August 9, 2013

Greg Chew
Community Design Program Manager
Sacramento Area Association of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: CITY OF SACRAMENTO R STREET CORRIDOR PHASE II STREETSCAPE IMPROVEMENTS, 16TH TO 18TH STREETS

Dear Mr. Chew:

I am pleased to submit the City of Sacramento’s application for the Sacramento Area Council of Government’s (SACOG’s) 2013 Community Design Funding Program for the R Street Corridor Phase II Streetscape Improvements. By the City Manager’s designation, I am acknowledging that this application is officially authorized by the jurisdiction.

The R Street Phase II Project would provide for construction of improvements for the urban infill corridor from 16th to 18th Streets. SACOG funded the environmental and design phases of the project in a previous Community Design round, and we look forward to continuing to partner with SACOG in constructing these important community improvements.

The City of Sacramento acknowledges and accepts the conditions under which SACOG will award Community Design Grants as outlined below.

Understanding Terms of Award Statement

Upon receiving funding through the SACOG Community Design Program for the application in this packet, I, as the authorized signatory for the City of Sacramento 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
if it does not have a qualified staff person or consultant to manage federal transportation funds, SACOG withholds 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 with 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 its unused grant funding, plus this jurisdiction will be prohibited from applying 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.

Lucinda Willcox, our Grants Program Manager, will be the lead contact person for this grant. She is the Department’s liaison to SACOG and Caltrans for federal funding, has attended all of the federal aid training courses offered by Caltrans, and oversee funded and compliance for numerous federal projects. Lucinda believes that she is qualified to manage federal aid funds and has reviewed all of the contents in the application. To the best of her knowledge this project is federal aid eligible.

We believe this project would advance the Blueprint principles and appreciate your consideration of programming funding for this project.

Sincerely,

Jerry Way
Director of Public Works

Sincerely,

Lucinda Willcox
Program Manager

Enclosures
Project Summary Table #1
## Project Summary

### Table 1

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<td><strong>Sponsoring Agency</strong></td>
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</table>
| **Lead Person and Contact information** | Lucinda Willcox – Grant Manager  
915 I Street, Room 2000  
Sacramento, CA 95814  
916-808-5052  
lwillcox@cityofsacramento.org  
Zuhair Amawi – Project Manager  
915 I Street, Room 2000  
Sacramento, CA 95814  
916-7620  
zamawi@cityofsacramento.org |
| **Partner Organizations** | Capitol Area Development Authority (CADA) |
| **Grant Category**     | Category #1 – Conventional Construction    |
| **Community Design Funds Requested** | $2,700,000                                |
| **Overall Committed Total Grant Project Costs** | $1,840,000 Committed to total project cost including Local Match Sources:  
CADA – $1,290,000  
SACOG Grant (2006) – $550,000 |
| **Local Match and Other Funds** | $800,000 Sources:  
CADA - $800,000 |
| **Estimated Construction Cost** | $3,500,000                                |
| **Minimum Amount to Conduct the Project** | $3,450,000                                |
| **Project Description** | R Street Market Pedestrian Walkway and Plaza will provide critical pedestrian safety and accessibility improvements for the City of Sacramento’s R Street Corridor and 16th Street Light Rail Station area. The proposed project will reconstruct a two block street segment of R Street, between 16th and 18th streets, in order to provide Capitol Area Neighborhood residents and transit users a pedestrian link to current and future mixed use developments on R Street, including the existing R Street Market (Safeway). Additionally, the planned pedestrian plaza will provide a vibrant, multi-use public open space for the neighborhood and beyond. Grant funds will be utilized for construction only. All environmental and design work have been completed. The project is ready for construction. |
Narrative

Project Description

& Exhibits
INTRODUCTION
The City of Sacramento, in partnership with the Capitol Area Development Authority (CADA), is requesting $2,700,000 in Community Design Funds for the construction of the R Street Phase II Streetscape Improvements (Phase II Project). The Phase II Project is a complete reconstruction of a two blocks area of R Street between 16th and 18th Streets. The planned improvements will integrate the R Street Market with the 16th Street Light Rail Station and Capitol Park/R Street Neighborhoods while removing a major barrier to development for adjacent property owners in this portion of the R Street Corridor.

PROJECT DESCRIPTION
The requested Community Design Grant Funding will implement a second phase of streetscape infrastructure improvements in the City of Sacramento’s R Street Corridor Special Planning District. The improvements will be similar to the Phase I improvements completed in January of 2012 between 10th and 13th Streets. A planned third and final phase of improvements that will link Phase I and Phase II is currently in the design process.

