

# GREENBACK LANE ORANGEVALE VISION



MISSION: GLOVE is an organization that contributes to making Greenback Lane a beautiful, economically thriving, vibrant and sustainable business corridor. GLOVE works together with Orangevale business owners, property owners, Sacramento County agencies, the City of Folsom and other stakeholders to implement this mission.

PURPOSE: To recognize Greenback Lane not as a transportation thoroughfare, but as a thriving business district, including historic Orange Vale. Imagine the possibilities...

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## GREENBACK LANE ORANGEVALE ENVISIONS (GLOVE)

December 2011



Orangevale, today a suburb of metropolitan Sacramento, had its origin in the colonization and development of a portion of Rancho San Juan. In the late 1880's approximately 3,200 acres of the 1844 Mexican land grant was subdivided by the Orange Vale Colonization Company. It was marketed in eastern and mid-western states.

The colony, situated between Kenneth, Oak, Santa Juanita and Pershing Avenues, was laid out with a town site and 312 ten-acre parcels with each property served with piped water. The large, heavily wooded block, in which Orangevale Park sits today, was left undeveloped.

Former grassland and oak savanna was soon planted with all types of citrus, nut and fruit trees. By 1909 the colony was home to 700 people, and local farmers would ship a reported four hundred carloads of fruit that year.

The "Great Freeze" of 1932 killed much of the area's citrus and was a setback for Orange Vale and its sister colony of Fairoaks. The depression and World War II forced the community to hunker down. In the 1950s and 60s, with the growth of the Aerojet Corporation, Orangevale came to life. New tract homes were built, largely between Greenback Lane and Pershing Avenue, to house many of the new Aerojet families.

The original Orange Vale town site that was envisioned for the area south of Greenback Lane (from Main Avenue to the American River) never materialized. Instead, businesses lined Greenback Lane and Main Avenue. In the 1970s, with the development of nearby Sunrise Mall and the extension of Hazel Avenue across the American River, additional commercial development spread west along Greenback, creating a second center of commercial activity around Hazel Avenue.

In 1970, recognizing the rapid suburbanization of the "east area," Sacramento County prepared an Orangevale Community Plan land use map to serve as a tool to guide new development in the community. In 1976 the map was revised and the Orangevale Community Plan was created. Subsequently, the Orangevale Community Planning Advisory Council was established to review and advise (the county) on local projects.

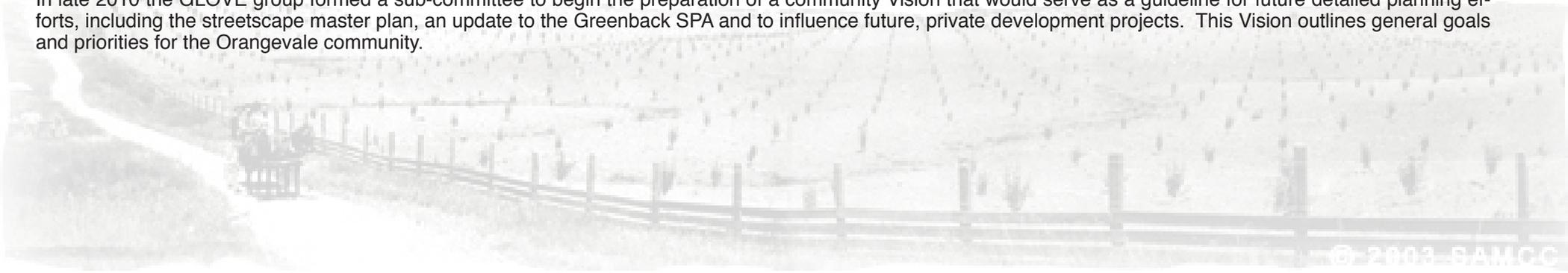
The Orangevale Community Plan established several major goals, including:

- To protect and enhance a high quality rural lifestyle, preserving open space, offering a large-lot agricultural-residential alternative to urban-density development, and preserving natural features of terrain, streams and vegetation;
- To provide opportunity for agricultural pursuits, including the raising of livestock, gardening and commercial agricultural activities;
- To protect and enhance the quality of residential areas and the natural environment with planned and creative development of smaller lots and location of higher density dwellings along Greenback Lane;
- To encourage healthy, viable commercial development that is localized along Greenback Lane and Main Avenue, complementary to Sunrise Mall activities, including the upgrading of existing commercial establishments and establishment of architectural review.

The Orangevale community has long prospered because of its caring and engaged citizens. In the past decade hundreds of community members and business owners have been active on a number of planning efforts, such as the Orangevale Community sign project and the creation of the Greenback Special Planning Area (SPA).

The Orangevale Chamber of Commerce and Sacramento County, through the leadership of Supervisor Roberta MacGlashan, have helped implement projects and strategies to improve the community. In 2008 both were active on the first community planning effort in twenty years, the Greenback Lane Economic Development Strategy (GLEDS). As an outcome of the strategy, a new community-based group was formed to work on improvement projects: the Greenback Lane Orangevale Envisions (GLOVE).

In late 2010 the GLOVE group formed a sub-committee to begin the preparation of a community Vision that would serve as a guideline for future detailed planning efforts, including the streetscape master plan, an update to the Greenback SPA and to influence future, private development projects. This Vision outlines general goals and priorities for the Orangevale community.



