

## 6 SUBAREAS

### 6.1 RICHARDSON STREET AREA

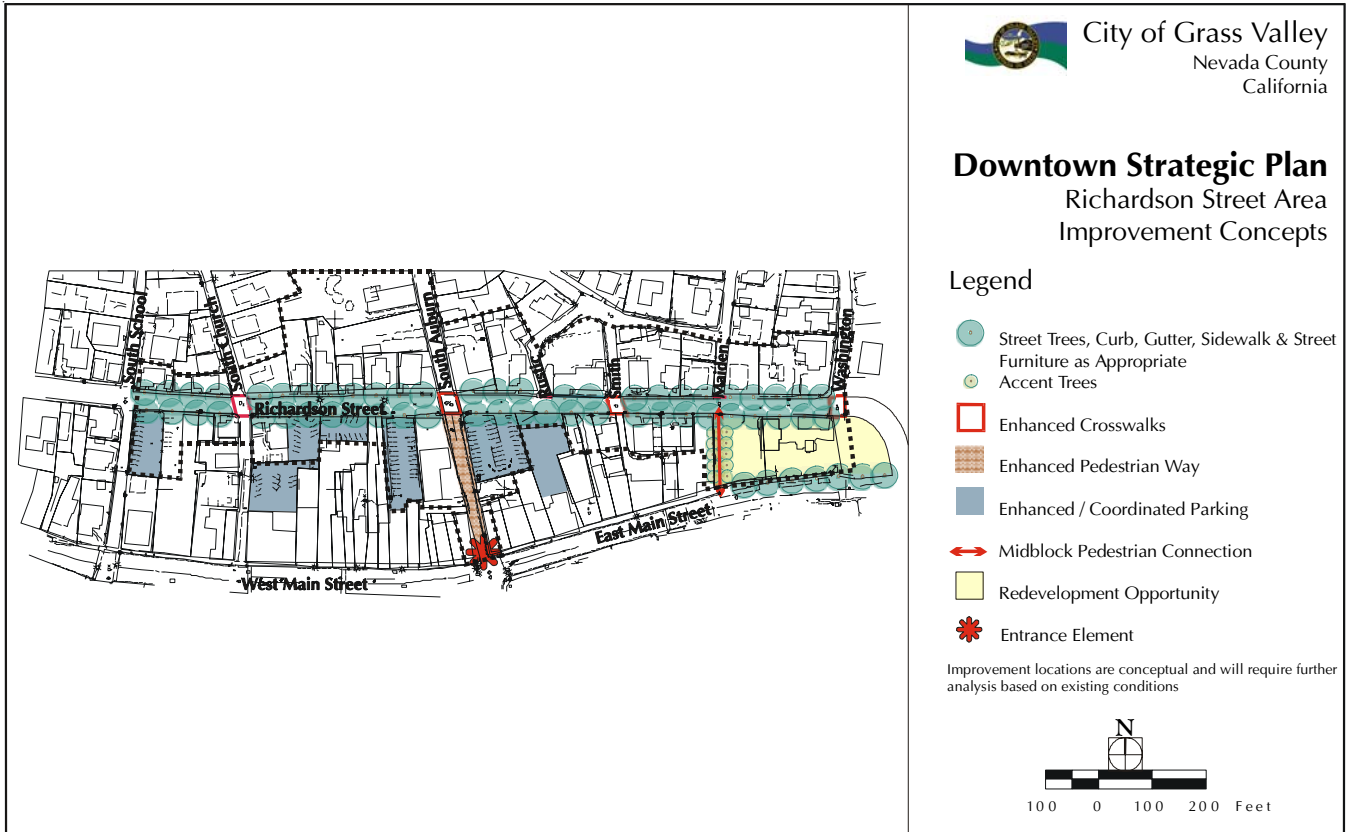


Exhibit 4

**Property Improvements:** The Richardson Street subarea stretches from Washington to South School. With the exception of a newer office building, The Office and a new motel, the area on the north side of Richardson is relatively small scale residential. These uses should be allowed to continue or be converted to commercial uses. If they do convert, their residential character should be preserved - maintain front yard landscaping, no parking in front yards, maintain the current scale of buildings, etc. On the south side of Richardson the rear of East Main Street, buildings and parking lots predominate. The City should assist property owners to improve their rear facades through a facade improvement program (See Section 7 - Management, Maintenance and Promotions) and work with property owners to enhance parking lots with increased landscaping.

**Streetscape:** The City is proposing the extension of Richardson Street to align with Bennett at East Main Streets. With this extension, traffic along Richardson is projected to increase. Much of Richardson Street lacks basic sidewalk improvements. The Richardson Street right-of-way is relatively narrow, and in light of the additional traffic, it will be difficult to install the standard curb, gutter and sidewalk with parking on both sides of the street. Because of this narrowness, it is recommended that parking be provided on one side only. As shown on the streetscape exhibits, if parking is provided on the south side only, it could, just as well, be provided on the north side only or alternate north to south. Alternating the parking could help to calm some of this increased traffic.