The Phase II project will provide critical pedestrian safety and accessibility improvements for the neighborhood while removing significant infill and TOD development barriers for adjacent properties. The project features include:

- Reconstruction of the entire R Street roadway from 16th Street to 18th Street.
- New crosswalks and pedestrian oriented intersections at 16th, 17th, and 18th Streets
- Use of concrete roadway that preserves the R Street industrial aesthetic
- Addition of a 22 to 33 foot pedestrian sidewalk/plaza on the south side of the street.
- Addition of an 8 foot sidewalk on the north side of the street
- Addition of new shade trees and decorative tree grates
R Street Phase II Streetscape Improvement Project  
Narrative Project Description

- Use of the former railroad tracks, which will be exposed and used as a design aesthetic down the street (a design feature continued from Phase I).
- Installation of new drainage system (parts of the street never had drainage)
- Installation of decorative, pedestrian oriented street lighting
- Preservation of historic elements (existing rail lines, cobble at the 17th & R Intersections)
- Installation of streetscape amenities such as benches, bicycle racks, and signage
- Vehicular lanes shifted to the north to increase the pedestrian travel and parking on the south side of the street.
- Installation of new water lines and upgrade of existing storm water drainage pipes (not part of grant request)

A key design feature of this project is the expansion of the sidewalk or pedestrian area on the south side of R Street. The Phase II Project’s pedestrian area increases the City’s typical sidewalk and landscape area from 16 feet in width to an area 33 feet wide (See Exhibit 1). This unique urban design will allow greater use of the public realm by creating a plaza type open space on the street. It will allow for active uses on the street such as food vendors, street performers, or temporary art exhibits. In addition to the open areas in the design, trees, seating, and other placemaking features will be added to provide a stimulating, pleasing, and comfortable urban space.

Note: Shade trees are an important element of this project. If landscaping cannot be federally-funded, the City will seek other sources of funding. Maintenance of the trees will be handled through funding from citywide landscaping & lighting district. Any additional landscape maintenance will be provided by CADA or the R Street Property and Business Improvement District.

PROJECT OUTCOMES
The Phase II project will provide critical improvements to the R Street Corridor to create a unique pedestrian experience, promote and encourage economic investment, and connect essential destinations in the community. If awarded, Community Design Grant funds will be used to help achieve the following:

- Creation of a safe, accessible pedestrian and bike pathway to the R Street Market (Safeway) from the Capitol Area Neighborhood and 16th Street Light Rail Station
- Removal of a key barrier to development and redevelopment on this portion of R Street
- Facilitation new urban development and encourage private investment within the Phase II project area and surrounding neighborhood
- Creation of a unique place that is designed to host street festivals and other community events
- Transformation of an existing blighted and unimproved section of R Street into a quality mixed-use, transit-oriented development.
- Continuation of the current development momentum in the R Street Corridor
USE OF GRANT FUNDS
The SACOG Grant Funds will fund the construction of the Phase II Project. Project design and environmental approval have been completed. The project’s estimate construction cost is $3,500,000. The City and CADA are requesting $2,700,000 from the Community Design Grant Program. CADA will be providing a local match of $800,000. In addition, $1,040,000 was spent on design and environmental clearance. Funding for the pre-construction costs was provided by CADA ($490,000) and a previous SACOG Community Design Grant ($550,000).

PROJECT LOCATION
The R Street Phase II Streetscape Improvement Project is located within the R Street Corridor Master Plan and Special Planning District of Sacramento’s Central City Community. The project area begins at the intersection of 16th and R Streets and ends at the intersection of 18th and R Streets where both streets dead end into the back entrance of the R Street Market (Safeway). The project is a second phase of a three phase improvement project that will improve R Street’s public realm from 10th to 18th Streets. (See Exhibit 2)

PROJECT BACKGROUND
The R Street Phase II Improvements Project implements a number of long range planning and redevelopment efforts for the R Street Corridor located in the Central City Community Area in the City of Sacramento. The City’s 1996 R Street Corridor Master Plan guides the development of the area. The essential vision of the plan is to transform the historic 54 block railroad and industrial corridor into a thriving mixed-use, transit-oriented district.

The R Street Urban Design Plan (2006) and CADA R Street Area Implementation Plan (2008) encompass design guidelines and implementation strategies to construct the public realm improvements. The implementation plan is divided into four sections. Each section has specific recommendations but also includes unifying elements. The first phase of infrastructure improvements was completed in January of 2012 between 10th Street and 13th Streets (See Exhibit 3). The R Street Phase II Project is the next step in the implementation plan. The last two implementation phases are now being combined into a final streetscape improvement project (R Street Phase III Improvements Project), which is now under design.