# GREENBACK LANE ORANGEVALE VISION

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and Acknowledgements*

Note: Greenback Lane Economic Development Strategy (GLEDS) and Greenback Lane Orangevale Envisions (GLOVE) are often used interchangeably to describe the same geographic area (for study and planning purposes).



This Vision will outline general objectives and priorities for the Orangevale community. The intent of the Vision document is to serve as a community guideline for programs and projects. Although many of the details that will become part of future projects are not outlined in the Vision, the document will guide planning efforts and can help community leaders as projects are pursued.

The Vision document addresses the physical environment, land use, business retention, marketing and promotion, transportation and other general projects, including recreation and community identity.

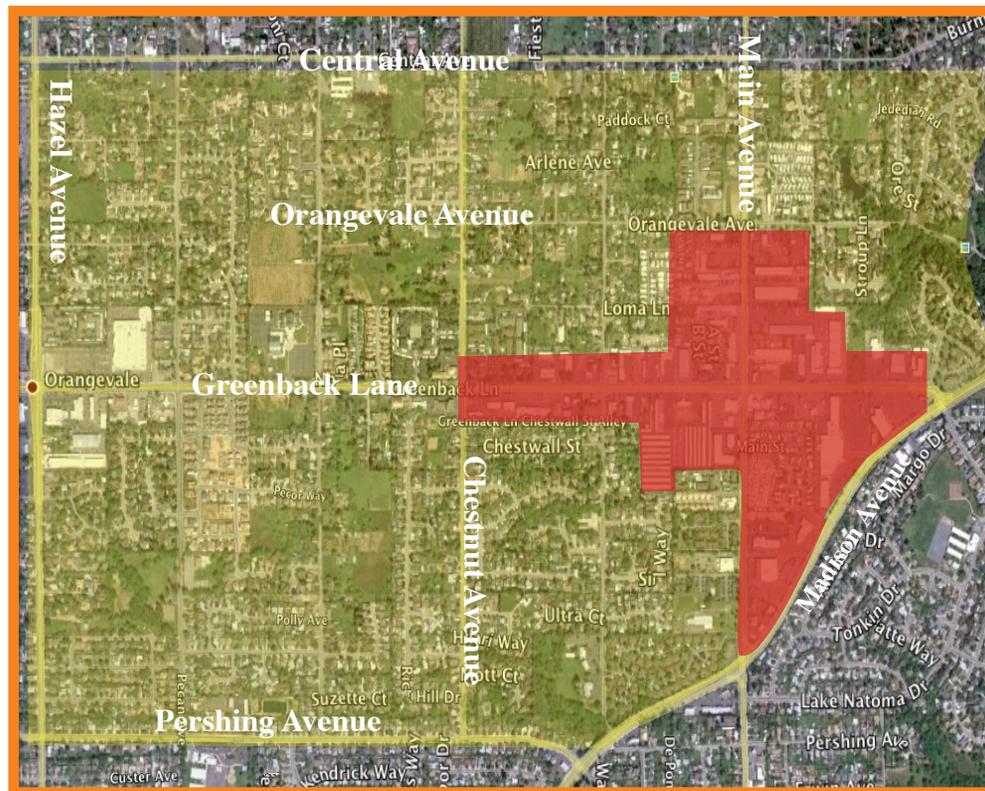
Most importantly, the Vision is consistent with the strategies outlined in the Greenback Lane Economic Development Strategy (GLEDS) project and the more recent pursuits of the Greenback Lane Orangevale Envisions (GLOVE) group. It will serve as a guiding document during the pursuit of improvement funds and future, more detailed, planning efforts. The Vision continues to move the “community improvement” discussion forward.

Although the Orangevale area includes portions of neighborhoods and corridors beyond Madison, Hazel and Central Avenues, this Vision focuses on a proj-

## Key Components of the **VISION**

- Physical Environment
- Land Use
- Transportation
- General Improvements
- Implementation

Figure 1 - The figure at right shows the primary project area in red and the secondary project area in yellow.



ect area that is much smaller. From the early work in the GLEDS effort, community members chose to concentrate planning efforts on Greenback Lane, Chestnut to the Folsom city line, and Main Avenue, from Orangevale Avenue to just past Pershing Avenue. This project area is largely centered around the the Greenback and Main Avenue intersection.

The map on the previous page shows the secondary project area in yellow and the primary project area in red (lightly shaded area - yellow - and darker shaded area - red - on black and white copies). Once again, this document will focus mainly on the primary area, but a close watch and advocacy for the secondary area and surrounding neighborhoods, is very important to long term success of the Greenback Lane corridor.

### *Document Overview*

This Vision is a work in progress and will be updated from time to time to reflect in the current goals and objectives of the community. Each main component of the Vision includes: an overview, goals and objectives, existing conditions review, strengths and assets, and finally, implementation.

## **PHYSICAL ENVIRONMENT**

### *Overview*

The need for Orangevale to be identified as a physical place has been a top priority for community members over the past few years. Bounded by established commercial corridors, recreational areas and a mature residential community, Orangevale has much to offer residents and businesses.

There is no uniform design theme for desired physical improvements on the corridor, either to the buildings or in the surrounding community. However, multiple themes have emerged and people have expressed a preference in preserving the “rural” and “1950s era” themes on the corridor. It is likely that a refinement of these themes will be a significant part of future planning efforts.