Additional streetscape improvements would include:

- Canopy Street Trees
- New bus stops
- Pedestrian Scaled Street Lights
- Benches
- Trash Receptacles

Crosswalks: Enhanced (use of pavers or punched asphalt or concrete) crosswalks are proposed for the following streets:

- North Church
- North Auburn
- Rustic
- Smith
- Maiden
- Washington

Connections to East Main Street: The blocks between Richardson and East Main Street are very long with few pedestrian connections. A future connection to East Main Street is proposed across from Maiden Street. It should be improved with decorative pavers, a bench and ornamental trees. In addition, North Auburn Street between Richardson and Main is proposed for pedestrian improvements (See Section 5.4). North Auburn narrows considerably between Richardson and Main with little visual clue of what lies beyond. A gateway element is proposed for the north side of Main and North Auburn. The purpose of the gateway is to announce to visitors that there are additional commercial uses beyond Main Street.

## 6.2 POST OFFICE AREA

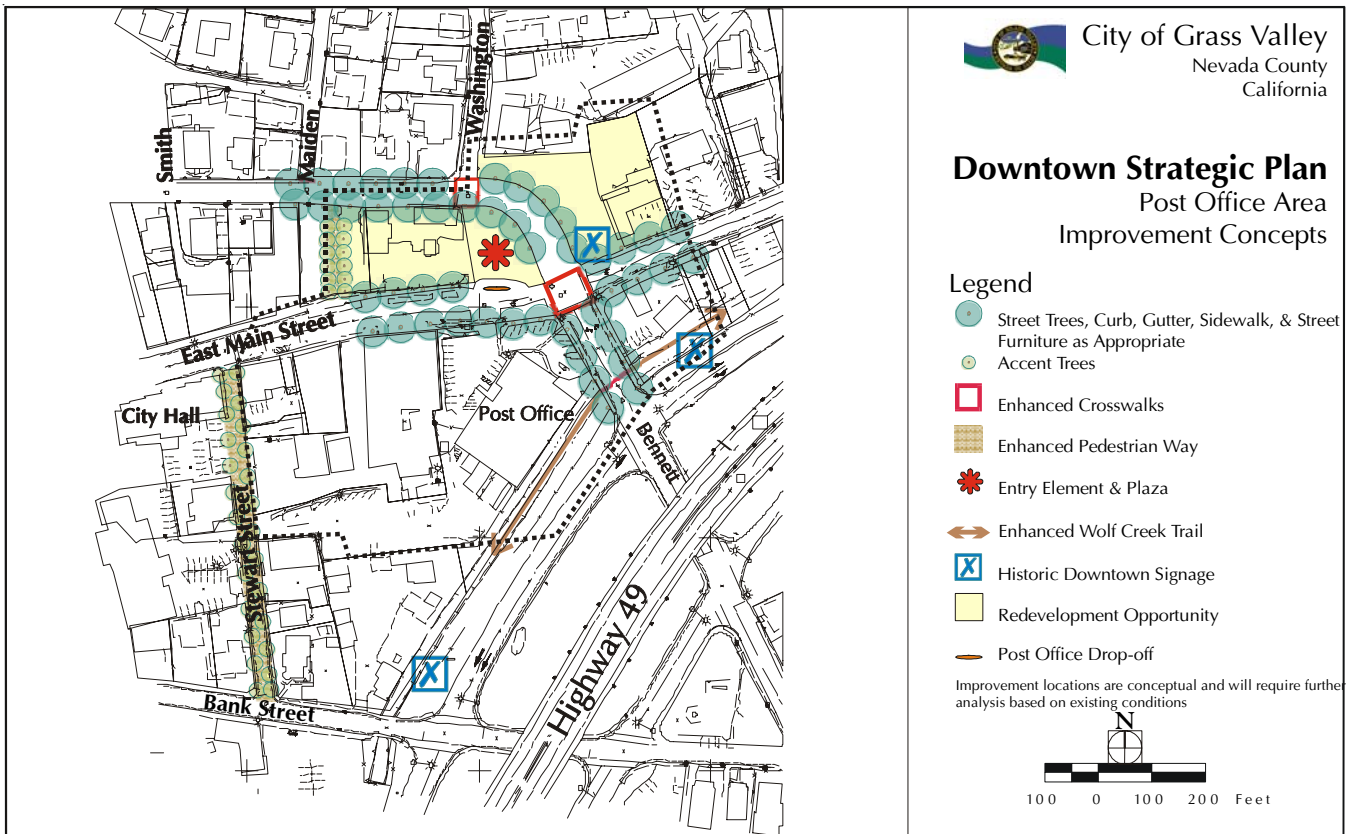


Exhibit 4

**Property Improvements:** The Post Office area is anchored by the Post Office and very viable service and small scale retail uses. The property at the northwest corner of the current Washington and East Main is proposed for additional retail space in a new building. When the Richardson - Bennett connector is in place and Washington is abandoned there will be excess property to the east and west of the new road segment. The area to the east is proposed for public parking. The area to the west would be an excellent location for a gateway feature announcing that you have arrived in Downtown. This would require relocation of the Post Office’s drop box. The City should assist the private property owners to improve their building facades through a facade improvement program (See Section 7 - Management, Maintenance and Promotions).

