development of viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. "Persons of low and moderate income" or the "targeted income group" (TIG) are defined as families, households, and individuals whose incomes do not exceed 80 percent of the county median income, with adjustments for family or household size. This is achieved by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. Each year the program makes funds available to eligible jurisdictions through several allocations.

Projects must meet specific criteria of either benefiting low-income households or persons, creating new jobs, accommodating specific business expansion/retention. CDBG funds are available for a number of different types of projects, including housing rehabilitation, new housing construction, community facilities, public services, and public works projects.

Potential OSCER Projects: further engineering, design, and construction of new housing.

vii. Utilities Propositions 1C and 46

The California Department of Housing and Community Development administer Prop 1C and 46 funding. These programs are intended to support the development of affordable housing and can be used to pay for water, sewer, storm drainage, other utility, and transportation improvements required for affordable housing projects. Housing projects for lower income individuals and persons with disabilities are suitable for funding.

Potential OSCER Projects: further engineering, design, and construction of new housing.

viii. Caltrans Community-Based Transportation Program (CBTP)

The Caltrans CBTP grant program is primarily used to seed planning activities that encourage livable communities. Caltrans CBTP grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit oriented and mixed-use development, expand transportation choices, reflect community values, and include non-

² http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/community_development/programs

traditional participation in transportation decision-making. CBTP grant-funded projects demonstrate the value of these new approaches locally, and provide best practices for statewide application. CBTP grants require a local match.

Potential OSCER Projects: further engineering and design development for streetscape, bicycle, and multi-use trail improvements, pedestrian bridge.

ix. Caltrans Environmental Justice: Context-Sensitive Planning

The Caltrans Environmental Justice program provides funding for planning-related projects that promote environmental justice in local planning, contribute to early and continuous involvement of low-income and minority communities in the planning and decision-making process, improve mobility and access for underserved communities, and create a business climate that leads to more economic opportunities, services, and affordable housing. Caltrans Environmental Justice grants require a local match.

Potential OSCER Projects: further engineering and design development for opportunity site development.

x. Small Community Wastewater Grant Program

This grant is administered by the California Water Resources Control Board and is available to small communities for assistance with the planning, design, and construction of publicly owned wastewater treatment facilities.

Potential OSCER Projects: further engineering and design development for green street roadway improvements.

xi. Parks Recreational Trails Program (RTP) Statewide Park Program

Administered by California State Parks, through its Office of Grants and Local Services, the Statewide Park Program supports new parks and recreation facilities in underserved communities throughout the state. The program can also be used to fund facilities, including community centers, community gardens, and performing arts venues, in addition to more standard park facilities such as play equipment and sports fields.

Potential OSCER Projects: further engineering and design development for parks and open spaces associated with opportunity site plans.

xii. Land and Water Conservation Fund (LWC)

Administered by California State Parks, the LWC fund supports the acquisition and development of lands for outdoor recreation. Yuba County is an eligible entity, and may apply for funding to develop park lands.

Potential OSCER Projects: further engineering and design development for parks and open spaces associated with opportunity site plans.

c. Regional/Local Programs

i. *SACOG Community Design Funding Program and Metropolitan Transportation Plan*

The grant applies to four counties, including Yuba County. The grant ostensibly provides funding to implement the principles of the Blueprint Project (mixed land uses, transportation options, housing choice, compact development, use of existing assets, quality design, and natural resource protection). However, because the grant is funded by federal transportation funds, transportation improvements must be a significant element of the project, with transportation infrastructure and complete streets projects receiving most of the funding. Planning projects are generally not eligible for federal funds, but small grants (under \$100,000) may be awarded for planning on a case-by-case basis. The grant runs on a two-year cycle.

In addition, the Sacramento Area Council of Governments' Metropolitan Transportation Plan (MTP) identifies transportation improvements for funding based on local and regional priorities.

Improvements identified in the MTP can receive state and federal funding.

Potential OSCER Projects: Design and construction of streetscape improvements to improve transit, bike, and pedestrian accessibility.

d. Non Profit

i. *Rural Community Assistance Program*³

The Rural Community Assistance Corporation (RCAC) is a non-profit organization dedicated to assisting rural communities in achieving their goals and visions by providing training, technical assistance, and access to resources. RCAC provides:

- “ Technical assistance to develop affordable housing
- “ Water, wastewater or solid waste assistance
- “ Financing for housing, environmental infrastructure or community facilities
- “ Resources for Native Americans
- “ Resources for agricultural workers

RCAC is a certified Community Development Financial Institution, and RCAC's Loan Fund provides financing for affordable housing, community facilities, and water and wastewater systems. RCAC has assisted 478 rural communities (including 150 Native groups) build, improve, manage, operate, or finance drinking water, wastewater, or solid waste water systems. Communities can request assistance from RCAC at any time.

Potential OSCER Projects: further engineering and design development for affordable housing and community facilities as part of the opportunity site plans.

ii. *Greenprint*

Greenprint is a program sponsored by the Sacramento Tree Foundation to promote public awareness of trees and their many benefits throughout the Sacramento region. Marysville Vice Mayor, Christina Billeci is a partner, as is Yuba County Supervisor, Mary Jane Griego.

³ <http://www.rcac.org/>.

Funding for the program comes from a consortium of agencies or organizations, including SACOG, SMUD, and cities and counties.

Potential OSCER Projects: Street tree implementation and care.

A P P E N D I X A

C O M M U N I T Y P A R T I C I P A T I O N



APPENDIX A: COMMUNITY PARTICIPATION

This report summarizes the input received from the participants at the community meetings.

1. COMMUNITY WORKSHOP #1

The first Community Meeting for the OSCER Plan was held on Tuesday August 23, 2011. The meeting provided an opportunity to inform the public about the project, review the existing conditions analysis of the Project Area, and discuss potential goals and visions for the project. Approximately 46 people attended the meeting.

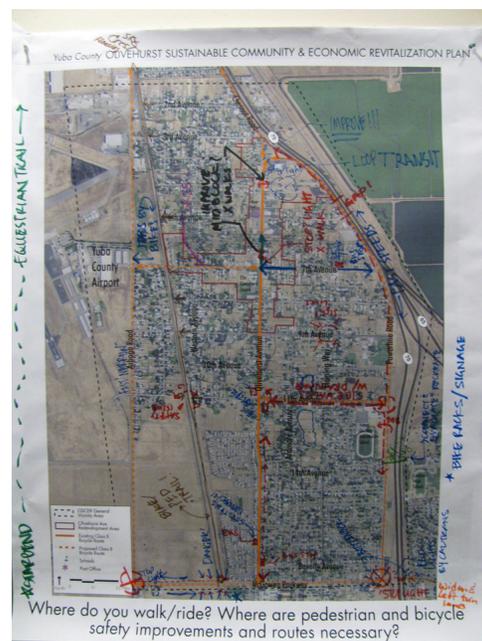
John Hykes and Dave Piches gave a presentation on the existing conditions and the urban design context of the Project Area. The meeting participants were then divided into six small groups and asked to participate in a Round Robin Event. The Round Robin Event provided an opportunity for the meeting participants to provide insight on the topics of bicycle and pedestrian circulation, streetscape design, opportunity areas, economic development, architectural standards, and facades and community identity.

Community members were eager to express their concerns and share their first-hand observations regarding the Project Area. The following is a brief synopsis of the groups' discussions and prioritization of the proposed improvements and issues for each Round Robin topic.

Bicycle and Pedestrian Circulation

The majority of community participants were aware of the future construction project for continuing sidewalks on Olivehurst Avenue; and were excited to learn of the potential for infill sidewalk improvements on the west side of Powerline Road. Community members identified additional areas for sidewalk improvements and focused on Seventh Avenue as a primary pedestrian route to improve access to the Airport Industrial job center, and also improve access to Ella Elementary at the corner of Seventh Avenue and Olivehurst Avenue. South of the heart of Olivehurst, Eleventh Avenue was also designated as a prime candidate for pedestrian improvements as a circulation route for students to the Yuba Gardens Intermediate School.

Another area of significant concern was McGowan Parkway. The western portion of McGowan Parkway and the railroad overcrossing was sighted as a very dangerous conflict area. A number of community members were interested in new signalized intersections at McGowan Parkway and Arboga Road intersections, as well as McGowan Parkway and Powerline Road. In addition, the community is very concerned about potential pedestrian conflicts, long waiting times for vehicles



at the off-ramp at McGowan Parkway, and acknowledged that Caltrans overcrossing widening project may not improve this condition.



A number of participants identified the northern portion of the Project Area for improvements to the intersection of Olivehurst Avenue, Powerline Road, and Chestnut Avenue and indicated that previous concepts identified a roundabout as a potential improvement. South of this area, crosswalks and mid-block pedestrian crossing on Olivehurst Avenue are a concern, and ideas for improvement include better striping and signage for pedestrians crossing.

The community members were excited to see the proposed Class II Bike Lanes on McGowan Parkway and Eleventh Avenue. There were some participants who recognized that Olivehurst Avenue may be an existing Class II bike route, but that the signage and striping for a Class II bike lane on this road is inadequate and needs improvement.



Some community members suggested the creation of an off-street bike route outside of the urban area to provide an opportunity for recreational bicycling and a route within the area that is free of potential conflict with vehicles. Some participants proposed that a direct route along the railroad corridor could serve a larger regional bicycle connection in the future. The existing railroad corridor is currently used by both pedestrians and bicyclists, and formalizing the existing trail would encourage more use and safety.

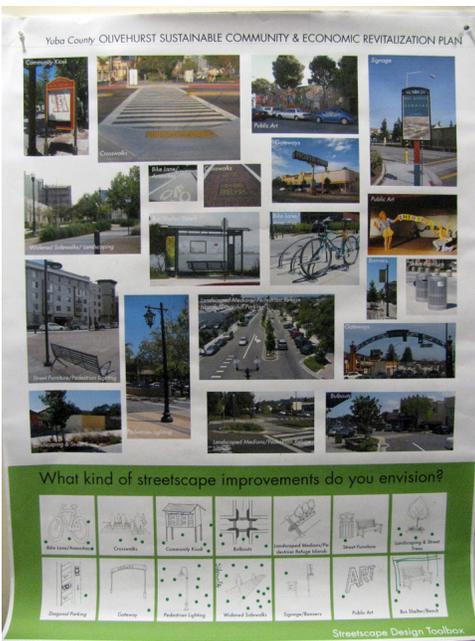
While issues concerning transit in the area did not dominate the discussion, participants proposed that the Senior Center on Seventh Street could be better served with a transit loop that runs from Olivehurst Avenue to Seventh Avenue, and back on Powerline Road, connecting the Senior Center and the commercial area.

The infrastructure of Highway 70 has cut the High School off from the rest of the community of Olivehurst. Students who walk to and from school must go south to McGowan to cross the highway. It is not uncommon to see some students try and cross the highway illegally. One participant proposed a pedestrian bridge overcrossing to reconnect the school and communities.

Overall, community members were very interested in improvements for sidewalks, and improved pedestrian and bicycle circulation. However, participants did express some concern regarding the existing rural nature of the streets in Olivehurst and the lack of storm drain infrastructure. Issues regarding drainage and flooding in the area, as well as access to property were consistently raised in association with the discussion of new sidewalks.

Streetscape Design Toolbox

The community participants were enthusiastic to discuss potential streetscape improvements for Olivehurst. Many expressed the opinion that improvements to the streetscape could bolster community pride and encourage economic development. The two types of streetscape improvements the community was most interested in are pedestrian lighting and new or widened sidewalks. Safety concerns were the number one reason voiced for supporting these types of improvements. Participants shared that these improvements



are most necessary in the downtown areas of Olivehurst (near the intersection of Seventh Avenue and Olivehurst Avenue) and adjacent to the schools. A number of community participants were supportive of the potential for bulbouts at the intersection of Seventh and Olivehurst Avenues as a way to create a physical center for the community and improve pedestrian safety.

Many community participants also expressed the need for bus shelters at the existing bus stops. Presently there are only bus shelters at a few stops within the Project Area, and there is nowhere for people to wait in the rain.

Community participants were also enthusiastic about the ideas of landscaping, public art, and community kiosks. Participants discussed the needs for community members to maintain improvements such as landscaping and community kiosks in the absence of public funding. Murals were discussed as the optimal type of public art given that there is already a mural on the pharmacy building, and it could be a way to engage the community.