### *Goals and Objectives (Physical Environment)*

The goals and objectives for physical improvements are listed below and should be considered when planning or reviewing any physical improvement project. The goals are as follows:

- Projects shall be of the highest quality design and construction.
- Projects shall take into consideration the “rural” character of the community.
- Although setback and other development considerations are provided in the Greenback Special Planning Area (SPA), consideration should be given to the orientation of the projects to the corridor and community.
- Beautification projects are encouraged, in particular projects at key community gateways. These projects may include: façade updates, new paint and facade improvements (including community murals), new landscaping, new lighting (as appropriate) and general parking lot enhancements.
- Projects that support and/or encourage more of an outdoor presence (patios, courtyards, seating) are encouraged.
- Sensitivity and care should be made to incorporate the existing terrain into project the design.
- New and enhanced pedestrian facilities are desired. These improvements will result in im-



*Top* - The College Cyclery sign on 21st Street has become an iconic image of Sacramento’s past. This sign is an example of 1950s design theme.

*Bottom* - The Orbit station is an example of architectural themes that contributed to the charm and appeal of Orangevale in the past 75 years.



Top (Photo) - Can you imagine Annie's in Orangevale without outdoor patio seating?

Figure 2 - The figure on the right shows the District concept for the Greenback and Main corridors.

- proved walkability in the community.
- Projects should be designed to include the emerging themes (on the corridor).

### Existing Conditions Review

The Orangevale area is in a transition period. Many of the structures are fifty years old, or more, but few structures have received any attention for their historical significance. This Vision is not a prescriptive design guidebook and no universal design themes are included in this document. However, it is anticipated that many structures will be updated in the coming decade and there is a tremendous opportunity for a significant upgrade to the look and feel of the corridor.

### Strengths and Assets

- Unique structures in the community have historically been protected by residents, including the former Orbit gas station (shown on page 2).
- Mature trees are common in the community, pres-

- ervation of large trees is important.
- A solid infrastructure exists, this may allow for enhancements to without major challenges.

### District Concepts (Physical Space)

Over the past five years the community has embraced the concept of “districts” in the Orangevale Community. The GLEDS project team outlined this concept and identified different segments on the Greenback corridor as districts, based largely on appropriate scale and mass (see Figure 5 for examples of scale and mass). These districts will affect future physical improvements to the corridor, as outlined in this Vision. See Land Use section for additional discussion on the district concept.

Future physical improvements will be concentrated on the commercial corridors and major arterials in the project area. The figure below highlights the proposed districts in the project area (boundaries approximate).



### Streetscape Improvements (general Vision concepts)

Although the creation of a Streetscape Master Plan (SMP) will help identify detailed streetscape improvements in the Orangevale area, a number of physical improvements to the area have been discussed by community members, and are a part of this Vision.

#### Gateways and Monumentation

The gateways into the Orangevale community are important to the physical identity of the area. Although the detailed design of these features needs additional input and planning, community members have identified possible locations for the monuments.

#### Lighting

In keeping with the rural character of Orangevale, lighting improvements should be sensitive to the different areas in the community. For example, lighting improvements are needed on the commercial corridors, but additional lighting may not be desired in the

the single-family residential areas.

#### Medians

There are limited opportunities to improve median areas on the corridors, however improvements shall take into consideration critical business access issues. Detailed landscape and design concepts shall be a part of future streetscape planning efforts.

#### Sidewalks

Like lighting improvements, sidewalk improvements and enhancements should be carefully considered. Sidewalks (pedestrian improvements in general) are needed on the commercial corridors, but may not be desired in all residential areas.

