August 8, 2013

Mr. Greg Chew, Senior Planner
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: Sacramento Area Council of Governments 2014 Community Design Funding Program: “Fair Oaks Boulevard Improvements, Phase 3” (FOBI-3) Project

Dear Mr. Chew:

The County of Sacramento Department of Transportation (SacDOT) is pleased to submit this request for $3,913,000 in Community Design funds (Round 6, Category #1: Conventional) for the Fair Oaks Boulevard Improvements, Phase 3 (“FOBI-3”) Project. On July 23, 2013, the Sacramento County Board of Supervisors endorsed this Project directing SacDOT to submit this application to Sacramento Area Council of Governments (SACOG) for funding consideration.

The FOBI-3 Project has overlapping design and construction segments along Fair Oaks Boulevard (FOB). The design segment is 2,400’ long, beginning 400’ north of Marconi Avenue and extending northerly to approximately 200’ north of North Avenue. The segment to be constructed is approximately 1,300’ long, also beginning 400’ north of Marconi Avenue and extending to the Stanley Avenue/Angelina Avenue intersection. The FOBI-3 Project represents the County’s highest priority segment of the multi-phased “FOB Corridor Plan”.

The “FOB Corridor Plan” is the culmination of extensive planning, studies and outreach efforts involving local businesses and community groups to establish this segment of FOB as the gateway for the designated “Main Street District” serving the Carmichael community. This segment of FOB, with its existing streetscape challenges and land use demographics, represents the ideal candidate to apply Smart Growth Street concepts, and SACOG’s Blueprint Principles that are represented in the core of the FOB Corridor Plan, and this funding request.

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; he can be reached at (916) 874-6074 or email at razor@saccounty.net. Also, Mr. Ron Vicari, Principal Civil Engineer with SacDOT will be the Project Manager, Ron can be contacted at (916) 874-5164 or email at vicarir@saccounty.net.

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

Michael J. Penrose, Director
Department of Transportation
August 8, 2013

Mr. Greg Chew, Senior Planner
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: SOCOG 2014 Community Design Funding Program: Understanding Of Terms “Fair Oaks Boulevard Improvements, Phase 3” (FOBI-3) Project

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 (SacDOT) 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

[Signature]

Print Name

Michael J. Penrose

Director, SacDOT

Title, Jurisdiction

8/8/13

Date
August 8, 2013

Mr. Greg Chew, Senior Planner
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: SACOG Community Design Program Grant Application: Federal Aid Mgr. Letter “Fair Oaks Boulevard Improvements, Phase 3” (FOBI-3) Project

Dear Mr. Chew:

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 3, 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,

Refugio Razo, Senior Civil Engineer
Department of Transportation
### Project Summary Table 1

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<th><strong>Project Title</strong></th>
<th>Fair Oaks Boulevard Improvements, Phase 3 (FOBI-3)</th>
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<td><strong>Sponsoring Agency</strong></td>
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| **Lead Person and Contact Information (phone, email, mailing address)** | **Federal Funds Manager:** Refugio Razo, Senior Civil Engineer
Sacramento County Department of Transportation
906 G Street, Suite 510, Sacramento, CA 95814
Phone: (916) 874-6074
E-Mail: razor@saccounty.net
Fax: (916) 874-7831

**Project Manager:**
Ron Vicari II, Principal Civil Engineer
906 G Street, Suite 510, Sacramento, CA 95814
Phone: (916) 874-5164
E-Mail: vicarir@saccounty.net |
| **Partner Organizations** | N/A |
| **Grant Category** | Category #1 (Conventional Project) |
| **Community Design Funds Requested** | $3,913,000 |
| **Overall Committed Total Project Costs** | $507,000 |
| **Local Match and other funds** | $507,000 (11.47% Match) |
| **Minimum Amount to Conduct Project** | $3,913,000 |
| **Project Description** | This Project includes overlapping Pre-construction (Design) and Construction segments on FOB. Design and Construction both begin 400’ north of Marconi Avenue. The design segment extends 2,400’ to the north, and construction extends 1,300’ to the north. Streetscape improvements will include: Sidewalks (including gap closures) or increased to a more pedestrian friendly 5’, or 8’ width when possible; 12’ landscaped median to replace the two-way left-turn lane; continuous Class II bike lanes; 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 modification at Robertson Avenue. |
Introduction

The County of Sacramento Department of Transportation (SacDOT) is requesting $3,913,000 in Community Design Funds (Round 6, Category #1: Conventional) for the “Fair Oaks Boulevard Improvements, Phase 3” (“FOBI-3”) Project. The FOBI-3 Project consists of both design and construction elements (partially overlapping) along the last remaining section of Fair Oaks Boulevard (FOB) that is now referred to as the “Main Street District” of Carmichael.