Opportunity Areas

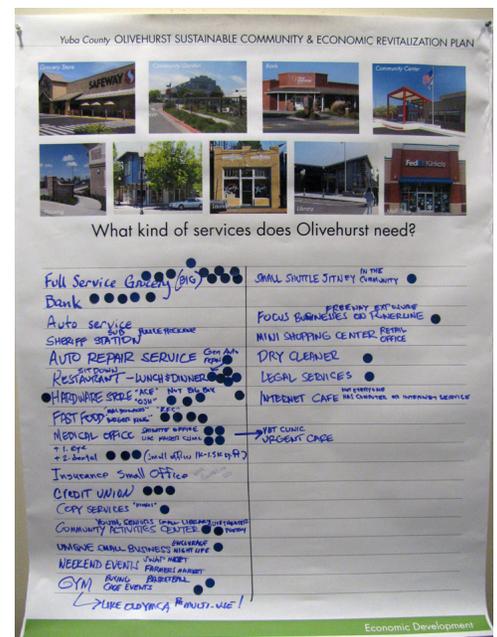
Community participants identified a number of locations for new development. The top areas noted are:

- The large vacant parcels between the intersection of McGowan Parkway and Arboga Road and the Railroad Tracks
- The numerous vacant parcels adjacent to the Rite Aid store, between Olivehurst Avenue and Powerline Road
- The smaller vacant or underutilized parcels along Olivehurst Road between Fifth Avenue and Seventh Avenue
- The Calvary Christian Center on Powerline Road
- The vacant parcels adjacent to Highway 70 along Powerline Road near the McGowan Parkway Intersection
- Parcels near the intersection of Eleventh Avenue and Powerline Road.
- Vacant Parcels north and south of McGowan Parkway adjacent to Highway 70.
- The Yuba County Airport.
- Vacant Parcels along 7th Avenue.

Economic Development

Community participants were asked what types of services they would like to see in Olivehurst. The services identified are listed below with the number of votes each service received:

- A full service grocery store (11)
- Medical offices (eye, dental, clinic, urgent care) (8)
- Formal, sit-down restaurants (7)
- A bank (6)



- A hardware store (6)
- Fast food restaurants (5)
- Credit union (4)
- Multi-purpose Gym (3)
- A community activity center (3)
- Unique small businesses (to encourage night life) (2)
- Copy services (2)
- Small shuttle (2)
- Dry cleaners (2)
- Legal Services (2)
- Auto Services (1)
- Sheriff Station (1)
- Insurance office (1)
- Weekend events (like a swap meet or farmers market) (1)
- Internet café (1)

Architectural Standards/Facades

Discussion by participants highlighted that Olivehurst is not a wealthy community and most of the property owners have limited funding to spend on building improvements. Thus, this fact must be considered as part of any facade improvement program or guidelines. While there is an interest in paying homage to Olivehurst's history, prominent or substantial historical buildings have never been a part of the town's legacy. Many participants felt that if the community were to adopt and promote a dominant historical style, it would be as if it were trying to invent a history that never existed and this would be somewhat phony.

There is a preference for buildings abutting the sidewalk rather than being set-back from the street, and an understanding that this is better for pedestrians. Participants feel that the scale of the buildings of Olivehurst should remain similar to the existing condition of one and two-story buildings.

Below is a summary of the types of styles identified by community participants' and their preferences for architecture in Olivehurst:

- Urban look (vintage storefronts with awnings) preferred by 50%
- European theme preferred by 20%
- Spanish/Mediterranean, Warehouse and Deco styles could be mixed in
 - No interest in Farm and Modern styles
 - Desire for more than one style of architecture

Community participants had the following input about the potential for guidelines or restrictions for architecture in Olivehurst:

- Improvements should be made with the primary objective of being "business friendly," in other words, they should not be overly regulated



- Codes should regulate setbacks, heights and other quantitative issues, but not design
- Styles should not be strongly regimented
- The program has to be high on economic incentives to work
- Façade improvements should be designed to meet very tight construction budgets

Community Identity

Community participants were asked to discuss their vision for the future of Olivehurst. The issues discussed included:

- Pride in the community
- Improvements to the Olivehurst image
- Support for the local schools
- Advocate for neighborhoods and improved leadership
- Strong sense of Community
- Creating business opportunities
- Strengthening a sense of history
- Creating jobs
- Self reliance
- Maintenance of the public realm

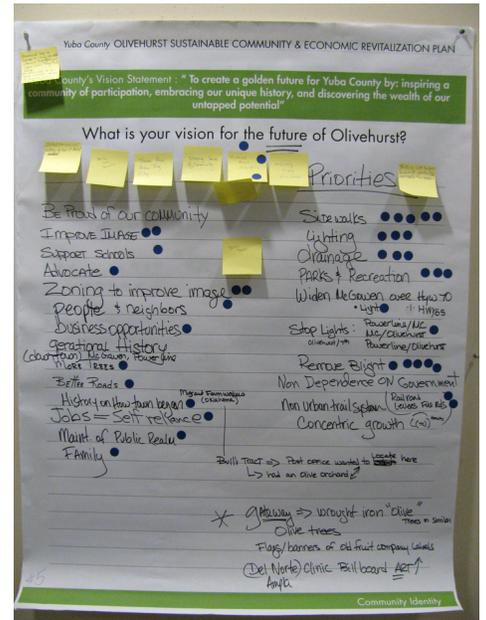
Physical improvements to achieve this identity included:

- Zoning to improve image
- Better roads
- More trees
- Gateways
- Sidewalks
- Lighting
- Drainage
- Parks and recreation
- Stop lights
- Removing blight
- No- urban trail systems

2. COMMUNITY WORKSHOP #2

On Wednesday October 12, 2011 the Second Community workshop for the Olivehurst Sustainable Community & Economic Revitalization Plan (OSCEP) was held to review and discuss the proposed circulation and facade improvements, to participate in an exercise to visualize the development of potential opportunity sites, and comment on the draft façade improvements. Approximately 15 community members attended the meeting.

Wendy Hartman, Yuba County, welcomed the participants and gave a brief recap of the progress of the project to date. John Hykes, The Planning Center | DC&E Project Manager, gave a presenta-



tion on the draft proposed circulation improvements. The community was able to comment on the proposed recommendations. An overview of the community's questions and opinions is summarized below:

- One workshop participant questioned how back-in diagonal parking was safer for bicycles. They also noted that at present there is conflict between cars parked at La Feista and Dukes Diner backing in to one another.
- Another participant asked if the roundabout would be designed to accommodate bicyclists. This is something the Project Team said they would look into.
- Someone questioned if it would be possible for vehicles to make a U-turn on Seventh Avenue if it were redesigned without a center turn lane. This is something the Project Team said they would look into.
- One participant suggested that if the center lane is lost on Olivehurst Avenue it will be important to clearly mark the bus stops.
- Another participant stated that she did not think that back-in diagonal parking was a good idea.
- Another community member shared that they did not think that striped bicycle lanes were necessary. He felt that presently bicyclists and vehicles share the road, and that this has worked fine in the past and should continue in the future. He also felt that removing a center turn lane and adding bulbouts at intersections was a bad idea because it would result in increased congestion. He also thinks that back-in diagonal parking is worse for bikes because they do not see the backup lights.
- Another community member suggested that it is important to maintain parallel parking on Olivehurst Avenue because people, especially people with limited mobility, need access to the businesses.
- One participant noted that the center turn lane on Olivehurst Avenue is where businesses park their semi-trucks for loading and unloading goods.
- Another community member shared that many people at the first workshop had said that they would like striped bicycle lanes. She also stated that she had observed bicyclists riding on sidewalks on numerous occasions, and felt that this is because they did not feel comfortable sharing the roadway with vehicles.
- Dave Piches then gave an introduction to the goals of the façade improvement program and presented two draft façade improvements for three separate buildings within Olivehurst.
- The meeting participants were then divided into two small groups and asked to participate in a small group exercise. There were two parts to the exercise. First, participants were asked to use scaled game pieces to design four opportunity sites within Olivehurst. The groups discussed the types of uses they would like to see in each location, and then used the game pieces to illustrate on the map how they envisioned the organization of the uses. As a second exercise, the participants were asked to consider the draft proposed façade improvements developed for the three buildings, and comment on their likes and dislikes of the proposals. The community members commented on aspects of the design such as color palette, roof lines, signage, and materials.



A summary of the group's discussion is presented below:

GROUP #1

Opportunity Site #1

- Highway commercial would be appropriate at this location, including a large grocery store
- Small American Café style restaurant (not necessarily fast food)
- Single story commercial adjacent to apartments
- The proposed location of a grocery store should invite circulation through Olivehurst
- Green buffers should be created between new development and existing residential housing
- Incorporate gateway signage to draw people from the highway

Opportunity Site #2

- 2 story buildings would be okay if scaled appropriately and if they address the existing style of Olivehurst. Probably a mixture of 1 and 2 story buildings.
- Mixed use buildings that would provide business opportunities below and housing for owners above would help to grow the economy
- Parking should be located behind buildings
- Preference to save existing buildings if possible

Opportunity Site #3

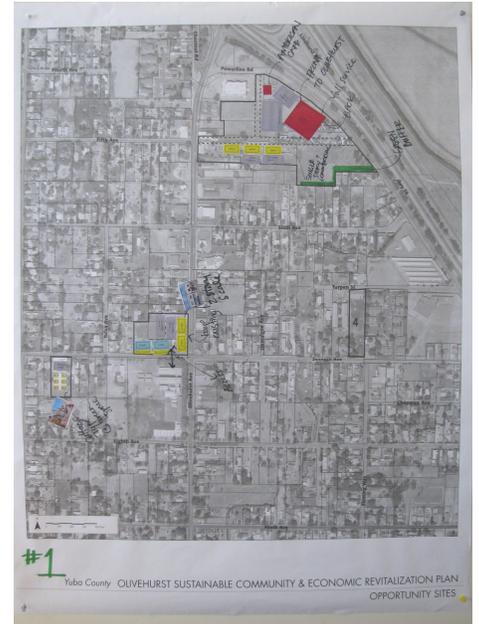
- Cottage style housing
- Potential for cottage-style senior housing with a community garden and open space. Housing would be affordable and provide a sense of community.

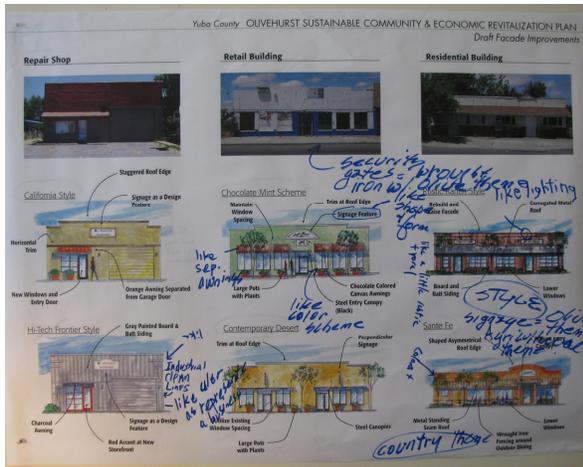
Opportunity Site #4

- Cottage-style housing geared towards seniors

Draft Façade Improvement

- Like the California Style, Chocolate Mint Scheme, Contemporary Desert and Sante Fe
- Preference for styles that look different but not cookie cutter
- Preference for perpendicular signs so that people in vehicles can read them
- Preference for earth tones





3. FINAL COMMUNITY WORKSHOP

On Wednesday November 9, 2011 the final Community workshop for the Olivehurst Sustainable Community & Economic Revitalization Plan (OSCEP) was held to review and discuss the proposed circulation, facade improvements, and draft opportunity site plans, and to comment on the draft design guidelines. Approximately 12 community members attended the meeting.

