August 16, 2011

Mr. Greg Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Dear Mr. Chew:

The County of Sacramento Transportation Department (SacDOT) is pleased to submit this request for $3,976,000 in SACOG Community Design funds to assist with the financing of the "Fair Oaks Boulevard Improvements, Phase II" Project as a “Complete Street” project for 2011-13 SACOG Community Design funding program. On July 19, 2011, the Sacramento County Board of Supervisors officially endorsed this Project and directed SacDOT to submit this application for the Community Design funding program.

This Project is located along approximately 2,645’ of Fair Oaks Boulevard (FOB) beginning approximately 400’ south of Landis Avenue and extending north through Engle Avenue. This Project represents the County’s highest priority segment of a multi-phased corridor improvement plan.

Sacramento County has conducted extensive planning, studies and outreach efforts involving local businesses and community groups to help restore this segment of FOB as the “Main Street” for the Carmichael area. The “FOB Corridor Plan” is the culmination of many of these efforts and it provides important design guidelines inherent in this proposed Project. This segment of FOB, with its existing streetscape challenges and land use demographics, represents the ideal candidate to apply the Smart Growth Street concepts and SACOG’s Blueprint Principles that are the core of this grant’s funding criteria and priorities.

Mr. Refugio Razo, Senior Civil Engineer with SacDOT, is trained and qualified in managing Federal Aid eligible projects for the County of Sacramento. Refugio will manage the Federal Aid funding for this Project. Mr. Razo’s phone is (916) 874- 6074 and email is razon@saccounty.net. Also, Mr. Ron Vicari, Principal Civil Engineer with SacDOT will be the Project Manager. Ron can be contacted at (916) 874-5164 and vicarir@saccounty.net.

Thank you for your consideration of funding this important Community Design Project. We believe this Project will be a valuable investment for the Carmichael community, and will also help accomplish SACOG’s long term vision for establishing land use patterns as identified by the Blueprint Principles.

Sincerely,

Michael J. Penrose, Director  
Department of Transportation

"Leading the Way to Greater Mobility"
August 16, 2011

Mr. Greg Chew
Community Design Funding Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Mr. Chew:

Upon receiving funding through the SACOG Community Design Program for the application in this packet, I, as the authorized signatory for the Sacramento County Department of Transportation understand the following:

• The funding for the awarded project is for federal aid projects and the jurisdiction that I represent accepts the responsibility of undertaking federal aid funding.

• The staff person who is knowledgeable of federal aid requirements has reviewed the contents in this application and will be assigned as the lead person overseeing federal aid requirements throughout the delivery of this project. The jurisdiction acknowledges that if it does not have a qualified staff person or consultant to manage federal transportation funds, SACOG maintains the right to retract committed funding for this project.

• Delivery of the project as conveyed in the application in terms of scope, timeline and deliverables will be used to evaluate the success of this project. If the project is not delivered or completed within three years of receiving authorization by the funding source, this jurisdiction acknowledges that it may be penalized in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. This will likely mean this project will be de-programmed of any of its unused grant funding, plus this jurisdiction will be prohibited from applying in the next round of funding in this program.

• All awarded projects, regardless of funding source, are required to submit to the SACOG Community Design Program Manager a quarterly update on the status of the project. The responsibility of submitting the 1 or 2 paragraph email to SACOG lies solely with the award recipient. Failure to do so may result in penalties to this jurisdiction in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. If the awarded jurisdiction’s project manager changes during the course of the project, it is the responsibility of the jurisdiction to convey this Terms of Award Statement to the new project manager.

Signature

Michael J. Penrose
Print Name

Date

”Leading the Way to Greater Mobility”
August 16, 2011

Mr. Greg Chew
Community Design Funding Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: SACOG Community Design Program Grant Application: Fair Oaks Boulevard Improvements, Phase II

As a Senior Civil Engineer with the County Department of Transportation, I have had substantial experience in managing federal aid projects, including specific administrative and procedural requirements associated with federal transportation funds. I believe I am very qualified to manage Federal Aid funds.

As the designated lead project manager for the County of Sacramento’s Fair Oaks Boulevard Improvements, Phase II, I will be managing the Federal Aid funds for this project. I have reviewed the contents of this application and have determined to the best of my knowledge that this project is eligible to receive Federal Aid funds.

My contact information is listed below:

Phone:   (916) 874-6074
E-Mail:  razor@saccounty.net
Fax:    (916) 874-7831
Address:   Department of Transportation
            County of Sacramento
            906 G Street, Suite 510
            Sacramento, CA 95814

Please feel free to contact me if you have any questions regarding this grant application.

Sincerely,

[Signature]

Refugio Razo
Senior Civil Engineer
Department of Transportation

"Leading the Way to Greater Mobility"

Design & Planning: 906 G Street, Suite 310, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831
www.sacdot.com
### Project Summary

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<th>Table 1</th>
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<tr>
<td><strong>Project Title</strong></td>
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<td>Fair Oaks Blvd Improvements, Phase II</td>
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<td><strong>Sponsoring Agency</strong></td>
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<td>Sacramento County Department of Transportation</td>
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<td><strong>Lead Person and Contact Information (phone, email, mailing address)</strong></td>
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<tr>
<td>Federal Funds Manager:</td>
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<tr>
<td>Refugio Razo, Senior Civil Engineer</td>
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<tr>
<td>Sacramento County Department of Transportation</td>
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<tr>
<td>906 G Street, Suite 510, Sacramento, CA 95814</td>
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<tr>
<td>Phone: (916) 874-6074</td>
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<td>E-Mail: <a href="mailto:razor@saccounty.net">razor@saccounty.net</a></td>
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<tr>
<td>Fax: (916) 874-7831</td>
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<td>Project Manager:</td>
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<tr>
<td>Ron Vicari II, Principal Civil Engineer</td>
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<tr>
<td>906 G Street, Suite 510, Sacramento, CA 95814</td>
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<td>Phone: (916) 874-5164</td>
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<tr>
<td>E-Mail: <a href="mailto:vicarir@saccounty.net">vicarir@saccounty.net</a></td>
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<td><strong>Partner Organizations</strong></td>
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<td><strong>Grant Category</strong></td>
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<td>Category #2 (Complete Streets)</td>
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<td><strong>Community Design Funds Requested</strong></td>
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<td><strong>Overall Committed Total Project Costs</strong></td>
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<td><strong>Local Match and other funds</strong></td>
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<td><strong>Minimum Amount to Conduct Project</strong></td>
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<td>$3,976,000</td>
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<td><strong>Project Description</strong></td>
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<td>This Project is located along approximately 2,645’ of Fair Oaks Boulevard (FOB) beginning approximately 400’ south of Landis Avenue and extending north through Engle Avenue. Streetscape improvements include: Sidewalks will be built (including gaps) or increased from a 4’ width to a more pedestrian friendly 8’ width; a 12’ wide landscaped median to replace the two-way left-turn lane; five foot wide Class 2 bike lanes will be provided; five existing bus stops will be enhanced with shelters and bus pullouts; excessive driveways will be reduced to minimize bike/ped conflicts with turning traffic; new roadway surface (rubberized asphalt) will reduce traffic noise; ADA compliance upgrades (curb ramps, sidewalk obstructions, bus stops); traffic signal installation (at Landis Ave.), and signal modifications (at Grant Ave and Engle Rd.)</td>
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INTRODUCTION

The County of Sacramento Department of Transportation (SacDOT) is requesting $3,976,000 in Community Design Funds for the Complete Streets Project, “Fair Oaks Boulevard Improvements, Phase II” (“FOBI-2”). The FOBI-2 Project will provide approximately 2,645’ of “Smart Growth” streetscape improvements to Fair Oaks Boulevard (“FOB”) from 400’ south of Landis Avenue extending north to Engle Avenue, providing a “Main Street” to the center of the Carmichael community. This Project will fully compliment the Sacramento Area Council of Governments (SACOG) Blueprint Principles that are also inherent within the “FOB Corridor Plan”. These guidelines will collectively transform this section of FOB into a vibrant mixed-use commercial and residential district.