**Streetscape:** Streetscape improvements are recommended for the entire area. They include:

- Canopy Street Trees
- New bus stops
- Pedestrian Scaled Street Lights
- Benches
- Trash Receptacles

Crosswalks: Enhanced (use of brick pavers or punched asphalt or concrete) crosswalks are proposed for the following streets:

- Washington
- Richardson/Bennett and East Main

Wolf Creek: This segment of Wolf Creek has not been covered and should be improved consistent with the City’s Parks and Recreation Master Plan (See Section 5.3). Some improvements might include:

- Removal of Exotic Vegetation
- Installation of Wrought Iron Fencing
- Installation of a Walking Trail
- Interpretive Signage

### 6.3 CITY HALL AREA

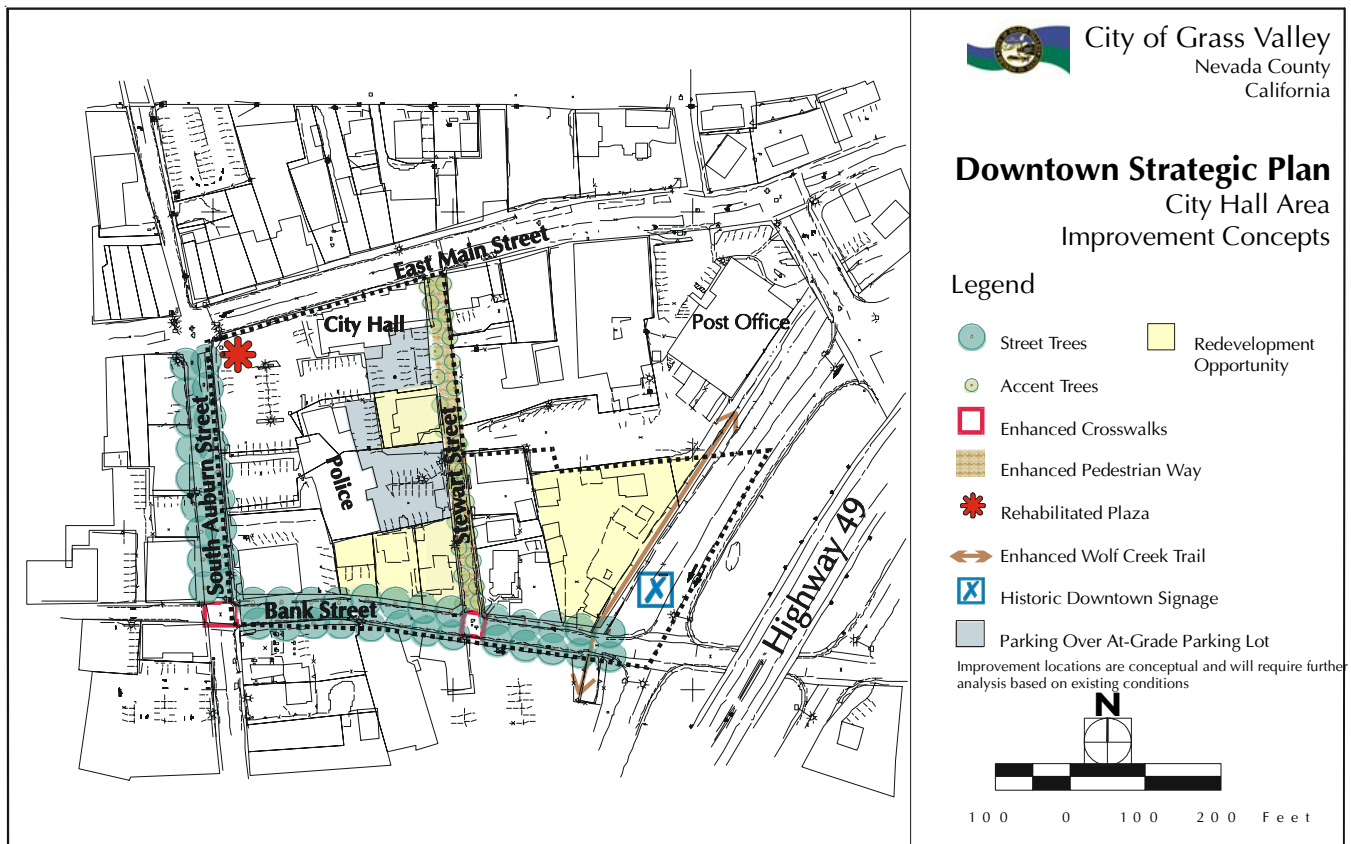


Exhibit 5

Property Improvements: The City Hall area has an eclectic mix of uses including the offices for the City staff and Police Department, professional offices, medical uses, a restaurant, residential and automobile related services. Both residential sites could be rehabilitated and reused as residential or converted to lodging. The medical related offices along Bank Street could remain or, if redeveloped, be converted to retail, dining or other uses that relate more to the proposed hotel/conference center south of Bank Street. These properties should be included in the Master Plan process proposed for South Auburn Street.

Streetscape Improvements: Stewart Street, Bank Street and South Auburn Street are recommended for Streetscape improvements. Each would be treated differently.

Stewart Street should be converted to a pedestrian oriented street that is shared with the automobile. The surface treatment would be textured with pavers or pressed asphalt or concrete. Street trees would be composed of a palette of medium sized ornamentals and would be off set with pedestrian scaled street lights.

The Bank Street improvements should include a minimum 6-8' sidewalk, street trees, pedestrian scaled street lights, parallel parking and benches in the two areas identified in the hotel proposal as plazas.

On South Auburn Street improvements would include 6-8' sidewalk, street trees, pedestrian scaled street lights, parallel parking and benches in the plaza adjacent to City Hall at South Auburn and East Main.