Brief History Of A Long Planning Process

The FOBI-3 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) process began in 2001. The CAP contained on-going, short-term, and long-term goals and polices that were endorsed by the community focusing on: Neighborhood Services; Transportation; Community Identity; Land Use; and Public Safety. (See CAP Excerpts in “Related Material”)

Subsequent to the CAP, was the development of the, “Fair Oaks Boulevard Concept Plan, Carmichael’s Main Street” (Concept Plan) that was finalized in 2006. The Concept Plan addresses the creation of a Special Planning Area, and compares roadway design options. The Concept Plan illustrates ways in which the community’s desire for a “Main Street” appeal would be integrated with both the County’s and SACOG’s long term roadway objectives (Blueprint Principles) for revitalizing this important segment of the FOB corridor. (Excerpts in “Related Material”)

The Concept Plan effort was instrumental in developing the “Fair Oaks Boulevard Corridor Plan” (Corridor Plan) and the Final EIR which were approved by the County Board of Supervisors on October 26, 2011. The Corridor Plan positions the FOB corridor as a set of connected districts, including the “Main Street” District that are increasingly important districts within the Sacramento region. The Corridor Plan supports Carmichael’s long term vision of the FOB corridor regarding economic development, community image, and it provides streetscape design based largely on SACOG Blueprint Principles to provide vibrant community centers and transportation options for Carmichael’s 72,000 residents. (Excerpts in “Related Materials”).

Although this outreach has been ongoing since 2001, it has been a valuable and rewarding process that will allow this Main Street Project to better serve the Carmichael Community and visitors.
The FOBI-3 Project Proposal

SacDOT requests $3,913,000 in funding for the FOBI-3 Project (Category 1) that contains both “Pre-construction” (Final Design) and “Construction” elements for two partially overlapping segments of FOB in the heart of the high priority “Main Street District” of Carmichael.

The segment to be designed is 2,400’ long (both red and blue lines on map) and represents the last remaining unfunded section of this important corridor district. (Re: “Pre-Submittal Letter Reply, Comment #1, “PSLR #1”) It begins 400’ north of Marconi Avenue and extends northerly about 200’ beyond North Avenue. The segment to be constructed in FOBI-3 (blue line) is the southerly 1,300’ of the section being designed, beginning 400’ north of Marconi Avenue and extending to Stanley Avenue. This will allow for continued progress and continued investment thereby encouraging renewed private development interest. Construction of the southerly segment will adjoin the $1.2 million “Marconi Avenue and Fair Oaks Boulevard Intersection” Project that SacDOT completed in 2013 with local funds.

A signal modification will be constructed at the Robertson Avenue intersection. The design of a signal modification at Stanley Avenue, and a new pedestrian signal at North Avenue will also be provided in FOBI-3. These signals will provide improved pedestrian connectivity and safety. Refer to the “Photo section” for additional street improvement details being proposed in FOBI-3.

The design, right-of-way and environmental activities for the full 2,400’ segment (red and blue lines) will be provided in FOBI-3. (Re: PSLR #3) SacDOT has obtained CEQA approval for this segment, NEPA approval is scheduled by June 2014. The preliminary engineering and stripping plan have been completed for the FOBI-3 segment.
FOBI-3 will also provide all the necessary pre-construction tasks (design, environmental and right-of-way) needed for the 1,100’ northerly segment (red line) between Stanley Avenue and (north of) North Avenue. (Re: PSLR #2) Due to funding constraints with FOBI-3, the construction funding request for the northerly segment will be through a separate Round 6 (Category 2) application (the FOBI-3A Project). Through the economy of scale, SacDOT believes that packaging both FOBI-3 and FOBI-3A together in Round 6 will provide the most timely and efficient pre-design efforts and lower overall construction costs, as opposed to funding in separate Rounds with separate construction seasons. (Re: PSLR #3, see also the “Project Timeline”) The Pre-construction (Design, R/W and NEPA) can begin in spring 2014, with all FOBI-3 construction complete by December 2016.

As noted, SacDOT proposes landscaping in the medians and the separated sidewalks. This is a very important element to encourage walking, biking, improve air quality and soften the feel of the corridor. (Re: PSLR #5) The maintenance of this and all county landscaping is budgeted annually in SacDOT’s ongoing maintenance (Road Fund) program.

Blueprint Principles Within The FOBI-3 Project  (RE: PLSR #4)

As noted previously, the Corridor Plan and the Blueprint Principles are closely aligned. Both are interested in providing appealing transportation design solutions and alternatives to encourage growth of vibrant business districts mixed with contiguous residential parcels. Below are examples of how the FOBI-3 Project promotes each of the seven “Blueprint Growth Principles”.

1. **Transportation Choices**: “Developments should be designed to encourage people to want to walk, ride bicycles, ride the bus, carpool and make shortened trips by auto.”

   - **Pedestrian Comfort and Safety Enhancements**: The sidewalk width will be increased from a four foot attached walkway to a more pedestrian friendly five foot, or eight foot width when possible. Several parcels within FOBI-3 do not have sidewalks, these gaps will be in-filled to provide continuous sidewalks. An eight foot wide landscaped buffer will separate the sidewalk from the street curb. Pedestrian activated signals, curb ramps, and crosswalks will be provided at the Robertson Avenue, Stanley/Angeлина Avenue and North Avenue intersections to improve pedestrian crossings FOB. FOBI-3 will reduce the excessive number and widths of driveways that can become points of conflict with turning vehicles when bike and pedestrian traffic traverse a driveway. Vertical curbing and storm drainage inlets will be provided.
- **Enhanced Bus Stops:** All existing bus stops will be re-designed as enhanced bus stops with FOBI-3. Enhanced bus stops will include a bus turnout (to not inhibit FOB traffic flow), shelters and ADA amenities. All stops will conform to current ADA accessibility standards.