Wendy Hartman, Yuba County, welcomed the participants and gave a brief recap of the progress of the project to date. John Hykes, The Planning Center | DC&E Project Manager, gave a presentation on the proposed circulation improvements, draft opportunity site plans and sample design guidelines. Dave Piches then gave a presentation on the revised facade improvements for three separate buildings within Olivehurst and the facade improvement guidelines. The workshop participants were able to comment on the proposals. An overview of their questions and opinions are summarized below:



- The proposed pedestrian bridge location should be closer to Yuba Gardens and the AG buildings.
- Trees are very important for improving the aesthetics of downtown, they provide the most “bang for the buck.” However, it is important to make sure that the location and size of the trees does not interfere with the adjacent businesses’ visibility.
- Lighting and traffic are important issues and need to be addressed based upon safety concerns.
- The workshop participants are concerned about how much money will be available for the Façade Improvement Program and what mechanism will be used to make the money available to the community. The workshop participants discussed that funding could be allotted based upon a lot-by-lot basis or upon a frontage-foot basis. The Project Team answered that this will be further elaborated on in the Plan and that it will be tailored to the Olivehurst community.
- Removing the center turn lane will be an issue for some of the existing businesses, who currently use the center turn lane by encouraging their delivery trucks to idle there during loading and unloading. Workshop participants discussed that removing the center turn lane is a

trade-off for maintaining parking in the downtown area, which is beneficial for the businesses. Since the dimensions of the curb-to-curb of the street will not change, there will still be the same amount of roadway space available, it will just be striped differently. Thus, there will still be the space available for delivery trucks to temporarily idle while loading, and unloading, potentially in the bicycle lanes. The County will work with the individual business owners to create solutions on a business-by-business basis.

- Some of the photos presented in the Visual Preference Survey seemed aesthetically dated. Committee members who participated in the Visual Preference Survey clarified that some of the photos they preferred were chosen based upon the 2-story buildings and the variation of building forms, and not based upon aesthetics. Participants identified other photos of buildings within the slide show that represented their vision for the aesthetics of future development. Dave Piches pointed out that the photos they identified were similar in aesthetic to the façade improvement proposals.
- Workshop participants discussed the importance for the green street concepts to be engineered to work with the existing clay soils to allow the water to infiltrate into the swales and prevent flooding.
- Workshop participants questioned how the County will be able to implement some of the proposed site plans and design guidelines. The group discussed that there are a number of ways to create incentives for developers to follow recommendations, such as potential shorter review periods for new development.
- One community member asked if the roundabout could be a potential location to put a Christmas tree. The Project Team discussed the potential to include electricity in the roundabout design, and noted that perhaps the proposed “Town Green” would be a better location for the tree because it is public, and more accessible than the roundabout.

4. PUBLIC WORKSHOP ON DRAFT PLAN

The Planning Commission held a public workshop on December 19, 2012 to obtain comments from the public on the Draft Plan and provide recommendations to the Board of Supervisors. The Draft Plan was presented to the Board of Supervisors on January 15, 2013. The Board directed staff to prepare minor changes to the Plan based on public comments that were received.

5. PUBLIC HEARING

The Board of Supervisors adopted the OSCER Plan at a public hearing that was held on February 12, 2013.

6. OTHER PUBLIC OUTREACH

In addition to the Advisory Committee meetings, community workshops, and hearings listed above, Yuba County staff held a variety of small stakeholder meetings. Planning staff met with the South Yuba Economic Improvement Committee on several occasions throughout the planning process, Meetings were also held with the Senior Center Board of Directors and other County agencies and special districts.

A P P E N D I X B

OLIVEHURST FAÇADE AND
IMPROVEMENT PROGRAM



APPENDIX B: OLIVEHURST FAÇADE IMPROVEMENT PROGRAM

The following document is a formal description of the Façade Improvement Program and the Terms and Conditions, which are established for administration of the program as well as participation by applicants. This document should be edited to meet the program's needs and objectives, and should be examined and scrutinized by legal counsel prior to its use.

1. INTRODUCTION

The Olivehurst Façade Improvement Program has been created to assist building owners in the Target Area to make improvements to their properties, eliminate blight, and encourage economic development. These improvements are undertaken and maintained through acquisition of a Façade and/or Sign Improvement Grant. The Grant commits property owners to preserve the improvements to exterior façades and/or signs of their existing properties located within the designated Project Area, as further defined below.

The Program's use of a Façade Improvement Agreement is intended to enhance and preserve building façade and sign improvements, and establish a continuing maintenance agreement for those improvements. The value of the Façade and/or Sign Improvement Grant will be calculated based on the eligible improvements which include, but are not limited to: awnings and canopies, doors and windows on front and public sides of buildings, exterior façade improvements including lighting, signage, landscaping and related items. The intent of the program is to physically enhance the properties within the Target Area. The funds are not intended for standard maintenance and repair. Projects are encouraged to adhere to the Design Guidelines established for Olivehurst. Projects that adhere most closely will receive priority funding.

The agency administering the Program provides grants and other incentives to further its goals of supporting the revitalization of commercial properties and improving the economic vitality within the Target Area. It should be noted that while the program is aimed at improving commercial properties and residential properties slated for conversion to commercial use, residential properties may be considered for improvement should their improvement assist in promoting a positive image for their surroundings. Commercial properties will receive priority funding over residential properties.

The key features of the Program are:

- Y Participant will form a joint Façade and/or Sign Improvement Agreement with the Agency, which will place certain Terms and Conditions on the development and maintenance of the building façade and/or sign for a three-year term.

- ÿ A Façade and/or Sign Improvement Grant shall be provided to the property owner based on the program value. The Agency to describe the manner of determining the grant amount: This description may follow one of the recommendations described in A FAÇADE IMPROVEMENT PROGRAM FOR OLIVEHURST. (See Section 1 A.3)
- ÿ The Façade and/or Sign Improvement Program serves to preserve or enhance the character of the building and property.
- ÿ Improvements will be inspected annually to ensure the improvements are preserved in the same character, quality, and condition as that which was in place on the Project Site on the day the Agency approved the construction of the façade work and recommended award of the façade and/or sign grant.
- ÿ Façade and/or Sign Improvement Grants will be provided on a first-come, first-serve basis. In the event that more applications are received than funding available, the Agency will prioritize applications based on the location within the Target area, the benefit the project has upon the revitalization of the area, and the level of financial participation by the property owner.

This document serves as guidance for staff to ensure that transactions are handled in a fair and uniform manner, and to provide consistency in the daily operations of the Program. Periodically, this Policy will be updated to address any necessary changes.

2. GENERAL ELIGIBILITY REQUIREMENT

A. ELIGIBLE PROJECT AREAS

The Façade Improvement Program is available to properties located within the Target Area; commercial and residential conversion properties are the primary property types that will be eligible for grants; however, consideration of residential properties which are deemed important to the area's revitalization shall also be eligible.

This area is more specially depicted on the location map entitled Exhibit A, incorporated herein by reference, and hereinafter collectively referred to as the Target Area or the Project Area.

B. ELIGIBLE APPLICANTS

1. An applicant is defined in Section VI, Definitions. Eligible applicants include the following:
 - a. All owners of small businesses/commercial properties within the Eligible Project Areas.
 - b. Subject to submittal of written approval of the property owner, all small business tenants of commercial properties within the Eligible Project Areas.
 - c. Owners of residential properties that are deemed important to the revitalization of the area may be considered.

C. INELIGIBLE APPLICANTS

1. Applicants that have previously received Agency funding for Façade/Sign Improvements
2. Applicants involved in litigation with or against the County of Yuba or the Agency administering the Program.
3. Public Assembly Uses
4. Businesses that do not meet the definition of small business as defined by this document.

D. ELIGIBLE/INELIGIBLE IMPROVEMENTS

1. Eligible Improvements, as defined in Section VI, Definitions, include, but are not limited to, the following:
 - ÿ Awnings and canopies
 - ÿ Doors and windows on front and public sides of buildings
 - ÿ Exterior façade improvements
 - ÿ Exterior lighting
 - ÿ Landscaping and Parking Improvements
 - ÿ Site Improvements
 - ÿ Signage
 - ÿ Painting as part of a larger project
2. Ineligible Improvements, as defined in Section VI, Definitions, include, but are not limited to the following:
 - ÿ Improvements completed prior to the Agency's receipt of the Façade and/or Sign Improvement Program application
 - ÿ Architectural/design services (unless approved as part of the Façade Improvement Program)
 - ÿ Painting and/or cleaning as a standalone project
 - ÿ Regular Maintenance
 - ÿ Roofing
 - ÿ Improvements to comply with the American Disability Act
 - ÿ Yuba County Permit Fees (unless they are part of an "Incentive" program under the Façade Program)
 - ÿ Other items deemed inappropriate by the Agency

3. FAÇADE AND SIGN IMPROVEMENT PROGRAM DESCRIPTION

A. GENERAL

1. **Purposes and Goals:** The purpose of the Program is to promote joint public/private action and investment which will complement and enhance revitalization efforts in the Targeted Project Area through the provision of a Façade and/or Sign Improvement Grant. The Program also addresses the Agency's goals of promoting and assisting the development of

needed retail and commercial activities, and undertaking beautification efforts to eliminate visual blight within Olivehurst's Targeted Project Area.

2. **Eligibility:** In order to qualify for the façade and Sign Improvement Program, the Applicant(s) must meet all General Eligibility Requirements.
3. **Value of Façade and Sign Improvement Grant:** The Program shall allow the purchase of a Façade and/or Sign Improvement Grant for a value in an amount 50% of the cost of the eligible improvements ranging from a minimum amount of \$5,000 (façade) and \$500 (sign) to a maximum amount of \$20,000 (façade) \$5,000 (sign). (the underline area shown here shall be edited to describe the terms of the grant that will be used by the program.)
4. **Fees:** At the time an application is submitted, a non-refundable fee of \$100 (edit this amount as required) will be collected from the Applicant(s) to cover costs associated with processing the application.
5. **Funding Availability:** All applications are to be reviewed on a first-come first-serve basis and will be subject to available funding. The Agency reserves the right to designate how much funding is allocated annually within the eligible target area. Agency also reserves the right to cancel the Façade Program at any time.
6. **Funding:** In consideration of Participant's agreement to preserve the Improvement in the same character, quality, and condition at Participant's own expense, a Façade and/or Sign Improvement Grant may be purchased by the Agency based on a value established by documentation submitted by the Applicant for eligible improvement costs incurred.

B. TERMS AND CONDITIONS

1. **Pre- Application:** After review of the Program's general eligibility requirements, the applicant will meet with Agency staff to discuss the desired work to be completed. If the proposed work is consistent with the general eligibility requirements as determined by the Agency staff, a completed application will be submitted. A complete application will include: preliminary design drawings, and preliminary budget.
2. **Code Compliance:** The eligible improvements shall comply with all applicable building code, land use and planning laws, design guidelines and rules and regulations of each governmental agency acting in proper exercise of their respective jurisdiction, including without limitations, departments, staff, boards and commissions having jurisdiction over the community of Olivehurst.
3. **Permits:** Before commencement of construction, Applicant shall secure any and all permits which may be required by Yuba County or any other governmental agency affected by such construction and shall schedule all required inspections which may be required by the County or any other governmental agency.

4. **Site Maintenance:** Prior to the completion of the eligible improvement, the portion of the site undergoing construction shall be maintained in a neat and orderly condition to the extent practicable and in accordance with applicable health and safety standards. Existing Code violation will disqualify the project from receiving funding until the violations are resolved.
5. **Program Participation Signage:** During the construction period, the Agency may place a sign at the project site at a location selected by the Applicant and the Agency indicating participation in the Façade and Sign Improvement Program.
6. **Completion of Improvements:** Construction of the eligible improvements shall be completed pursuant to the approved final design and final budget within six months of application approval by the Program Director unless otherwise approved in writing by the agency. In the event the improvements are not completed within six months, the Agency reserves the right to decline the Application in order to dedicate the funds elsewhere.

The improvements shall be constructed in accordance with the approved final design drawings and final budget, except as changes that may be mutually agreed upon in writing between the Applicant and Agency staff.

7. **Disbursement:** Prior to the execution of the Façade and/or Sign Improvement Agreement and subsequent disbursement of any funds, the Applicant shall notify the Agency and request a Project Site inspection to confirm the improvements have been completed. The Applicant is the sole party responsible for making all payments to the contractor(s) providing services to complete the eligible improvements. Once the project has been inspected and approved by the Agency, the Applicant must submit paid receipts or invoices itemizing the total project costs. Staff will review submitted documents and calculate the value of the Façade and/or Sign Improvement Grant in accordance with this policy. After final approval, a Façade and/or Sign Improvement Agreement will be executed by both parties and recorded by the County. Within 10 days of recordation of the Façade and/or Sign Improvement Agreement the Agency will disburse funds to the Applicant.
8. **On-Going Maintenance:** Once the eligible improvements are completed, the Project Site including, but not limited to, storefronts, walkways, awnings and canopies, exterior windows and doors, painting, lighting, signage, landscaping, and ornamentation shall be maintained in good repair and in a neat and orderly condition. Any damage to the storefront is to be repaired within 10 Business Days by the Participant so that the building remains in good condition and positively contributes to the business area.
9. **Annual Certification:** During the three-year term of the Grant Agreement, the Agency or its designated representative shall inspect the eligible improvements on an annual basis. If the improvements are found to be inadequately maintained in accordance with Section II (B) (9) of this Policy, the Participant shall immediately commence and diligently proceed to repair the improvements within ten (10) days after receipt of written notice from the Agency. Failure or delay by Participant to comply with the request of the Agency will constitute a default of this Agreement.