CURRENT CONDITIONS
The R Street Phase II Project area existing conditions pose a major obstacle to development of adjacent properties and to vehicles, bicyclists, and pedestrians wishing to utilize the street. R Street was developed and utilized as a railroad corridor until the late 1970’s. Although railroad traffic and industrial uses in the area are now gone, large sections of R Street have never been improved and integrated into the surrounding residential and mixed use neighborhoods.

The Phase II project currently has no sidewalks, little to no drainage, inadequate lighting, and poor roadway conditions. On R Street between 17th and 18th Streets, gravel and dirt make up most of the right of way except for a 20 foot strip of asphalt which bicyclists, pedestrians, and vehicles utilize (See Fig. 3). During commute hours and at noon the area sees a significant amount of pedestrian and vehicle traffic that all modes of transit struggle to share.
The current condition of the project makes it especially problematic for people with disabilities. Since this project area is the most direct route between the R Street Market and the 16th Street Light Rail Station or Capitol Area Neighborhood, the poor conditions places an extra burden on those individuals to travel further on foot than necessary. The disabled must make a choice to travel an extra 3 to 4 blocks or traverse this section of R Street to reach the market (See Exhibit 5).

The properties adjacent to the project area are in various states of disrepair and blight but hold some the best potential for reuse and development on the corridor. The current state of the R Street infrastructure however prevents that redevelopment occurring. If an adjacent property were to redevelop that project would be required by the City to build the entire right-of-way for the block. It would be infeasible for an infill mixed-use development project to improve both sides of the street.

CATALYST FOR INVESTMENT
Investing and improving R Street’s public realm is the key element toward motivating and attracting private investment in the corridor. The Phase II Project is an essential catalyst for the transformation of R Street into a mixed-use, transit-oriented development corridor as envisioned in the R Street Corridor Master Plan. See Exhibit 3 for past, current and future investment around the project. Once the improvements are completed, the streetscape will no longer pose a barrier to development. The new public realm will attract and motivate private investment. The descriptions below provide the current status of the adjacent and nearby properties in the area.

Crystal Ice Cold Storage Blocks - One of the most iconic buildings on R Street is the former Crystal Ice Cold Storage Plant. The facility takes up two half-blocks and stretches across the entire southern boundary of the project area. Fulcrum properties, owned by Mark Friedman, purchased the property in 2005. Project development has been hampered by the complexity of the historic buildings, the Great Recession and cost of construction, including the off-site infrastructure costs. Now that the economy has recovered, Fulcrum is now working on a new program to redevelop the site within the next 2 years. The site has the potential for 100 new units and 50,000 square feet of retail/commercial.

Orchard Supply - The Orchard Supply half block located at the Northeast corner of 17th and R Streets is a former pesticide store and junkyard. It has been vacant for the past 20 years. The site has been remediated for ground water contamination and has been cleared for commercial use. Trong Nyugen, a Sacramento entrepreneur, owns a ground lease on the property and intends to redevelop the site but is awaiting for the streetscape improvements to move forward. The site has an existing 18,000 square foot warehouse building.

JB Management Block - This half block site is located at the northeast corner of 16th and R Streets is owned by JB Management, Inc. The property has been vacant for the past 25 years. The property owners were planning a mid-rise office building but have recently been investigating the feasibility of a residential mixed-use building. The site is zoned commercial but housing is also allowed. The property has the potential for 60 to 80 housing units and 20,000 feet of retail/commercial.

Alta Plating - The former “Alta Plating” site is located a half block south of the project site and on the other side of the eastern Crystal Ice properties. The potential of this half block vacant site along S Street is tied to the success of the R Street to the north. Although, the Alta Plating property has an unremediated toxic problem, the location and size of the site has the potential for a significant development project. The site is designated residential mixed-use and has the potential for 100 housing units and 20,000 square feet of retail commercial.
R Street Phase II Streetscape Improvement Project  
Narrative Project Description

PROMOTING BLUEPRINT PRINCIPLES  
The proposed project promotes the Blueprint Project Principles in the following ways:

Transportation Choices - The project will improve pedestrian and bicycle connections between existing and future mixed use R Street Corridor developments and the 16th Street Light Transit Station and Capitol Area Neighborhood.

Housing Diversity – The Phase II Project is an essential improvement that will remove a development barrier and allow housing projects to become feasible.