PROJECT BACKGROUND

This FOBI-2 Project is a culmination of several extensive planning studies and outreach efforts involving local businesses and community groups to help restore this specific segment of FOB as the “Main Street” for the Carmichael area.

The Carmichael “Community Action Plan” (CAP) is an appendix to the Carmichael Community Plan. The CAP covers more than just land use as is typical in a community plan. The CAP process began in 2001 and was intended to increase community involvement in planning and service delivery. The CAP contained on-going, short-term, and long-term actions resulting in guidance for many different agencies and departments within the County when adopting new plans and implementing existing ones.

CAP goals and policies that were endorsed by the community focused on: Neighborhood Services; Transportation; Community Identity; Land Use; and Public Safety. A summary excerpt of the CAP (adopted in April 2006) is provided in the “Related Materials” section of this application.

The “Fair Oaks Boulevard Concept Plan, Carmichael’s Main Street” (Concept Plan) provided an opportunity for Carmichael residents, property owners and County departments to participate in creating a vibrant mixed-use design concept for this “Main Street” segment of FOB. The Concept Plan was finalized in April 2006. A summary excerpt of the Concept Plan is provided in the “Related Materials” section.

The Concept Plan represents Draft General Plan and Carmichael Plan Policies, addresses the creation of a Special Planning area (SPA), and compares roadway design options. The Concept Plan illustrates ways in which the community’s desire for a “Main Street” appeal could be integrated with both the County’s and SACOG’s long term roadway objectives for revitalizing this important segment of the FOB corridor.
The “Fair Oaks Boulevard Corridor Plan” (Corridor Plan) repositions the Fair Oaks Boulevard as a set of connected districts, including the “Main Street” District. These are increasingly important community districts within the Sacramento region. An excerpt from the Corridor Plan describing this “Main Street” segment is provided in the “Related Materials” section. The Corridor Plan expresses the Carmichael community’s long term vision and principles at a district level that are consistent with economic development, image objectives, smart growth streets and the SACOG Blueprint Principles to provide more vibrant community centers for Carmichael’s 72,000 residents. The Corridor Plan FEIR will be presented to the County Board of Supervisors for their final approval on September 14, 2011.

**PROJECT LOCATION**

This three mile stretch of Fair Oaks Boulevard and Manzanita Avenue is Carmichael’s economic and social center. Since its early days as the main street for Carmichael Colony, the Boulevard has provided a wide range of community services, including discount retailing, auto repair, convenience and commercial centers, and restaurants. Over time, the street has become a significant regional priority. It has several generations of older commercial development that struggle to compete with large contemporary commercial centers. The community plans to reinvent Carmichael’s Main Street by transforming it into a vibrant mixed-use commercial and residential district. The Main Street District is located between Engle Road north of Carmichael Park and Kenneth Avenue south of Marconi Avenue. This Project will begin approximately 400’ south of Landis Avenue and extend north about 2,645’ through Engle Road.
COMMUNITY BASED PROJECT OBJECTIVES

The FOBI-2 Project objectives are a progressive overlap of the CAP, the Concept Plan, the Corridor Plan and of course the SACOG Blueprint Principles. This Project will reflect the local community stakeholder objectives in the context of these larger public objectives, goals and policies.

Community Stakeholder Objectives:
In community workshops, participants identified leading objectives for land use, circulation and design. These objectives are intended to describe expectations. Community members expressed the desire for higher quality commercial uses that supported a walkable environment and created a sense of place.

Land Use Objectives
Land use objectives focus on increasing the quality of businesses and enhancing the image of Fair Oaks Boulevard as a more desirable business and residential district.

Objective 1: High Quality Commercial Uses - Encourage the retention and recruitment of commercial businesses that are high quality.
Objective 2: Pedestrian and Neighborhood Friendly Businesses - Support businesses that result in a more pleasing pedestrian experience and social interaction that reinforce the sense of community.
Objective 3: Mix of Uses - Include a variety of uses in the district including family-friendly commercial services, restaurants and housing.

Circulation Objectives
Overall circulation objectives reflect the desire for a street and district that works for all modes of travel and provides access for everyone.

Objective 1: Pedestrian Friendly - Improve the level of pedestrian comfort and interest along the street and between individual parcels parallel to Fair Oaks Boulevard and meet ADA standards.
Objective 2: Traffic Flow - Maintain or improve roadway capacity while slowing down traffic to make conditions safer and more comfortable for pedestrians and bicycles.
Objective 3: Major Transportation Corridor - Recognize that FOB will remain as a major transportation corridor, so as to reduce the amount of traffic that shifts onto adjacent neighborhood streets.
Objective 4: Transit - Provide increased and enhanced public transportation to Fair Oaks Boulevard.
Objective 5: Neighborhood Linkages - Improve walking and bicycle connections to adjacent neighborhoods and to Carmichael Park.

Design Objectives
Design Objectives reflect the desire to have investment on Fair Oaks Boulevard reinforce the sense of community found in residential neighborhoods in Carmichael.

Objective 1: Sense of Place - Organize land uses and buildings to create a sense of place that brings people together. Ensure both public and private investment contributes to enhancing the unique character and history of Carmichael.
Objective 2: Site and Landscape Design - Create a landscape plan for the roadway and new private development that makes the district cool and comfortable for walking. Use street lighting, landscaping and district signage to highlight Carmichael’s uniqueness.
Objective 3: Architectural Design - Design commercial buildings that are pedestrian friendly to encourage pedestrian traffic as an integral part of this central Carmichael “main street district”.

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The FOB Corridor Plan addresses both land use and circulation system components while also emphasizing “Smart Growth Street” concepts and the Blueprint Principles. This Project will be one of the County’s first designated “Smart Growth Streets”. Smart Growth is an urban planning and transportation concept that concentrates growth to avoid urban sprawl; and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed use development with a range of housing choices. “Smart Growth Streets” take a holistic view of the street, the adjacent corridor, the surrounding community and the natural environment, while allowing for more flexibility in the design of street and corridor improvements. This segment of FOB, with its existing streetscape challenges and land use demographics, represents the ideal candidate to apply the Smart Growth Street concepts, and Blueprint Principles that are the core of this grant’s funding criteria to accomplish the stated objectives.

FOBI-2 PROJECT NEIGHBORHOOD

Besides being a major corridor for commuting, this segment of Fair Oaks Boulevard hosts a variety of mixed use developments including small commercial businesses, diverse mix of compact multi-family residential housing, the main Carmichael Post Office, two K-6 elementary schools (1 and 3 blocks away), a church, several older under-developed parcels, and it also adjoins the 38 acre Carmichael Park. Carmichael Park is an ideal natural resource conservation attraction with public-use open space that features five baseball fields, six tennis courts, a swimming pool, an off leash dog park, a basketball court, a performing arts pavilion, two playgrounds, horseshoe pits, barbecue pits, picnic tables and the Parks District office building. Carmichael Park is a very popular destination for many local residents who prefer to walk, jog, bicycle or take transit along Fair Oaks Boulevard in order to access the Park. The aerial photo above shows the project limits and the over marked proposed improvements.

Currently, this Project segment of FOB consists primarily of a five lane roadway with a center-two-way left-turn lane transitioning to a raised median for one-way left turns at intersections. Previous intermittent infill development along this segment has led to numerous street cross section widths, creating irregular sidewalk alignments with a non-uniform streetscape appeal. Sidewalks are mostly attached and four feet wide, this provides poor separation from the high traffic volume on FOB, and ADA access is also limited. There is also a lack of landscaped sidewalk buffers, no landscaped medians, no bike lanes, and five existing transit stops within this segment are in need of upgrades including enhancements for ADA accessibility. Many existing driveways and business entrances along this Project segment are excessive,
FOBI-2 PROJECT ELEMENTS IN RELATIONSHIP TO THE BLUEPRINT PRINCIPLES

**FOBI-2 Project Elements Incorporating Transportation Choices:**

1. **Pedestrian Comfort and Safety Enhancements:** The sidewalk will be increased from a 4’ attached walkway to a more pedestrian friendly 8’ wide separated sidewalk. The sidewalks will be separated from the street traffic by an 8’ wide landscaped buffer area. The comfort of wider sidewalks, the safety offered by the tree lined landscaped buffer separation from traffic, and pedestrian scaled lighting will create an enticing transportation choice for pedestrians and joggers, providing the “Main Street” appeal intended by the FOB Corridor Plan.