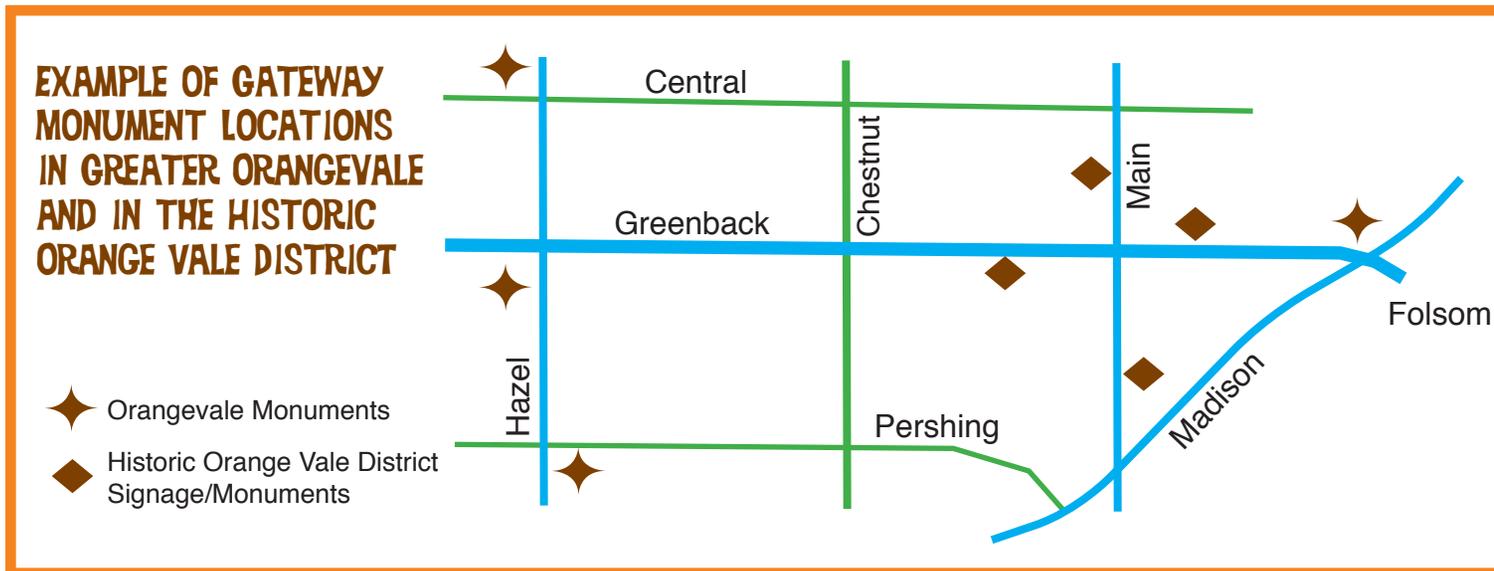
#### Pedestrian Crossings

To promote pedestrian activity on the corridors, safety and access improvements should be pursued in the area.



Top (Photo) - Example of palm trees in the median - popular on Sacramento's commercial corridors.

Figure 3 - The figure on the left is a proposed location map for conceptual community gateways and historic district signage.



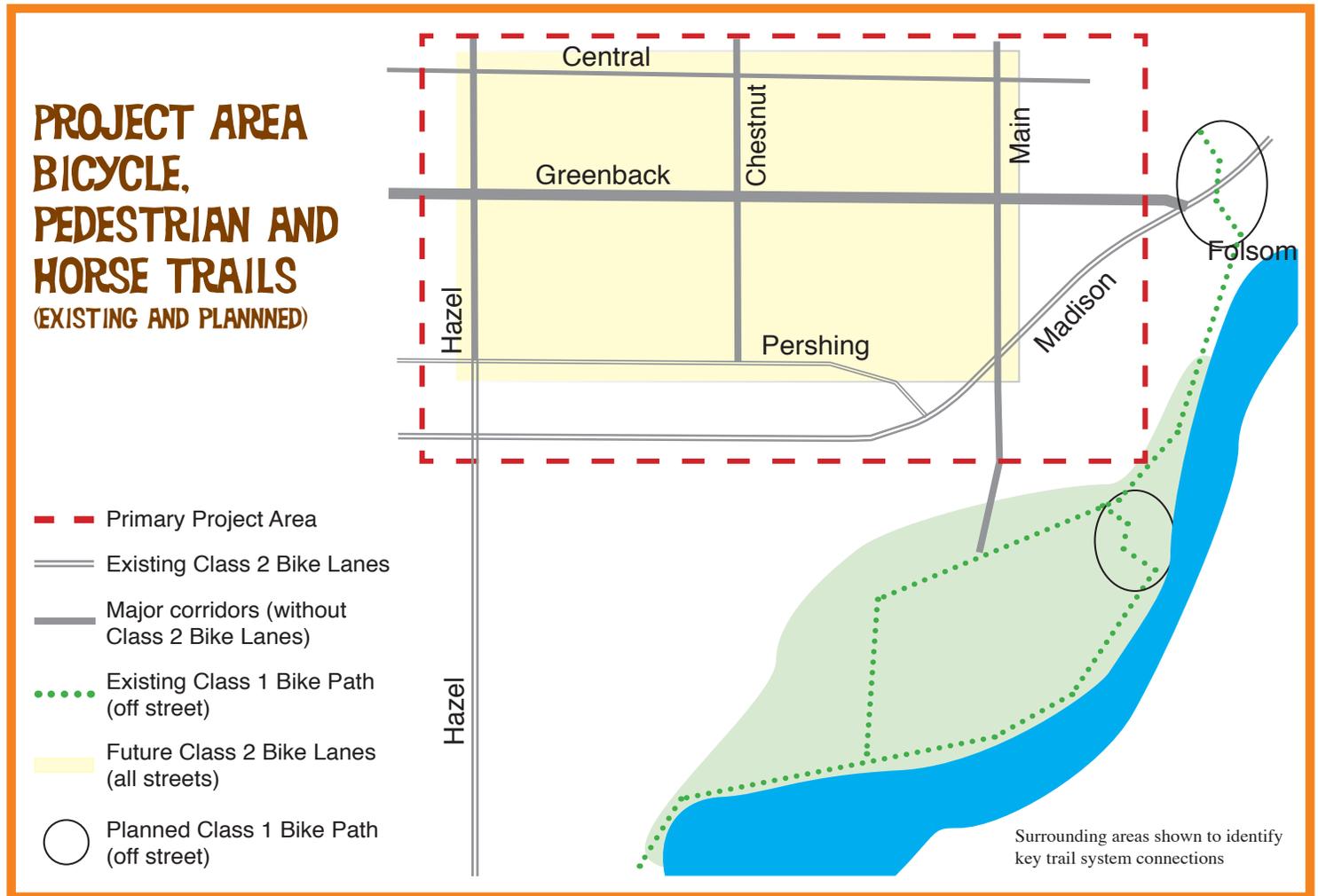


Top (Photo) - Simple roadway re-striping can sometimes solve circulation issues. The photo above shows a stretch of Main Avenue (at Greenback) that was re-striped to improve traffic conditions.

Figure 4 - The figure on the right shows the hiking, biking and equestrian trails in the Orangevale community.

**Re-Striping**  
Some of the least complicated of the recommended future projects are the improvements to pavement markings in transportation lanes. Priority pavement re-striping projects were identified in the GLEDS effort and many improvements have already been made. A review of roadway, trail and transit markings should be completed on a regular basis.