Compact Development – The R Street Corridor is a designated high density corridor in the City of Sacramento General Plan. Residential development within the R Street Corridor must have a minimum of 15 dwelling units per acre with a maximum of 100 DU/AC in the project area.

Mixed Land Uses - Mixed use development is a primary goal of the R Street Corridor Master Plan which is implemented through the City’s Special Planning District zoning.

Use of Existing Assets – The project utilizes the existing roadway and the historic fiber of R Street to create a safe and interesting place. The project’s wider pedestrian area on the southern portion of the street will utilize the public right of way to create an attractive plaza for the community to enjoy.

Natural Resource Protection – As a project that promotes infill development, Phase II will help ease development pressure in greenfield areas outside the urban cores. The project allows easier and safer transportation choices for people who choose to live within more urban areas.

Quality Design – The proposed project is the implementation of the Capitol Area R Street Urban Design Plan. The plan emphasizes R Street’s urban, industrial, and historic appeal and was developed through a very successful community process.

READINESS  
The Phase II project has completed environmental documentation, construction plans, and bid documents. The project is within the City ROW; the City has identified all utility agreements and temporary construction easements that may be required. The City can execute the agreements as soon as funding is committed and a construction schedule is established. The project is ready to bid as soon as SACOG and CalTrans authorize the use of federal funds.

Based on the City’s experience of constructing the R Street Phase I Streetscape project, it is preferable to begin this project near the end of the Sacramento rainy season. Considering this preference, the process of accessing federal funds, and the time needed to bid the contract, the City anticipates beginning construction in March 2015. Construction will take approximately 6 to 8 months to complete.

PREVIOUS PERFORMANCE  
In the past ten years, the City of Sacramento has demonstrated the ability to complete Community Design Projects in the R Street Corridor. The Phase II Project Design and Environmental approvals were funded by a SACOG Community Design Project awarded in 2006. The City of Sacramento, consistent with SACOG guidelines, is now applying for construction. The following R Street Area projects received Community Design Grants and were completed within the project budget.

2004 - 13th and 16th St. Light Rail Stations - $1.6 Million (Completed: City 2009, RT June 2010)  
2006 - R St. Phase II Streetscape Improvements Prelim. Design - $630,000 (Completed July 2010)  
Phase I Improvements

Historic District Signage at 10th and R Streets.

**Before:** 11th and R looking East. No on-street drainage, sidewalks, lighting, and minimal roadway build out.

**After:** 11th and R looking East. New concrete roadway, 4 inch curbs, sidewalks, industrial type pedestrian lighting, historic track alignment preservation with historic cobble encasement at intersections, street drainage.

Before: 13th and R looking East. No on-street drainage, sidewalks, lighting, and minimal roadway build out. On-street parking is unimproved.

After: 13th and R looking East. New concrete roadway, 4-inch curbs, sidewalks, industrial type pedestrian lighting, historic track alignment preservation with historic cobble encasement at intersections, street drainage, district signage.
Right: Looking west from 17th Street.

Large parking garage in upper right of the picture. The 16th Street Light Rail Station is situated on the other side of garage. The large 8 story building to the upper left of the picture is the State Department of Corrections.

Above: Project area looking east from 16th Street to the R Street Market

Left: Looking east from 17th Street. Existing abandoned rail tracks in roadway.
Project Timeline
### R Street Phase II Streetscape Improvement Project
#### Project Timeline

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Project Budget

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Pre-Submittal Letter
& Response
July 29, 2013

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

Subject: Pre-Submittal Letter for the Community Design Grant Program – Construction of R Street Phase II Streetscape Improvements, 16th to 18th Streets

Dear Mr. Chew:

On behalf of the City of Sacramento, we want to thank you for the opportunity to submit a pre-submittal letter for the Sacramento Area Council of Government’s Sixth Round of Community Design Program Funding. The City of Sacramento is providing the requested information to receive approval to submit a Community Design Grant Application for the R Street Corridor Phase II Streetscape Improvements.

The City of Sacramento and the Capitol Area Development Authority (CADA) would like to submit a conventional Community Design Grant proposal to fund the construction of this second phase of R Street Streetscape Improvements. The project would fund construction of two blocks of R Street between 16th and 18th Streets (see attached map and designs).

