August 12, 2013

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

Re: Application for SACOG Community Design Program  
Applicant: City of Citrus Heights  
Project: Auburn Boulevard Complete Streets – Phase 2 (Rusch Park to Northern City Limits)

Category #2: Complete Streets  
Funding Request: $4,000,000

Dear Mr. Chew:

The City of Citrus Heights is pleased to submit this request for $4-million in SACOG Community Design Funds for the Auburn Boulevard Complete Streets – Phase 2 (Phase 2) for Rusch Park to the Northern City Limits.

Phase 2 is the second of two phases for the larger “Auburn Boulevard Complete Streets Revitalization” project. This larger project consists of transportation improvements and enhancements from Sylvan Corners to Interstate 80, a nearly 2-mile segment of this historic Lincoln Highway.

In addition to creating a complete street, this project will promote:

- An attractive, safe, efficient, well-connected corridor for pedestrians, bicyclists, automobiles, and transit.
- A distinctive, high-quality living, working, and shopping environment with attractive streetscapes that are pedestrian-scaled, and provide a sense of place and identity.
- New development, redevelopment, and private investment along the Auburn Boulevard corridor.

The SACOG funds are requested for environmental, engineering, and Right of Way acquisition, and construction for Phase 2. The City is providing over $5-million in additional funds to assist
with the $16.8-million project costs. In addition, the City and the region have previously expended over $29-million in the larger Auburn Boulevard Project.

This project is part of the City's on-going efforts to promote and improve pedestrian, bicycle, transit and vehicle movement and safety, incite economic development and revitalize aging commercial corridors.

The public improvements will promote redevelopment of private properties along the boulevard, similar to what City has experienced at Sylvan Corners, the first segment of the larger Complete Streets project.

Unlike Phase 1, the City's goal is to construct the entire Phase 2 in a single phase. This would necessitate approximately $11.5-million in SACOG funding. The City is requesting $4-million in SACOG Community Design funds, as well as $11.5-million in Regional/Local funds to complete the project. The City hopes to utilize a combination of Regional/Local and Community Design funds to construct the project by 2018. These funds will allow the City to complete the project as a model "complete street", encouraging new business, mixed use re-development, and safer alternative transportation opportunities.

On behalf of the City of Citrus Heights, I officially authorize the City's funding application to complete the Auburn Boulevard Complete Streets – Phase 2.

The City has designated Principal Civil Engineer Kevin Becker in the General Services Department to be the project manager and primary contact for this grant application. Mr. Becker is trained in managing federal aid projects.

If you have any questions regarding the City's application, please do not hesitate to contact me (916) 725-2448 or Kevin Becker (916) 727-4769.

Thank you in advance for your time and the City looks forward to your review of our request.

Sincerely,

Henry Tingle, City Manager
Signed Statement
Understanding
Terms of Award
August 12, 2013

Sacramento Area Council of Governments
Attn: Gregory Chew
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 City of Citrus Heights understand the following:

- This application for Community Design Program Funds for Auburn Boulevard Phase 2 is officially authorized by the City.

- 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, Kevin Becker, Principal Civil Engineer 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.

Henry Tingle
Print Name

City Manager, City of Citrus Heights
Title, Jurisdiction
8/12/13
Date
Letter from
Applicant’s
Federal
Aid Project
Manager
August 7, 2013

Mr. Gregory Chew, Community Design Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95614

Dear Mr. Chew:

As the City's designated project manager for Auburn Boulevard Complete Streets Revitalization Project (Phase 2), I will serve as the lead contact for managing federal aid funding for the construction of this project. I have reviewed the contents of the application and have determined to the best of my knowledge that this project is eligible to receive federal funds.

As an employee with the City of Citrus Heights, I have had substantial experience in managing a variety of Federal-Aid projects. I am very familiar with the specifics and procedural requirements associated with federal transportation funded projects and have the experience necessary to see the project through completion.

Please let me know if you have any questions or need any additional information.

Sincerely,

Kevin Becker, PE
Principle Civil Engineer
Project Summary Table
<table>
<thead>
<tr>
<th>Project Title</th>
<th>Auburn Boulevard Complete Streets Phase 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sponsoring Agency</td>
<td>City of Citrus Heights</td>
</tr>
</tbody>
</table>
| Lead Person | Kevin Becker, Principal Civil Engineer  
City of Citrus Heights  
6237 Fountain Square Drive  
Kbecker@citrusheights.net  
(916) 727-4770 |
| Partner Organizations | N/A |
| Grant Category | 2 - Complete Streets |
| Community Design Funds Requested | $4-million  
$11.6-million requested from Regional/Local* |

*Note – The City needs a total of $11.6-million to complete Phase 2. The City understands this request is dependent on funding allocation and will work with SACOG to ensure a deliverable project scope based on funding received.

<table>
<thead>
<tr>
<th>Overall Committed Total Grant Project Costs</th>
<th></th>
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<tbody>
<tr>
<td>• Environmental (NEPA)</td>
<td>$300,000</td>
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<tr>
<td>• Engineering Design</td>
<td>$900,000</td>
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<tr>
<td>• Acquire Right of Way</td>
<td>$3,000,000</td>
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<tr>
<td>• Construction</td>
<td>$12,626,625*</td>
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<tr>
<td>TOTAL</td>
<td>$16,826,625</td>
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</table>

*$3.93-million is non-participating (local funds)

<table>
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<tr>
<th>Local Match and other funds</th>
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<tbody>
<tr>
<td>• Match Requirement (11.47)</td>
<td>$1,319,421</td>
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<tr>
<td>• Non-Participating Costs</td>
<td>$3,930,000</td>
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</table>

<table>
<thead>
<tr>
<th>Estimated Construction Costs</th>
<th></th>
</tr>
</thead>
</table>
| • $12,626,625 Total  
($3,930,000 Non-participating) |

<table>
<thead>
<tr>
<th>Minimum Amount to Conduct Project</th>
<th>$550,000 ($486,915 in SACOG Grant Funds). This would complete the Environmental and Preliminary Design.</th>
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</thead>
</table>

| Project Description | The City of Citrus Heights’ Auburn Boulevard Complete Streets Revitalization Project (Phase 2) will construct wide separated sidewalks, bike lanes, enhanced transit stops and shelters, pedestrian-scale street lighting, City gateway monument, raised medians and landscaping, Advanced Traffic Management System (ATMS) controller boxes, asphalt overlay, and consolidate multiple driveways. The project will spur revitalization of an aging, disjointed and hazardous regional transportation corridor through the creation of a “complete street” environment. |
Narrative

Project Description/

Maps/ Graphics
Citrus Heights is committed to Auburn Boulevard. The City and the region have invested $29-million to transform half of the Boulevard into a Complete Street; and the City is prepared to invest an additional $5.3-million to complete the second half ($16.8-million total costs, Phase 2) of the Boulevard.