2. **Additional Pedestrian Crossings and Traffic Signal:** Additional pedestrian crossings will be provided to allow pedestrians and bicyclists greater comfort and safety when crossing the FOB corridor. The need for additional crossing is especially the case at Landis Avenue for people who desire to get from the new Starbucks vicinity (northeast corner) to the Carmichael Park and/or the post office. A new traffic signal will be constructed at the FOB/Landis Avenue intersection.

3. **Bicyclist Access and Safety Enhancements:** A five foot wide, Class 2 bike lane will be provided along both sides of FOB within this Project. Traffic signals will also be modified with a bicycle detection sensor in the pavement to detect bicycle traffic. Currently bicyclists have avoided this section of FOB because there is no dedicated bike lane and they must share the road with vehicles. As such, the quality design in FOBI-2 will encourage bicycling as a viable transportation choice along this heavily used section of FOB.

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This produces a lack of vehicle channeling when they enter or leave a business creating a greater uncertainty and discomfort with nearby pedestrians and bicyclists.

**FOBI-2 Project Elements in Relationship to the Blueprint Principles**

**Principle #1 - Transportation Choices:** “Community design can help encourage people to walk, ride bicycles, ride the bus, ride light rail, take the train, or carpool. Streets can be designed to include dedicated bike lanes or special lanes for bus rapid transit. The more people that walk, bicycle, or ride the bus - the fewer vehicles are needed, thereby creating less congestion and less air pollution.”
4. **Enhanced Bus Stops:** The FOBI-2 Project will modify the five existing bus stops within the Project to “enhanced bus stops”. This enhancement will provide a bus shelter, so waiting passengers are better protected from the weather. Also, a bus turn-out will be provided to allow a bus to load/unload passengers while minimizing impacts to traffic flow, and providing the greatest safety to passengers. This Project area is served by two popular bus routes, having approximately 13 minute and 31 minute headways. These bus stop enhancements will entice more people to consider riding the bus as a more convenient transportation choice.

5. **Reduction of Conflicts Involving Pedestrian and Bicyclists:** This Project will reduce the excessive driveways that can become points of conflict with vehicles when pedestrians or bicyclists traverse a driveway. Some business frontages within this Project segment have excessively wide driveway entrances. This lack of channeled traffic flow entering or leaving a business driveway creates more uncertainty with pedestrians and bicyclists when traveling across a driveway. This attention to quality design will encourage more walking and biking as alternative transportation choices.

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**Principle #2 - Housing Diversity:** “Providing a variety of places where people can live - apartments, condominiums, townhouses, and single-family homes. This creates opportunities for the variety of people who need them - families, singles, seniors, and people with special needs. This issue is of special concern for the very low-, low-, and moderate income people for whom finding housing, especially housing close to work, is challenging.”

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**FOBI-2 Project Elements Incorporating Housing Diversity:**

1. **Community Elements:** There are many existing diverse multi-family housing units on the East Side of FOB across from the Carmichael Park. There are also under-utilized lots that will benefit from the FOBI-2 Project where additional housing diversity may be of interest to developers. The FOBI-2 Project improvements provide much greater conveniences and incentives for these high-density residents to better able commute and have local access with alternative modes of transportation such as walking, biking and transit. The FOBI-2 Project features are intended to provide greater transportation options and a sense of community pride to those existing residents, and provide more incentive for new residents to consider this area when needing to relocate.

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**Principle #3 – Compact Development:** “By creating environments that are more compactly built and use space in an efficient, but more aesthetic manner, communities can encourage more walking, bicycle, or riding transit and discourage driving alone.”
1. **Compact and Smart Growth**: Compact development and “Smart Growth Street” concepts are highly encouraged within this “Main Street” corridor. Smart growth concepts promote compact development so that less land will be consumed by development. Compact development is also beneficial to provide more transportation options for pedestrian, bicycle, and transit access. Compact development can also make more efficient use of infrastructure. The existing high-density multi-family residential areas being served by the FOBI-2 Project (East of Carmichael Park), and the adjoining neighborhoods that are attracted to this area, including Carmichael Park activities, provide for a very attractive “relative value” per capita and therefore makes FOBI-2 an excellent return on investment for the Cycle 5 SACOG Community Design funding.

2. **Principle #4 – Mixed Land Uses**: “Building homes together with small businesses or even light industry is called “mixed use” development, and it has proven to create active, vital neighborhoods. This type of development includes: housing near an employment center, a small shopping center near housing, or a high-rise building with ground-floor retail and apartments or condominiums upstairs. Mixed-use development near transit can boost ridership and provide a viable alternative to driving.”

3. **Existing and Future -Mixed Land Uses**: The FOBI-2 Project will provide and encourage daily use conveniences and streetscape appeal that supports the FOB “Main Street” area and adjacent neighborhoods by featuring a focus for community pride and lifestyles. These include a variety of housing types and easy access to public uses such as the Carmichael Park, schools, professional businesses, post office, churches, stores and restaurants as noted previously in the “Project Neighborhood” section. People enjoy living in and visiting an enhanced community that FOBI-2 will provide. There are many diverse multi-family housing units on the East Side of FOB across from the Carmichael Park. The features that will be provided with FOBI-2 will provide transportation options and a sense of community pride to those existing residents, and provide more incentive for new residents to consider this area when needing to relocate.
**Principle #5 – Use Of Existing Assets:** “Focusing development in communities with vacant land or intensifying development of underutilized land can make better use of public infrastructure, including roads. Building on existing assets can also mean refurbishing historic buildings or clustering buildings more densely in suburban office parks.”

1. **Making Better Use of Existing Assets:** The FOB Main Street District is intended to become the primary pedestrian-oriented region for Carmichael. This area in general has been the traditional location for commercial services, and certain pre-1950’s buildings still exist that can be refurbished and integrated into those future plans. There are also several under-utilized parcels that could be redeveloped to make better use of the public infrastructure (see “Before and After” example to the right). The more historically significant structures could be refurbished, and other parcels could benefit with Smart Growth Street concepts by clustering buildings more densely and sharing driveway access. The FOBI-2 Project would provide the streetscape infrastructure, features and sense of pride that could energize this scale of interest needed for the redevelopment or refurbishing of this “diamond in the rough” neighborhood.

**Principle #6 – Natural Resources Conservation:** “Our quality of life is better when we have clean air to breathe and water to drink, and when we can experience the outdoors—in parks and greenbelts or in natural places. We are more likely to ride bicycles or walk in these settings. To ensure healthy and attractive natural environments, we must preserve and maintain our open spaces, natural places, and farmland.”
1. **Carmichael Park**: Carmichael Park is the quintessential natural resource and it is at the heart of this FOBI-2 Project. The 38 acre Park is an ideal natural resource attraction with much to offer. Access to the Park and renewed interest in visiting it will be greatly served by the FOBI-2 Project. The Park provides public-use open space featuring five baseball fields, six tennis courts, a swimming pool, an off leash dog park, a basketball court, a performing arts pavilion, two playgrounds, horseshoe pits, barbecue pits, picnic tables and the Parks District office building. Carmichael Park is a very popular destination for many local residents who prefer to walk, jog, bicycle or take transit along Fair Oaks Boulevard in order to access the Park.

**Principle #7 – Quality Design**: “How projects are developed, how they are oriented in relationship to the street, how their facades are designed, if they have setbacks and where their garages are placed, all contribute to a community’s attractiveness. This also influences how much people like to walk or bicycle, and contributes to community pride and sense of ownership.”