Crosswalks: Enhanced (use of pavers or punched asphalt or concrete) crosswalks are proposed for the following streets:

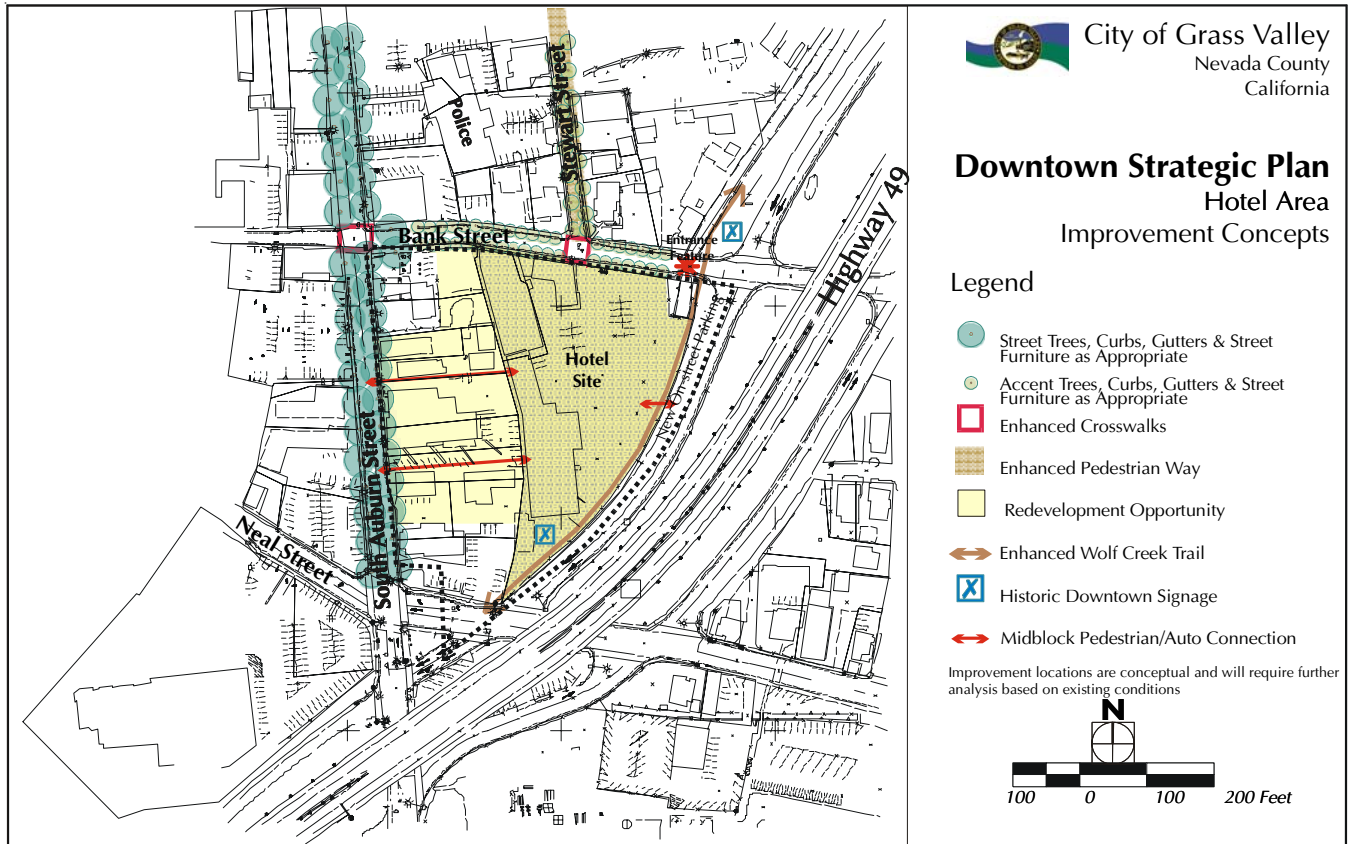
- Stewart & Bank
- Bank and South Auburn

Parking Opportunity: To increase the parking resources that are available to the public, the feasibility of decking over the Police Department parking lots should be investigated as part of the overall parking demand, supply and management analysis proposed in Section 5.2.

Wolf Creek: This segment of Wolf Creek has not been covered and should be improved consistent with the City's Parks and Recreation Master Plan (See Section 5.3). Some improvements might include:

- Removal of Exotic Vegetation
- Installation of Wrought Iron Fencing
- Installation of a Walking Trail
- Interpretive Signage

## 6.4 HOTEL AREA



The City of Grass Valley held a South Auburn Street Workshop on Wednesday, January 15<sup>th</sup>, 2003. The workshop provided an informal opportunity to participate in a discussion taking a fresh look at the proposed downtown hotel, its access and its relationship to surrounding properties.

Invitees included surrounding South Auburn and Bank Street property owners, businesses, hotel proponents, city officials and staff.

Approximately 30 attended the workshop. All but 4 of the adjacent property owners were represented. A summary of the participant’s discussion can be found in Appendix D. The following recommendations are result of those discussion and the Advisory Committee’s comments.

**Access:** The hotel plan delineates automobile access between 153 and 159 South Auburn and a pedestrian access points to the rear of 145 South Auburn and 161 ½ South Auburn. Both the hotel developer and the adjacent property owners acknowledged the need for these connections and expressed the willingness to pursue them.

The City should facilitate negotiations between the hotel and adjacent property owners that result in appropriate easements and reciprocal access agreements to assure these access points. These negotiations should be conducted concurrent with the entitlement process in order to keep the project moving forward. The hotels current site plan does not preclude additional access points that may be identified as part of a master planning process (separate recommendation).