Sponsoring Jurisdiction: City of Sacramento

Name of Project: R Street Phase II Streetscape Improvements 16th to 18th Streets - Construction

Project Category: Category 1: Conventional

Total Cost of Project: $3,500,000

Local Match: $800,000 (Source: Capitol Area Development Authority Tax Increment Development funds)

Community Design Grant Requested: $2,700,000
PROJECT OUTCOMES

The proposed project will provide critical pedestrian safety and accessibility improvements to the R Street Corridor located in the City of Sacramento’s Central City Community. If awarded, Community Design grant funds will be used to help achieve the following:

- Create a safe, accessible pedestrian and bike link between the Capitol Area Neighborhood, 16th Street Light Rail Station, future mixed-use developments and the existing R Street Market (Safeway shopping center)
- Transform an existing blighted and unimproved section of R Street into a transit-oriented mixed-use streetscape
- Remove a key barrier to development and redevelopment on this portion of R Street
- Facilitate new urban development and encourage private investment within the Phase II project area and surrounding neighborhood
- Create a unique streetscape that can be used for street festivals and community events because of the plaza design and pedestrian-oriented design features
- Continue the current public investment and private development momentum in the R Street Corridor

PROJECT SCOPE OF WORK

The R Street Phase II Streetscape Improvements will reconstruct the street right-of-way into a safe, pedestrian-friendly and multi-use public right-of-way. Specifically, the project design will include the following features:

- Vehicular lanes shifted to the north to increase the pedestrian travel and parking on the south side of the street.
- A concrete roadway that keeps the R Street industrial aesthetic and addresses toxic soils related to the former rail use and land uses on R Street.
- Use of 4 inch curbs (as in Phase I) to create a sense of shared space between the pedestrian areas and vehicular areas thus slowing traffic on the street.
- New accessible pedestrian walkways
- New crosswalks and pedestrian oriented intersections at 16th, 17th, and 18th Streets
- New shade trees and decorative tree grates
- Use of the former railroad tracks, which will be exposed and used as a design aesthetic down the street (a design feature continued from Phase I).
- A new drainage system (parts of the street never had drainage)
- Installation of decorative, pedestrian oriented street lighting
- Preservation of historic elements (rail lines, cobble at the 17th and R Intersections)
SACOG Community Design Application Pre-Submittal Letter
R Street Improvements Projects Phase II
Page 3

- Installation of streetscape amenities such as benches, bicycles, and signage that will give the streetscape additional character, comfort, and image.
- Construction of new water lines for fire protection (not part of SACOG grant request)

Special attention will be made to create a relationship between the public right-of-way and the proposed and existing buildings on the southern properties. At the intersection of 17th and R Streets, attention will also be paid to create a focal point in the middle of the project area. At 18th and R Street, the project has been designed to create a sense of shared space or plaza area in order to accommodate possible street closures and community use of the street.

PROJECT STATUS AND SCHEDULE

Environmental Clearance: The project has been approved by both the CEQA and NEPA environmental processes.

Project Design: The project has completed 100% construction drawings.

Right of Way Acquisition: No right of way acquisitions are needed for this project.

Schedule:
RFA Process – March to June 2014
Advertise & Award – August 2014
Construction – September 2014 to August 2015

This project previously received SACOG Community Design funding in 2006 for the project’s environmental clearance and preliminary design. CADA funded the final construction drawings for the project. Phase 1 of the Project (R Street 10th to 13th Streets) completed construction in 2012.

ASSOCIATED DEVELOPMENT

All four properties fronting the project area are comprised of empty lots or vacant buildings. Each of the three property owners have expressed plans for future development projects. Preliminarily, the land uses planned by the property owners include residential mixed-used, office mixed-use, and commercial/retail that would be built at heights between two and eight stories.

Fulcrum Properties, owners of the southern parcels fronting R Street, have been in talks with several potential tenants over the past several years but due to the recent recession have not moved forward with any development plans. The Fulcrum parcels have residential requirements on the site. The City, with the assistance of SACOG and CADA were able to receive community support to increase residential densities as a part of the City’s Zoning Code update. The
increased densities were approved by City Council last September, making the potential even greater.

The completion of the R Street Market in 2004, and the subsequent commercial investment that now surrounds it, has created a need to improve R Street between 16th and 18th Streets. The current connection between the Capitol Area/Fremont Park Neighborhood and 16th Street Light Rail Station to the R Street Market site is unimproved and unsafe for pedestrians, bikes, and automobiles. R Street offers the quickest and most direct route to the grocery store and retail uses at the Market. The R Street Phase II Streetscape Improvement project would provide a key infrastructure piece to support the R Street Market and to help realize the transit-oriented development potential of the R Street Corridor and Capitol Area/Fremont Park Neighborhoods.