To facilitate this effort, the City of Citrus Heights is requesting $4-Million in SACOG Community Design funds for the Auburn Boulevard Complete Streets Project – Phase 2 (“Phase 2”). Phase 2 (Rusch Park to northern City Limits) will build on the 2014 scheduled completion of Phase 1 (Sylvan Corners to Rusch Park) of the City’s larger Auburn Boulevard Complete Streets Project.

Phase 2 of the ABCS is a critical 4,400 lineal feet (lf) link which will transform an aging boulevard into a vibrant, active, “complete street” with bike lanes, wide sidewalks, landscaping, and spur economic improvements. This project sets the groundwork to allow the City to complete the improvements between Rusch Park and the northern City Limits (adjoining Roseville) creating nearly 2-miles of a “complete” Auburn Boulevard.

As Citrus Heights’ highest priority capital improvement project, the City is committed to moving the project forward. Over $29-million has been invested to move Phase 1 from concept to construction (Phase 1 will be completed in 2014).

As a result of limited funding resources, Auburn Boulevard has been under construction off and on since 2004. The City, Auburn Boulevard businesses, residents, and regional commuters are anxiously awaiting the delivery of Auburn Boulevard as a complete street and an end to the ongoing construction. In response to this strong desire, and the increased availability of regional funding, the City has developed a funding framework to deliver Phase 2 as a single phase (as opposed to the 3 separate projects required for Phase 1).

The City’s funding framework is based on funding from both the Community Design and Regional/Local programs. The City has requested $11.5-Million in Regional/Local funds, which would enable the City to construct 100% of Phase 2. The City recognizes that due to the substantial size of this request, the City may not receive the entire $11.5-Million from the Regional/Local program. As such, the City is requesting $4-Million in Community Design funds to complete a significant portion of the $16.8-Million project ($3.93-Million non-participating).

In the event full funding is not available, the City is prepared to move forward with a smaller segment of Auburn Boulevard based on the funding available. The City will tailor the project based on funding allocated through both Community Design and Regional/Local programs. The City can move forward with Design and Environmental for approximately $1-million.

**Project Outcomes**

Similar to Phase 1 (under construction), construction of Phase 2 will result in numerous outcomes benefiting the community, City, and the region. These outcomes include:
- An attractive, safe, efficient, well-connected corridor for pedestrians, bicyclists, automobiles, and transit.
- A distinctive, high-quality living, working, and shopping environment with attractive streetscapes that are pedestrian-scaled, provide a sense of place and identity.
- New development, redevelopment, and private investment along the Auburn Boulevard corridor.

Project Components

**Phase 2** transforms 4,400 lineal feet of Auburn Boulevard to a complete street, supports Blueprint Principles, and promotes redevelopment within the Auburn Boulevard Corridor. Improvements will be identical to Phase 1 (See Related Materials Construction Photos). Specific project components are illustrated in the typical road section below:

- Class 2 Bike Lanes
- Driveway consolidation
- New curb, gutter
- Landscaped Medians
- Wide separated sidewalks (up to 11 feet - typical width)
- Transit stops and shelter enhancements
- Over 200 new street trees
- Street furniture installation
- Automated Transportation Management System (ATMS)
- Utility Undergrounding (Nonparticipating Cost)

![](Typical_Road_Section_for_Auburn_Boulevard_including_complete_street_features.png)

**Outcome of Auburn Boulevard Complete Streets Revitalization**

Auburn Boulevard has served as a critical route in the region since the gold rush era. Previously known as Highway 40, a major east/west US Highway through the 1950s, the corridor successfully addressed the needs of the community and surrounding communities. Within a couple decades of Interstate 80 construction, the boulevard began to show significant neglect and decline.

When Citrus Heights incorporated in 1997, the City Council and the community began the initial steps to transform the corridor back into a vibrant corridor, serving the community and the region. In 2005, after two years of community collaboration and support, the City adopted The Boulevard Plan, Reinventing the Auburn Boulevard Corridor. This American Planning Association (APA) award winning Specific Plan provides guidance for the development and revitalization of nearly 2-miles of the corridor into a complete street. The Plan espouses polices and guidance of the Complete Street vision to better serve vehicles, pedestrians, and bicyclists through well designed public improvements, design guidelines, and related policies.

The Auburn Boulevard Complete Streets Project has been fully vetted and is supported by the community. The community has been actively involved in the larger Boulevard project for several years; from the development of The Boulevard Plan details (See Related Materials), to environmental review, to ongoing participation through Phase 1 construction. Potentially controversial issues such as raised medians and driveway closures have been fully vetted with the community and individual property owners.
Due to the length and costs associated with improvements envisioned by the Boulevard Plan, the City split implementation of the Boulevard Plan into two major phases (See Phasing Map, below), with smaller segments (projects) within Phase 1. Since 2000, over $29-million in funding has been allocated to move Phase 1 forward to construction. Construction of Phase 1 is currently 60% complete, with an estimated completion in mid-2014 (See Related Materials, Phase 1 Construction Photos). The Phases are as follows:

- Phase 1 – Sylvan Corners to Rusch Park (Under Construction)
- Phase 2 – Rusch Park to Northern City Limits (Subject of Grant Application)

Due to the project costs and timing Phase 1 was broken into 3 segments for construction. Each segment is briefly described below:

- Segment 1 – Sylvan Corners (Completed in 2005) - $7.6 Million Public Investment
- Segment 2 – Rusch Park to Sycamore (Currently under construction) - $15 Million Public Investment
- Segment 3 – Sycamore Drive to Sylvan Corners (Under construction in 2014) - $6 Million Public Investment

Phase 1 will be completed in 2014, resulting in approximately 1 mile of complete streets and representing about $29-million of public investment into this corridor.