1. **Extensive and Collective Design Effort**: As previously mentioned, the Carmichael Community Action Plan, the FOB Concept Plan, the FOB Corridor Plan, and the SACOG Blueprint Principles, all collectively represent an extraordinary level of time and effort by many community member stakeholders, County Staff, businesses and organizations that have focused on energizing this section of the Carmichael Community to develop a quality “community design” to encourage the transformation of this “Main Street” section of Carmichael into a vibrant mixed-use commercial and residential district. As such, every effort has been given to ensure that the FOBI-2 represents a collective “quality design”
2. **Bicyclist Paths and Signal Sensors**: A five foot wide, Class 2 bike lane will be provided along both sides of FOB within this Project. Traffic signals will also be modified with a bicycle detection sensor in the pavement to detect bicycle traffic. A new traffic signal will be installed (at Landis Avenue) to provide additional comfort for bicyclists and pedestrians when crossing the FOB corridor to access major destination points. Currently bicyclists have avoided this section of FOB because there is no dedicated bike lane and they must share the road with vehicles. As such, the quality design in FOBI-2 will encourage bicycling as a viable transportation choice along this heavily used section of FOB.

3. **ADA Accessibility Enhancements**: All aspects of this Project will comply with the requirements dictated by the Americans with Disabilities Act (ADA). Quality design of this project will provide complete ADA compliance with the enhanced bus stops with shelters, the sidewalks, curb ramps, audible pedestrian signals, and the removal of all existing inaccessible obstructions, such that the disabled community has full access to enjoy the many features that this revitalized section of FOB will offer to them. This Project exceeds all ADA accessibility requirements.

4. **Pedestrian Comfort and Safety Enhancements**: The sidewalks will be increased from a 4’ attached walkway to a more pedestrian friendly 8’ wide separated sidewalk. The 8’ sidewalks will also be constructed where there are existing gaps, thereby providing ADA access and eliminating the need for pedestrians to walk alongside busy traffic. The 8’ sidewalks will be separated from the street traffic by an 8’ wide landscaped buffer area. The comfort of wider sidewalks with the tree lined landscaped buffer separation from traffic, and pedestrian scaled lighting will create an enticing transportation choice for pedestrians and joggers, providing the “Main Street” appeal and a greater sense of safety and comfort. The current Street Improvement Standards for a “typical” sidewalk improvement project would normally specify a 5’ sidewalk for this FOBI-2 sidewalk, however with the quality design effort that has been undertaken to create a Pedestrian District effect, an 8’ sidewalk will be constructed.

5. **Enhanced Bus Stops**: The FOBI-2 Project will modify the five existing bus stops within the Project to “enhanced bus stops”. This enhancement will provide a bus shelter, so waiting passengers are better protected from the weather. Also, a bus turn-out will be provided to allow a bus to load/unload passengers while minimizing impacts to traffic flow. The quality design regarding these bus stop enhancements will entice more people to consider riding the bus as a more convenient transportation choice. The enhanced bus stops will be accessible to all users.

6. **Reduction of Conflicts Involving Pedestrian and Bicyclists**: This Project will reduce the excessive driveways that present points of conflict with vehicles when pedestrians or bicyclists traverse driveways. Some business frontages within this Project segment also have excessively wide driveway entrances. This lack of channeled traffic flow entering or leaving a business driveway creates more uncertainty with pedestrians and bicyclists when traveling across a driveway. This attention to quality design will encourage more walking and biking as alternative transportation choices.

7. **Quieter Roadway Surface**: The new roadway surface (rubberized asphalt) within this Project will reduce the traffic tire noise and improve the aesthetics of the neighborhood. This quality design consideration for noise pollution will help to make the neighborhood more appealing for residents, visitors and businesses using this revitalized segment of FOB.

8. **Center Median Landscaping**: The existing two-way center left turn lane along FOB throughout this project will be replaced by a 12’ wide landscape median with left turn pockets at signalized intersections. This design will help to channel traffic flow into businesses and provide an
attractive and calming streetscape. This will also provide shade to the community who accesses this Main Street District as it becomes more of a destination point with a sense of community.

9. **A More Livable Community**: The level of effort and quality design that has gone into the proposed project lends itself as a perfect candidate to benefit from the SACOG Blueprint Principles and the funding of this Cycle 5 Community Design funding round. This Project can implement and compliment all of the Blueprint Principles, thus serving as a great example of the Principles in this region. The Carmichael community, and those visiting, will greatly benefit from this Project that incorporates the extensive community outreach, planning, Blueprint Principles, and the County’s Smart Growth Streets concept to certainly make this segment of Carmichael’s “Main Street” a more livable and desirable community to visit, live and conduct business. This project will provide the foundation of infrastructure that will encourage a revitalization of private development for many years to come.

**BLUEPRINT PRINCIPLES – ADDITIONAL PROJECT RELATED CONSIDERATIONS**

**Smart Growth Streets**: This Project will be one of the County’s first designated “Smart Growth Streets”. Smart Growth, like the SACOG Blueprint Principles, is an urban planning and transportation concept that concentrates growth to avoid urban sprawl; and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed use development with a range of housing choices. “Smart Growth Streets” take a holistic view of the street, the adjacent transportation corridors, the surrounding communities economical considerations, and the natural environment, while allowing for more flexibility in the design of street and corridor improvements. This segment of FOB, with its existing streetscape challenges and land use demographics, represents the ideal candidate to apply the Smart Growth Street concepts and SACOG’s Blueprint Principles that are the core of this grant’s funding criteria and priorities.

**CARMICHAEL RESIDENTS – WHO ARE THEY?**

This Project will create an energized Main Street appeal for the Carmichael community, visitors and the commuters passing through. Below are statistics to provide a glimpse of a “typical” Carmichael resident.

**Carmichael Demographics**: The 2010 United States Census reported that Carmichael had a population of 61,762. The population density was 4,477.8 people per square mile. The Census reported that 60,790 people lived in households.

There were 26,036 households, out of which 7,431 (28.5%) had children under the age of 18 living in them. The average household size was 2.33. There were 16,063 families (61.7% of all households); the average family size was 2.91.

The population was spread out with 13,060 people (21.1%) under the age of 18, 5,370 people (8.7%) aged 18 to 24, 14,388 people (23.3%) aged 25 to 44, 18,054 people (29.2%) aged 45 to 64, and 10,890 people (17.6%) who were 65 years of age or older. The median age was 42.4 years.
There were 28,165 housing units at an average density of 2,042.0 per square mile, of which 14,472 (55.6%) were owner-occupied, and 11,564 (44.4%) were occupied by renters. The homeowner vacancy rate was 2.3%; the rental vacancy rate was 9.8%. 34,442 people (55.8% of the population) lived in owner-occupied housing units and 26,348 people (42.7%) lived in rental housing units.

### A Typical Carmichael Commute To Work:

<table>
<thead>
<tr>
<th>2010 Travel Time to Work (Employees age 16+) for Carmichael Employees</th>
<th>Carmichael, CA</th>
<th>California</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Time Less than 15 Min</td>
<td>4,410</td>
<td>3,332,914</td>
<td>34,641,939</td>
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<tr>
<td>Travel Time 15-29 Min</td>
<td>9,996</td>
<td>5,334,056</td>
<td>49,562,476</td>
</tr>
<tr>
<td>Travel Time 30-59 Min</td>
<td>6,835</td>
<td>4,829,192</td>
<td>40,350,740</td>
</tr>
<tr>
<td>Travel Time 60+ Min</td>
<td>1,364</td>
<td>1,807,409</td>
<td>12,563,392</td>
</tr>
</tbody>
</table>

### PROJECT DELIVERABILITY

**Project Status:** Refer also to the “Major Project Milestones” included with this application. Below are several points of interest regarding the current status of this FOBI-2 Project

- The preliminary engineering, including the striping plan for the FOBI-2 Project is complete and has been endorsed by the County Board of Supervisors.

- All right-of-way needs have been identified for this Project, therefore associated plats and descriptions are currently being prepared. This Project is consistent with a “typical” County project and SacDOT does not anticipate any delays resulting from right-of-way.

- Any utilities that are to be relocated have been identified, and SMUD is on board with this Project regarding their electrical utility relocation. The SMUD overhead utility relocation effort is consistent and routine with other SacDOT improvement projects, so mutual coordination is expected. No delays are anticipated, and SMUD will bear the cost of relocating their utilities within County right-of-way. Any additional anticipated utility relocation costs will not be disproportional regarding Federal Funding.

- The Final Environmental Impact Report for the FOB Corridor Plan will be presented to the County Board of Supervisors on September 14, 2011 for their approval. This will complete the CEQA process for this Project.