- **Bicyclist Access and Safety Enhancements:** A Class II 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.

Encouraging walking, bicycling, bus trips and other alternative modes as viable transportation choices along this heavily used section of FOB will be greatly appreciated in the community.

2. **Mixed Use Developments:** “Street and transportation infrastructure that supports a variety of housing types, shops, entertainment, offices and commercial business near each other can create a vital and active neighborhood.”

- **Existing and Future Mixed Land Uses:** The Corridor Plan sets the stage to assure “daily use” conveniences and street appeal provided by FOBI-3 will benefit and appeal to the diverse housing types and mixed use businesses within the FOBI-3 vicinity by featuring easy access to public uses such as the Carmichael Park, schools, professional offices, post office, churches, stores and restaurants. This Project will create a vital and active corridor for the Carmichael community.

3. **Compact Development:** “Creating aesthetic environments that are compactly built can encourage more walking, biking and public transit use resulting in shorter auto trips.”
- **Compact and Smart Growth**: The Corridor Plan specifically addresses the need for the FOBI-3 project vicinity to transform into a vibrant mixed-use commercial and residential district with commercial uses along FOB and residential uses behind, and above them. FOB frontage would include storefront buildings and eventually, vertical mixed-use. There are many vacant and underused parcels in the FOBI-3 Project vicinity that could be strong candidates for “re-development” with the attractive features and benefits that FOBI-3 offers to the community.

4. **Housing Choices and Diversity**: “Providing a variety of places where people can live – apartments, condominiums, townhouses and single-family detached homes on varying lot sizes that are close to work, creates opportunities for the variety of people who need them.”

- **Community Elements**: FOBI-3 provides conveniences for the many existing, and future high-density residents in the neighborhood to improve their commute with local access for alternative modes of transportation such as walking, biking and transit. The features in the FOBI-3 Project will provide greater transportation options, a sense of place and a community identity for the existing residents, and provide more incentive for new residents and businesses to consider this area when needing to relocate.

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.”

- **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 “Existing and Future” 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-3 Project will provide the streetscape infrastructure, features and sense of pride that can energize this scale of interest needed for the redevelopment or refurbishment of this “diamond in the rough” neighborhood.

6. **Quality Design**: “How projects are developed and oriented in relationship to the street, influences how much people like to walk or bicycle, and contributes to community pride and sense of ownership.”

- **The County Staff and the Carmichael community** have collectively conducted an extensive design effort of the FOB corridor, culminating in the Corridor Plan. Every effort has been given to ensure that the FOBI-3 Project represents a collective quality design. Following are examples of how this will be accomplished:

  » Five foot bike lanes and signal sensors
  » ADA accessibility enhancements
  » Five to eight foot wide sidewalks
  » Eight foot landscaped buffer between curb & walk
Vertical curb & gutter (incl. drainage)  »  Enhanced bus stops (Shelter, bench, turnout)
12' landscaped center median  »  Undergrounding of electrical power & utilities
Rubberized (quieter) roadway surface  »  Driveway reduction to minimize bike/ped conflicts
Improved street lighting  »  Pedestrian signals & traffic signal modifications

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 District” a more livable and desirable community to visit, live and conduct business.

7. 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.”

- Carmichael Park: Carmichael Park is the quintessential natural resource, it is just two blocks from the northerly limit of the FOBI-3 project. Access to the Park and renewed interest in visiting it will be greatly served by the FOBI-3 Project. The 38 acre 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 would prefer to walk, jog, bicycle or take transit along Fair Oaks Boulevard in order to access the Park. The FOBI-3 Project will facilitate that choice

IN CONCLUSION

This FOBI-3 Project is a critical next step towards achieving the Corridor Plan’s vision of a “big beautiful boulevard” through the Blueprint Principles where land uses cluster around open spaces, common areas and streets, to create a sense of place within the Carmichael area fostering community pride and spirit. With this sense of renewed pride, Carmichael community residents and visitors 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. Thank you for the funding opportunity to take this next important step.
Fair Oaks Boulevard Improvements, Phase 3
Vicinity Map & Existing Photos

Note: This aerial photo was taken prior to the start of the 2012/13 Marconi Ave & FOB Intersection Project.