Another important access point is Bank Street. A comment made during the facilitated discussion was “Bank Street access and design are very important”. We would concur. The hotel proponent should be required, as a condition of approval, to make pedestrian improvements to the south side of Bank Street from the Highway 49 frontage road to South Auburn. The improvements should include a minimum 6-8’ sidewalk, street trees, parallel parking and benches in the two areas identified as plazas.

The final access recommendation is to provide pedestrian access along the Highway 49 frontage road, as shown on the site plan dated January 15, 2003.

**Parking:** The parking recommendations identified in Section 7. should be considered during the approval process for the hotel project.

The hotel proponents have agreed to allow joint use of their parking facilities and to investigate integrating their parking and access with that of adjacent properties subject to the development of a master plan (separate recommendation) for the properties fronting on South Auburn Street. These concepts should be included as a condition of approval for the hotel project.

**Wolf Creek:** If the cost of exposing and Wolf Creek is infeasible at this time, the City should not allow structures to be built over the creek alignment and obtain, through easements or other legal instruments, the ability to allow future creek enhancements as opportunities are presented. A part of the hotel development a pedestrian connection will be provided.

**Master Plan for South Auburn:** The adjacent property owners and the hotel proponents have agreed that a master plan for the properties fronting on the eastside of South Auburn would be beneficial. The master plan should be conducted to insure the ability for the plan recommendations to be implemented with the hotel’s development. The developers hope to break ground in the Fall of 2003. The hotel project should not be held up awaiting the development of the master plan.

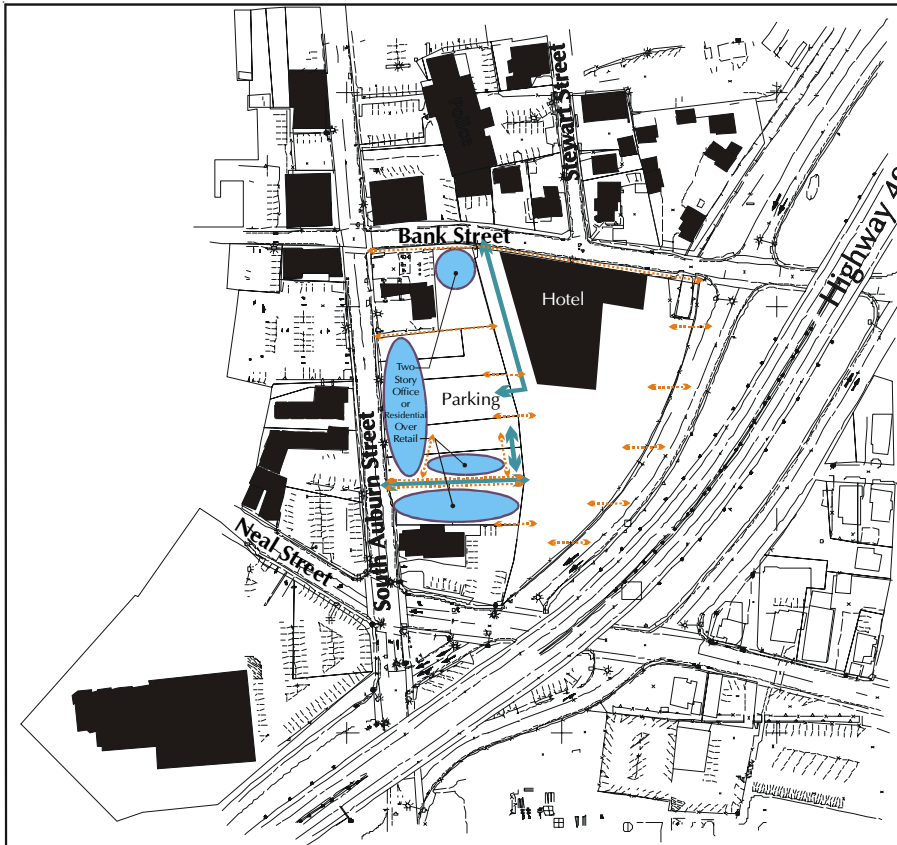
The intent of the master plan would be to set the stage for the future redevelopment of the eastside of South Auburn that integrate the properties fronting on South Auburn with the hotel development and the remainder of downtown, and to insure appropriate access, building orientation, adequate parking, and appropriate land use. The properties on the north side of Bank Street should also be incorporated into the Master Plan process.

The plan should include the following components:

- Development pro forma and economic feasibility analysis
- Development phasing
- Review of existing ordinances
- Schematic site plan with urban design elements (examining the possibility of incorporating public gathering places and pedestrian pathways)
- Schematic building design
- Appropriate land uses (examining the feasibility of upper floor residential or office uses)
- Relationship to the redevelopment agency
- Relationship between property owners
- Implementation strategy



**Downtown Strategic Plan**  
South Auburn Master Plan Concepts



Legend

- Automobile Access
- Pedestrian Access
- New Buildings
- Existing Buildings and Proposed Hotel