10. **Termination:** the Agency shall have the right to terminate the Façade or Sign Improvement Grant upon written notice to the Participant in the event that the Participant fails to comply with any of the provisions of the Façade or Sign Improvement Program. Prior to the termination, the Agency shall provide written notice to the Participant specifying the reasons for termination, and give the Participant reasonable opportunity to comply with the guidelines of the Program. Following such notice, the Agency may terminate the Agreement and seek reimbursement in accordance with Section III of this Policy and Procedures.
11. **Ownership of Documents:** The originals of all reports and documents generated by the Program shall become the property of the Agency.

4. DEFAULT

1. Failure or delay by either party to perform any term or provision of the Grant Agreement constitutes a default under the Façade or Sign Improvement Grant. The injured party shall give written notice of the default to the party in default, specifying the default complained of by the injured party. The party who has defaulted must commence to cure such default thirty (30) days of receipt of notice of default, and shall complete such cure with reasonable diligence and during any period of curing shall not be in default.
2. If the participant breaches or violates any provisions of the (1) Grant or (2) applicable Program regulations, the Agency shall give written notice to the Participant stating the Violation and requiring the Participant to cure the breach or violation within a period of not less than 30 days from such notice. If the breach or violation is not cured to the satisfaction of the Agency within the specified period of time, the Agency, as its option, may declare a default under the relevant document and seek remedies for the default, including but not limited to, proceedings to compel specific performance by the Participant in default. Proceedings may include, but are not limited to, reimbursement of the Façade Improvement Grant amount from Participant equal to the sum of the following:
 - If the default occurs within year one of recording the Agreement, Participant will reimburse the Agency the full value of the Grant approved;
 - If the default occurs within year two of recording the Agreement, Participant will reimburse the Agency two-thirds (2/3) of the value of the Grant approved;
 - If the default occurs within year three of recording the Agreement, Participant will reimburse the Agency one-third (1/3) of the value of the approved.

As an alternate matter of recourse, the Agency shall have the right to perform all acts necessary to cure any default and to receive from the Participant the Agency's costs in taking such action, which includes the Agency's right to enforce or establish a lien or other encumbrance against the Project Site.

5. APPEALS PROCESS

1. Any Participant whose interest is adversely affected by any determination or requirement of the Agency may appeal in writing to the Olivehurst Façade Improvement Program requesting a review of the adverse action.
2. The appeal must be in writing and fully describe the specific circumstances to be reviewed and the determination, action, or policy in question.
3. The Program Director's determination shall not violate the Program's policy. The Director's determination shall be final and shall be transmitted in writing to the Participant no later than fourteen (14) days after submittal of the written appeal.

6. NON-DISCRIMINATION POLICY

The Agency shall not discriminate against any Applicant on the basis of race, color, religion, sex, sexual preference, marital status, ancestry, or national origin.

7. DEFINITIONS

The following definitions shall apply to this document unless another meaning is clearly apparent from the context.

- **AGENCY** shall mean the Olivehurst Façade improvement Program.
- **APPLICANT** shall mean either an owner or tenant of commercial property in the Eligible Project Areas.
- **OLIVEHURST** shall mean the community of Olivehurst.
- **DESIGN DRAWINGS** shall mean drawings representing the project improvements, including but not limited to, scaled drawings, graphic representations, photo imagery and/or detailing the scope of work for the Project, which have been reviewed and approved by Agency as suitable for Agency funding.
- **ELIGIBLE IMPROVEMENTS** shall mean exterior improvements to commercial properties located with Eligible Project Areas and shall include, but are not limited to, awnings and canopies; door and windows on front and public sides of buildings; exterior façade improvements including repair, exterior lighting landscaping; and signage, and related items.
- **ELIGIBLE PROJECT AREAS** shall mean Target Area.
- **DIRECTOR** shall mean the Director for the Façade Improvement program or their designee.

- ÿ **FAÇADE AND/SIGN IMPROVEMENT AGREEMENT** shall mean the document the Participant **and** Agency execute and record to secure the right by the Agency to enforce the terms and conditions of such document.
- ÿ **PARTICIPANT** shall mean the owner of commercial property within the Eligible Project Areas pursuant to Yuba County records executing the Façade and/or Sign Improvement Agreement.
- ÿ **PROGRAM** shall mean the Façade and/or Sign Improvement Program.
- ÿ **TARGET AREA** shall mean the area in Olivehurst where revitalization improvements are focused.
- ÿ **PROJECT SITE** shall mean the location where the eligible improvements are to be constructed.
- ÿ **TENANT** shall mean a person who rents or is otherwise in lawful possession of commercial property within the Eligible Project Areas, which is owned by another.
- ÿ **SHOPPING CENTER** shall mean a group of retail or other commercial establishments that are **planned**, developed, owned and/or managed as a single property but may include multiple adjacent structures under common ownership.
- ÿ **SMALL BUSINESS** shall mean one of the following:
 - o Standalone properties less than 25,000 SF
 - o Tenant spaces less than 10,000 SF
 - o Shopping Centers with a cumulative floor area of less than 50,000 SF

8. FAÇADE AND SIGN IMPROVEMENT PROGRAM PROCEDURES

Applicants are strongly encouraged to request a pre-application informal meeting with the Agency staff to review the scope of the work prior to having design drawings completed and/or prior to submitting an Application. Depending on the proposed scope of work, additional Yuba County staff from other departments may participate in the informal meeting, such as Planning Building, Engineering, or Fire.

A. Initial Application

1. Following the informal meeting with Agency staff, a Façade and/or Sign Improvement Program application will be provided to Applicant.
2. Applicant completes and submits the Agency's application along with the required \$100 (edit as required) for application fee.
3. Following review of the application and verification of available funding, Agency staff will contact Applicant to discuss the procedures of the Program and to schedule an on-site meeting to discuss the goals of the proposed project.

B. Design Drawings and Cost Estimate

1. Following the on-site visit, Applicant will prepare a preliminary design of the eligible improvements with an estimate budget for submittal to Agency for review.
2. Agency staff will review and approve Applicant's preliminary design and cost estimate.
3. Following Agency approval, Applicant will prepare final design drawings and cost estimate.

C. Receipt of Bids

1. Following the receipt of final design drawings, Applicant shall solicit construction bids from contractor(s). While not mandatory, the Agency recommends seeking more than one bid whenever possible.
2. Applicant shall submit the final budget to the Agency for review as to reasonableness and completeness.

D. Director Consideration

1. Following the receipt of the final applicant documents as outlined within Section VII (D) (1) of this Policy, Agency staff will calculate the value of the Façade Improvement and/or Sign Grant and submit the request to the Director for consideration.
2. Within fourteen (14) days of receipt of the final application documents, the Director will review the Application and either approve or decline said request.

E. Construction

1. Following the Director's Approval, the Applicant must secure any and all permits which may be required by the Yuba County or any other government agency affected by such construction, and shall schedule all required inspections which may be required by Yuba County or any other governmental agency.
2. Applicant enters into agreement with the contractor(s) for the completion of the specified eligible improvements. Applicant is solely responsible for the payment of services rendered on said project.
3. Applicant must complete the eligible improvements with six (6) months of the application approval by the Director unless otherwise approved in writing by the Agency.

F. Execution of Facade and/or Sign Improvement Grant

1. Once eligible improvements have been completed, Applicant is to submit associated receipts and/or invoices to the Agency showing that the contractor(s) have been paid in full.
2. After reviewing receipts and/or invoices for accuracy, Agency staff will inspect the improvements.
3. Upon verification that the eligible improvements have been completed according to the final design drawings, final budget and specifications, Agency staff will prepare the Grant and contact the Participant for its execution.
4. Within 10 days of recording the Grant by the Participant the Agency will disburse funds to the Applicant.

G. Grant Servicing

1. Agency staff will be responsible for:
 - Y Maintaining Grant records;
 - Y Monitoring Participant's compliance with the conditions of the Façade Improvement Grant, including annual maintenance inspections of the eligible improvements;
 - Y Overseeing any defaults involving the assisted projects.

OS CER Building Inventory for Façade Grant Planning

OLIVEHURST REDEVELOPMENT AREA

Property Address :	AGE EST.			USE							FAÇADE CONDITION			STREET RELATIONSHIP				SITE CONDITION							
	0 - 5 YRS	6 - 20 YRS	20 + YRS	RETAIL	FAB/REPAIR	OFFICE	CHURCH	INSTITUTION	RESTAURANT	RESIDENCE	MOBILE HOME	VACANT	EXCELLENT	GOOD	AVERAGE	POOR	ADJACENT	SET-BACK PARKING	REAR/SIDE PARKING	SET-BACK/NO PARKING	GOOD	AVERAGE	POOR	GRANT CANDIDATE	
Olivehurst Ave.																									
4861 Automotive			●		●									●				●	●			●			●
4853 Office			●			●									●			●				●			●
4851 Office			●			●									●			●				●			●
4841 Empty Lot											●														
4837 House			●						●				●					●				●			●
4833 Recycling			●		●										●			●				●			●
(Corner) Day Care			●				●						●					●			●				●
4801 House			●						●						●			●				●			●
4795 Al Mazon Auto Repair			●		●										●			●				●			●
4884 Retail			●								●				●		●					●			●
4882 Retail			●		●										●		●					●			●
4880 Empty Lot											●														

OSKER Building Inventory for Facade Grant Planning

OLIVEHURST REDEVELOPMENT AREA

Property Address :	AGE EST.			USE							FAÇADE CONDITION				STREET RELATIONSHIP				SITE CONDITION							
	0 - 5 YRS	6 - 20 YRS	20 + YRS	RETAIL	FAB/REPAIR	OFFICE	CHURCH	INSTITUTION	RESTAURANT	RESIDENCE	MOBILE HOME	VACANT	EXCELLENT	GOOD	AVERAGE	POOR	ADJACENT	SET-BACK PARKING	REAR/SIDE PARKING	SET-BACK NO PARKING	GOOD	AVERAGE	POOR	GRANT CANDIDATE		
6th - 7th Ave																										
4957			●																							●
4951 Empty Lot											●															
4941 Lindhurst Fam. Health			●		●																					●
4935 Garden/Home			●							●																●
4931 Mobile Home			●								●															
4925 Taqueria			●						●																	●
4919 Empty Lot											●															
4911 SMOG			●		●																					●
4899 Retail			●		●																					●
4897 Drug Store			●		●																					●
4891 Empty Lot																										
4881 Oliverhurst Mini Mart/Gas			●		●						●															●
4960 Lally's Gas & Food		●			●																					●
4948 Video Express			●		●																					●
4936 House			●							●																●
4928			●																							●
4924 House			●							●																●
4920 House			●							●																●
4916 House			●							●																●
4912 House			●							●																●

OSKER Building Inventory for Facade Grant Planning

OLIVEHURST REDEVELOPMENT AREA

Property Address	AGE EST.			USE							FAÇADE CONDITION				STREET RELATIONSHIP				SITE CONDITION								
	0 - 5 YRS	6 - 20 YRS	20 + YRS	RETAIL	FAB/REPAIR	OFFICE	CHURCH	INSTITUTION	RESTAURANT	RESIDENCE	MOBILE HOME	VACANT	EXCELLENT	GOOD	AVERAGE	POOR	ADJACENT	SET-BACK PARKING	REAR/SIDE PARKING	SET-BACK NO PARKING	GOOD	AVERAGE	POOR	GRANT CANDIDATE			
Olivehurst Ave.																											
5075 Rite-Aid		●			●																						
5057 Beacon			●																								
5047 Empty Lot											●																
5037			●		●																					●	
5066 H&R Block		●				●																				●	
5060 House			●							●																●	
5056 (?) Empty lot											●																
5052 Mobile Home			●							●																	
5040 TS Liquor/Food			●		●																					●	
5027 (?)			●																							●	
5017 House			●			●																				●	
5013 House			●							●																●	
4997 Assembly of God			●				●																			●	
4979 Olivehurst Comm. Center			●				●																			●	
5030 (?) House			●																							●	
5016 (?) Duplex			●							●																●	
5014 EL Rincon (Taqueria)			●					●																		●	
4982 Post Office			●				●																			●	
4960 (?) House			●							●																●	
4898 Eagle Orn. Iron			●		●																					●	
4890 Empty Lot											●																