- NEPA is anticipated to be complete in April 2012. Project acceptance is scheduled to be complete by December 2014. However, this timeline can be adjusted based on available programming dates as directed, or preferred by SACOG.

As such, SacDOT does not anticipate any delays or issues with this important project and is eager to proceed once these Community Design funds are awarded.
Delivery of Previous Community Design Awards: SacDOT is very confident that this Project can be delivered as scheduled. SacDOT has proven experience with delivering previously awarded Community Design Grants. Below is a list of previously awarded Community Design Grants, and Bike/Pedestrian Grants showing their status:

- Freedom Park Drive, $3.1 million for construction: Under Construction
- Hurley Way Revitalization, $141,000 for planning: Complete
- Marconi Ave. Improvement Project for construction, $500,000: Under Construction
- North Watt Avenue Corridor Planning Project, $250,000: Complete
- Watt Avenue at Roseville Road, Bike & Pedestrian Access Study, $130,000: Complete
- Pedestrian Master Plan Implementation, Phase I, $1.954 million: Under Design
- Watt Avenue at Roseville Road, Bike & Pedestrian Access Study, $130,000: Complete
- North Watt Avenue Corridor Planning Project, $250,000: Under Construction
- Marconi Ave. Improvement Project for construction, $500,000: Under Construction
- Hurley Way Revitalization, $141,000 for planning: Complete

Project Funding of FOBI-2: The FOBI-2 Project cost is $4,976,000. This will provide for the final design, right-of-way acquisition and construction. This Community Design Cycle 5 funding request is for $3,976,000. SacDOT will provide the balance of $1,000,000 as a match (20.1%) towards the total Project cost. The source of funding for the $1,000,000 match will be the Sacramento County Transportation Development Fee (SCTDF) Program. The purpose of the SCTDF is to fund improvements to the County’s major roadway, transit, bicycle and pedestrian facilities needed to accommodate travel demand generated by new land development in the unincorporated Sacramento County. The $1,000,000 in match funds are currently available and have been approved and allocated specifically for this FOBI-2 Project by the County Board of Supervisors on April 26, 2011.

### PRELIMINARY ENGINEERS ESTIMATE

<table>
<thead>
<tr>
<th>NO</th>
<th>ITEM DESCRIPTION</th>
<th>AMOUNT</th>
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<tbody>
<tr>
<td>1</td>
<td>Clearing and Grubbing</td>
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<tr>
<td>2</td>
<td>Pipeline Excavation</td>
<td>$80,980.00</td>
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<tr>
<td>3</td>
<td>Aggregate Base, Class 2</td>
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<tr>
<td>4</td>
<td>Aggregate Base, Type A</td>
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<td>5</td>
<td>P.C.C. Sidewalk &amp; Ramps</td>
<td>$247,203.04</td>
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<td>6</td>
<td>P.C.C. Curb &amp; Gutters Type 2</td>
<td>$203,536.25</td>
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<td>7</td>
<td>Detectable Warning Surface</td>
<td>$11,172.00</td>
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<tr>
<td>8</td>
<td>Thermoplastic Striping &amp; Pavement Markers</td>
<td>$21,016.60</td>
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<tr>
<td>9</td>
<td>Median Landscaping</td>
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<td>10</td>
<td>Landscape Strip</td>
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<td>11</td>
<td>Street Lights</td>
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<td>12</td>
<td>Traffic Signals</td>
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<td>13</td>
<td>Construction Subtotal</td>
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<td>14</td>
<td>Contingency</td>
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<td></td>
<td>CONSTRUCTION TOTAL</td>
<td>$3,270,308.92</td>
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Additional "Soft" Costs:
- Construction Inspection: $307,030.89
- Construction Engineering: $46,054.63
- Signal Controller: $30,000.00
- Materials Testing: $20,000.00
- Construction Phase Survey: $70,000.00
- Public Meetings: $20,000.00
- Design Services: $460,546.34
- Real Estate Labor & Appraisal: $132,000.00
- Real Estate Acquisition: $620,000.00

TOTAL PROJECT COST: $4,975,940.78
Previous SacDOT Commitments In The FOBI-2 Project Vicinity: SacDOT has already invested $1.2 million towards developing the preliminary engineering, environmental preparation (CEQA), and striping plan preparation for FOB from Marconi Avenue to Engle Road which includes this FOBI-2 Project segment. It should be clear that SacDOT is very committed to the revitalization of this corridor and success of this FOBI-2 Project, based on the neighboring project investments shown below:

- A $2.7 million improvement project on FOB to the north of this proposed segment (Engle Road to Manzanita Ave), and then continuing on Manzanita to Cypress Ave. Improvements include the addition of landscaped medians, bike lanes, new separated sidewalks, ADA ramps, transit stop upgrades and signal improvements. Project was completed in the summer of 2000.
- A $1.1 million intersection improvement project at FOB and Marconi Ave. This project involves a redesign of the intersection including the approach transitions for all directions, including the addition of separated sidewalks, bike lanes, landscaping, transit stop upgrades, and ADA ramps. This project is currently in design and construction will be complete by December 2012.
- A $710,000 street improvement project along Marconi Ave from Garfield Ave to Clark Ave. (west of the FOB intersection). This project provided sidewalks, bike lanes, landscaping, transit stop upgrades, and ADA ramps. This project was completed in December 2010.
- A $435,000 project on Panama Avenue, one block east of this proposed FOB Project, will provide sidewalks for the Mary Deterding Elementary School (K-6) to encourage more students to walk and bicycle to school. This project is in design and construction will be complete in the fall of 2012.

IN CONCLUSION
This dynamic and attractive FOBI-2 Project is a critical step towards achieving the Corridor Plan’s vision of a “big beautiful boulevard” where land uses cluster around open spaces, common areas and streets, to create a sense of place within the Carmichael area. The proposed Project includes detached sidewalks so that landscaping strips will provide a separation between pedestrian and motorists while beautifying the general frontage appearance of all affected properties. Additional landscaping, with separated 8’ wide sidewalks, improved street lighting, and enhanced bus stops, are all intended to increase pedestrian/bicycle comfort and transit usage.

This Carmichael “Main Street” beautification Project will create a safe and pleasant environment that will encourage residents and visitors to shop, dine and return to this community. This proposed Project will be a catalyst for creating a “sense of place”, as streetscape beautification will foster community pride and spirit. When this sense of place is created, Carmichael area residents will feel more comfortable to live, work and shop in this Main Street District. New streetscape improvements and other enhanced features will benefit local property values and help establish a renewed interest with prospective developers to invest within this vibrant corridor, and encourage existing businesses to stay, or expand/update their operation in accordance to the new SPA that is based on the Corridor Plan and the SACOG Blueprint Principles.
## Fair Oaks Boulevard: Landis Avenue to Engle Road
### Community Design Application, Major Project Timeline