**Trails**  
Walking, bicycle and equestrian trails are a top priority to Orangevale community members. Future streetscape master planning efforts shall include an inventory of trails. Existing and future trails are considered an important part of the overall transportation network and a major component of the Vision and its promotion of outdoor recreation in Orangevale.



Some of the aforementioned priority projects may also be part of the Land Use section of the Vision, or maybe outlined in future actions (e.g. Special Planning Area update). Further, additional improvements have been identified in the Transportation section (page 9).

Private property and business owners in the project area are encouraged to adopt the overall Vision for the streetscape. And although the future Streetscape Master Plan will primarily address improvements in the public right-of-way, property owners should pursue improvements to landscaped areas (including parking lots) that are consistent with the Vision and future plans. This may include installing similar plant species and supporting design themes.

#### *Implementation and Actions (Steps)*

The following proposed actions will be important considerations to an improved physical environment:

- Creation of a detailed Streetscape Master Plan to address all physical improvements on the corridors and arterials. This document will closely reflect the overall Vision for the area, but will outline block-by-block improvements and will set the stage for actual construction documents needed for the physical improvements.
- The provisions pertaining to physical improvements (sidewalks, etc.) in the Greenback SPA should be reviewed for consistency with the Vision and future streetscape planning efforts. Appropriate changes should be made when the SPA is updated.
- Because of the complexity in securing funds for streetscape improvements, advocacy should begin immediately and future funding and partners identified.

## LAND USE

### *Overview*

Land use planning efforts have long been important exercises in the community. The creation of the Greenback SPA came after years of community discussions and considerable input. Although the plan will need updating the coming years, it reflects a strong commitment to the Greenback corridor and the relationship of the businesses to the surrounding community (as evidenced by the height restrictions, setback requirements, etc.).

### *Goals and Objectives (Land Use)*

- Land use considerations shall receive community input and be evaluated against the Vision.
- Land use provisions in this Vision shall advise any future updates to official regulatory documents, such as the community plan or SPA.
- Future land uses shall be sensitive to existing, rural pattern residential development.
- Because of the large geographic area in the Orangevale community, as well as different topographies, the community has supported the creation of districts. These districts address the need for appropriately “scaled” development (e.g. neighborhood serving district has smaller structures that will require less of a buffer to surrounding neighborhoods).
- Business development (retention and recruitment) should be considered during land use discussions.
- Creation of Historic Orange Vale District is desired by the community. It will serve as a town center, providing public gathering areas.



*“Land use in the project area has been the most discussed component of this Vision over the past two decades. Although we would like to preserve the rural, large lot residential feel of the area, we recognize that a thriving corridor includes community and neighborhood serving businesses. These corridors, if the real estate market improves in the coming years, may also support some residential ‘mixed-use’ development above or adjacent to the commercial projects. This will provide a ‘human presence’ on what is otherwise a vehicle-oriented transportation thoroughfare.”*

*-Joe Ellering  
Owner, Dairy Queen*



Top (Photo) - Aerial map of typical single-family residential lot in Orangevale.

Figure 5 - The figure on the right shows community appropriate massing and scale. Building mass, along with land use, should be sensitive to surrounding neighborhoods.

### Existing Conditions Review

Orangevale is in need of an updated land use plan. Although there is an existing community plan, and more specifically a SPA for the Greenback corridor, both documents need to be updated in the foreseeable future, in particular portions of the SPA that govern the project area. The land use portion of this Vision outlines some general goals, but does not include detailed land use recommendations or requirements. That being said, the community has a history of opposing land uses that are considered incompatible with community goals.

For the most part, there are two existing land use categories in the Orangevale community: single family residential and general commercial. This Vision does not propose to greatly expand those two land uses types, however it does acknowledge that there

are opportunities for other types of land use in the community. In addition to residential and commercial, other land use types that are consistent with the Vision are listed in this section.