A P P E N D I X C

O L I V E H U R S T A V E N U E
W A L K A B I L I T Y S T U D Y



APPENDIX C: OLIVEHURST AVENUE WALKABILITY STUDY

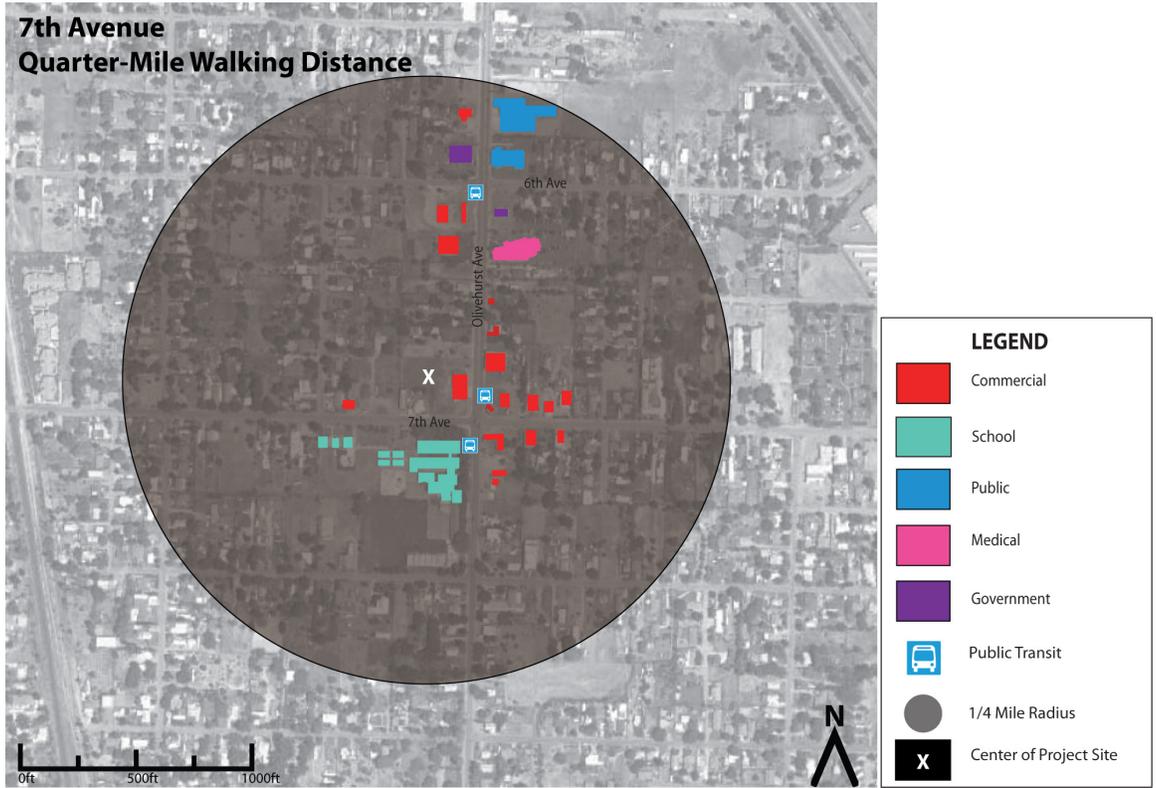
Walkability Study for Opportunity Sites 1 – 2 Located on Olivehurst Avenue

The consensus within the field of transportation is that having more people use non-motorized transportation more often is critical to sustainability, economic development, and good public health. Walkability is a measure of how friendly an area is to walking. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian right-of-ways, traffic and road conditions, land use patterns, building accessibility, and safety, among others. Walkability is an important concept in sustainable urban design.

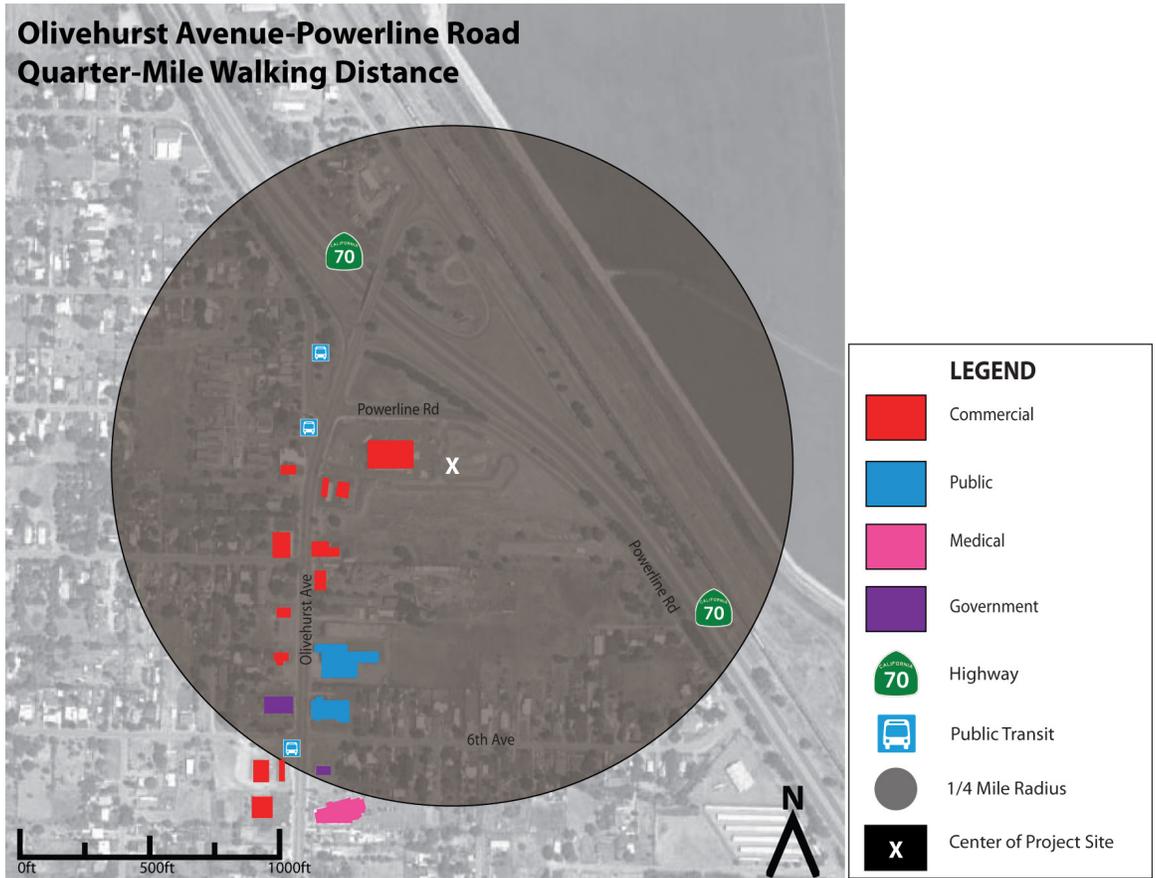
It has been generally accepted among transportation and land use planners that a distance of 1/4 of a mile is the maximum distance from a destination to foster walking or use of public transportation (distance to a bus stop). While the factors listed above also play a key role in the walkability of an area, since the OSCER Plan already identifies needed improvements to sidewalks, bike paths and the overall circulation system (Chapter 3), this analysis simply focused on the distance from the two key opportunity sites discussed in Chapter 5 to the surrounding residences. It also identifies other commercial uses and public services located within the 1/4 mile radius of the two opportunity sites.

Redevelopment of Opportunity Site 2 located at the intersection of 7th Avenue and Olivehurst Avenue will provide the most opportunity for residents within the Plan area to walk rather than drive. In addition, this site is adjacent to existing bus stops that would allow residents to easily take public transit to the larger shopping center area envisioned for Opportunity Site 1. Opportunity Site 1 is also within close proximity to existing bus stops which will help connect this site to residents within the Plan area, as well as the community of Linda located to the north and northeast.

7th Avenue Quarter-Mile Walking Distance



Olivehurst Avenue-Powerline Road Quarter-Mile Walking Distance



A P P E N D I X D

P R O P O S E D Z O N I N G C H A N G E S



APPENDIX D: PROPOSED ZONING CHANGES

Information gathered from the public during the workshops and Advisory Committee meetings indicated that the existing zoning designations and development standards were not resulting in the type of development the community would like to see within the Plan area; particularly within the “downtown core.” Chapter 4 of the Plan provides a detailed description of the proposed zone districts as well as a zoning map (Figure 4-1) that reflect comments received from the public. The attached table provides a summary of the properties that could be rezoned as part of the County’s Zoning Ordinance update.

In many instances the changes are relatively minor such as changing properties designated as Olivehurst Avenue Specific Plan Mixed Use (OASP Mixed Use) to Downtown Core. Other changes would allow sites to be developed at a greater density than what is currently allowed. It is important to note that this is a draft list based on the map provided in Figure 4-1 and any official zoning changes would occur as part of the County’s Zoning Ordinance update which will require additional input from the public as well as public hearings before the Planning Commission and Board of Supervisors before they could take effect.