FOBI & Marconi Ave Intersection Project (2013)

FOBI-3 Design and Construction Segment

FOBI-3 Design Segment

FOBI-2 (Round 5) (Const. in 2015)
Fair Oaks Boulevard Improvements, Phase 3  
Community Design Application, Major Project Timeline

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* The Schedule for this funding assumes a January 2014 start date, however, this timeline can also be adjusted based on available programming dates as directed or preferred by SACOG.
### Project Budget Summary – Table #2

**Project Name:** Fair Oaks Boulevard Improvements, Phase 3  
**SACOG ID:** SAC24650

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## Project: Fair Oaks Boulevard Phase 3 Project

**Date:** April 29, 2013

**Limits:** n.o. Marconi Blvd to Stanley/Angelina Ave

**Limits:** 400’ North of Marconi to Stanley/Angelina Ave

**Limits:** Sta. 399+00 to Sta. 412+00

**Prepared By:** HAY

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**Construction Subtotal** $1,985,306.00

**Contingency (15%)** $297,795.90

**CONSTRUCTION TOTAL** $2,283,101.90

### Additional "Soft" Costs:

- **Construction Inspection (10% of Construction Total)** $228,310.19
- **Construction Engineering (10% of Design Services)** $65,383.03
- **Signal Controller** $15,000.00
- **Materials Testing** $10,000.00
- **Construction Phase Survey** $35,000.00
- **Public Meetings** $15,000.00
- **DERA Costs** $100,000.00
- **Design Services (15% of Construction Total)** added 15% of $2,038,264 for Phase 3A $648,204.88
- **Real Estate Labor & Appraisal** added $120,000 for Phase 3A $200,000.00
- **Real Estate Acquisition** added $450,000 for Phase 3A $820,000.00

**TOTAL PROJECT COST** $4,420,000.00
Mr. Gregory Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Subject: SACOG 2014 Community Design Funding Program (Round 6): Pre-Submittal Letter for “Fair Oaks Blvd Improvements, Phase 3”.

The Sacramento County Department of Transportation (SacDOT) is hereby requesting eligibility to submit an application for the “Fair Oaks Blvd Improvements, Phase 3” (Phase 3 Project) as a Category #1 “Conventional Project” for the 2014 Community Design Funding Program (Round 6). On July 23, 2013, the Sacramento County Board of Supervisors officially endorsed this Phase 3 Project and directed SacDOT Staff to proceed with the application process for Round 6 Funding.

This proposed Phase 3 Project is federal aid eligible. The Phase 3 Project consists primarily of design and construction elements that are considered “over and above” the county standards. SacDOT has a staff person, Mr. Refugio Razo, who is trained in federal aid fund management. Mr. Razo’s contact information and signature endorsing this project as federal aid eligible is at the end of this letter.

Funding for this Phase 3 Project will provide for the complete design (pre-construction) of the Fair Oaks Boulevard segment between (just north of) Marconi Avenue and (just south of) Landis Avenue, and the construction of the southerly portion of that designed segment from (just north of) Marconi Avenue to Robertson Avenue (see map).

The expected outcome of Round 6 funding for the Phase 3 Project would be continued implementation of the Blueprint Principles and smart street concepts that are strongly incorporated into the Fair Oaks Boulevard Corridor Plan (FOBCP), approved by the Sacramento County Board of Supervisors along with the Corridor’s Final Environmental Impact Report on September 14, 2011. This is a very high priority corridor segment for the County, SACOG, and the Carmichael community.

This Phase 3 Project will further the completion of a currently unfunded improvement gap between Marconi Avenue and Landis Avenue. The Fair Oaks Boulevard Phase 2 Project which was funded by SACOG in Round 5 of the SACOG Community Design Program will complete the corridor improvements north of Landis Avenue.

“Leading the Way to Greater Mobility”
www.sacdot.com
Construction of the recently completed Fair Oaks Boulevard and Marconi Avenue Intersection Project represents the County’s commitment to this high priority corridor. This intersection serves as a gateway into Carmichael’s “Main Street District” which extends from Marconi Avenue to Engle Road on Fair Oaks Boulevard. The County used $1.2 million in local funds to construct the much needed intersection improvements, as illustrated below.

Street design and streetscape features that were provided at the Marconi Avenue intersection, and being incorporated into the Phase 2 improvements, will also be incorporated into the Phase 3 Project. These include the following:

- Landscape strips between curb and sidewalk when possible.
- Enhanced existing bus stops with pullout & shelter.
- Reduction of the number of driveways entering the corridor.
- Pedestrian friendly sidewalks (8’ wide when possible).
- Traffic signal modifications at Robertson Avenue and Stanley Avenue, and a new signal at North Avenue.

As shown below, the proposed “smart street” and Blueprint features in the Phase 3 Project are greatly needed and will very likely encourage increased community visits, business infill and community pride.
As discussed previously, this Phase 3 Project funding will design the full segment from north of Marconi to South of Landis Avenue, and construct the southerly segment from north of Marconi Avenue to Robertson Avenue. The “pre-construction” (design) cost of the Phase 3 Project is $500,000 and the construction is approximately $4 million.

An additional $4 million in construction funding will be needed to construct and complete the remaining northerly segment from Robertson Avenue to south of Landis Avenue. Funding for the completion of this Blueprint Project on Carmichael’s Main Street District would provide very valuable benefits to the community and the County for many years to come.

The preferred fiscal year for programming funds for the design component of the Phase 3 Project would 2013-14. This would allow SacDOT to initiate the final design of the proposed segment from north of Marconi Avenue to (south of) Landis Avenue. The preferred fiscal year for programming the construction component of the Phase 3 Project would be 2015-16. SacDOT will provide at least 11.47% in local matching funds towards the Phase 3 Project. The source of the local funds will be a combination of Measure A and Sacramento County Development Fee funds.