<table>
<thead>
<tr>
<th>MILESTONE</th>
<th>DUE DATE</th>
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</thead>
<tbody>
<tr>
<td><strong>CEQA Environmental Approvals</strong></td>
<td></td>
</tr>
<tr>
<td>Draft Environmental Impact Report</td>
<td>June 2011</td>
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<tr>
<td>Final Environmental Impact Report Approved By BOS</td>
<td>December 2011</td>
</tr>
<tr>
<td><strong>NEPA Environmental Approvals</strong></td>
<td></td>
</tr>
<tr>
<td>Approved by Caltrans &amp; FHWA</td>
<td>April 2012</td>
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<tr>
<td><strong>Design</strong></td>
<td></td>
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<tr>
<td>65% Plans, Specifications, and Estimate</td>
<td>December 2012</td>
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<tr>
<td>95% Plans, Specifications, and Estimate</td>
<td>June 2013</td>
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<tr>
<td>100% Plans, Specifications and Estimate</td>
<td>October 2013</td>
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<tr>
<td><strong>Right-of-Way Acquisition</strong></td>
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<tr>
<td>Plats/Legal Descriptions</td>
<td>March 2012</td>
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<td>Appraisals</td>
<td>April 2012</td>
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<tr>
<td>Offer Letters</td>
<td>July 2012</td>
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<tr>
<td>Right-of-Way Certification</td>
<td>December 2013</td>
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<td><strong>Utility Relocation</strong></td>
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<tr>
<td>SMUD/AT&amp;T/Surewest/Comcast Overhead Wire/Pole Relocation</td>
<td>March 2014</td>
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<tr>
<td><strong>Construction</strong></td>
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<tr>
<td>Notice to Contractors Issued</td>
<td>January 2014</td>
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<tr>
<td>Bids Opened</td>
<td>February 2014</td>
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<tr>
<td>Bid Award</td>
<td>March 2014</td>
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<tr>
<td>Notice to Proceed/Begin Construction</td>
<td>April 2014</td>
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<tr>
<td>Groundbreaking Ceremony</td>
<td>April 2014</td>
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<tr>
<td>Construction Complete</td>
<td>November 2014</td>
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<td>Project Acceptance</td>
<td>December 2014</td>
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<td>Complete Drawdown of Federal Funds</td>
<td>January 2015</td>
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<tr>
<td><strong>Funding</strong></td>
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<td>SACOG Community Design Grant</td>
<td>$3,976,000 *</td>
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<tr>
<td>Sacramento County Transportation Developer Fees</td>
<td>$1,000,000 **</td>
</tr>
</tbody>
</table>

* The Schedule for this funding assumes a December 2011 start date, however, this timeline can also be adjusted based on available programming dates as directed or preferred by SACOG.

** The source of the $1,000,000 match will be the Sacramento County Transportation Development Fee (SCTDF) Program. This match was approved and allocated specifically for this FOBI-2 Project by the County Board of Supervisors on April 26, 2011.
### Project Budget Summary – Table #2

**Project Name:** Fair Oaks Boulevard Improvements, Phase II  
**SACOG ID:** SAC16800

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost Estimate</th>
<th>Amount Requested</th>
<th>Month/Year Funding Requested</th>
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<tr>
<td>Planning Studies</td>
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<td>$0</td>
<td></td>
<td></td>
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<tr>
<td>Non-capital Staff Activities</td>
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<td></td>
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<tr>
<td>Non-capital Materials (maps, brochures, racks, printing, etc.)</td>
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<td></td>
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<tr>
<td>Miscellaneous</td>
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<td><strong>CAPITAL</strong></td>
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<tr>
<td>Feasibility Studies</td>
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<tr>
<td>Environmental</td>
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<td>Right-of-Way</td>
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<td>$600,875</td>
<td>3/2012 - 12/2013</td>
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<td><strong>TOTAL</strong></td>
<td>$4,976,000</td>
<td>$3,976,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Mr. Gregory Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 I Street, Suite 300  
Sacramento, CA 95814

Subject: SACOG Community Design Program Grant Application, 2011-13: Pre-Submittal Letter for “Fair Oaks Blvd Improvements, Phase II”.

The Sacramento County Department of Transportation (SacDOT) is hereby requesting eligibility to submit an application for the “Fair Oaks Blvd Improvements, Phase II” (Project) as a Category #2, “Complete Streets” Project for the 2011-13 SACOG Community Design Funding Program. On July 19, 2011, the Sacramento County Board of Supervisors officially endorsed this Project and directed SacDOT Staff to proceed with the application process for this Community Design Funded Project.

This Project is located along approximately 2,645’ of Fair Oaks Boulevard (FOB) beginning approximately 400’ south of Landis Avenue and extending north through Engle Avenue. This Project represents the County’s highest priority segment of a multi-phased corridor improvement plan.

Sacramento County has conducted extensive planning, studies and outreach efforts involving local businesses and community groups to help restore this segment of FOB as the “Main Street” for the Carmichael area. The “FOB Corridor Plan” is the culmination of many of these efforts and it provides important design guidelines inherent in this proposed Project. The FOB Corridor Plan EIR will be presented to the County Board of Supervisors for their final approval on September 14, 2011.

The FOB Corridor Plan addresses both land use and circulation system components while also emphasizing “Smart Growth Street” concepts. This Project is located near the middle of a FOB segment that represents the center of the Carmichael community. This Project will be one of the County’s first designated “Smart Growth Streets”. Smart Growth is an urban planning and transportation concept that concentrates growth to avoid urban sprawl; and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed use development with a range of housing choices. “Smart Growth Streets” take a holistic view of the street, the adjacent corridor, the surrounding community and the natural environment, while allowing for more flexibility in the design of street and corridor improvements. This segment of FOB, with its existing streetscape challenges and land use demographics, represents the ideal candidate to apply the Smart Growth Street concepts and SACOG’s Blueprint Principles that are the core of this grant’s funding criteria and priorities.

Besides being a major corridor for commuting, this segment of Fair Oaks Boulevard hosts a variety of mixed use developments including small commercial businesses, diverse mix of compact multi-family residential housing, the main Carmichael Post Office, a K-6 elementary school (one block away), a church, several

“Leading the Way to Greater Mobility”

www.sacdot.com
undeveloped parcels, and it also adjoins the 38 acre Carmichael Park. The Carmichael Park is an ideal natural resource conservation attraction with public-use open space that features five ball fields, a soccer field, six tennis courts, a swimming pool, an off-leash dog park, a basketball court, a performing arts pavilion, three playgrounds, horseshoe pits, barbecue pits, picnic tables and the Parks District office building. Carmichael Park is a very popular destination for many local residents who prefer to walk, jog, bicycle or take transit along Fair Oaks Boulevard in order to access the Park.

Currently, this Project segment of FOB consists primarily of a five lane roadway with a center-two-way left-turn lane transitioning to a raised median for one-way left turns at intersections. Previous intermittent infill development along this segment has led to numerous street cross section widths, creating irregular sidewalk alignments with a non-uniform streetscape appeal. Sidewalks are mostly attached and four feet wide, this provides poor separation from busy traffic and limited ADA access. There is also a lack of landscaped sidewalk buffers and no landscaped medians, no bike lanes, and five transit stops within this segment are in need of upgrades including ADA access. Many existing driveways and business entrances along this Project segment are excessive, this produces a lack of vehicle channeling when they enter or leave a business creating a greater uncertainty and discomfort with nearby pedestrians and bicyclists.

The total cost for this important Project is $4,976,000. SacDOT has allocated $1,000,000 of matching funds (20.1%) from the Sacramento County Transportation Development Fee (SCTDF), as approved by the County Board of Supervisors on April 26, 2011. This Community Design Grant request is for $3,976,000. This grant award will create a substantially more livable community by implementing the following SACOG Blueprint and Smart Growth Street enhancements:

- **Pedestrian Comfort and Safety Enhancements:** The sidewalk will be increased from a 4’ width to a more pedestrian friendly 8’ width. The sidewalks will also be separated from the street traffic by an 8’ wide landscaped buffer area. The comfort of wider sidewalks, the safety offered by the tree lined landscaped buffer separation from traffic, and pedestrian scaled lighting will create an enticing transportation choice for pedestrians and joggers, providing the “Main Street” appeal intended by the FOB Corridor Plan, and offering the quality design characteristic of the Blueprint Principles.

- **Landscaped Center Medians:** To enhance the aesthetic appeal of this urban streetscape, a 12’ wide landscaped median will replace the existing center two-way left-turn lane. Public perception is generally much more favorable towards communities with street vegetation. Roadway vegetation has been found to reduce stress and frustration among motorists. This feature offers the characteristics of a quality design inherent in the Blueprint Principles. Left turning traffic will simply be channeled for u-turns at the signalized intersections. SacDOT worked with the community during the three year preparation of the Board approved FOB Corridor Roadway Plan to identify median break locations to minimize vehicular conflicts with pedestrians and bicyclists.

- **Bicyclist Access and Safety Enhancements:** A five foot wide, Class 2 bike lane will be provided with this Project. Traffic signals will also be modified with a bicycle detection sensor in the pavement to detect bicycle traffic. Currently bicyclists have avoided this section of FOB because there is no dedicated bike lane and they must share the road with vehicles. As such, this will offer bicycling as a viable transportation choice along this heavily used section of FOB.