Olivehurst Sustainable & Economic Revitalization Plan PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-420-003	R1 Single Family	Medium Density Residential	
013-420-004	R1 Single Family	Medium Density Residential	
013-420-006	R1 Single Family	Medium Density Residential	
013-420-007	R1 Single Family	Medium Density Residential	
013-420-008	R1 Single Family	Medium Density Residential	
013-420-012	R1 Single Family	Medium Density Residential	
013-420-013	R1 Single Family	Medium Density Residential	CUP 74-52
013-420-014	R1 Single Family	Medium Density Residential	
013-420-015	R1 Single Family	Medium Density Residential	
013-420-016	R1 Single Family	Medium Density Residential	CUP 74-63
013-420-019	R1 Single Family	Medium Density Residential	
013-420-020	R1 Single Family	Medium Density Residential	CUP 72-68
013-430-001	R1 Single Family	Medium Density Residential	
013-430-002	R1 Single Family	Medium Density Residential	
013-430-005	R1 Single Family	Medium Density Residential	CUP 74-12
013-430-010	R1 Single Family	Medium Density Residential	
013-430-015	R1 Single Family	Medium Density Residential	
013-430-016	R1 Single Family	Medium Density Residential	
013-430-017	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-430-018	R1 Single Family	Medium Density Residential	
013-430-020	R1 Single Family	Medium Density Residential	
013-430-021	R1 Single Family	Medium Density Residential	
013-430-022	R1 Single Family	Medium Density Residential	
013-430-023	R1 Single Family	Medium Density Residential	
013-430-024	R1 Single Family	Medium Density Residential	CUP 69-21
013-430-025	R1 Single Family	Medium Density Residential	
013-432-001	C General Commercial	Neighborhood Services	
013-432-002	C General Commercial	Neighborhood Services	
013-432-003	C General Commercial	Neighborhood Services	
013-432-004	C General Commercial	Neighborhood Services	
013-432-005	C General Commercial	Neighborhood Services	CUP 82-11
013-450-001	C General Commercial	Neighborhood Services	
013-461-000	C General Commercial	Neighborhood Services	
013-461-000	C General Commercial	Neighborhood Services	
013-461-000	C General Commercial	Neighborhood Services	
013-461-000	C General Commercial	Neighborhood Services	
013-461-000	C General Commercial	Neighborhood Services	
013-461-000	C General Commercial	Neighborhood Services	
013-461-000	C General Commercial	Neighborhood Services	
013-461-000	C General Commercial	Neighborhood Services	
013-461-000	C General Commercial	Neighborhood Services	
013-480-020	OASP Mixed Use	Medium Density Residential	
013-480-021	OASP Mixed Use	Medium Density Residential	
013-480-048	OASP Mixed Use	Downtown Core	
013-480-050	OASP Mixed Use	Medium Density Residential	
013-480-056	OASP Mixed Use	Medium Density Residential	V 85-10/TSTM232
013-480-059	OASP Mixed Use	Medium Density Residential	
013-480-060	OASP Mixed Use	Medium Density Residential	
013-480-061	OASP Mixed Use	Medium Density Residential	
013-480-062	OASP Mixed Use	Medium Density Residential	
013-480-063	OASP Mixed Use	Medium Density Residential	
013-492-003	OASP Commercial	Community Commercial	
013-493-016	OASP Commercial	Community Commercial	
013-493-017	OASP Commercial	Community Commercial	
013-493-018	OASP Commercial	Community Commercial	
013-493-018	OASP Commercial	Community Commercial	
013-493-019	OASP Commercial	Community Commercial	
013-511-001	R1 Single Family	Medium Density Residential	
013-511-002	R1 Single Family	Medium Density Residential	
013-511-003	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-511-007	R1 Single Family	Medium Density Residential	
013-511-010	R1 Single Family	Medium Density Residential	
013-511-018	R1 Single Family	Medium Density Residential	
013-511-021	R1 Single Family	Medium Density Residential	
013-511-032	R1 Single Family	Medium Density Residential	
013-511-036	R1 Single Family	Medium Density Residential	
013-511-037	R1 Single Family	Medium Density Residential	
013-511-038	R1 Single Family	Medium Density Residential	
013-511-039	R1 Single Family	Medium Density Residential	
013-511-040	R1 Single Family	Medium Density Residential	
013-511-013	OASP Mixed Use	Downtown Core	
013-511-014	R1 Single Family	Downtown Core	
013-511-015	R1 Single Family	Downtown Core	
013-511-016	R1 Single Family	Downtown Core	
013-511-023	OASP Mixed Use	Downtown Core	
013-511-035	OASP Mixed Use	Downtown Core	
013-512-001	R1 Single Family	Medium Density Residential	
013-512-002	R1 Single Family	Medium Density Residential	
013-512-004	R1 Single Family	Medium Density Residential	
013-512-005	R1 Single Family	Medium Density Residential	
013-512-006	R1 Single Family	Medium Density Residential	
013-512-007	R1 Single Family	Medium Density Residential	
013-512-008	R1 Single Family	Medium Density Residential	
013-512-010	R1 Single Family	Medium Density Residential	
013-512-011	R1 Single Family	Medium Density Residential	
013-512-012	R1 Single Family	Medium Density Residential	
013-512-013	R1 Single Family	Downtown Core	
013-512-014	R1 Single Family	Downtown Core	
013-512-015	OASP Mixed Use	Downtown Core	
013-512-017	OASP Mixed Use	Downtown Core	
013-512-020	OASP Mixed Use	Downtown Core	
013-512-021	OASP Mixed Use	Downtown Core	
013-512-022	R1 Single Family	Medium Density Residential	
013-512-023	R1 Single Family	Medium Density Residential	
013-512-024	R1 Single Family	Medium Density Residential	
013-031-001	R1 Single Family	High Density Residential	
013-031-008	R1 Single Family	High Density Residential	
013-031-009	R1 Single Family	High Density Residential	
013-031-010	R1 Single Family	High Density Residential	
013-031-014	R1 Single Family	High Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-031-015	R1 Single Family	Downtown Core	
013-031-016	OASP Mixed Use	Downtown Core	
013-031-017	OASP Mixed Use	Downtown Core	
013-031-018	OASP Mixed Use	Downtown Core	
013-031-020	R1 Single Family	High Density Residential	
013-031-021	R1 Single Family	High Density Residential	
013-031-023	R1 Single Family	High Density Residential	
013-031-024	R1 Single Family	High Density Residential	
013-031-025	R1 Single Family	High Density Residential	CUP 76-02
013-031-026	R1 Single Family	High Density Residential	
013-031-029	R1 Single Family	High Density Residential	
013-031-030	R1 Single Family	High Density Residential	
013-031-031	R1 Single Family	High Density Residential	
013-031-032	R1 Single Family	High Density Residential	
013-052-018	OASP Commercial	Community Commercial	
013-052-022	OASP Commercial	Community Commercial	
013-052-002	OASP Commercial	DT Core/Comm. Commercial	
013-052-003	OASP Commercial	Downtown Core	
013-052-004	OASP Commercial	Downtown Core	
013-052-005	OASP Commercial	DT Core/Comm. Commercial	
013-052-006	OASP Commercial	DT Core/Comm. Commercial	
013-052-009	OASP Mixed Use	Community Commercial	
013-052-010	OASP Mixed Use	Community Commercial	
013-052-013	OASP Mixed Use	Community Commercial	
013-052-014	OASP Mixed Use	Downtown Core	
013-052-015	OASP Mixed Use	Downtown Core	
013-052-017	OASP Mixed Use	Downtown Core	
013-053-004	OASP Mixed Use	Community Commercial	
013-053-009	Commercial	Community Commercial	
013-053-010	Commercial	Community Commercial	
013-053-011	Commercial	Community Commercial	
013-053-012	Commercial	Community Commercial	
013-053-013	OASP Mixed Use	Community Commercial	
013-053-014	OASP Mixed Use	Community Commercial	
013-041-004	R1 Single Family	Community Commercial	
013-041-006	R1 Single Family	Community Commercial	
013-041-007	R1 Single Family	Community Commercial	
013-041-008	R1 Single Family	Community Commercial	
013-041-009	R1 Single Family	Community Commercial	
013-041-010	OSAP Mixed Use	Downtown Core	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-041-017	OSAP Mixed Use	Downtown Core	CUP 74-17
013-041-021	R1 Single Family	Community Commercial	
013-041-022	OSAP Mixed Use	Downtown Core	CUP 66-14
013-041-023	OSAP Mixed Use	Downtown Core	
013-042-002	OSAP Commercial	Downtown Core	
013-042-003	OSAP Commercial	Downtown Core	
013-042-004	OSAP Commercial	Downtown Core	
013-042-008	OSAP Mixed Use	Downtown Core	
013-042-009	OSAP Mixed Use	Downtown Core	
013-042-010	OSAP Mixed Use	High Density Residential	
013-042-011	OSAP Mixed Use	High Density Residential	CUP 76-47
013-042-014	OSAP Commercial	Downtown Core	
013-042-016	OSAP Commercial	Downtown Core	CUP 62-16; 68-07
013-051-001	R3 High Density Res.	Community Commercial	
013-051-002	R3 High Density Res.	Community Commercial	
013-051-003	R3 High Density Res.	Community Commercial	
013-051-005	R3 High Density Res.	Community Commercial	
013-051-008	R3 High Density Res.	Community Commercial	
013-051-009	R3/Commercial	Community Commercial	
013-051-010	R3/Commercial	Community Commercial	
013-051-011	R3/Commercial	Community Commercial	
013-051-014	Commercial	Community Commercial	
013-051-015	Commercial	Community Commercial	
013-051-016	Commercial	Community Commercial	
013-051-017	Commercial	Community Commercial	
013-052-015	Commercial	Community Commercial	
013-052-018	R-3/Commercial	Community Commercial	
013-052-022	R3 High Density Res.	Community Commercial	
013-052-024	Commercial	Community Commercial	
013-052-025	R3 High Density Res.	Community Commercial	
013-032-001	R1 Single Family	High Density Residential	
013-032-002	R1 Single Family	High Density Residential	
013-032-005	R1 Single Family	High Density Residential	
013-032-006	R1 Single Family	High Density Residential	
013-032-007	R1 Single Family	High Density Residential	
013-032-008	R1 Single Family	High Density Residential	
013-032-009	R1 Single Family	High Density Residential	
013-032-010	R1 Single Family	High Density Residential	
013-032-011	R1 Single Family	High Density Residential	
013-032-012	R1 Single Family	High Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-032-013	R1 Single Family	High Density Residential	
013-032-014	R1 Single Family	High Density Residential	
013-033-001	R1 Single Family	High Density Residential	
013-033-002	R1 Single Family	High Density Residential	
013-033-004	R1 Single Family	High Density/Downtown Core	
013-033-005	R1 Single Family	Downtown Core	
013-033-012	R1 Single Family	High Density Residential	
013-033-013	R1 Single Family	High Density Residential	
013-033-014	R1 Single Family	Downtown Core	
013-033-015	R1 Single Family	Downtown Core	
013-060-004	R1 Single Family	Medium Density Residential	CUP 76-74
013-060-005	R1 Single Family	Medium Density Residential	
013-060-006	R1 Single Family	Medium Density Residential	
013-060-007	R1 Single Family	Medium Density Residential	
013-060-009	OASP Mixed Use	Medium Density Residential	
013-060-010	OASP Mixed Use	Medium Density Residential	
013-060-011	OASP Mixed Use	Medium Density Residential	
013-060-013	OASP Mixed Use	Medium Density Residential	
013-060-014	R1 Single Family	Medium Density Residential	
013-071-001	R1 Single Family	Medium Density Residential	
013-071-002	R1 Single Family	Medium Density Residential	
013-071-004	R1 Single Family	Medium Density Residential	
013-071-006	OASP Mixed Use	Downtown Core	
013-071-008	OASP Mixed Use	Downtown Core	
013-071-010	OASP Mixed Use	Downtown Core	
013-071-013	R1 Single Family	Medium Density Residential	
013-071-014	R1 Single Family	Medium Density Residential	
013-071-015	R1 Single Family	Medium Density Residential	
013-071-016	R1 Single Family	Medium Density Residential	
013-071-018	R1 Single Family	Medium Density Residential	
013-071-019	R1 Single Family	Medium Density Residential	
013-071-020	R1 Single Family	Medium Density Residential	
013-071-021	R1 Single Family	Medium Density Residential	
013-071-022	OASP Mixed Use	Downtown Core	
013-071-023	OASP Mixed Use	Downtown Core	
013-071-024	OASP Mixed Use	Downtown Core	
013-071-025	OASP Mixed Use	Downtown Core	
013-071-026	OASP Mixed Use	Downtown Core	
013-071-028	OASP Mixed Use	Downtown Core	013-071-010
013-071-027	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-072-001	OASP Commercial	Downtown Core	
013-072-003	OASP Commercial	Downtown Core	
013-072-008	OASP Commercial	Downtown Core	
013-072-009	OASP Commercial	Downtown Core	
013-072-010	OASP Commercial	Downtown Core	
013-072-011	OASP Commercial	Downtown Core	
013-072-012	OASP Commercial	Downtown Core	
013-072-013	OASP Commercial	Downtown Core	
013-072-014	OASP Commercial	Downtown Core	CUP 94-18
013-072-016	R1 Single Family	Medium Density Residential	
013-072-017	R1 Single Family	Medium Density Residential	
013-072-018	R1 Single Family	Medium Density/DT Core	
013-072-019	R1 Single Family	Medium Density/DT Core	
013-072-022	R1 Single Family	Medium Density Residential	
013-072-023	R1 Single Family	Medium Density/DT Core	
013-072-024	R1 Single Family	Medium Density/DT Core	
013-072-027	OASP Commercial	Downtown Core	
013-072-028	OASP Commercial	Downtown Core	
013-072-029	OASP Commercial	Downtown Core	
013-072-030	OASP Commercial	Downtown Core	
013-072-031	OASP Commercial	Downtown Core	
013-072-032	OASP Commercial	Downtown Core	
013-072-033	OASP Commercial	Downtown Core	
013-072-037	OASP Commercial	Downtown Core	
013-072-038	OASP Commercial	Downtown Core	
013-072-039	OASP Commercial	Downtown Core	
013-081-001	R1 Single Family	Medium Density Residential	
013-081-002	R1 Single Family	Medium Density Residential	
013-081-003	R1 Single Family	Medium Density Residential	
013-081-004	R1 Single Family	Medium Density Residential	
013-081-005	R1 Single Family	Medium Density Residential	
013-081-006	R1 Single Family	Medium Density Residential	
013-081-007	R1 Single Family	Medium Density Residential	
013-081-008	OASP Residential	Medium Density Residential	
013-081-009	OASP Residential	Medium Density Residential	
013-081-010	OASP Commercial	Downtown Core	
013-081-014	OASP Commercial	Downtown Core	
013-081-015	OASP Commercial	Downtown Core	
013-081-017	OASP Commercial	Downtown Core	
013-081-018	OASP Commercial	Downtown Core	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-081-019	OASP Commercial	Downtown Core	
013-081-020	OASP Commercial	Downtown Core	
013-081-023	OASP Commercial	Downtown Core	
013-081-024	OASP Commercial	Downtown Core	
013-081-025	OASP Commercial	Downtown Core	
013-081-029	OASP Commercial	Downtown Core	
013-081-030	OASP Commercial	Downtown Core	
013-081-031	OASP Commercial	Downtown Core	
013-090-005	Commercial	Community Commercial	
013-090-006	Commercial	Community Commercial	
013-090-008	Commercial	Community Commercial	
013-090-009	Commercial	Community Commercial	
013-090-015	Commercial	Community Commercial	
013-090-016	Commercial	Community Commercial	
013-090-019	Commercial	Community Commercial	
013-101-001	R1 Single Family	Medium Density Residential	
013-101-002	R1 Single Family	Medium Density Residential	
013-101-003	R1 Single Family	Medium Density Residential	
013-101-004	R1 Single Family	Medium Density Residential	
013-101-005	R1 Single Family	Medium Density Residential	
013-101-006	R1 Single Family	Medium Density Residential	
013-101-007	R1 Single Family	Medium Density Residential	
013-101-008	R1 Single Family	Medium Density Residential	
013-101-009	R1 Single Family	Medium Density Residential	
013-101-010	R1 Single Family	Medium Density Residential	
013-101-011	R1 Single Family	Medium Density Residential	
013-101-012	R1 Single Family	Medium Density Residential	
013-101-013	R1 Single Family	Medium Density Residential	
013-101-014	R1 Single Family	Medium Density Residential	
013-101-018	R1 Single Family	Medium Density Residential	
013-101-019	R1 Single Family	Medium Density Residential	
013-101-020	R1 Single Family	Medium Density Residential	
013-101-021	R1 Single Family	Medium Density Residential	
013-101-022	R1 Single Family	Medium Density Residential	
013-101-025	R1 Single Family	Medium Density Residential	
013-102-003	R1 Single Family	Medium Density Residential	CUP 76-09
013-102-004	R1 Single Family	Medium Density Residential	
013-102-005	R1 Single Family	Medium Density Residential	
013-102-006	R1 Single Family	Medium Density Residential	
013-102-008	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-102-009	R1 Single Family	Medium Density Residential	
013-102-011	R1 Single Family	Medium Density Residential	
013-102-012	R1 Single Family	Medium Density Residential	
013-151-001	R1 Single Family	Medium Density Residential	
013-151-002	R1 Single Family	Medium Density Residential	
013-151-003	R1 Single Family	Medium Density Residential	
013-151-004	R1 Single Family	Medium Density Residential	
013-151-007	R1 Single Family	Medium Density Residential	
013-151-009	R1 Single Family	Medium Density Residential	
013-151-010	R1 Single Family	Medium Density Residential	
013-151-012	R1 Single Family	Medium Density Residential	
013-151-013	R1 Single Family	Medium Density Residential	
013-151-014	R1 Single Family	Medium Density Residential	
013-151-019	R1 Single Family	Medium Density Residential	
013-151-020	R1 Single Family	Medium Density Residential	
013-151-021	R1 Single Family	Medium Density Residential	
013-151-022	R1 Single Family	Medium Density Residential	
013-151-023	R1 Single Family	Medium Density Residential	
013-151-025	R1 Single Family	Medium Density Residential	
013-151-026	R1 Single Family	Medium Density Residential	
013-152-001	R1 Single Family	Medium Density Residential	
013-152-002	R1 Single Family	Medium Density Residential	
013-152-003	R1 Single Family	Medium Density Residential	
013-152-004	R1 Single Family	Medium Density Residential	
013-152-005	R1 Single Family	Medium Density Residential	
013-152-006	R1 Single Family	Medium Density Residential	
013-152-007	R1 Single Family	Medium Density Residential	
013-152-008	R1 Single Family	Medium Density Residential	
013-152-009	R1 Single Family	Medium Density Residential	
013-111-001	OASP Mixed Use	Medium Density Residential	
013-111-002	OASP Mixed Use	Medium Density Residential	
013-111-003	OASP Mixed Use	Medium Density Residential	
013-111-004	OASP Mixed Use	Medium Density Residential	
013-111-006	R1 Single Family	Medium Density Residential	
013-111-007	R1 Single Family	Medium Density Residential	
013-111-008	R1 Single Family	Medium Density Residential	
013-111-009	R1 Single Family	Medium Density Residential	
013-111-010	R1 Single Family	Medium Density Residential	