With the Final EIR for the FOBCP complete and Board approved, we have CEQA completed and do not expect the NEPA approval effort to be a critical path task for this Phase 3 Project. With the efforts that have been accomplished thus far with the Marconi Avenue Intersection Project and the Phase 2 Project, we expect to go to construction with this Phase 3 Project in the spring of 2016.

We look forward to your feedback regarding this Project proposal. Please contact me, Ron Vicari at (916) 874-5164 or at vicarir@saccounty.net if you have any questions, comments or would like additional information regarding this Phase 3 Project.

Sincerely,

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

Statement declaring federal aid review:

I have reviewed and approve of the contents in this pre-submittal letter for the “Fair Oaks Blvd Improvements, Phase 3” Project. I can be reached at (916) 874-6074 and at razor@saccounty.net.

Refugio Razo, Senior Civil Engineer
Department of Transportation
August 3, 2013

Ron Vicari
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

Re: Fair Oaks Blvd. Improvements, Phase 3 (design and construction)

Dear Mr. Vicari:

Thanks for providing us with the Sacramento County’s pre-submittal letter for initial review for the Fair Oaks Blvd. Improvements, Phase 3 Project as a potential candidate for Category 1 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. Secondarily, 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 design a number of improvements along a segment of Fair Oaks Boulevard between Marconi Avenue and Landis Avenue that will address land use and circulation system components. The design work is needed to construct improvements for the County’s other proposed project from Robertson to Landis (Phase 3a). In addition, the project proposes to construct improvements from Marconi Ave. to Robertson Ave. including pedestrian and safety enhancements, landscaped center medians, bicycle access and safety enhancements, enhanced bus stops, ADA and other features includes.

SacDOT Reply to #1: Agreed. Upon further review of the FOBI-3 Project since the Pre-submittal letter, and based on SacDOT’s desire to complete as much construction as possible, the Construction limits for FOBI-3 is from 400’ North of Marconi Avenue to the Stanley Avenue/Angelina Avenue intersection (rather than Robertson Avenue). The Design element of FOBI-3 remains from 400’ North of Marconi Avenue to 200’ north of North Avenue as described and shown on Page 2 of the Project Narrative (Re: “Pre-submittal Letter Reply, Comment #1, “PSLR #1”).
2. As mentioned in the response to the Phase 3a pre-submittal letter, the design and construction phasing along this corridor as proposed is a bit non-intuitive. The County’s Phase 3A project requires design work from the Phase 3 project (the subject of this letter). Please be sure to provide a clear explanation of this in your application.

SacDOT Reply to #2: Agreed. As noted in at the top of Page 3 of the Project Narrative, due to funding constraints with FOBI-3, the construction funding request for the northerly segment (Stanley Ave through 200’ north of North Avenue, will be through a separate Round 6 (Category 2) application (the FOBI-3A Project). Through the economy of scale, SacDOT believes that packaging both FOBI-3 and FOBI-3A together in Round 6 will provide the most timely and efficient pre-design efforts and lower overall construction costs, as opposed to funding in separate Rounds with separate construction seasons.

3. Please state in your application the schedule/status for when environmental, design, right of way, and utility relocation/undergrounding (if planned) will be conducted and completed. Absent additional schedule information, the Review Team believes that starting construction in 2016 is an aggressive schedule.

SacDOT Reply to #3: As noted in at the bottom of Page 2, and top of Page 3, and in the “Project Timeline”,

Environmental: CEQA is complete, NEPA will be approved in the summer of 2014.
Design: Will begin in early Spring 2014 and will be 100% complete by October 2015.
Right-of-way: will begin in early Spring 2014, and will be complete (R/W Cert.) by Dec. 2015.
This schedule is somewhat aggressive, however it is also very realistic.

4. As this project is part of a multi-phase project, please address any development, new businesses or business improvements that have occurred as a result of the planning documents or the prior phase improvements, and/or what the County anticipated as a result of the multi-phase project. Also, please discuss in your application how this project promotes the Blueprint principles.

SacDOT Reply to #4: Starting on Page 3 we describe in detail how the Blueprint Principles are integrated within the FOBI-3 Project. The redevelopment of the Main Street District (as described in Page 1 of the Project Narrative) is still in the early stages in need of funding, so current business improvements or development has been limited. This is why SacDOT is so motivated to make tangible improvements in street infrastructure to further promote much needed redevelopment interest.

5. 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 issue noted in item #8 below about these funds, please address how your agency would respond to a situation where no federal funds are available for landscaping.
SacDOT Reply to #5: Refer to page 3 of the Project Narrative. The maintenance of this FOBI-3 landscaping and all county landscaping is budgeted annually in SacDOT’s ongoing maintenance (Road Fund) program. SacDOT therefore is not anticipating any of the funding sources referenced in item #8 below as a funding source for landscape maintenance.

6. The Team believes that this project is fundamentally federal aid eligible. You may submit an application for this project. It will most likely qualify for CMAQ, RSTP or TAP funds. Please be aware that the funding source in the fiscal year that you request may not be available. This may mean a later programming year or somehow advancing the project.