- **Enhanced Bus Stops:** This Project will modify the five existing bus stops within the Project to “enhanced bus stops”. This enhancement will provide a bus shelter, so waiting passengers are better protected from the weather. Also, a bus turn-out will be provided to allow a bus to load/unload while minimizing impacts to traffic flow. This Project area is served by two popular bus routes, having approximately 13 minute and 31 minute headways throughout the day. These bus stop enhancements will entice more people to consider riding the bus as a more convenient transportation choice.
• **Reduction of Conflicts Involving Pedestrian and Bicyclists**: This Project will reduce the excessive driveways that can become points of conflict with vehicles when pedestrians or bicyclists traverse a driveway. Some business frontages within this Project segment have excessively wide driveway entrances. This lack of channeled traffic flow entering or leaving a business creates more uncertainty with pedestrians and bicyclists when traveling across a driveway. This attention to **quality design** will encourage more walking and biking as alternative transportation choices.

• **Quieter Roadway Surface**: The new roadway surface (rubberized asphalt) within this Project will reduce the traffic tire noise to improve the aesthetics of the neighborhood. This **quality design** consideration for noise pollution will help to make the neighborhood more appealing for everyone using this revitalized “Main Street” segment of FOB.

• **ADA Accessibility Enhancements**: All aspects of this Project will of course comply with the requirements dictated by the Americans with Disabilities Act (ADA). **Quality design** of this project will provide complete ADA compliance with the enhanced bus stops with shelters, the sidewalks, curb ramps, audible pedestrian signals, and the removal of all existing inaccessible obstructions, such that the disabled community has full access to enjoy the many features that this revitalized section of FOB will offer to them.

• **Enticement for New Development and Businesses**: There are several vacant parcels fronting FOB within this Project area. The many Project benefits and features associated with these Blueprint Principles and Smart Growth Streets improvements are certain to entice an interest in development of these **existing assets**. The development of this underutilized land, and the likely renovation of other existing businesses, will provide significant pride and benefits to this community as a result of SACOG support of this valuable Community Design Project.

• **A More Livable Community**: The segment of FOB targeted in this Project lends itself as a perfect candidate to benefit from the SACOG Blueprint Principles. **All aspects of the Blueprint Principles can be implemented within this Project**. The Carmichael community will greatly benefit from this Project incorporating both the Blueprint Principles and the County Smart Growth Streets to certainly make a more livable and desirable community to visit, live and conduct business.

This preliminary engineering including the stripping plan for this project is complete. The FEIR is already scheduled for the County Board of Supervisors on September 14, 2011. NEPA clearance could be obtained by March 2012 and the Project could be complete by Fall 2014 with the selection and award of this Project. This timeline can also be adjusted based on available programming dates.

All right-of-way needs have been identified for this Project, therefore associated plats and descriptions are currently being prepared. Any utilities that are to be relocated have been identified and SMUD is on board with this Project. This utility relocation effort is consistent with other SacDOT improvement projects so mutual coordination can be expected, no delays are anticipated, and SMUD will bear the cost of relocating their utilities within County right-of-way. Any additional anticipated utility relocation costs are not expected to be disproportional regarding Federal Funding.

This Project is an integral component of the FOB revitalization that the County continues to be committed to. Other related projects in this FOB Project vicinity include the following:

• A 2.7 million dollar improvement project on FOB to the north of this proposed segment (Engle Road to Manzanita Ave), and then continuing on Manzanita to Cypress Ave. Improvements include the addition of landscaped medians, bike lanes, new separated sidewalks, ADA ramps, transit stop upgrades and signal improvements. Project completed in the summer of 2000.

• A 1.1 million dollar intersection improvement project at FOB and Marconi Ave. This project involves a redesign of the intersection including the approach transitions for all directions, including the addition of
separated sidewalks, bike lanes, landscaping, transit stop upgrades, and ADA ramps. This project is currently in design and construction will be complete by December 2012.

- A 710 thousand dollar street improvement project along Marconi Ave from Garfield Ave to Clark Ave. (west of the FOB intersection). This project provided sidewalks, bike lanes, landscaping, transit stop upgrades, and ADA ramps. This project was completed in December 2010.

- A 435 thousand dollar project on Panama Avenue, one block east of this proposed FOB Project, will provide sidewalks for the Mary Deterding Elementary School (K-6) to encourage more students to walk and bicycle to school. This project is in design and construction will be complete in the fall of 2012.

Mr. Refugio Razo, Senior Civil Engineer with SacDOT, is trained and qualified in managing federal aid eligible projects for the County of Sacramento, Mr. Razo will manage the federal aid funding for this Project. See below for Mr. Razo’s statement regarding his review of this Project.

We are hopeful that SACOG will find this Fair Oaks Blvd Improvements, Phase II Project worthy of consideration for the 2011-13 Community Design Program Grant Application process. We look forward to your feedback regarding this important Project proposal. Please contact me, Ron Vicari II, at (916) 874-5164 or at vicarin@saccounty.net if you have any questions, comments or would like additional information regarding this Project.

Sincerely,

[Signature]

Ron Vicari II, Principal Civil Engineer
Department of Transportation
(916) 874-5164
vicarin@saccounty.net

Cc: D. Shoeman, Chief, SacDOT
    R. Razo, Senior Civil Engineer, SacDOT

**Statement declaring federal aid review:**

I, Mr. Refugio Razo, am trained in managing federal aid eligible projects. I have reviewed and approve of the contents in this pre-submittal letter for the “Fair Oaks Blvd Improvements, Phase II” Project. I can be reached at (916) 874-6074 and at razor@saccounty.net.

[Signature]

Refugio Razo, Senior Civil Engineer
Department of Transportation
August 3, 2011

Mr. Ron Vicari II  
Principal Civil Engineer  
Sacramento County Department of Transportation  
906 G Street, Suite 510  
Sacramento, CA 95814

Re:  Fair Oaks Blvd Improvements, Phase II

Mr. Vicari:

Thanks for providing us with Sacramento County’s pre-submittal letter for initial review for the Fair Oaks Blvd Improvements, Phase II Project as a potential candidate for the Community Design Funding Program. The main purpose of the pre-submittal letter is for the SACOG/Caltrans Review Team to help determine if your potential project is eligible for federal-aid funding through the Community Design Funding Program.

The SACOG/Caltrans Review Team has completed a review of your project, and the following are its comments:

1. The Team understands that your project will construct a number of improvements along a segment of Fair Oaks Blvd. that will address land use and circulation system components. The improvements may include pedestrian and safety enhancements, landscaped center medians, bicycle access and safety enhancements, enhanced bus stops, ADA enhancements and other features.

2. Thank you for providing a clear statement that the County has completed identifying all right of way needs for the project and that implying that all needed right of way will be secured prior to construction. Also thank you for identifying that the County has made all necessary preparations for any associated utility relocations. Please be sure to document the supporting information in your application, including cost estimate information.

3. The Team believes that this project is fundamentally federal aid eligible and that you may submit an application. It will most likely qualify for TE funds. Please be aware that the funding sources may not be available for the programming year that you request. This may mean a later programming year or somehow advancing the project.

The following notes are sent to all applicants:

4. If you choose to apply for Community Design Program funding and your project is recommended for funding by the Community Design Selection Committee (the first of two review committees), you will be contacted between September 12th and 14th and an interview may be offered to you the day of Monday, September 19th. By September 16th, SACOG will ask you to submit a draft of a scope of work, schedule and detailed cost estimate. We do not expect these documents to be complete, but enough of it so that we may discuss it during the interview. After the interview, then we’ll ask you to make revisions to those documents per the discussion in the interview. SACOG and your organization would need to agree upon the final version of those three documents by October 3, 2011.
5. In addition, you may be required to calculate the emissions benefits of your project by Monday, October 3. SACOG will ask you to perform this requirement only if and when there is a realistic possibility your project may receive Congestion Mitigation and Air Quality (CMAQ) program funding. For a project to spend CMAQ, it must show that it reduces emissions of certain types of pollutants.