013-111-013	R1 Single Family	Medium Density Residential	
013-111-015	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-111-016	R1 Single Family	Medium Density Residential	
013-112-003	R1 Single Family	Medium Density Residential	
013-112-004	R1 Single Family	Medium Density Residential	
013-112-005	R1 Single Family	Medium Density Residential	
013-112-009	R1 Single Family	Medium Density Residential	
013-112-011	R1 Single Family	Medium Density Residential	
013-112-012	R1 Single Family	Medium Density Residential	
013-112-014	R1 Single Family	Medium Density Residential	
013-112-015	OASP Mixed Use	Medium Density Residential	
013-112-022	OASP Mixed Use	Medium Density Residential	
013-112-023	R1 Single Family	Medium Density Residential	
013-112-024	R1 Single Family	Medium Density Residential	
013-112-025	R1 Single Family	Medium Density Residential	
013-112-026	R1 Single Family	Medium Density Residential	
013-112-027	R1 Single Family	Medium Density Residential	
013-112-028	R1 Single Family	Medium Density Residential	
013-120-004	OASP Mixed Use	Downtown Core	
013-120-005	OASP Mixed Use	Downtown Core	
013-120-006	OASP Mixed Use	Downtown Core	
013-120-007	OASP Mixed Use	Downtown Core	
013-120-008	OASP Mixed Use	Downtown Core	
013-120-009	OASP Mixed Use	Downtown Core	CUP 77-62
013-120-010	OASP Commercial	Public Facilities & Parks	
013-120-011	OASP Commercial	Public Facilities & Parks	
013-120-014	R1 Single Family	Medium Density Residential	
013-120-015	R1 Single Family	Medium Density Residential	
013-120-016	R1 Single Family	Medium Density Residential	
013-120-017	R1 Single Family	Medium Density Residential	
013-120-018	R1 Single Family	Medium Density Residential	
013-120-019	R1 Single Family	Medium Density Residential	
013-120-020	R1 Single Family	Medium Density Residential	
013-120-025	R1 Single Family	Medium Density Residential	
013-120-027	R1 Single Family	Medium Density Residential	
013-120-028	R1 Single Family	Medium Density Residential	
013-120-029	R1 Single Family	Medium Density Residential	
013-120-031	OASP Mixed Use	Downtown Core	
013-120-033	R1 Single Family	Medium Density Residential	
013-120-034	R1 Single Family	Medium Density Residential	
013-120-035	R1 Single Family	Medium Density Residential	CUP 74-27
013-120-036	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-120-037	OASP Mixed Use	Downtown Core	
013-120-038	OASP Mixed Use	Downtown Core	
013-130-003	OASP Commercial	Downtown Core	
013-130-004	OASP Commercial	Downtown Core	
013-130-006	OASP Commercial	Downtown Core	
013-130-008	OASP Commercial	Downtown Core	
013-130-009	OASP Residential	Medium Density Residential	
013-130-010	OASP Residential	Medium Density Residential	
013-130-013	R1 Single Family	Medium Density Residential	
013-130-014	R1 Single Family	Medium Density Residential	
013-130-015	R1 Single Family	Medium Density Residential	
013-130-016	R1 Single Family	Medium Density Residential	
013-130-018	R1 Single Family	Medium Density Residential	
013-130-020	R1 Single Family	Medium Density Residential	
013-130-021	R1 Single Family	Medium Density Residential	
013-130-022	R1 Single Family	Medium Density Residential	
013-130-023	R1 Single Family	Medium Density Residential	
013-130-024	R1 Single Family	Medium Density Residential	
013-130-025	R1 Single Family	Medium Density Residential	
013-130-026	R1 Single Family	Medium Density Residential	
013-130-027	R1 Single Family	Medium Density Residential	
013-130-028	R1 Single Family	Medium Density Residential	
013-130-029	R1 Single Family	Medium Density Residential	
013-130-034	R1 Single Family	Medium Density Residential	
013-130-035	R1 Single Family	Medium Density Residential	
013-130-036	R1 Single Family	Medium Density Residential	
013-130-037	R1 Single Family	Medium Density Residential	
013-130-041	R1 Single Family	Medium Density Residential	
013-130-043	OASP Commercial	Downtown Core	
013-130-044	OASP Commercial	Downtown Core	
013-130-045	OASP Commercial	Downtown Core	
013-130-046	OASP Commercial	Downtown Core	
013-130-051	OASP Residential	Medium Density Residential	
013-130-052	OASP Residential	Medium Density Residential	
013-130-053	OASP Residential	Medium Density Residential	
013-130-054	OASP Residential	Medium Density Residential	
013-130-055	OASP Residential	Medium Density Residential	
013-130-056	OASP Residential	Medium Density Residential	
013-130-057	OASP Residential	Medium Density Residential	
013-130-064	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-130-065	R1 Single Family	Medium Density Residential	
013-130-066	R1 Single Family	Medium Density Residential	
013-130-067	R1 Single Family	Medium Density Residential	
013-130-068	R1 Single Family	Medium Density Residential	
013-130-069	OASP Commercial	Downtown Core	
013-130-070	OASP Commercial	Downtown Core	
013-130-073	R1 Single Family	Medium Density Residential	
013-130-074	R1 Single Family	Medium Density Residential	
013-130-075	R1 Single Family	Medium Density Residential	
013-130-076	R1 Single Family	Medium Density Residential	
013-014-005	Commercial	High Density Residential	
013-014-006	Commercial	High Density Residential	
013-014-009	Commercial	High Density Residential	
013-014-011	Commercial	High Density Residential	
013-014-014	Commercial	High Density Residential	
013-014-015	Commercial	High Density Residential	
013-014-016	Commercial	High Density Residential	
013-014-017	Commercial	High Density Residential	
013-014-058	Commercial	High Density Residential	
013-014-063	Commercial	High Density Residential	
013-014-077	Commercial	High Density Residential	
013-014-078	Commercial	High Density Residential	
013-014-079	Commercial	High Density Residential	
013-014-080	Commercial	Neighborhood Services	
013-170-001	R1 Single Family	Medium Density Residential	CUP 72-07
013-170-002	R1 Single Family	Medium Density Residential	
013-170-003	R1 Single Family	Medium Density Residential	
013-170-004	R1 Single Family	Medium Density Residential	CUP 81-25
013-170-005	R1 Single Family	Medium Density Residential	VAR 81-14
013-170-006	R1 Single Family	Medium Density Residential	
013-170-007	R1 Single Family	Medium Density Residential	
013-170-010	R1 Single Family	Medium Density Residential	
013-170-011	R1 Single Family	Medium Density Residential	CUP 75-43
013-170-013	R1 Single Family	Medium Density Residential	
013-170-014	R1 Single Family	Medium Density Residential	
013-170-015	R1 Single Family	Downtown Core	
013-170-016	R1 Single Family	Downtown Core	
013-170-017	R1 Single Family	Downtown Core	CUP 95-14
013-170-018	R1 Single Family	Downtown Core	
013-170-019	R1 Single Family	Downtown Core	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-170-021	OASP Residential	Medium Density Residential	
013-170-022	OASP Residential	Medium Density Residential	
013-170-023	R1 Single Family	Medium Density Residential	
013-170-024	R1 Single Family	Medium Density Residential	
013-170-025	R1 Single Family	Medium Density Residential	
013-170-026	R1 Single Family	Medium Density Residential	
013-170-028	R1 Single Family	Medium Density Residential	
013-170-029	R1 Single Family	Medium Density Residential	
013-170-030	R1 Single Family	Medium Density Residential	
013-170-032	R1 Single Family	Medium Density Residential	
013-170-033	R1 Single Family	Medium Density Residential	
013-170-041	R1 Single Family	Medium Density Residential	
013-170-042	R1 Single Family	Medium Density Residential	
013-170-043	OASP Residential	Medium Density Residential	
013-170-044	R1 Single Family	Downtown Core	
013-170-046	R1 Single Family	Medium Density Residential	
013-170-047	R1 Single Family	Medium Density Residential	CUP 72-74
013-170-051	R1 Single Family	Medium Density Residential	CUP 78-87
013-180-004	OASP Residential	Downtown Core	
013-180-005	OASP Residential	Downtown Core	
013-180-006	R1 Single Family	Downtown Core	
013-180-007	R1 Single Family	Medium Density Residential	
013-180-008	R1 Single Family	Medium Density Residential	
013-180-009	R1 Single Family	Medium Density Residential	
013-180-010	R1 Single Family	Medium Density Residential	
013-180-011	R1 Single Family	Medium Density Residential	
013-180-012	R1 Single Family	Medium Density Residential	
013-180-016	R1 Single Family	Medium Density Residential	
013-180-017	R1 Single Family	Medium Density Residential	
013-180-019	R1 Single Family	Medium Density Residential	
013-180-021	R1 Single Family	Medium Density Residential	
013-180-022	R1 Single Family	Medium Density Residential	
013-180-023	R1 Single Family	Medium Density Residential	
013-180-024	R1 Single Family	Medium Density Residential	
013-180-025	R1 Single Family	Medium Density Residential	
013-180-026	R1 Single Family	Medium Density Residential	
013-180-027	R1 Single Family	Medium Density Residential	
013-180-028	R1 Single Family	Medium Density Residential	
013-180-030	R1 Single Family	Medium Density Residential	
013-180-031	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-180-032	R1 Single Family	Medium Density Residential	
013-180-033	R1 Single Family	Medium Density Residential	
013-180-034	OASP Residential	DT Core/ Medium Density Res	
013-180-037	R1 Single Family	Medium Density Residential	
013-180-038	R1 Single Family	Medium Density Residential	
013-180-041	OASP Residential	Medium Density Residential	
013-180-047	R1 Single Family	Medium Density Residential	
013-180-049	R1 Single Family	Medium Density Residential	
013-180-052	R1 Single Family	Medium Density Residential	
013-180-053	R1 Single Family	Medium Density Residential	
013-180-054	R1 Single Family	Medium Density Residential	
013-180-056	OASP Residential	Medium Density Residential	
013-180-057	OASP Residential	Downtown Core	
013-180-058	OASP Residential	Downtown Core	
013-180-059	R1 Single Family	Medium Density Residential	
013-180-061	OASP Residential	DT Core/Medium Density Res.	
013-180-062	OASP Residential	Downtown Core	
013-180-063	R1 Single Family	Medium Density Residential	
013-180-064	R1 Single Family	Medium Density Residential	
013-180-065	R1 Single Family	Medium Density Residential	
013-180-066	R1 Single Family	Medium Density Residential	
013-180-068	R1 Single Family	Medium Density Residential	
013-180-069	R1 Single Family	Medium Density Residential	
013-180-070	R1 Single Family	Medium Density Residential	
013-180-071	R1 Single Family	Medium Density Residential	
013-180-072	R1 Single Family	Medium Density Residential	
013-190-020	R2 Medium Density	Public Facilities & Parks	
013-201-003	R1 Single Family	Medium Density Residential	
013-201-006	R1 Single Family	Medium Density Residential	
013-201-007	R1 Single Family	Medium Density Residential	
013-201-008	R1 Single Family	Medium Density Residential	
013-201-010	R1 Single Family	Medium Density Residential	
013-201-014	R1 Single Family	Medium Density Residential	
013-201-019	R1 Single Family	Medium Density Residential	
013-201-020	R1 Single Family	Medium Density Residential	
013-201-021	R1 Single Family	Medium Density Residential	
013-201-022	R1 Single Family	Medium Density Residential	
013-201-024	R1 Single Family	Medium Density Residential	
013-201-025	R1 Single Family	Medium Density Residential	
013-201-026	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-201-028	R1 Single Family	Medium Density Residential	
013-201-030	R1 Single Family	Medium Density Residential	
013-201-031	R1 Single Family	Medium Density Residential	
013-201-032	R1 Single Family	Medium Density Residential	
013-201-033	R1 Single Family	Medium Density Residential	
013-201-035	R1 Single Family	Medium Density Residential	
013-201-036	R1 Single Family	Medium Density Residential	
013-201-037	R1 Single Family	Medium Density Residential	
013-201-038	R1 Single Family	Medium Density Residential	
013-201-039	R1 Single Family	Medium Density Residential	
013-201-040	R1 Single Family	Medium Density Residential	
013-201-041	R1 Single Family	Medium Density Residential	
013-202-001	R1 Single Family	Medium Density Residential	
013-202-002	R1 Single Family	Medium Density Residential	
013-202-006	R1 Single Family	Medium Density Residential	
013-202-008	R1 Single Family	Medium Density Residential	
013-202-009	R1 Single Family	Medium Density Residential	
013-202-010	R1 Single Family	Medium Density Residential	
013-202-011	R1 Single Family	Medium Density Residential	
013-240-010	R2 Medium Density	Public Facilities & Parks	
013-251-000	R1 Single Family	Medium Density Residential	
013-251-001	R1 Single Family	Medium Density Residential	
013-251-002	R1 Single Family	Medium Density Residential	
013-251-003	R1 Single Family	Medium Density Residential	
013-251-007	R1 Single Family	Medium Density Residential	
013-251-008	R1 Single Family	Medium Density Residential	
013-251-009	R1 Single Family	Medium Density Residential	
013-251-013	R1 Single Family	Medium Density Residential	
013-251-014	R1 Single Family	Medium Density Residential	
013-251-015	R1 Single Family	Medium Density Residential	
013-251-016	R1 Single Family	Medium Density Residential	
013-251-017	R1 Single Family	Medium Density Residential	
013-251-021	R1 Single Family	Medium Density Residential	
013-251-025	R1 Single Family	Medium Density Residential	
013-251-027	R1 Single Family	Medium Density Residential	
013-251-028	R1 Single Family	Medium Density Residential	
013-251-029	R1 Single Family	Medium Density Residential	
013-251-030	R1 Single Family	Medium Density Residential	
013-251-031	R1 Single Family	Medium Density Residential	
013-251-032	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-251-033	R1 Single Family	Medium Density Residential	
013-251-034	R1 Single Family	Medium Density Residential	
013-251-037	R1 Single Family	Medium Density Residential	
013-251-038	R1 Single Family	Medium Density Residential	
013-251-039	R1 Single Family	Medium Density Residential	
013-251-040	R1 Single Family	Medium Density Residential	
013-252-003	R1 Single Family	Medium Density Residential	
013-252-004	R1 Single Family	Medium Density Residential	
013-252-005	M1 General Industrial	Medium Density Residential	
013-252-007	R1 Single Family	Medium Density Residential	
013-252-008	R1 Single Family	Medium Density Residential	
013-252-009	R1 Single Family	Medium Density Residential	
013-720-060	R2 Medium Density	Low Density Residential	
013-321-001	R1 Single Family	Medium Density Residential	
013-321-002	R1 Single Family	Medium Density Residential	
013-321-003	R1 Single Family	Medium Density Residential	
013-321-004	R1 Single Family	Medium Density Residential	
013-321-005	R1 Single Family	Medium Density Residential	
013-321-007	R1 Single Family	Medium Density Residential	
013-321-010	R1 Single Family	Medium Density Residential	
013-321-013	R1 Single Family	Medium Density Residential	
013-321-014	R1 Single Family	Medium Density Residential	
013-321-015	R1 Single Family	Medium Density Residential	
013-321-016	R1 Single Family	Medium Density Residential	
013-321-017	R1 Single Family	Medium Density Residential	
013-321-018	R1 Single Family	Medium Density Residential	
013-321-019	R1 Single Family	Medium Density Residential	
013-321-021	R1 Single Family	Medium Density Residential	
013-321-038	R1 Single Family	Medium Density Residential	
013-321-039	R1 Single Family	Medium Density Residential	
013-321-040	R1 Single Family	Medium Density Residential	
013-321-041	R1 Single Family	Medium Density Residential	
013-321-042	R1 Single Family	Medium Density Residential	
013-321-043	R1 Single Family	Medium Density Residential	
013-322-001	R1 Single Family	Medium Density Residential	
013-322-002	R1 Single Family	Medium Density Residential	
013-322-004	R1 Single Family	Medium Density Residential	
013-322-005	R1 Single Family	Medium Density Residential	
013-322-007	R1 Single Family	Medium Density Residential	
013-322-008	R1 Single Family	Medium Density Residential	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
013-322-009	R1 Single Family	Medium Density Residential	
013-322-010	R1 Single Family	Medium Density Residential	
013-322-011	R1 Single Family	Medium Density Residential	
013-322-012	R1 Single Family	Medium Density Residential	
013-322-013	R1 Single Family	Medium Density Residential	
013-322-014	R1 Single Family	Medium Density Residential	
013-322-015	R1 Single Family	Medium Density Residential	
013-322-016	R1 Single Family	Medium Density Residential	
013-322-019	R1 Single Family	Medium Density Residential	
013-322-023	R1 Single Family	Medium Density Residential	
013-322-025	R1 Single Family	Medium Density Residential	
013-322-026	R1 Single Family	Medium Density Residential	
013-322-027	R1 Single Family	Medium Density Residential	
013-322-028	R1 Single Family	Medium Density Residential	
013-322-029	R1 Single Family	Medium Density Residential	
013-322-030	R1 Single Family	Medium Density Residential	
013-331-002	R1 Single Family	Medium Density Residential	
013-331-003	R1 Single Family	Medium Density Residential	
013-331-004	R1 Single Family	Medium Density Residential	
013-331-005	R1 Single Family	Medium Density Residential	
013-331-006	R1 Single Family	Medium Density Residential	
013-331-011	R1 Single Family	Medium Density Residential	
013-331-012	R1 Single Family	Medium Density Residential	
013-331-013	R1 Single Family	Medium Density Residential	
013-331-014	R1 Single Family	Medium Density Residential	
013-331-017	R1 Single Family	Medium Density Residential	
013-331-018	R1 Single Family	Medium Density Residential	
013-331-019	R1 Single Family	Medium Density Residential	
013-331-023	R1 Single Family	Medium Density Residential	
013-331-024	R1 Single Family	Medium Density Residential	
013-331-025	R1 Single Family	Medium Density Residential	
013-331-027	R1 Single Family	Medium Density Residential	
013-332-004	R1 Single Family	Medium Density Residential	
013-332-005	R1 Single Family	Medium Density Residential	
013-332-006	R1 Single Family	Medium Density Residential	
013-332-007	R1 Single Family	Medium Density Residential	
013-332-008	R1 Single Family	Medium Density Residential	
013-332-009	R1 Single Family	Medium Density Residential	
013-332-011	R1 Single Family	Medium Density Residential	
013-340-011	R1 Single Family	Public Facilities & Parks	