Limitations with extended project phasing

Constructing a mile of “complete streets” (Phase 1) in a built-out environment is no small feat. To fund this endeavor, the project was broken into three segments – resulting in major construction impacts along the boulevard on and off since 2004.

Although breaking Phase 1 into three segments aided the project funding, the prolonged construction associated with phasing has greatly impacted businesses, commuters, and residents that depend on the Boulevard for transportation. As a result, it is the City’s top priority to complete Phase 2 as one final project with funding assistance from the current SACOG funding cycle (An $11.5 Million combination of Community Design and Regional/Local funding). This would allow the City to return this corridor to the business community as well as the transportation system users as a multi-modal complete street, ready for sustained revitalization within a much shorter time period.
Phase 1 Produces Results – History of Project Delivery

The City has a history of delivering major capital improvement projects on time and within budget – Phase 1 of Auburn Boulevard is no exception. The City has successfully accelerated both Segment 2 and Segment 3 of Phase 1 through the California Transportation Commission (CTC) allowing the City to construct these segments simultaneously (currently under construction).

Although a large portion of Phase 1 is under construction, the improvements at Sylvan Corners have already yielded positive results. These improvements resulted in over $8 million in private investment in new businesses, business expansions, and renovations over the past six years. Sales tax has more than doubled since these improvements were made and six new businesses were established and over 50 new jobs were created. Sylvan Corners served as the model for Phase 1 and all future public improvements along the Auburn Boulevard Corridor.

Phase 2 - Rusch Park to Northern City Limits (Subject of current application)

Citrus Heights is positioned to continue the overwhelming success of Phase 1 onto Phase 2 of the Auburn Boulevard Plan. The City is committed to moving the $16.8-million project forward and has outlined a funding strategy to see the entire project completed by 2018, resulting in a complete transformation of Auburn Boulevard and nearly 2-miles of complete street. The City is requesting a total of $11.5-Million in (Combination of Community Design and Regional/Local) to complete the following milestones:

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Cost</th>
<th>Grant Request</th>
<th>City Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental (NEPA)</td>
<td>$300,000</td>
<td>$265,590</td>
<td>$34,410</td>
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<tr>
<td>Engineering Design</td>
<td>$900,000</td>
<td>$796,770</td>
<td>$103,230</td>
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<td>Acquire Right of Way</td>
<td>$3,000,000</td>
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<tr>
<td>Construction</td>
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<td>$7,784,974</td>
<td>$4,841,651</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$16,826,625</td>
<td>$11,503,234</td>
<td>$5,323,391</td>
</tr>
</tbody>
</table>

1. The project schedule will involve some overlap for Environmental, Engineering, and ROW Acquisition as each milestone is somewhat dependent on each other. NEPA will be completed based on the 30% design plans. The NEPA clearance will be completed in September 2015.
2. Total Construction costs are $16.8- million. $3.93-million is required for undergrounding of utilities, a non participating cost.

These milestones comprise the necessary steps to continue the Auburn Boulevard project through to completion. The City is poised to continue its success with Phase 1 and move forward with Phase 2 as quickly as possible. In the event adequate funding is unavailable for this request the City can complete a portion of the project; however this will delay the final construction by several years. Environmental and Engineering Design can be completed for approximately $1.2 -million resulting in a grant request of $ 1.06-million.

The City recognizes that landscaping in a public construction project is an investment that requires ongoing maintenance. The City also recognizes the impact and value the proposed landscaping will have on the Boulevard. The City is prepared to maintain all proposed landscaping as it matures along with the Boulevard. The City programs a portion of annual funding for maintenance of roadways, this includes landscape maintenance.
The Auburn Boulevard corridor is the City’s highest capital improvement priority. Auburn Boulevard is a critical link for the region, connecting job centers to housing and serving as a major north/south transportation corridor. The City recognized that the existing conditions and years of neglect on the Boulevard were detrimental to the functionality, quality of life, business conditions, and traffic operations for the corridor. Decades of neglect have led to:

- Vacant/narrow/brownfield lots
- Blighted buildings
- Poor site design
- Auto-dominated and outdated infrastructure
- Lack of trees and landscaping
- Limited Transit access improvements
- Multiple driveways leading to increased pedestrian and vehicle conflicts
- Absence of bike lanes
- Non-accessible and deteriorated sidewalks and driveways
- Unprotected center turn pockets

The importance of the Boulevard combined with the poor existing conditions led the City to designate Auburn Boulevard as the highest priority capital improvement project. The project timeline attachment highlights the City’s historical commitment to this high priority project, to date and future steps to deliver Phase 2 by 2018. The following brief summary highlights the City’s approach to Phase 2 (For more detail see Project Timeline Attachment):

<table>
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<tr>
<th>Milestone</th>
<th>Completion</th>
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<tbody>
<tr>
<td>PE Authorization (RFA)</td>
<td>July 2014</td>
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<tr>
<td>Environmental (NEPA)</td>
<td>Sept. 2015</td>
</tr>
<tr>
<td>Engineering Design</td>
<td>Nov. 2016</td>
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<tr>
<td>Construction</td>
<td>Oct. 2018</td>
</tr>
</tbody>
</table>

Development and Investments Associated with Auburn Boulevard

The City has a longstanding history investing in public infrastructure to improve the quality of life in Citrus Heights. These public investments include improved walkability through safe routes to school projects, complete streets projects, and streetscape improvements throughout the City (See Map 1, following page).

Many of these public investments, similar in scope to Phase 2, have been followed by surges in private investment near the improvements. (See Related Materials, Sylvan Corners Success). Following completion of Sylvan Corners, the Boulevard saw over $8-million in private investment surrounding Sylvan Corners. Sales tax and tax increment generation more than doubled since these improvements and a significant number of jobs have been created. Sylvan Corners now enjoys the following:

- Major façade improvements on northeast and southeast corners of the intersection, both are 100 percent leased.
- Business expansions and new commercial buildings in place of dilapidated buildings including two new restaurants.
- A new 35,000 square foot retail center on the southwest corner which includes a bank, coffee shop, restaurant and other local and neighborhood services. This development spurred 6 new businesses with over 30 employees.