**PROMOTION OF BLUEPRINT PRINCIPLES**

The proposed project promotes the Blueprint Project Principles in the following ways:

- Implements the City’s General Plan, R Street Corridor Master Plan and associated R Street Urban Design Plan which are based on Smart Growth, New Urbanism, and Blueprint ideals

- Creates a safe connection for pedestrians and bicyclists between the existing and future R Street Corridor mixed-use developments, the 16th Street Light Transit Station and the Capitol Area/Fremont Park Neighborhoods.

- Develops an urban public space which will encourage community activity and social interactions

- Encourages development of adjacent underutilized and vacant properties designated for urban residential, commercial, and mixed use projects

I am trained in managing federal aid eligible projects and have reviewed and approved the contents of this pre-submittal letter. If you have any questions, or would like to discuss this project in further detail, please find my contact information below:

Lucinda Willcox  
Program Manager  
City of Sacramento  
915 I Street, Room 2000  
Sacramento CA, 95814  
(916) 808-5052  
LWillcox@cityofsacramento.org

We look forward to working with you on this important and exciting project.
Sincerely,

Lucinda Willcox
Program Manager

c Nicholas Theocharides
   Jesse Gotham
   Todd Leon, CADA

Attachments
R Street Market Plaza
Sacramento, California
Landscape Plan
(Between 16th Street and 18th Street)
Perspectives of R Street Phase II Improvements

Above: Looking East from 17th and R Streets

Above: Looking east from 16th and R Streets
August 5, 2013

Lucinda Willcox
Program Manager
City of Sacramento
915 I Street, Room 2000
Sacramento, CA 95814

Re: R Street Phase II Streetscape Improvements Project (16th to 18th Streets)

Dear Ms. Willcox:

Thanks for providing us with the city of Sacramento’s pre-submittal letter for initial review for the R Street Phase II Streetscape Improvements Project (16th to 18th Streets) 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. 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 would construct two blocks of pedestrian safety and accessibility street improvements along R Street. These include shifted vehicular lanes, concrete roadway, 4 inch curbs, new accessible pedestrian walkways, new crosswalks and other improvements.

2. Because utilities are involved in the project, approval of right-of-way certification may delay your Request for Authorization unless it has already been cleared (if so, please state so in your application). In addition, new drainage system improvements may be considered non-participatory elements.

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. The City and Regional Transit received a Community Design grant in Round 2 (2006) to increase bicycle and pedestrian connections on R Street between 16th and 18th Street to the Light Rail Station. In addition, two other grants were awarded through the program in the R Street corridor. Please be sure in your application discuss how all of these projects fit together, how this proposed project will help complete the prior efforts, and what challenges or changes the city has faced in the development of this corridor.

5. 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 FY 2014/15 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 Ms. Willcox’s qualifications (the city’s proposed federal aid manager) in managing federal-aid funding, SACOG will defer to her 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
B. VISION

The Land Use Plan envisions the transformation of the R Street Corridor from a warehouse district into a new transit oriented mixed use neighborhood. The plan encourages the long-term transformation of the Corridor from heavy commercial, warehouse and state office uses to a mixed-use district of residential, office and neighborhood oriented commercial uses. The plan facilitates infill development, home ownership and higher density housing opportunities to serve anticipated CBD employment growth over the next 20 years. The location and scale of office development is intended to be compatible with the scale of surrounding neighborhoods.

Mixed use development is concentrated around the four existing light rail transit stations to further an urban transit oriented development pattern. The 13th Street Station, 16th Street Station (Benvenuti Plaza), 23rd Street Station (Sacramento Bee) and the 29th Street Station provide extensive transit service in the Corridor. Concentrating mixed uses near these stations will increase transit ridership, support the region's air quality and traffic management goals and better utilize existing infrastructure.

Residential and lower intensity commercial uses are designated on the east end and at the edges of the Corridor, to reinforce established residential neighborhoods. The majority of the Corridor is designated for residential uses to stabilize land values, increase the financial feasibility of housing and neighborhood retail uses, and to create a vibrant mixed use and mixed income neighborhood.

The plan establishes comprehensive goals and policies to guide future land use decisions and ensure that new development is served by a circulation system which enhances pedestrian and transit access. The Special Planning District (SPD) for the R Street Corridor, amended into the City's Zoning Ordinance, implements the R Street Corridor Plan. The Special Planning District establishes development standards and design guidelines which are tailored to ensure new development is of appropriate design, scale, and intensity to compliment both transit and neighborhood preservation goals.