SacDOT Reply to #6: Agreed. Thank you for this opportunity to take the next important step with the FOBI-3 Project.

7. 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.

SacDOT Reply to #7: Agreed. SacDOT looks forward to working with SACOG to provide any additional information in a timely manner that will be requested.

8. 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.

SacDOT Reply to #8: Confirmed and understood.
9. 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.

SacDOT Reply to #9: Confirmed and understood.

10. 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.

SacDOT Reply to #10: Confirmed and understood.

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. 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,

[Signature]

Gregory R. Chew
SACOG Community Design Program Manager
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   Ilia Collin, 2nd District   Susan Peters, 3rd District
Roberta MacGlashan, 4th District   Don Nottoli, 5th District
Terry Schutten, County Executive
TRANSPORTATION

The Transportation policies developed and strongly supported by the community survey in Phase Three of the Community Action Plan dealt mainly with the following:

➢ Maintain/improve traffic flow and control speeding in Carmichael.
➢ Increase the level of public transit service in Carmichael.
➢ Create a network of bike lanes throughout Carmichael connecting parks, schools, the library, shopping and neighborhoods.
➢ Accelerate the pace of pedestrian-friendly improvements.
➢ Adopt an ordinance to increase lighting in public areas and parking areas.

The outcome of the Phase Four process determined that many of the Phase Two implementation ideas have already been incorporated into existing County programs and processes. Many projects implementing the strategies to maintain/improve traffic flow are contained in the Sacramento County DOT's "Project Priority List and Seven Year TIP." Traffic management (also known as traffic calming) strategies to control speeding are included in the Neighborhood Traffic Management Program. Many of the pedestrian strategies are contained in the Sacramento County Pedestrian Master Plan, the accessibility strategies are contained in the Sacramento County ADA (American's with Disabilities Act) Transition Plan, and the bicycle strategies are contained in the Sacramento City/County Bikeway Master Plan.

Regional Transit was also involved in the Phase Four process. Transit strategies including expanded light rail, enhanced bus service, bus rapid transit and neighborhood shuttles will be forwarded to Regional Transit for consideration. The County will continue to work with the Carmichael community and Regional Transit regarding the strategies that are under RT's control.

Some of the strategies were forwarded to other teams in Phase Four for implementation. The speeding enforcement issues referred to in Policy T1 were forwarded to Public Safety as the California Highway Patrol regulates speeding. Since the Sheriff's Department has a working relationship with the CHP, this issue is discussed in the Public Safety section. Land use strategies involving private development were forwarded to the Land Use team. Policy T5 in this Transportation section and Policy L6 in the Land Use section both address lighting in public areas and parking lots. The Transportation Team also eliminated some of the strategies that were outside of the boundaries of the Carmichael community.

Funding is the key to implementation of the strategies. The ADA Transition Plan Capital Implementation Plan has prioritized roughly 2,300 intersections at a cost of $67 million dollars over a 15-20 year period to achieve programmatic accessibility throughout the unincorporated County. Roughly $3 million (or 5%) of those ADA improvements are located in the Carmichael community. The Pedestrian Master Plan estimates that roughly $18 million dollars is needed over the next 5 years for the highest ranking projects but also estimates that $420 million dollars is needed to address the entire set of pedestrian projects in unincorporated Sacramento County contained in the
Pedestrian Master Plan. Roughly $1.6 million (or 9%) of the pedestrian improvements contained in the Pedestrian CIP are located in Carmichael and $44 million (or 10%) of the entire set of pedestrian projects are located in Carmichael.

The City/County Bicycle Master Plan estimates that roughly 43 miles of County bike lanes are needed over the next ten years for bicycle improvements in Carmichael. The estimated rough cost for bicycle improvements is $43 million using $1 million per mile for bike lanes. The estimated total project cost for the Fair Oaks Blvd. Corridor Enhancements, Marconi Ave. to Engle Rd., is between $10.5 million and $11.3 million, depending on alternative selected. The estimated cost of the Neighborhood Traffic Management Plan for Carmichael is not known at this time. The estimated cost of the Regional Transit strategies is also not known and is dependent on their feasibility as determined by Regional Transit.

**Transportation Goals, Policies and Actions**

**Goal T1** - The County will continue to pursue the implementation of the Transportation Circulation Element Plan in the General Plan.

**Goal T2** - The County shall continue to work with the Carmichael community and Regional Transit regarding the strategies that are under RT's control.

**Goal T3** - The County shall investigate and, where appropriate, install bike lanes according to the City/County Bikeway Master Plan.

**Goal T4** - The County will install sidewalks at high priority locations.

**Goal T5** - The County will work with neighborhoods/SMUD to identify locations where the installations of streetlights are desired.

**Policy T1**: Maintain/Improve traffic flow (and control speeding) in Carmichael (80% support). (Survey Question #1 and #2)

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Fair Oaks Boulevard Concept Plan

Carmichael’s Main Street

prepared by: Sacramento County Planning
with assistance from: RACESTUDIO

April 2006
SECTION TWO: Planning Concepts

The planning concepts for the Old Colony Main Street District envision a “big beautiful boulevard” where land uses cluster around open spaces, common areas and streets to create a sense of place. Parking lots and storefronts are connected with shared driveways and sidewalks. And, new land uses provide improved commercial services for the community.