More recently, nearly $4-million in private funds have been invested throughout the Auburn Boulevard corridor. The planned improvements associated with Phase 2 provide incentives for property owners to move forward with their own development plans. In fact, property owners, developers and businesses are aware of the City’s plans to revitalize the corridor and are eager to make investments to capitalize on the City’s efforts. These current projects include nearly $4-million in private investment. (Highlighted on Map #2 and 3).
Improving the Region and Promoting Blueprint Principles

The City has led by example by implementing Blueprint Principles in all project investments throughout the community (See Map 1). The Auburn Boulevard Complete Streets Project will serve as a model for implementing similar projects in built-out environments, where infill is the only option a jurisdiction can use to retrofit and bring aging corridors back to life. This is particularly the case in many areas of the region that have experienced years of neglect and under-investment similar to Citrus Heights. Phase 2 will serve as an example for infill areas found in many parts of the Sacramento region.

Phase 2 is a critical step for the Auburn Boulevard Plan. These public improvements combined with the framework in the Boulevard Plan will be a model for implementing Blueprint Principles for the City and the region. The project relationship to the Blueprint Principles is discussed in more detail in the Presubmittal Letter and excerpts from the Boulevard Plan are included in Related Materials.

Conclusion

The City is requesting $4-million in Community Design Program funding for Auburn Boulevard Complete Streets Phase 2 project. The project provides the necessary milestones to “complete the street” in this high-impact pedestrian and vehicle corridor (high pedestrian and vehicle travel counts). Auburn Boulevard’s central location plays a key role in providing business, employment, services, and transportation and housing options to the local community and beyond.

The City is heavily invested in the future of Auburn Boulevard – both financially and emotionally in the work completed thus far. Over the last several years, over $29-million to revitalize Auburn Boulevard, and has committed over $5-million to complete Phase 2 – and thereby the entire larger Auburn Boulevard project. The City anxiously awaits the completion of the Boulevard into a Complete Street and an example for the region.
Auburn Boulevard Specific Plan Area

Adopted February 2005
Promotes Pedestrian/Transit-Oriented and Mixed Use Development

First Project Approved in Auburn Boulevard Plan
Commercial Redevelopment
Former Brownfield - Pedestrian/Transit Oriented
$1.7 Million Private, $124,000 Public Investment

Multi-Agency Transit Stop
Roseville/Sacramento Transit Stop
Future Regional Opportunity Site

8400 Auburn Blvd

Auburn Boulevard Specific Plan
Future Hi-Bus Route
(Higher Quality, higher capacity bus route
with 5-30 minute frequency).
Project Timeline
# Auburn Boulevard Complete Streets Revitalization (Phase 1) Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>1997</td>
<td>Citrus Heights Incorporated into Redevelopment Project Area</td>
</tr>
<tr>
<td>1999</td>
<td>Auburn Blvd Incorporated into Redevelopment Project Area</td>
</tr>
<tr>
<td>2005</td>
<td>NEPA Clearance Phase 1</td>
</tr>
<tr>
<td>2006</td>
<td>Completed 99% utility undergrounding design for Phase I</td>
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<tr>
<td>2008</td>
<td>RDA approves $3-million for ROW Acquisition</td>
</tr>
<tr>
<td>2010</td>
<td>City Starts Construction for Segment II</td>
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<tr>
<td>2012</td>
<td>Completed 99% utility undergrounding design for Phase I</td>
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<tr>
<td>2013</td>
<td>City Completes Phase 1 (Sylvan Corners to Rusch Park)</td>
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<tr>
<td>2014</td>
<td>City Completes Phase 1 (Sylvan Corners to Rusch Park)</td>
</tr>
<tr>
<td>2015</td>
<td>City Completes Phase 1 (Sylvan Corners to Rusch Park)</td>
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<tr>
<td>2016</td>
<td>City Starts Construction for Segment III</td>
</tr>
<tr>
<td>2017</td>
<td>City Completes Phase 1 (Sylvan Corners to Rusch Park)</td>
</tr>
</tbody>
</table>

## Phase 2 – Moving Forward from present:
- CEQA (EIR for both Phase 1 & 2) Complete
- Environmental (NEPA for Phase 2) 2015
- Engineering Design (Phase 2) 2016
- Acquire Right of Way (Phase 2) 2016
- Construct Phase 2 2018
**Project Budget Summary – Table #2 (Required for Categories 1 and 2)**

Please fill out this Project Budget Summary Table for Community Design application. If your project is recommended for funding, you will be asked to fill out a more detailed budget and timeline worksheet prior to the working session meeting with the SACOG/Caltrans Review Committee meeting on September 11, 2013. Details to be provided in the response to your pre-submittal letter.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost Estimate</th>
<th>Amount Requested</th>
<th>Month/Year Funding Requested</th>
<th>For SACOG Use Only</th>
<th>For SACOG Use Only</th>
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<td>NON-CAPITAL</td>
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<tr>
<td>Planning Studies</td>
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<tr>
<td>Non-capital Staff Activities</td>
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<tr>
<td>Non-capital Materials (maps, brochures, racks, printing, etc.)</td>
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<td>Miscellaneous</td>
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<td>CAPITAL</td>
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<td>Feasibility Studies</td>
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<tr>
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<td>5/2014</td>
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<td>Engineering/Design</td>
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<td>$796,770</td>
<td>5/2014</td>
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<td>Right-of-Way</td>
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<td>$2,655,900</td>
<td>7/2015</td>
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<tr>
<td>Construction and Construction Management</td>
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<td>$7,784,974</td>
<td>1/2017</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$16,826,625</td>
<td>$11,503,234</td>
<td>*</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The City is requesting $4,000,000 in Community Design Funds. The City is also requesting $11,503,234 from Regional Local Funds. The City will utilize a combination of awarded funds to complete the project, or a portion of the project depending on funding allocation.
Copy and Response to
Pre-submittal Letter
The City of Citrus Heights is committed to providing high quality economical, responsive city services to our community.