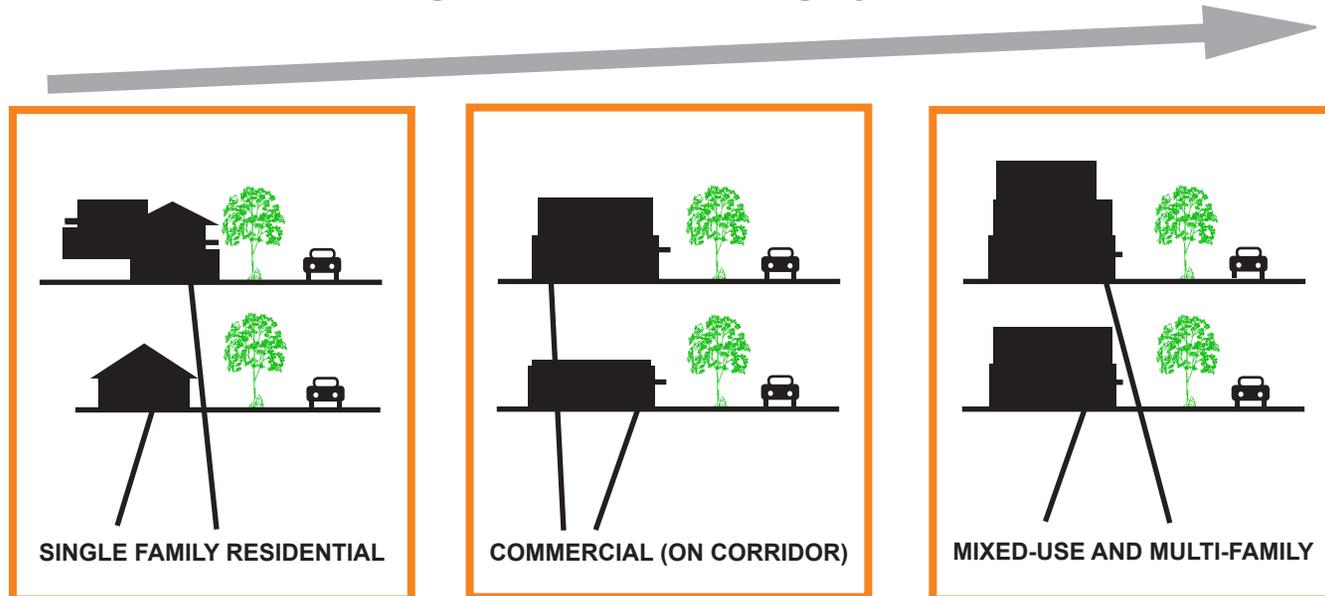
### Residential

The existing single-family residential areas are very important to the fabric of the community. In general, these neighborhoods shall continue to remain residential in focus and improvements to be made should be supportive of their use.

### Commercial

The commercial land use designation is largely limited to the major commercial corridors, including Greenback Lane and Madison Avenue, with some portions of Main and Hazel Avenues. There is little desire to expand these commercial areas into the

## BUILDING FORM, MASS AND DENSITY (Example showing “scale” increasing by district and/or zone)



surrounding neighborhoods, but there may be some limited opportunities, at select intersections, for more commercial development.

Very important to the community is the large number of home-based small businesses throughout the community (both commercial and residential areas). Although not necessarily a land use consideration, it is important to note that these types of businesses are critical to the community fabric.

### *Multi-Family Residential*

Orangevale has a limited number of multi-family developments. In general, there is not a strong desire to incorporate more large-scale apartment complexes into the community plan, however there will likely be more of an opportunity for multi-family development along the major commercial corridors. Much care and thought should be placed on project location, quality design and construction, and transportation (among other issues).

### *Industrial*

Light industrial uses in the area are limited and are not part of the long-term Vision for the community. Although these types of users could employ local residents with good jobs, the interior area of Orangevale presents a number of challenges including the transport of product, neighborhood compatibility and other general nuisances. Some manufacturing and light industrial uses (e.g. storage) may be compatible, but the utmost consideration should be given to community concerns.

### *Recreational Space*

Orangevale has prided itself on the abundance of general open space in the community. Recent ef-

orts to enhance recreational space (e.g. horse trails) have garnered much community support. That being said, more space may be desired in the future, whether it be expansion of the park district facilities or additional access to the river and Lake Natoma.

### *District Concepts (Land Use)*

A widely accepted outcome of the GLEDS effort was the concept of corridor “districts.” These districts concentrate uses at nodes on the corridor with area appropriate land uses and physical enhancements. A general district map was provided on page 3 of this document (Figure 2).

In the future, detailed land uses (at the parcel level), shall be consistent with this “district” concept. The map used in Figure 2 provides no fixed boundary by use type. In other words, future amendments to the SPA will address project area boundaries, land use, development standards and other design details. This Vision simply outlines the general, desired, land use types on the different segments of the corridor.

### *Historic Orange Vale District*

Although concepts for a historic district have not been refined, community members have expressed a great interest in the area surrounding Main and Greenback. Early discussions have centered around a focus on 1950s era architecture, design and the identity of the area as “Historic Orange Vale.”

Program and project details shall be considered in future planning efforts, including the Special Planning Area update (to address land use and other planning components) and the creation of a Streetscape Master Plan (monumentation and other roadways design considerations).



Top Photo - Negro Bar and Lake Natoma provide for outstanding recreation opportunities.

Bottom Photo - Example of a quality multi-family development project in an adjacent community (Fair Oaks).

## TRANSPORTATION

### *Overview*

The Orangevale community benefits by an established transportation network. However a number of challenges exist because of population growth in surrounding areas.

### *Goals and Objectives (Transportation)*

- Transportation improvements must continually be pursued due to the size of the overall improvement area and the need for significant improvements. Pavement conditions, streetscape enhancements and beautification are part of the larger effort (despite not being discussed in the Vision).
- Improvements shall be consistent with community priorities, although some of these priorities may not be consistent with typical transportation department policies (e.g. sidewalks).
- Although some details are provided in this Vision,

additional transportation system planning details need further discussion. In addition, some of the improvements to the transportation system are listed in the Physical Environment section of this document and not in the Transportation section below.

- A strong vehicular focus is important, but the community has voiced support for improved public transit system and more recreational trail opportunities.
- Public safety is paramount. Although sidewalks may not be considered a high priority in all the residential areas, they are a priority on the major corridors in the area. Traffic must be slowed down.

### *Existing Conditions Review*

The major transportation corridors in the community have been carrying vehicles for decades and are a critical piece of the county's transportation network. Hazel Avenue, Greenback Lane and Madison



*Top Photo* - Greenback Lane has few pedestrian amenities.

*Bottom Photo* - Overhead power lines are unsightly.

*Figure 6* - The figure on the right shows a landscape rendering and example of median enhancements and landscaping on the edge of the right-of-way.



Avenue are three of the county's most important roadways. All weave through residential areas and serve as home to hundreds of neighborhood businesses.