Community Objectives
In community workshops, participants identified leading objectives for land use, circulation and design. The objectives are intended to describe expectations. The community members that participated in the planning process 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 commercial and neighborhood address.

Objective 1: High Quality Commercial Uses
Encourage the retention and recruitment of commercial businesses that are high quality. Cycle-out less desirable businesses such as auto repair, thrift stores and massage parlors.

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 such as cultural activities.

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 access.

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 (added by County staff)
Recognize that Fair Oaks Boulevard will remain as a major transportation corridor so as to not shift traffic onto adjacent neighborhoods.

Objective 4: Transit
Provide public transportation to Fair Oaks Boulevard that gets you there directly and cheaply.

Objective 5: Neighborhood Linkages
Improve walking and bicycle connections to adjacent neighborhoods and to the park.

Objective 6: Regional Connections
To Develop alternative transportation options between I-80 and Highway 50 that
do not involve driving through this residential community— including ideas contained in mobility study (last part of objective added by County staff).

Community 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 to add interest at a pedestrian pace and become an integral part being part of a main street district.

Objective 4: Signage
Include signage for businesses and the district that reflect both the pedestrian and auto-oriented nature of Fair Oaks Boulevard.

Planning Principles
Principles communicate directives for public and private investment. They provide a set of basic rules for land use, circulation and design.

Principle 1. Create a “Colony Main Street District” between Marconi Avenue and Carmichael Park that provides a social and economic focus for the community. The County should work with property owners and the community to create a contemporary Colony Main Street District on Fair Oaks Boulevard. The district should have an overall urban design concept that is coordinated with the design of the roadway projects and new private development.

Principle 2. Make the Main Street a mixed-use place that includes commercial services, residential and community uses.
Fair Oaks Boulevard should become a mixed-use district that includes housing. Housing should be located around the park, as part of small commercial developments, and when feasible, over commercial storefronts. Commercial uses such as grocery stores, restaurants, offices and shops should be encouraged to be located on Fair Oaks Boulevard.

Principle 3. Cluster uses around open space to create a sense of place.
New investment should create a sense of place. New buildings should be organized around open spaces, along walking routes and clustered to define and activate spaces. There should be a variety of architecture and walking experiences. Parking should be located behind or beside buildings.

Principle 4. Interconnect new and existing uses to side streets and along Fair Oaks Boulevard with sidewalks and driveways.
New streetscape and development should connect side streets to Fair Oaks Boulevard’s storefronts and places. Buildings along Fair Oaks Boulevard should face sidewalks and share parking.

Vision of the Colony Main Street District
The Carmichael Community Plan envisions Fair Oaks Boulevard being transformed into a contemporary main street for the community’s 72,000 people. This overall goal inspired the creation of the Fair Oaks Boulevard Concept Plan. Participants in workshops identified the design features and uses that characterized Fair Oaks Boulevard’s traditional design features and uses.

Design Features of the “Old Colony” of Carmichael:
• Setbacks were consistent between buildings creating a connected series of storefront buildings
• The investment was fresh, better condition
• There was variety in the architecture
• There were covered walkways

Uses of the “Old Colony” main street:
• Grocery stores
• Apparel shops
• Gas and service stations
• Sit-down restaurants
• Other commercial services for a semi-rural and suburban community
Fair Oaks Boulevard Corridor Plan

Overall Planning Goals, Objectives, Vision and Design Concepts

Sacramento County and Carmichael Community

Prepared by: Sacramento County Planning Department

With assistance by: RACESTUDIO and A. Plescia Company

October 2011
The plan for Fair Oaks Boulevard provides a comprehensive vision for a "smart growth street". The vision for the corridor has four components including:

- Environment,
- Economy,
- Community, and
- Transportation.

The vision and supporting planning concepts provide a balance of all four of these elements.

SECTION 2: Vision, Concepts, Goals, and Principles

Section 2 presents concepts, goals, and principles that frame a new vision for Fair Oaks Boulevard: A "main street" made up of interconnected districts, fronted by tree-lined, pedestrian-friendly streetscapes, storefront buildings and a balanced mix of commercial and residential uses. This section provides a framework that is the basis for standards, guidelines, and actions required to implement the community's vision for the Boulevard.

2.1 Vision, Concepts, Goals and Principles
Introduction

The Fair Oaks Boulevard Corridor Plan envisions a "beautiful boulevard" where land uses cluster around open spaces, common areas and streets to create a sense of place. Parking lots and storefronts are to be connected with shared driveways and sidewalks. New land uses will provide improved commercial services for the community.

Section 2 provides the vision and structure for Corridor Plan. It gives policy level direction for later, more detailed planning and implementation activities. Section 2 also provides the basic rationale and policy framework for Corridor Plan. The concepts derive from the objectives established by the community and stakeholders in workshops and meetings; and inform the standards and concepts in Sections 3 and 4.