July 29, 2013

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

Re: Pre-Submittal Letter for SACOG Funding Programs
Applicant: City of Citrus Heights

Dear Mr. Chew:

The City of Citrus Heights is pleased to submit a pre-submittal letter to SACOG for the Auburn Boulevard Complete Streets (ABCS) project consideration in two (2) funding categories: Community Design and Regional/Local.

This project is part of the City’s on-going efforts to promote and improve pedestrian, bicycle, transit and vehicle movement and safety, inspire economic development and revitalize aging commercial corridors. The Project is the final and critical component to the transformation of an aging, disjointed and hazardous pedestrian environment to a well-connected, vibrant, mixed-use, transit-oriented and pedestrian friendly activity area in along the Auburn Boulevard corridor within the City.

The following project is proposed:

1. **Auburn Boulevard Complete Streets Project (Phase 2) – Rusch Park to Northern City Limits** (Community Design and Regional Local Programs)

Auburn Boulevard has been the City’s highest priority capital project for over 10 years. At nearly 2-miles in length, the transformation from a disjointed, unaccommodating boulevard into a Complete Street is a major undertaking. The project area is comprised of more than one hundred businesses and property owners, all having to deal with overhead utilities, narrow non-ADA compliant sidewalks, no dedicated bike lanes and minimal transit facilities.

Despite the fiscal, technical, and public relations challenges to improve the Boulevard, the City has made great strides in the Auburn Boulevard Complete Streets Project. The
The project proposed for this corridor includes installation of wide separated sidewalks, wide planter strips, striped bike lanes, Intelligent Transportation System (ITS) improvements, center medians, decorative street lights, street furniture, enhanced bus stops - a complete street and a complete revitalization of the Boulevard. Due to the sheer magnitude of the project the City has broken the project into two phases.

The City is currently constructing Phase 1, an approximately 1-mile complete streets revitalization of Auburn Boulevard from Sylvan Corners to Rusch Park. This phase is on schedule to be completed in 2014. The City has committed nearly $20 million to Phase 1 of the project, including $10 million in SACOG funding to date.

Upon completion of Phase 1, the City is looking forward to beginning the next steps to implement Phase 2 (Rusch Park to the northern City Limits). In addition to creating a complete street for Auburn Boulevard, the build out of Phase 2 provides significant regional benefits by improving the connection between Citrus Heights and Roseville and providing transit center connectivity between Roseville Transit, Placer County Transit and Regional Transit as well as access to light rail via the I-80 corridor. The City is poised to move forward as quickly as possible with Phase 2.

As part of the Boulevard Plan, completed in 2005, the City completed a plan line study and Environmental Impact Report (EIR) for the entire corridor. In order to move forward to construction, several steps are necessary:

1. Additional Preliminary Engineering to update the 2005 plan lines
2. Environmental (NEPA needed, CEQA complete – Auburn Boulevard Plan EIR)
3. Utility Design for Undergrounding Overhead Utilities*
4. Right of Way (Engineering & Acquisition)
5. Utility Undergrounding of Overhead Utilities (Joint Trench)*
6. Final Street Design
7. Roadway Construction

* The City is committed to funding these nonparticipating costs with local funds. Federal funding will not be utilized for undergrounding of utilities or associated work.

The current engineer’s estimate for the completion of Phase 2 is approximately $16.8 million, which includes $4.75 million in ineligible/non-participating utility undergrounding costs. The City is committed Auburn Boulevard Phase 2 and is prepared to fund the ineligible/non-participating costs as well as the required match in order to move this project forward. Given the limited availability of SACOG funding and the 2-year funding cycles for SACOG, City staff has developed a one-cycle strategic funding scenario and a two-cycle funding scenario representing the current cycle and the next funding cycle for SACOG consideration.

The Auburn Boulevard Complete Streets Project has had to occur in multiple phases due to funding constraints. Phase 1 was broken into 3 segments between Sylvan Corners and Rusch Park. The residents and commercial businesses have been dealing
with extensive construction impacts on this corridor off and on since 2003. Phase 1 Segment 2 has been under construction for over a year and will be complete in 2014. Segment 3 construction is scheduled for completion in 2014 as well. It is the City’s sincere desire and top priority to complete this corridor as one final project with funding assistance from the current SACOG funding cycle if at all possible. This would allow the City to return this corridor to the business community as well as the transportation system users as a multi-modal complete street, ready for sustained revitalization within a much shorter time period.

Summary of Auburn Boulevard Funding Strategy

With the intention to complete the overall Project as soon as feasibly possible, the City offers a funding strategy to occur over one or two SACOG funding cycles.

In addition to the funding request, the City is committed to the completing necessary engineering and construction required for the undergrounding of utilities along this corridor. The nearly $4-million in undergrounding construction costs are non-participating, yet demonstrate the City’s commitment to this project as a top priority for the City and for the construction to be completed as quickly as possible.

The proposed SACOG funding strategy involves a combination of both Regional Local and Community Design Funding for the next one or two funding cycles to complete the entire Auburn Boulevard Phase 2 (Rusch Park to northern City Limits).

### Proposed Milestones for a One-Cycle Funding Scenario

<table>
<thead>
<tr>
<th>Number</th>
<th>Milestone</th>
<th>Total Cost</th>
<th>SACOG Funds</th>
<th>City Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Preliminary Engineering</td>
<td>$300,000</td>
<td>$265,590</td>
<td>$34,410</td>
</tr>
<tr>
<td>2.</td>
<td>Environmental</td>
<td>$200,000</td>
<td>$177,060</td>
<td>$22,940</td>
</tr>
<tr>
<td>3.</td>
<td>Right of Way Acquisition</td>
<td>$3,000,000</td>
<td>$2,655,900</td>
<td>$344,100</td>
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<tr>
<td>4.</td>
<td>Final Engineering</td>
<td>$700,000</td>
<td>$619,710</td>
<td>$80,290</td>
</tr>
<tr>
<td>5.</td>
<td>Construction</td>
<td>$7,500,000</td>
<td>$6,639,750</td>
<td>$860,250</td>
</tr>
<tr>
<td>6.</td>
<td>Construction Engineering</td>
<td>$750,000</td>
<td>$663,975</td>
<td>$86,025</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td></td>
<td><strong>$12,450,000</strong></td>
<td><strong>$11,021,985</strong></td>
<td><strong>$1,428,015</strong></td>
</tr>
</tbody>
</table>

The preferred funding scenario for this project is to award the full funding necessary to complete Phase 2 in the current funding program. However, if there is a need to fund over two SACOG cycles, the City can break the Project into 2 phases:

2014: Funding for Pre-Construction (Entire Phase 2), Right of Way and Construction for Phase 2A (Rusch Park to Sandalwood); and
2016: Funding for Final Engineering, Right of Way and Construction of Phase 2B (Sandalwood to City Limits)
If there is a need to break the project into two parts, the City has developed the following layout to accommodate two funding cycles.