Improvements to the corridors, and support arterials, are needed in the coming decade. Once again, this document does not attempt to provide detailed recommendations for transportation system improvements, instead it sets the tone for the type of improvements that are desired by the community.

### *Roadways*

In an effort to slow traffic and encourage passers-by to frequent local businesses, the Vision for Orangevale calls for the maintenance of the current roadway. Specifically, the community believes that additional travel lanes will not support and enhance the community. Pavement conditions should be continually reviewed and repairs pursued whenever possible. Sidewalk "gaps" on the commercial corridors should be eliminated. Further, safety for pedestrians is paramount.

### *Overhead Transmission Lines*

The undergrounding of utilities is a priority project that will have a tremendous impact on the appearance of the corridor (see photo on page 9).

### *Public Transit*

The community has indicated that transit ridership would increase with improved service and enhanced facilities. Improvements should be pursued in the near future, and partnerships with the transit provider should be established. Physical "system" improvements should be a part of the SMP.

### *Trails (bike, pedestrian and equestrian)*

Support for the concept of additional (and improved) trails is discussed in the Land Use section of this Vision, however specific attention should be paid to connectivity and the role of existing and future trails with respect to the current transportation network. A master trail map is shown on page 5 (Figure 4).

### *Implementation and Actions*

- Transportation improvements (projects) shall be considered in the Streetscape Master Plan.
- Because of project complexities and costs, pursuit of improvement funding should be a top priority and one of the initial actions.
- Improvement projects should be prioritized for "phased" implementation.
- Key partnerships are needed to pursue transportation improvements.
- Additional technical expertise and resources are needed to aid in the refinement of projects (financial or otherwise).

## **GENERAL IMPROVEMENT PROJECTS AND PROGRAMS**

### *Overview*

The Vision focuses on a few areas that will produce some tangible results, however general improvements to the community will include efforts that will be more difficult to measure. There are a number of additional priorities that are important to the Vision for Orangevale, they are outlined on the following page.



*Top Photo* - The Greenback median is ripe for enhancement, but preserving access to businesses is important.

*Bottom Photo* - Reduced service in Orangevale can partially be blamed on limited transit funding. Transit improvements may encourage increased ridership and should be included in any future streetscape planning effort.



*"Our plan is not to provide parameters for public art projects, we simply want the community to know that public art projects could improve the look of the corridor. We toured other districts where art had a real role in revitalizing the area and getting the community engaged in the overall improvement effort."*

*-Katherine Leonard  
Chair, GLOVE*

### *Goals and Objectives (General Projects and Programs)*

- Promote community pride and encourage participation from residents and businesses alike.
- Address the image of the community.
- Sustain and promote existing businesses, which are critical to the community fabric.
- Attract and recruit new businesses to the community, in particular to build and promote the Historic Orange Vale District.
- Provide opportunities for both residents and non-residents to enjoy Orangevale.
- Enhance and improve the overall "look" of the community, in particular the public spaces.
- Develop and promote community identity.
- Promote projects that are unique and not just "standard improvement" projects.
- Support community-based organizations who have a role in improving Orangevale.
- Be a resource for Sacramento County, partnering in economic development efforts and other activities that will improve Orangevale.

### *Projects*

Community events are an important component of this Vision. The GLOVE group will continue to sup-

port and sponsor community events in the coming years. This may include events like a local farmer's market and other events that are open to the general public.

### *Public Art*

In addition to opportunities to incorporate public art into the public space, there have been a number of private projects on commercial corridors in other communities that have helped improve the appearance of the area. Public art on private property is supported by GLOVE and is encouraged at key locations in the community. Details will be outlined in a future public art program.

### *Recreation*

Outdoor recreation areas are some of the most important spaces in the Orangevale area, largely due to its ideal location adjacent to Lake Natoma and the American River. The configuration of the landscape for large, rural lots also supports the equestrian lifestyle. The community would like these relationships to recreation to continue in the future, with a number of possible enhancements including additional trails and improved connections to the river system.

*Right (Photo) - Public art on a building on Franklin Boulevard reflects the theme the business district has been promoting.*



### Community Identity

The community signs that were posted in the 2000s were an important step in maintaining the community identity for Orangevale. Community members have supported the concept of building on this effort, possibly adding more “iconic” signage or monumentation.

### Implementation and Action (Steps)

The following list of possible actions is focused on the implementation of programs, and the eventual pursuit of general improvement projects.

- Pursuit of a public art campaign, ideally as a community-wide effort that will engage local artists, students and other groups interested in supporting the project.
- Ongoing discussion and implementation of an identity campaign. This may include the creation of logos, additional signage in the community and other related efforts (media campaigns).
- Support for future equestrian and recreational trail planning efforts in Orangevale.
- Review of land use planning and (physical) im-

provement projects with respect to community identity and other related efforts (e.g. public art).  
-Identify opportunities to promote Historic Orange Vale in the community and to attract more customers to the greater Orangevale area.

### ADDITIONAL PLANNING EFFORTS

This Vision document expands on the GLEDS and GLOVE efforts, but is less detailed than important community “shaping” documents. Nevertheless it will have a major influence on the future of Orangevale. Two key, future efforts will be an amended Greenback Lane Special Planning Area and the creation of a new Streetscape Master Plan. Community leaders will ensure that the Vision components outlined here are refined and revised in each document.

### VISION IMPLEMENTATION (summarized)

Project implementation by (Vision) component has been outlined throughout this document. The table on page 13 outlines each action, lists partners and provides priority levels.