Smart Growth Street Vision Elements
The community process resulted in a comprehensive vision for a "smart growth street". Section 2.2 includes a description of "smart growth street" that has four components:

- Environment,
- Economy,
- Community, and
- Transportation.

A "smart growth street" focuses on, and provides a balance of all four of these elements and addresses the specific environment, economy, community and transportation vision components described in Section 2.2 below.

Fair Oaks Boulevard's Planning Elements
Section Two includes concepts, goals, and principles organized according to four categories:

2.3 Land Use
2.4 Circulation
2.5 Community Design
2.6 Streetscape Design

MAIN STREET DISTRICT: Fair Oaks Boulevard as a Complete Street
Each of the four categories includes text and a diagram that lay out the overall concepts for the Corridor, focusing on each of the four districts. The goals and principles for each of the categories set out the overarching policy direction for the future of the Boulevard.

Vision, Concepts, Goals and Principles Purpose
Section 2 provides the basic rationale and policy framework for Corridor Plan. The concepts derive from the objectives established by the community and stakeholders in workshops and meetings. They inform the standards and concepts in Sections 3 and 4.

2.2 Vision of Fair Oaks Boulevard as a Smart Growth Street

The Vision for Fair Oaks Boulevard is consistent with the County's “Smart Growth Street” General Plan Policies. The Corridor Plan process further defines how those policies are articulated to reflect the community's vision.

Environmental Vision
The environmental vision for the Boulevard includes three components:

Community Identity—Revitalization of Fair Oaks Boulevard will be the centerpiece of a high quality family-oriented community.

Improves Water Quality—Reinvestment in public streets and private property will include best practice solutions for storm water management and improved water quality that give property along Fair Oaks Boulevard a competitive advantage.

Provides Shade and Open Space—Investments in landscaping, open space and streetscaping where people walk will provide both high quality social interaction and shade that reduces “heat island effects” caused by wide roads and parking lots.

Economic Vision
The economic vision for the revitalization of the Boulevard includes three components:

Increases Property Values—New investment on the Boulevard will increase property values for existing businesses and Carmichael homeowners.

Promotes Commercial and Neighborhood Vitality—The County, Chamber of Commerce and businesses collaborate to implement a roadway plan that will result in active and safe commercial districts and neighborhoods through mixed uses and smart/complete street design.

Provides a Social Focus—New investment in the Boulevard’s roadway, open space and mixed-use places along the Boulevard will provide a strong social focus and sense of community.

Community Vision
The community vision for the Boulevard includes three components:

Calm’s Neighborhood Traffic—Investment in streets will reduce the speed and impacts of growth in regional and local traffic on residential neighborhoods.

Connects Neighborhoods and Creates a Sense of Place—Design of roadways and sidewalks will improve walking and driving connections to the Boulevard’s shops and services from adjacent neighborhoods while improving Carmichael’s identity and sense of place.

Implements Overall Community Circulation Concept—Roadway, signalization, signage and sidewalk improvements will support implementation of overall circulation concepts for the Boulevard’s existing neighborhoods.

Transportation Vision
The transportation vision for the Boulevard includes three components:

Improves Traffic Flow—New roadway designs will help alleviate congestion along the Boulevard without adding additional through lanes and consolidating ingress and egress.

Promotes Walking and Transit Use—The design of the roadway, concentration of land uses, and building design will encourage walking and the use of transit.

Connects Bikeways—The design of the Boulevard will improve regional and local bike connections.

2.3 Land Use Concepts and Principles

Land Use Concepts
Figure 2.1 shows land use concepts for the Corridor. The figure identifies areas that can become catalysts for attracting additional investment. The land use diagram is supported by concept, goal, and principle statements.

The CMU, RMU, SC designations on the Land Use map are conceptual and reflect the overall objective of increasing the flexibility of uses. The development standards do not require or mandate a particular land use. The Diagram at the bottom of pg 3-2 demonstrates potential scenarios for the long-term vision for the Plan area to encourage and facilitate mixed use projects. For example, the RMU (yellow) area does not mandate that a residential component be included in a new development, but provides the flexibility to include residential development in areas that it was previously not allowed. The allowed uses contained in the Land Use Tables shall prevail. Project design to meet Plan objectives will be the major focus of the project review.
reinvesting in **Fair Oaks Boulevard** as a centerpiece **Smart Street** for Carmichael

### Transportation
- Improves traffic flow
- Promotes walking and transit use
- Connects bikeways

### Environment
- Enhances community identity
- Improves air and water quality
- Provides shade—reduces "heat island" effects

### Community
- Calms neighborhood traffic
- Connects neighborhoods
- Implements overall community circulation plan

### Economy
- Increases property values
- Promotes commercial and neighborhood vitality
- Provides social focus

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**ABOVE:**
Throughout the community planning process, Carmichael residents expressed the desire for the Fair Oaks Boulevard street design to express a larger set of objectives than just carrying cars. They saw the investment as a catalyst for meeting a variety of objectives. Initially called a "smart growth street" and later "sustainable street", the concept influenced larger County-wide policies about how street design should respond to a more comprehensive set of community objectives.