**Proposed Milestones for a Two-Cycle Funding Scenario**

### 2014 Community Design and Regional Local Funding Request*

The 2014 funding cycle will provide the following milestones necessary to prepare the entire Phase 2 of Auburn Boulevard for construction, and to construct Phase 2A (50% of Phase 2):

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<tr>
<td>3.</td>
<td>Right of Way Acquisition</td>
<td>$1,500,000</td>
<td>$1,327,950</td>
<td>$172,050</td>
</tr>
<tr>
<td>4.</td>
<td>Final Engineering</td>
<td>$350,000</td>
<td>$309,855</td>
<td>$40,125</td>
</tr>
<tr>
<td>5.</td>
<td>Construction</td>
<td>$3,750,000</td>
<td>$3,319,875</td>
<td>$430,125</td>
</tr>
<tr>
<td>6.</td>
<td>Construction Engineering</td>
<td>$375,000</td>
<td>$331,988</td>
<td>$43,013</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td></td>
<td><strong>$6,475,000</strong></td>
<td><strong>$5,732,318</strong></td>
<td><strong>$742,683</strong></td>
</tr>
</tbody>
</table>

* The City is applying for both the Community Design Program and the Regional Local Program for this scope of work. In the event the Community Design Review Committee is unable to fund the total request, the City can complete the Preliminary Engineering and Environmental under the community design program for $500,000. This assumes a Two-Cycle SACOG funding scenario.

In addition to the grant request, the City is committed to the completing the necessary engineering required for the undergrounding of utilities along this corridor. The estimated $2,000,000 in undergrounding construction costs are non-participating, however they show additional commitment from the City to complete Auburn Boulevard as quickly as possible.

### 2016 Community Design and Regional Local Requests

In the 2016 funding cycle, the City will apply for the Right of Way acquisition and the construction of Phase 2B (50% of Phase 2). The City will apply for a combination of both Community Design and Regional Local funds to achieve these milestones: These milestones include:

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<td>$375,000</td>
<td>$331,988</td>
<td>$43,013</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td></td>
<td><strong>$5,975,000</strong></td>
<td><strong>$5,289,668</strong></td>
<td><strong>$685,333</strong></td>
</tr>
</tbody>
</table>
In addition to these milestones, the City will commit an estimated up to $2,000,000 in local funds for the undergrounding of utilities along Phase 2B. Although these are ineligible costs, it demonstrates the City’s commitment to moving the project forward as quickly as possible.

Based on this funding strategy, with the 2016 funding cycle, the City will have fully funded Auburn Boulevard Phase 2 (including nearly $6-million in local funds). The end result of the completion of Phase 2 will be nearly 2-miles of complete street in Citrus Heights (Phase 1 and Phase 2), transforming the Boulevard from a disjointed and hazardous pedestrian environment to a well-connected, vibrant, mixed-use, transit-oriented and pedestrian friendly activity area.

The City has been working on improving Auburn Boulevard Since 1997. By the end of 2014, 50% of Auburn Boulevard’s improvements will be complete. The City is hoping to expedite the second phase of the project, as the businesses and residents have been anxiously awaiting these improvements for over 15 years and dealing with the roadway being torn up off and on since 2003. Given funding limitations, the City has been forced to break the 2-mile project into smaller segments. As a result of this piecemeal approach, the corridor has been and continues to be under construction for much longer than originally anticipated.

**Auburn Boulevard embodies Blueprint Principles**

Phase 2 facilitates improvements included in “The Boulevard Plan,” which embodies all of the following Blueprint Principles with the overall result of reducing vehicle miles traveled:

**Housing Options**: “The Boulevard Plan” integrates infill housing into Auburn Boulevard’s commercial frontage and adjacent neighborhoods. Multi-family, two and three story townhouses in mixed-use projects, and three-story live-work units, will add to existing housing options.

**Transportation Choices**: “The Boulevard Plan” creates a corridor that facilitates use of public transit, improves traffic circulation and safety, and creates a walkable city by improving pedestrian and bicycle circulation and safety. Currently, lack of bike lanes presents severe hazards to bicycle riders as they share a lane with flowing traffic. Transit services in this area are also essential as transit provides connectivity to the entire Sacramento region.

**Mixed-use Development**: “The Boulevard Plan” promotes mixed-use development by creating definable neighborhoods and districts featuring village and commercial centers that provide social,
commercial and residential focal points for adjacent neighborhoods and allow/encourage mixed uses.

**Compact Design:** “The Boulevard Plan” promotes compact development by allowing mixed uses, consolidating driveways and providing an opportunity to landscape sidewalks, medians and street edges. Building design and site planning will reflect the area’s traditional pace and scale by emphasizing the existing pattern of small lots.

**Use Existing Assets:** “The Boulevard Plan” calls for intensification of use of underutilized parcels. For example the large parking field near an existing K-mart is as an opportunity site for redevelopment of a mix of uses.

**Preserve Natural Resources:** “The Boulevard Plan’s” Mitigation Monitoring Plan ensures sensitive area preservation, including protection of aquatic habitat, native oak trees, and water quality protection measures. “The Boulevard Plan” land use principles also call for ‘Variety and Quality of Open Space including community parks, village plazas, wide pedestrian-oriented walkways, and other types of public and private spaces.

**Quality Design:** “The Boulevard Plan” calls for an overall urban design framework that identifies character areas, social and physical focal points, and district entries. The Boulevard Plan includes detailed design guidelines encouraging well designed buildings oriented towards Auburn Boulevard creating a tree lined, pedestrian “playground” along the entire boulevard.