Olivehurst Sustainable & Economic Revitalization Plan
PROPOSED ZONE CHANGES

APN	Existing Zoning	Proposed	Entitlement
014-021-003	Commercial	Medium Density Residential	
014-021-004	Commercial	Medium Density Residential	
014-021-005	Commercial	Medium Density Residential	
014-021-007	Commercial	Medium Density Residential	
014-021-008	Commercial	Medium Density Residential	
014-021-009	Commercial	Medium Density Residential	
014-021-0012	Commercial	Medium Density Residential	
014-021-013	Commercial	Medium Density Residential	
014-021-014	Commercial	Medium Density Residential	
014-021-015	Commercial	Neighborhood Services	
014-041-001	Commercial	Neighborhood Services	
014-041-002	Commercial	Neighborhood Services	
014-041-017	Commercial	Neighborhood Services	
014-160-062	Commercial	Neighborhood Services	
014-041-063	Commercial	Neighborhood Services	
014-041-064	Commercial	Neighborhood Services	
014-041-017	Commercial	Neighborhood Services	
014-132-015	Commercial	Neighborhood Services	
014-132-016	Commercial	Neighborhood Services	
014-132-021	Commercial	Neighborhood Services	
014-132-022	Commercial	Neighborhood Services	
014-132-023	Commercial	Neighborhood Services	
014-132-026	Commercial	Neighborhood Services	
014-132-027	Commercial	Neighborhood Services	
014-132-028	Commercial	Neighborhood Services	
014-132-034	Commercial	Neighborhood Services	
014-132-035	Commercial	Neighborhood Services	
014-132-039	Commercial	Neighborhood Services	
014-132-040	Commercial	Neighborhood Services	
014-121-002	R1 Single Family	Neighborhood Services	
014-121-006	R1 Single Family	Neighborhood Services	
013-700-037	R1 Single Family	Public Facilities & Parks	
013-370-003	M1 General Industrial	Low Density Residential	
013-370-004	M1 General Industrial	Low Density Residential	