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GOAL 3. USE TRANSIT STATIONS IN THE CORRIDOR TO FOCUS DEVELOPMENT

GOAL 11. PROMOTE MULTIPLE MODES OF CIRCULATION THROUGH THE ADOPTION OF NEW R STREET CROSS SECTIONS
These Design guidelines build, to a significant degree, upon previous documents including the 1999 Sacramento Central City Neighborhood Design Guidelines (SCCNBG) and the R Street Special Planning District (SPD) standards, Section 2.99 of the Zoning Ordinance.

1. SITE DESIGN AND PLANNING OF THE PRIVATE REALM
The "private realm" consists of buildings and open spaces on individual privately owned lots and parcels. It is necessary that there be ample freedom and flexibility in designing buildings in the private realm. However, there are certain features or aspects of building and site design that have a direct affect on the "public realm," or the surrounding public context. The design guidelines presented here focus on the aspects of building design that are most likely to impact the overall character of the corridor.

These include:
A. Building Character;
B. On-site Parking; and
C. Service Access and Entries.

2. SITE DESIGN AND PLANNING OF THE PUBLIC REALM
The intent of the design guidelines presented below is to reclaim the "public realm" for the pedestrian. The existing "public realm" is largely characterized by auto-oriented spaces and privately-owned parking lots. This public area under discussion includes the right-of-way along R, S, Q, and the numbered north-south Streets, mid-block alleys and useable open spaces such as pocket parks and plazas.

Improving the public realm will strengthen the historic industrial spirit of the entire Corridor. The development of the public realm is also the most effective way to create a variety of social gathering places that are integral to improving the quality of life in the area. Overall, reclaiming the public realm will encourage greater opportunities for residents, users and visitors to experience spontaneous meetings, recreate, and enjoy the unique character of the neighborhood, as they stroll down the Corridor.

The design guidelines focus on two primary components of the public realm:
A. Streets; and
B. Usable Public Spaces.
Implementation Approach
CADA’s R Street Implementation approach focuses on phasing streetscape and water line improvements and facilitating a maintenance program once these improvements have been completed. Based on the R Street urban design plan concept for the Capitol Neighborhood and the location of planned developments, the strategy divides the improvements into four sections or phases. Figure C outlines the proposed phasing strategy of needed infrastructure improvements between 9th and 19th streets.

Phase I
Improvements completed in 2012.

Phase II
Design of streetscape and underground utilities completed. Funding needed for construction.

Phase III
Design has been funded and initiated. Completion of design and environmental analysis in 2016.

Phase IV
Phase is combined with Phase III. Design has been funded and initiated. Completion of design and environmental analysis in 2016.
CADA's development strategy for the R Street Corridor seeks to provide the proper development foundation to attract private investment into the area. The blighted conditions of the corridors former industrial warehouse land uses make development on R Street difficult but not impossible. Through strategic investments and the promotion of quality projects, the R Street Corridor stands at the cusp of a historic revitalization. The development strategies listed below were developed to address the current R Street development challenges in order to achieve the goals of the R Street Area Implementation Plan.

<table>
<thead>
<tr>
<th>No.</th>
<th>Development Strategies</th>
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<tbody>
<tr>
<td>1</td>
<td>Show Others the Way</td>
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<td>Promote development that meets the goals and principles of the R Street Corridor Master Plan. New development should include mixed-use, transit-oriented development that will integrate with the surrounding neighborhoods. Redevelopment efforts should provide an atmosphere and opportunity to make future projects succeed.</td>
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<td>2</td>
<td>Provide the Foundation</td>
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<td>Prioritize and target public funds and outside funding sources to upgrade the backbone infrastructure of R Street. Improving the public infrastructure allows development to occur without the burden of placing a major impact on public systems.</td>
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<td>3</td>
<td>Remove the Barriers</td>
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<td>Preparing R Street for private investment is a key strategy for developing the Corridor. Removing barriers by cleaning up confusing development standards, setting quality design guidelines, helping to remediate toxic sites, and making strategic investments into public infrastructure provides a development atmosphere investors will respond to.</td>
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<td>4</td>
<td>Create a Place</td>
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<td>Enhance and strengthen the public realm to create a unique and interesting neighborhood that is safe, pleasant, walkable, aesthetically pleasing to the pedestrian experience. Placing a priority on a well designed streetscape, interesting building facades, and public opens spaces will provide amenities for area residents and produce a sense of identify for the corridor.</td>
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<td>5</td>
<td>See the Future Through the Past</td>
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<td>Maintain the interesting history and rich physical industrial/warehouse fabric that exists through preservation and reuse of historical structures and the high quality design of future development projects along the R Street Corridor. Placing importance on integrating new development that respects the utilitarian aesthetic of R Street will help maintain the historic and unique essence of the corridor.</td>
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<td>6</td>
<td>Build Partnerships, Ignite Leadership</td>
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<td>Create partnerships among public agencies, private investors, area residents, and community leaders. The R Street Corridor vision will not be realized through the responsibility of any one entity but through active cooperation and shared goals of all stakeholders. Champions need to arise to ignite the public and private sectors to join forces and realize the potential of R Street.</td>
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<td>7</td>
<td>Follow the Leaders</td>
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<td>Utilize existing areas of activity and catalyst projects to focus development. R Street will not develop all at once, so redevelopment efforts should be directed to areas and activities that already have momentum. Concentrating on these pulse points will help projects succeed and give the rest of the corridor an energy and identity to build upon.</td>
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<td>8</td>
<td>Keep it Distinct, Keep it Mixed</td>
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<td>Maintain and build on the vibrant mix of uses on R Street. The key to creating interesting urban places lies in the multitude of activities, uses, and destinations within a neighborhood. Diversifying housing types, providing a mix of land uses, and contrasting new developments with old structures on R Street will produce the type of interesting and captivating district that will differentiate itself from other areas in the city and region.</td>
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8/5/2013