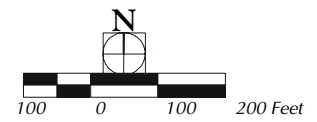


Exhibit 7

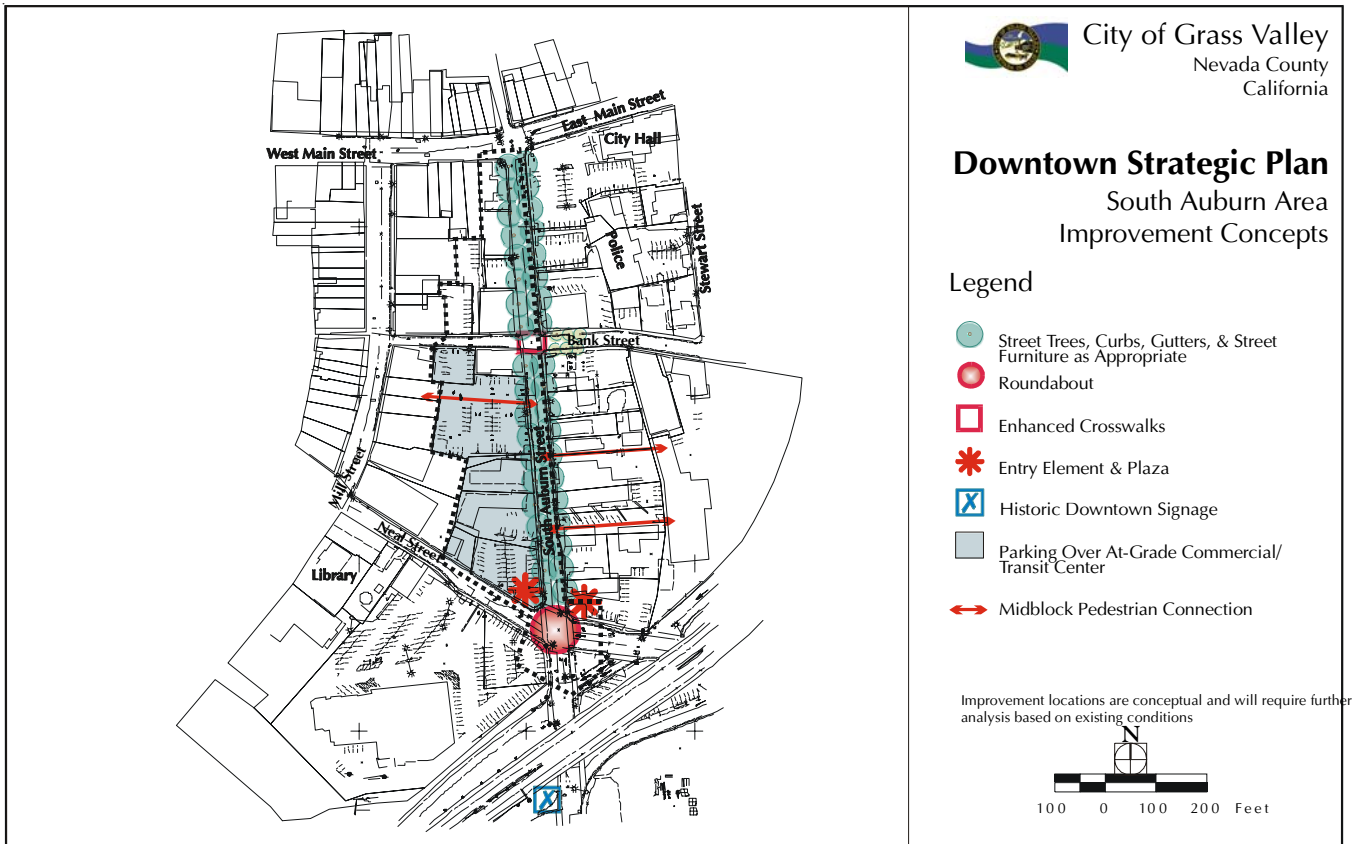


Exhibit 8

## 6.5 SOUTH AUBURN STREET AREA

**Property Improvements:** This area incorporates the properties on the west side of South Auburn between Main Street and Neal Street. Land uses are made up of office, retail and restaurants. Most of these properties are in good condition but some could use a face lift. The City should assist the private property owner to improve their building facades through a facade improvement program (See Section 7.4 - Management, Maintenance and Promotions).

A major opportunity to increase parking resources and revitalization would be to redevelop the properties along Neal and Bank with a mixed-use parking structure with ground floor retail. It is important that the structure be designed to provide access between South Auburn and Mill consistent with the Americans with Disabilities Act. Other design features should include:

- Architectural style consistent with the Downtown
- Fenestration of the upper levels consistent with residential architecture
- Large storefront windows
- A plaza and entrance feature at Neal and South Auburn
- A substantial set-back along South Auburn with centralized seating area connected to a mid-block crosswalk.



Gateway to the Richardson area from South Auburn



New parking structure over retail at South Auburn and Neal Streets with round-about in foreground

The feasibility of the mixed-use and parking structure should be investigated as part of the overall parking demand, supply and management analysis proposed in Section 5.2.