6. Likewise, if your project is recommended for funding by the Community Design Selection Committee, and there is a realistic possibility that the project might receive STIP-TE funding, then you may be asked to do two tasks. First, you may be asked to fill out a TE eligibility application for review by Caltrans. Secondly, there is a law that requires that SACOG give priority to TE-eligible projects that partner with or employ the Sacramento Regional Conservation Corps (916) 386-8394, or the California Conservation Corps (916) 341-3129. During the interview on September 19th, the Review Team will discuss how this issue may be addressed.

Based on the comments above, the Team believes that this project is mostly or entirely federal aid eligible as proposed. Also please keep in mind that if the project that you apply for substantively changes from what you have written in your pre-submittal letter, you may need to re-send a new pre-submittal letter for SACOG review. Because of Mr. Razo’s qualifications (the county’s proposed federal aid manager) in managing federal-aid funding, SACOG will defer to him if and when a new letter is warranted. Also, if your jurisdiction decides to apply for the Community Design funding during this round, please include a copy of your pre-submittal letter and this response in your application.

If you have any questions about SACOG’s response, please feel free to contact me at (916) 340-6227.

Sincerely,

Gregory R. Chew
SACOG Community Design Program Manager

GC:pm
CARMICHAEL COMMUNITY ACTION PLAN
An Appendix to the 1975 Carmichael Community Plan

Adopted by
Sacramento County
Board of Supervisors
April 26, 2006

Sacramento County
Carmichael/Old Foothill Farms
Community Council
January 31, 2006

Municipal Services Agency, County of Sacramento
Department of Planning and Community Development
Department of Neighborhood Services

Sacramento County Board of Supervisors
Roger Dickinson, 1st District  Illa Collin, 2nd District  Susan Peters, 3rd District
Roberta MacGlashen, 4th District  Don Nottoli, 5th District
Terry Schutten, County Executive
Carmichael Community Action Plan

**ACTIONS DEVELOPED BY:**

Community Members on the following Teams:
  - Carmichael Coordinating Committee
  - Carmichael Outreach Team
Phase Two Theme Teams:
  - Community Identity Team;
  - Transportation Team;
  - Neighborhood Services Team
  - Land Use and Governance Team; and
  - Public Safety Team
Phase Four Subject Matter Teams:
  - Neighborhood Services Team
  - Transportation Team;
  - Community Identity Team;
  - Land Use Team; and
  - Public Safety Team

**County Staff:**
Department of Planning and Community Development: Larry Brooks, Amanda Haws, Mindy Louis, Richard Maddox, Dave Pevny, Corinna Sandmeier, Robert Sherry, Kohar Shirikian, Tricia Stevens, Cindy Storelli

Department of Neighborhood Services: Bobbe Dworkis, Victor Morrison-Vega

Economic Development Department: Margie Daugherty, Jim Pardun

Department of Transportation: Jeff Clark, Dave Franke, Dan Shoeman, Steve White

Office of the County Executive: Kathleen Campini-Chambers

Sheriff’s Department

**County Board of Supervisors**
  - Roger Dickinson, 1st District
  - Illa Collin, 2nd District
  - Susan Peters, 3rd District
  - Roberta MacGlashan, 4th District
  - Don Nottoli, 5th District
  - Terry Schutten, County Executive

Carmichael Community Council
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Fair Oaks Boulevard Corridor Plan

Sacramento County and Carmichael Community

Prepared by: Sacramento County Planning Department

With assistance by: RACESTUDIO and A. Plescia Company

June 2010 Draft
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APPENDIX
(under separate cover)
August 3, 2011

Mr. Gregory Chew
Community Design Funding Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Re: Fair Oaks Blvd Improvements, Phase II

Dear Mr. Chew:

Please accept this letter of support for the Community Design Funding Program application submitted by Sacramento County’s Department of Transportation (SACDOT) with respect to the Phase II improvements for Carmichael’s Fair Oaks Boulevard.

The unincorporated community of Carmichael is one of Sacramento County’s older suburbs dating back to its founding in 1909. Fair Oaks Boulevard consists of a mixed of land uses and functions as the community’s main street. The portion of Fair Oaks Boulevard subject to the application, approximately from Landis Avenue to Engle Avenue, represents an exciting opportunity to utilize “complete streets” principles in an older suburban corridor that can promote smart growth through enhanced transit stops, wide separated sidewalks, landscaping, bike lanes, signal improvements and many other features. While such features traditionally are not found in the suburbs, the community of Carmichael has steadfastly demonstrated a desire to see the corridor transition from an automobile intense thoroughfare to a walkable, pedestrian-oriented, bicycle-friendly “Main Street” that would invite mixed use development and more compact urban planning.

The proposed segment of Fair Oaks Boulevard hosts a variety development including small commercial businesses, diverse mix of compact multi-family residential housing, park and open recreational space, a post office, several undeveloped parcels plus a school nearby. In my opinion, the subject area represents a unique laboratory to apply “complete streets” principles. It is important to note, too, that all right-of-way needs have been identified and associated plats and descriptions are being prepared. The Sacramento Municipal Utility District (SMUD) also is on board with this project so mutual coordination can be expected without any anticipated delays.
August 3, 2011
Page 2

This segment of Fair Oaks Boulevard is an integral component for revitalization of the entire corridor and I respectfully urge the Sacramento Area Council of Governments (SACOG) for favorable consideration. A close examination of the application, in my opinion, should demonstrate the project’s merits.

Thank you for your consideration

Sincerely,

[Signature]

SUSAN PETERS
Supervisor, Third District
August 9, 2011

Mr. Gregory Chew

Community Design Funding Program Manager
Sacramento Area Council of Governments
1415 I Street, Suite 300
Sacramento, CA 95814

Dear Mr. Chew:

The Carmichael Recreation and Park District fully supports The County of Sacramento Transportation and the Department of Planning’s proposal for funds from SACOG for the Fair Oaks Boulevard Corridor Streetscape Improvement Project.

This project will provide bifurcated sidewalks, bike lanes, improved street lighting, and landscape amenities that encourage mobility with less dependence on personal motor vehicles. By providing for safe, pleasant conditions for a range of travel modes, and providing for reinvestment in the Fair Oaks Boulevard Corridor, this project supports the Fair Oaks Boulevard Concept Plan.

Because the Fair Oaks Boulevard street corridor connects with our mutual interests in this area, it is vital to create the functional and attractive streetscape link that would support us both directly and indirectly. We have worked with the County of Sacramento and Sacramento Housing and Redevelopment Agency for many years to create a Vision Plan. We feel that the project application shows commitment to positive and proactive fulfillment of our vision.

The Carmichael Recreation and Park District therefore requests that SACOG considers this project worthy of grant funding.

Sincerely,

[Signature]

Jack Harrison
District Administrator
Carmichael Recreation & Park District
August 12, 2011

Mr. Gregory Chew
Community Design Funding Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Mr. Chew:

WALKSacramento strongly supports the Community Design Program grant application of the Sacramento County Department of Transportation for Fair Oaks Blvd Improvements, Phase II.

WALKSacramento promotes the development of safe, walkable communities for all residents. The Fair Oaks Blvd streetscape project will help develop a walkable town center for "downtown" Carmichael. The return of town centers to established communities such as Carmichael is key to creating vibrant corridors as identified in the SACOG regional sustainable communities strategy under development. WALKSacramento has been involved in community meetings, Safe Routes to School projects and planning decisions to help return walkability to Fair Oaks Blvd for several years. We have observed both the community need for a central core with a plethora of walkable, bikeable and transit-friendly destinations, and the strong community support for this goal.

Key components of the project that promote walkability are the 8-foot-wide sidewalks that facilitate the interaction of walkers with each other, the trees that provide additional comfort, cooling and shade, and the medians that help reduce traffic speed for safer travel for drivers, bicyclists and and pedestrians. The Class II bike lanes provide walkers further separation from moving vehicles, and enhanced bus shelters allow transit passengers to wait comfortably after walking to the stop.

The project provides a broad range of connections that help provide walkable destinations to the many residents of Carmichael, to the benefit of the many businesses on Fair Oaks Blvd. It is an excellent example of what SACOG strives for in healthy, active, economically energizing and sustainable development. We urge you to fund it.

Sincerely,

[Signature]

Teri Duarte, MPH
Executive Director