Once complete, the Auburn Boulevard Complete Streets Revitalization Project will serve as a blueprint for the revitalization of other aging commercial corridors and tough infill project areas in the region, such as other areas along Auburn Boulevard and Fulton Avenue in Sacramento County, and Folsom Boulevard in Rancho Cordova and Sacramento County.

**Conclusion**

The City is committed to moving this Blueprint Friendly project forward as quickly as possible. Funding the entire Phase 2 in one cycle will complete the vision for the corridor much sooner than a piecemeal approach, encourage smart growth investment sooner, put the community through one final construction cycle and foster the rebirth of this corridor within a livable timeframe for the residents and businesses.

To complete the project and turn the finished complete street corridor to the community, the City is proposing to request roughly $11,500,000 in SACOG funds in the current cycle. This would allow completion of Phase 2 as one project and subject the Boulevard businesses and neighbors to one final construction period. Should a one-time funding in the current cycle not be possible, the City split the project into Phase A and B, which could be accomplished within 2 funding cycles if need be.
The City appreciates your review and feedback for the upcoming funding cycle. Please do not hesitate to contact me if you have any questions at kbecker@citrusheights.net or 916-727-4770.

Thank you for your review and consideration for funding support for the City's highest priority project, the Auburn Boulevard Complete Streets Project Phase 2.

Sincerely,

Kevin Becker
Principal Civil Engineer
July 31, 2013

Kevin Becker
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621

Re: Auburn Boulevard Complete Streets Project

Dear Mr. Becker:

Thanks for providing us with Citrus Heights’ pre-submittal letter for initial review for the Auburn Boulevard Complete Streets Project as a potential candidate for Category 2 of 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. Secondly, it provides SACOG Review Team (comprised of SACOG and Caltrans staff) the opportunity to provide feedback on how well the proposed project fits the objectives of the program and what information it will look for in the application.

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 transform Auburn Blvd. from Rusch Park to the northern city limits into a complete streets corridor. This includes separated sidewalks, planter strips, bike lanes, ITS improvements, center medians, decorative street lights, and street furniture.

2. Since SACOG has added additional funds to this programming round, it is acceptable for Citrus Heights to re-evaluate the funding strategy included in the Pre-Submittal Letter.

3. Landscape maintenance funding is extremely limited in most jurisdictions. Please address how your agency will have the funds available to maintain landscape improvements. Your project contains landscaping improvements that can be funded with RSTP or TAP. Given the issues noted in item #7 below about these funds, please address how your agency would respond to a situation where no federal funds are available for landscaping.

4. Please state in your application the schedule when NEPA will be conducted and completed. This schedule may delay any right-of-way acquisition if needed and ultimately the request for authorization for construction.
5. The Team believes that this project is fundamentally federal aid eligible and that you may submit an application. It will most likely qualify for CMAQ, RSTP or TAP funds. Please be aware that the funding source in the years you are requesting may not be available. This may mean a later programming year or somehow advancing the project.

The following notes are sent to all applicants:

6. If you choose to apply for Community Design Program funding and your project is recommended for funding by the Community Design Evaluation Committee (the first of two review committees), you will be contacted to schedule at least one week in advance for a working meeting with the SACOG/Caltrans Review Committee on Wednesday, September 11th. Prior to the meeting, SACOG will ask you to submit a draft of a scope of work, schedule and detailed cost estimate and submit it by September 10. We do not expect these documents to be complete, but enough of it so that we may discuss it during the working meeting on Sept 11. After the meeting, 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 September 20.

7. Historically the Community Design Program was funded with STIP-TE and CMAQ funds with a very small amount of RSTP funds. Due to the uncertainties surrounding the implementation of the TA Program (the replacement of TE in MAP-21), more of the program funding will likely be needed from RSTP. However RSTP is a high demand fund type because that is the preferred fund type for most road projects. SACOG will need to prioritize the needs of RSTP between the SACOG funding programs. The order in which your project is ranked will be the order that SACOG will match funding types to projects. If the correct fund type is not available for your project, SACOG staff will need to either delay your project or may need to recommend not programming your project.

8. Project sponsors may be required to calculate the emissions benefits of your project. 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.

9. Likewise, if the project is recommended for funding by the Community Design Evaluation Committee, and there is a realistic possibility that the project might receive Transportation Alternative Program (TAP) funding, then you may be asked to do two tasks. First, you may be asked to fill out an eligibility application for review. Secondly, there is a law that requires that SACOG give priority to TAP-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 11, 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. 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. Becker’s qualifications (the city’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,

[Signature]

Gregory R. Chew
SACOG Community Design Program Manager
Related Materials
The Boulevard Plan

Reinventing the Auburn Boulevard Corridor
City of Citrus Heights

February 2005
Creating Villages (Rusch Park and Gateway District in Phase 2)
Land Use and Circulation Concepts

Legend
- Low Density Residential (LDR): 1-8 units per acre
- Medium Density Residential (MDR): 8-20 units per acre
- High Density Residential (HDR): 20-30 units per acre
- Open Space (OS)
- General Commercial (GC)
- Public (P)

Legend
- Arterial Street
- Collector Street
- Local Street (Publicly Owned)
- Local Street (Privately Owned)
- District Boundary

The Boulevard Plan • Citrus Heights
Gateway District Vision

Existing Conditions

The Boulevard Plan • Citrus Heights
Gateway District Design Guidelines

- Landscaping shall contribute to the "sense of place." It shall enhance the definition and distinctiveness of courtyards and other public spaces.
- Planting in front and side yards shall reinforce the District's streetscape concept.
- Foundation planting shall enhance architectural and massing concepts for buildings.
- Accent planting and color shall reinforce architectural and site design entry expressions.
- Screen planting shall be used around parking lots and to block undesirable views. Parking lot screen planting shall be at least 30" tall.
- Vines or ivy shall be planted to soften the sound wall along Auburn Boulevard just north of Sandlewood Drive.
- Street tree planting shall be distinct to the district.

**Gateway District Transit**

As business destinations, new development shall make transit use a more desirable option.