Streetscape: Streetscape improvements are recommended for the entire area and they would include:

- Canopy Street Trees
- New bus stops
- Pedestrian Scaled Street Lights
- Benches
- Trash Receptacles

Crosswalks: Enhanced (use of pavers or punched asphalt or concrete) crosswalks are proposed for the following streets:

- Bank
- Mid-block between Bank and Neal
- Neal

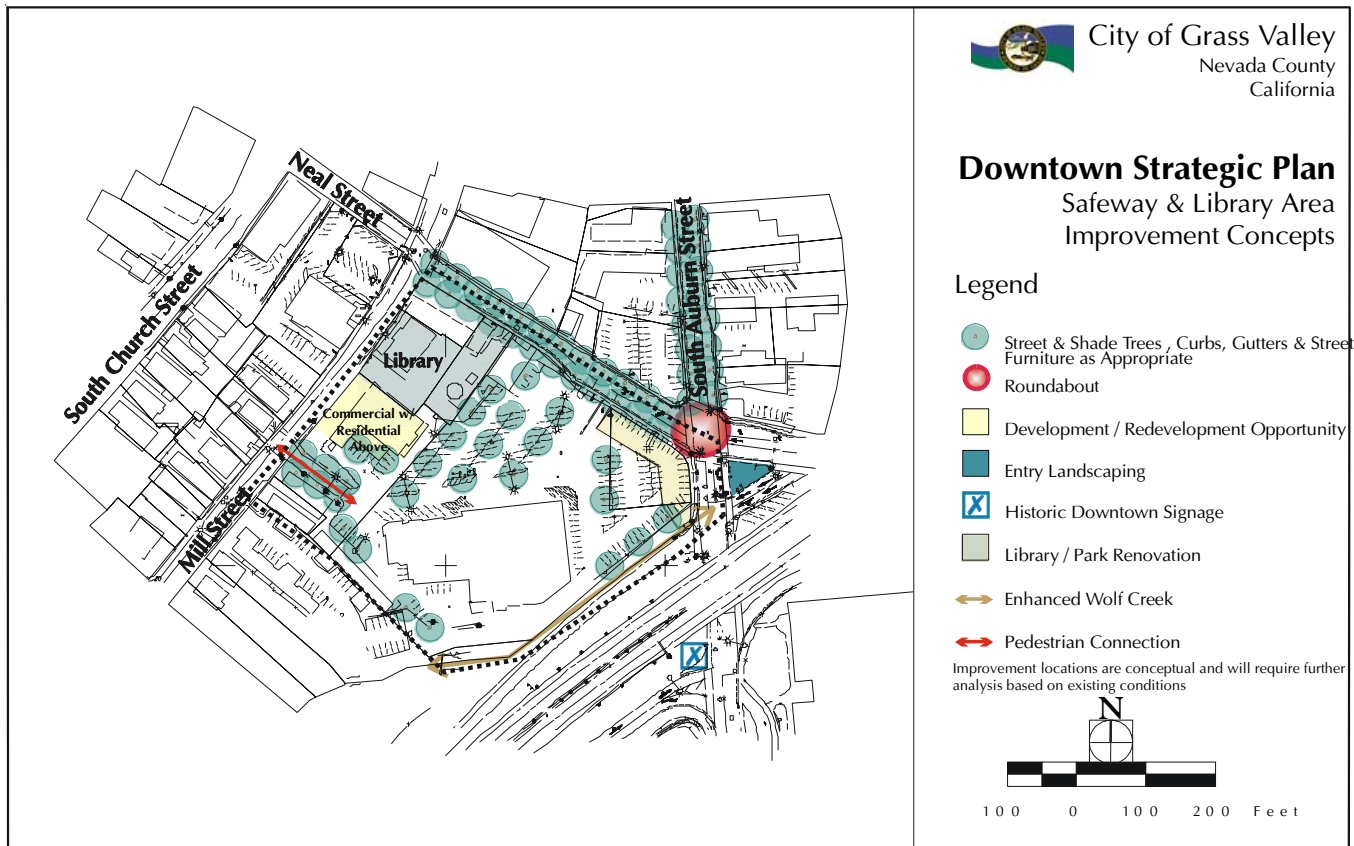


Exhibit 9

## 6.6 SAFEWAY AND LIBRARY AREA

Property Improvements: The area is dominated by the Safeway Shopping Center, other uses include the Library, retail (including the Salvation Army Thrift Store), eating establishments and the Elisabeth Daniels Park. The Library is planning a renovation program which is pending funding. The renovation program includes the incorporation of the park which should provide better management of this important open space.

An opportunity for infill development exists at the intersection of Neal and South Auburn in the Safeway parking lot. This site could be developed with a 8,000 to 10,000 square foot retail space which would help frame the intersection. Additionally, the Salvation Army building could be redeveloped to include ground floor commercial, and residential above that fronts on Mill Street.

Streetscape: Streetscape improvements are recommended for Neal Street that would include:

- Canopy Street Trees
- Pedestrian Scaled Street Lights
- Benches
- Trash Receptacles

It has been reported that a condition of approval for a previous planning entitlement for the Safeway Center was for the property owner to provide for the shading of the parking area. The Planning Department files should be investigated, and if this is in fact the case, the condition should be enforced.

As the opportunity arises, pedestrian access between Mill Street and the shopping center should be enhanced through separating it from the existing driveway and adding decorative trees or other landscape materials.

Mill Street streetscape improvements are a part of a current City project which extends from Highway 20 to Neal Street.

The concreted triangle bounded by Colfax/South Auburn/State Route 20/49 Frontage Road does not provide a positive image of Downtown as one enters the area. It is recommended that this area be landscaped with low groundcover and annual plantings.

Crosswalks: An enhanced (use of pavers or punched asphalt or concrete) crosswalk is proposed for the Neal and South Auburn intersection.

Wolf Creek: Wolf Creek is covered as it passes through the Safeway site. If the cost of exposing and enhancing Wolf Creek is infeasible at this time the City should not allow structures to be built over the creek alignment and obtain, through easements or other legal instruments, the ability to allow future creek enhancements as opportunities are presented. In addition, walkway improvements should be installed to allow access to the point where the creek resurfaces.