**GREENBACK LANE  
ORANGEVALE ENVISIONS**



Top Photo - The Orangevale signs helped re-start the effort to establish the community identity.

Figure 7 - The figure on the left was the conceptual design for community gateways in Old Florin Towne. Design concepts focus on the rural, agricultural appeal of that community. The project was completed in 2008.



## IMPLEMENTATION (summarized)

Projects and programs have been outlined in the Vision (listed in order of appearance in this document). The following table summarizes projects, priority rankings and a listing possible partners for each project.

### Implementation Priorities – Projects and Programs

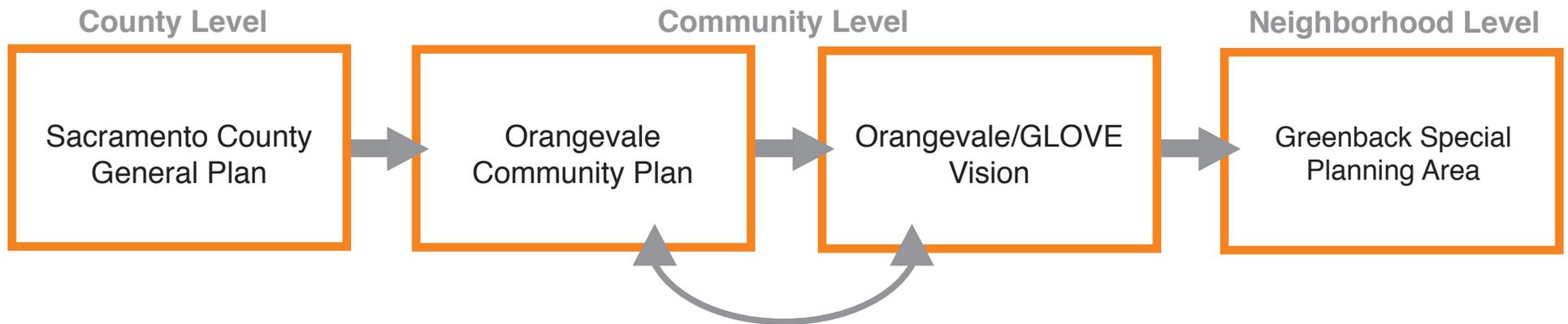
Projects (Concepts not listed in order of rank)	Priority	Partners
1. <b>Special Planning Area Update</b> (General)	High	GLOVE/County
Refine Historic Orange Vale District concept (as component of SPA)	High	GLOVE
2. <b>Community Identity</b> (may be component of other efforts)	High	GLOVE/County
3. Creation of a <b>Streetscape Master Plan</b> (General)	High	GLOVE/County
Develop gateway features (component of SMP)	High	GLOVE/County
Refine corridor signage concepts (component of SMP)	Medium/High	GLOVE/County
Refine “district” concept (with respect to design)	Medium	GLOVE/County
Median enhancements (design and implementation)	Medium	GLOVE/County
4. <b>Pedestrian Enhancements</b> (may be component of SMP)	High	GLOVE/County
Lighting	High	GLOVE/County
Sidewalks	High	GLOVE/County
Other improvements	Unknown	GLOVE/County
5. Identify Short/Long-term <b>Transportation Improvements</b> (in conjunction w/SMP)	Medium	GLOVE/County/RT
Public transit improvements	Medium	GLOVE/RT
Underground overhead utilities	Medium	GLOVE/County/SMUD
General roadway improvements (re-striping, etc.)	Medium	GLOVE/County
6. Address <b>Code Enforcement</b> Issues	Med/High	GLOVE/County
7. <b>Community Events</b> (promotion and sponsorship)	Medium	GLOVE
8. <b>Business Recruitment and Retention</b>	Medium	GLOVE/County
Events	Medium	GLOVE/County
Marketing materials (and other)	Medium	GLOVE
9. <b>Recreation</b> (General)	Medium	GLOVE
Existing conditions assessment (bike/ped/horse trails)	Medium	GLOVE/County
Trail projects	Medium	GLOVE/County
10. <b>Public Art</b> Projects	Med/High	GLOVE
Develop program	High	GLOVE
Pursue installations and projects	Medium	GLOVE
11. Bolster <b>GLOVE</b> (as group focusing on implementation)	Med/High	GLOVE

## COMMUNITY PARTICIPATION

Public involvement over the past ten years has been critical to the success of all the planning exercises in Orangevale. From community meetings to neighborhood surveys, community input has helped craft the short and long-term Vision for Orangevale. Community members participated in workshops, took surveys, attended countless meetings, toured similar communities, and much more to help in the creation of this document. The commitment to civic engagement shall continue in the years to come and the GLOVE group will continue to focus heavily on outreach to businesses, residents, customers, employees, and all those interested in the future of Orangevale.

## HOW DO THE PLANS FIT TOGETHER?

There are a number of planning documents in place for the Orangevale community. The following diagram outlines the different plans.



## ACKNOWLEDGEMENTS

The GLOVE group should be commended for moving the pre-Vision concepts forward. They will be one of the most influential organizations in Orangevale in the coming years and they will be well-positioned to focus their efforts on project implementation. This committed group of volunteers (businesses, residents, property owners, interested parties) is one of Orangevale's greatest assets.

Finally, this Vision document would not have been possible without the ongoing leadership and support of the County of Sacramento and Supervisor Roberta MacGlashan who is an outstanding advocate for the Orangevale community.





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