- Enhanced transit facilities shall be centrally located, visible, and integrated in the district.
- Pedestrian connections to transit facilities shall be easy to navigate, safe, comfortable, and friendly.
- Shelters and lighting shall be provided at enhanced transit stops. The design of shelters shall anticipate the number of transit patron and their physical comfort. Shade and screening from wind and rain shall be a design consideration for transit shelter design.
- Bike facilities shall be designed for every building site.

4.3.9 Gateway District Architecture Principles and Guidelines

New buildings shall reflect both their tenants' business needs and contribute to the design objectives for the district. Commercial projects shall strive for design excellence. Building design shall be unique to the project. "Block plan" buildings and generic designs are discouraged.

**Mixed-use Buildings**

A. Corner massing and roof feature at intersections
B. Transparent storefronts and awnings along sidewalks and walking routes
C. Residential units with bay windows or balconies
D. Two-story street wall
E. Vertical design features to break up long block faces

**Office Buildings**

A. Two-story lobby oriented towards corners and pedestrian routes
B. Second and third floor balconies and patios are encouraged
C. Setback upper levels when near single-story commercial development or residential uses

**The Boulevard Plan**

A. Lobby and hotel sign at the visual terminus of street
B. Hotel lobby facing entry drive and park
C. Arcades along park frontage
D. Room balconies

Right:

**The Boulevard Plan**

A. Mixed-use building roles of canopy and storefront signage that enhances the walking experience in the district.
Phase 1 60% Construction Photos
(Pending Landscaping and Median Work)
Sylvan Corners Success

Before

After 2005 Improvements

The Boulevard Plan • Citrus Heights
August 2, 2013

Casey Komparski, AICP
Senior Planner
City of Citrus Heights
6257 Fountain Square Drive
Citrus Heights, CA 95621

Dear Casey,

As you know, I am a new property owner in the City of Citrus Heights. I’ve made a substantial investment in the Boulevard Plan, which falls under the City’s Auburn Boulevard Complete Streets project. I have committed financial support of $150,000 towards the project, and I would be interested in hearing more about the project and how I can contribute.

The proposed improvements, along with the existing infrastructure, will provide a safer and more enjoyable environment for residents and visitors of the City. I believe that these improvements will enhance the overall attractiveness of the City and increase property values.

Thank you for your attention to this matter.

Sincerely,

[Handwritten signature]

Steve Cook
President
Gold’s Gym of the Silicon Valley
Letters of Support

August 1, 2013

Henry Tingle
City Manager
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621

RE: SACOG Community Design Grant Program: Auburn Boulevard Complete Streets Revitalization Project

Dear Mr. Tingle:

As you may know, WALKSacramento is a non-profit organization working to create walkable communities throughout the Sacramento region. Our agency collaborates with transportation and land use planners, elected officials and community groups to create safe, attractive and walkable environments for all citizens and particularly for children, seniors, the disabled and low-income individuals. WALKSacramento works to increase pedestrian access, reduce traffic and development decisions, to increase funding for pedestrian infrastructure, and to adopt and implement pedestrian master plans for local communities.

Our organization is currently partnering with the City of Citrus Heights and the local San Juan Unified School District to create a Safe Routes Master Plan. This plan, built upon assessment of walking and bicycling conditions and travel routes around the Citrus Heights public schools, will serve as an excellent complement to creating a network of complete streets for Citrus Heights residents of all ages and abilities. We look forward working with the City on the Auburn Boulevard Complete Streets Revitalization Project in addition to the Safe Routes Master Plan.

The Auburn Boulevard Complete Streets Revitalization Project proposes increasing transportation choices by promoting walking, bicycling and transit which are important strategies in building a complete street environment. Additionally, the project is consistent with our campaign to ensure Complete Street strategies are included in master plans for local communities and to discourage more sprawl and overly wide roads in our communities. The project will transform Auburn Boulevard from its current day conditions, in certain segments unsafe for pedestrians and bicyclists, to a place in your community where pedestrians, bicyclists, motorists and transit riders of all ages and abilities feel safe and comfortable.

WALKSacramento fully supports the Auburn Boulevard Complete Streets Revitalization Project and application for funding from the SACOG Community Design Grant Program to create a safe, convenient and attractive environment for all users.

Sincerely,

Lei Duarte
Executive Director

808 10th Street, Suite 205, Sacramento CA 95814
916-216-2252 / Federal Tax ID 13-1835841

August 1, 2013

Henry Tingle
City Manager
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621

RE: Auburn Boulevard - SACOG Community Design Program

Dear Henry:

The mission of the Citrus Heights Regional Chamber of Commerce is to be a unified voice for business, government, education and community involvement in the Sacramento region. Our Chamber has consistently supported the City's efforts to improve our community and its efforts to contribute to the region.

The revitalization of Sylvia Correns is a great example of the City's commitment to public infrastructure and private investment. Due to these improvements, Sylvia Correns has seen an increase of 10 percent in its home sales since Fiscal Year 2008 – 2009. In contrast, on the underdeveloped Auburn Boulevard corridor we continue to see businesses fail and vacancies increase, taxable sales decrease by 60 percent in the same time frame.

The Auburn Boulevard Corridor lacks the drive and ambience normally created by a commercial corridor to be economically successful. Due to the Boulevards' poor road conditions, lack of sidewalks and connected commercial activity, businesses have been unable to capitalize on the central location, lower residential area, transit availability and funky access.

The Chamber, withdrew in 2008 for current construction project moving forward and already transforming the look and feel of Phase 1 of Auburn Boulevard. With Phase 1 funded for completion in 2014, the business community is eager to kick-off Phase 2 to complete Auburn Boulevard.

The City's efforts to apply to SACOG's Community Design Program for funding is fully supported by the Citrus Heights Regional Chamber of Commerce.

We believe that the work the City has proposed to complete with the funding from SACOG on Auburn Boulevard will provide framework for the Boulevard, demonstrating to prospective businesses that this corridor, walkable corridor is where they want to locate.

Thank you for your efforts in improving the economic corridor of the City and for your support of SACOG for this well-deserved funding program.

Sincerely,

Clear Wilcox
Chairman of the Board

7115-A Greenback Lane Citrus Heights, CA 95621 / 916-722-4545 Fax: 916-722-4543
Mail: P.O. Box 191, Citrus Heights, CA 95621 / email: chamber@chamber.com