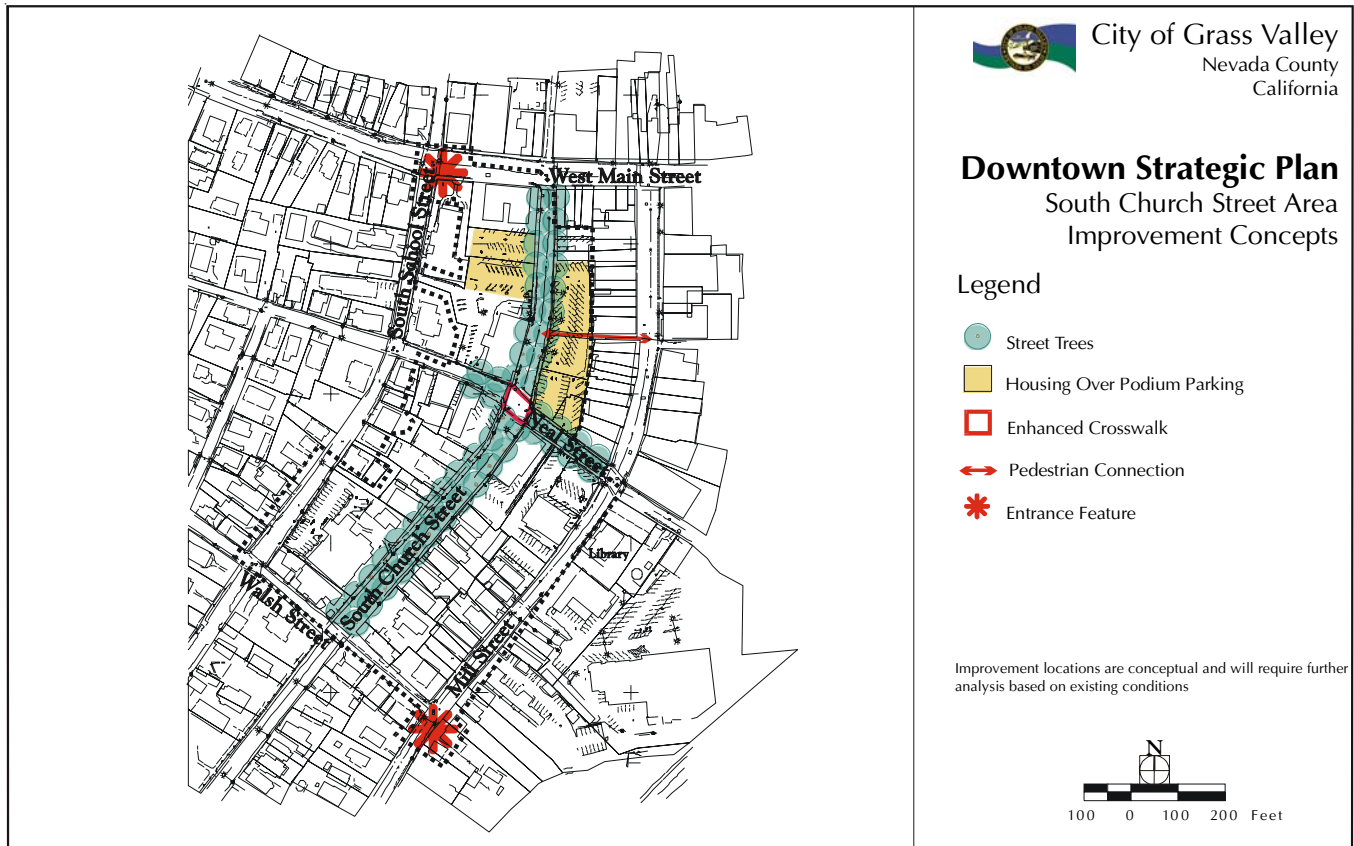


Exhibit 10

## 6.7 SOUTH CHURCH STREET AREA

**Property Improvements:** This area is characterized by its variety of uses - financial and real estate institutions, high density residential, single family residential, houses of worship, retail and the home of the Chamber of Commerce. Two opportunities exist for increasing the amount of housing in the Downtown area. Both involve developing housing units over podium parking lots. One lot is the City lot at Neal and South Church Street the other is across South Church to the rear of the Bret Harte Inn. The development of housing over parking would requires a detailed financial/feasibility analysis and in one case the cooperation of adjoining property owners. The financial/feasibility analysis should include the following analysis:

- Identify fee users (revenue opportunity - can the parking support debt?)
- Identify mechanisms for shared parking arrangements
- Identify housing funding mechanisms which can provide funding for the parking associated with the housing
- Develop cost estimates for the combined parking and housing (make sure that you can pull out the parking costs)
- Identify public funding sources for the “public parking” component
- Identify public funding sources for the housing component

Streetscape: Streetscape improvements are recommended for Neal Street and South Church Street that would include:

- Canopy Street Trees
- Pedestrian Scaled Street Lights
- Benches
- Trash Receptacles

In addition, an enhanced crosswalk at Neal and South Church and a pedestrian oriented connection between South Church and Mill through the parking structure should be provided in the location of the existing pedestrian way. Gateways are proposed for the intersections of West Main and South School, Mill and Walsh and Mill and Highway 20. These gateways could take the form of a modest archway or a monument sign.



Housing over podium parking on South Church Street near West Main