Sacramento Area Council of Governments (SACOG)
1415 L Street, 3rd Floor
Sacramento, CA 95814

Dear SACOG Community Design Grant Committee,

I am writing to express my enthusiastic support for the City of Sacramento’s and the Capitol Area Development Authority’s SACOG Community Design Grant application to fund construction of the R Street Phase II Streetscape Improvement Project.

In 2005 Fulcrum Property acquired the former Crystal Ice Plant located along the south side of the Phase II Project. In the next few years, we plan to develop an exciting residential mixed-use project consistent with the vision for the R Street Corridor. This next episode in R Street’s development will include destination retail and restaurants, and include dense residential development proximate to light rail.

Reconstructing this portion of R Street is critical to any mixed-use project’s success. Improving a rough thoroughfare into a walkable and enjoyable environment will serve many constituents and will provide a long-term civic and neighborhood asset.

Thank you for your consideration. I urge you to support the funding application for this project.

Sincerely,

Mark Friedman
President
Fulcrum Property Corp.
July 30, 2013

Sacramento Area Council of Governments (SACOG)
1415 L Street, 3rd Floor
Sacramento, CA 95814

Dear SACOG Community Design Grant Committee,

We are pleased to offer support for the City of Sacramento's and the Capitol Area Development Authority's SACOG Community Design Grant application for the R Street Phase II Streetscape Improvements also known as the Market Plaza.

Hines owns and manages the five-story, 350,000 SF office property located at 1515 S Street, and the adjacent parking garage on R Street between 15th and 16th Streets. Our property is immediately adjacent to the 16th Street Light Rail Station and directly across the street from the R Street Phase II project. 1515 S Street is occupied by the State of California Departments of Corrections and Human Resources, which together employ over 2,000 on site. Many of the State employees utilize the neighborhood retail available at the R Street Market. The roadway improvement project proposed by CADA and the City will provide a needed connection for these office workers walking to and from the market.

In addition to providing our occupants a safe pedestrian connection and community space to enjoy, we support the plans to improve R Street because we hope to see the adjacent properties develop in the near future to improve the overall R Street Neighborhood. Hines supports CADA's and the City's plans to improve R Street from 16th to 18th Streets and hope you strongly consider this project for funding.

Thank you for your consideration.

Most Sincerely,

Lisa Fitzgerald
Senior Property Manager
Capitol area R street neighborhood association
carSa

29 July 2013

To Whom It May Concern,

CARSA urges your support for funding on the proposed R Street Corridor Phase II Streetscape Improvements.

The blocks of 16th to 18th Streets on R have long been an eye sore and hazard in our neighborhood. Community Design Grant Funds would make this section of R Street safer for pedestrians and light traffic to use during both daylight and night time hours. These two city blocks are in desperate need of lighting, landscaping, hard surface design, bike racks and benches.

Completion of this project will unify the vitality on R Street we currently enjoy at 14th and R, and continue the connectivity up to Safeway at 19th. Activating these two blocks would significantly improve the livability of the Capitol R Street area.

Thank you for your consideration of awarding Community Design Grant Funds to the Phase II R Street Project.

Sincerely,

[Signature]

Lynne Freeman, President

Capitol area R street neighborhood association

1309 Kondos Ave. Sacramento, CA 95814