



Fair Oaks Boulevard Corridor Plan

**Overall Planning Goals,
Objectives, Vision and
Design Concepts**

**Sacramento County and
Carmichael Community**

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Sacramento County
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The Fair Oaks Boulevard Corridor Plan emerged out of an 11-year process starting with the Carmichael Action Plan that informed the award-winning Fair Oaks Boulevard Concept Plan. Over the course of the planning, hundreds of residents participated in workshops and meetings shaping planning concepts and policies.



SECTION 1: Introduction

The Fair Oaks Boulevard Corridor Plan repositions the Boulevard as a set of connected districts that are increasingly central to the Sacramento region. The Corridor Plan's vision is a string of livable, social and vibrant districts that provide a community center for Carmichael's 72,000 residents. The Plan is a result of over four years of community input and discussion and is intended to further the goals and policies of the Carmichael Community Action Plan.

1.1 Purpose

Sacramento County and Carmichael community leaders prepared this plan to guide the revitalization and enhancement of Fair Oaks Boulevard, between Oak Avenue and Marshall Avenue, and Manzanita Avenue between the Boulevard and Winding Way. This 3-mile stretch of Fair Oaks Boulevard and Manzanita Avenue is Carmichael's economic and social center. Since its early days as the main street for Carmichael Colony, the Boulevard has provided a wide range of community services, including discount retailing, auto repair, convenience commercial centers, and food. Over time, the street also became a regional road. It has several generations of older commercial development that cannot compete with large contemporary commercial centers. The community plans to reinvent Carmichael's Main Street by transforming it into a vibrant mixed use commercial and residential district with a mix of commercial and residential uses.

The Corridor Plan will be implemented by a Special Planning ordinance and Section 110-30.6 of the Sacramento County Zoning Code. The plan expresses the community's long term vision and principles at a district level. Projects within the Corridor are required to contribute to fulfilling the goals of

the Plan and the evolution of the community consistent with the economic development and image objectives for each district and the surrounding community.

The Corridor Plan provides a course of action that preserves the implementation of the vision for the Main Street and then provides retention of existing zoning for the South Gateway, East Fair Oaks Boulevard and Manzanita Districts. The approach provides a vision and guidelines for these other districts, but is intended as "permissive" rather than "mandatory". The Plan provides for a visionary approach that is intended to aid economic development of the Fair Oaks Boulevard Corridor. The overall goal is to provide the tools and incentives to implement a vision plan that will facilitate in the development of a pedestrian-oriented, mixed-use town center for the Carmichael community. This corridor plan will allow individual property owners and developers to interpret the market and the guidelines and respond with new development that is economically viable, and fulfills the vision and expectations of the community.

1.2 Regional and Community Context

The land use and transportation solutions for Fair Oaks Boulevard should be examined in the context of regional and local trends. This includes the position of Fair Oaks Boulevard and the Carmichael Community in the Sacramento region, includ-



ing expected changes in the near and mid-term future, existing uses that support community life, and planned roadway improvements.

Regional Position

Over the past 30 years, Carmichael has evolved from a rural colony on the periphery of the Sacramento Metropolitan Area to a nearly built-out semi rural and suburban community that is central to the expanding Sacramento Metropolitan Area. Carmichael and Fair Oaks Boulevard are central to existing employment centers in Roseville and Sacramento and emerging development areas at former McClellan and Mather Air Force Bases. Other nearby major shopping centers and corridors include Auburn Boulevard, Sunrise Boulevard, Greenback Lane, the Roseville Galleria, and Madison Avenue. The stretches of I-80 and Highway 50 north and south of Carmichael are the most heavily traveled commuter corridors in the region. Residents of Carmichael can only access these corridors by traveling through adjacent communities.

Population in the six-county Sacramento Metropolitan Area is expected to grow by almost a million people, an increase of about 50 percent, between 2000 and 2025. Sacramento County is expected to have a more modest gain of approximately 475,000 (a 39 % increase). By 2025, employment is expected to increase by about half a million (a 60% increase). This job growth is expected primarily in downtown Sacramento, South Placer County (Roseville and Rocklin), and the U.S. 50 Corridor (West Sacramento, Rancho Cordova, and Folsom/West El Dorado County), which all lie within a 20-mile radius of Fair Oaks Boulevard.

Future Regional Context: SACOG Regional Blueprint

The Sacramento Area Council of Governments (SACOG) prepared a regional planning scenario through an extensive community outreach effort in 2004. The Preferred Scenario from the Blueprint is guiding policymaking and infrastructure investments in the six county region. It is a long-term framework allocating population and job growth up to 2050.

Highlights from SACOG's Preferred Scenario (2000-2050) for Carmichael, Arden Arcade, Fair Oaks and Orangevale include:

- Modest housing and job growth
- 12,700 new jobs
- 15,960 new housing units
- 83% of new housing will be small lot single family and

attached units

- One third of growth will be in reinvestment along transit corridors

Many of the SACOG planning concepts are being incorporated into Sacramento County's General Plan.

Business and Economic Conditions

As Carmichael and the region have expanded, Fair Oaks Boulevard has witnessed the conversion of residential and traditional commercial development into auto-oriented uses. Largely due to the lack of land provided for other service commercial and industrial uses in the community and current zoning practices, Carmichael's "main street" has become a location for various rent-sensitive uses such as mini storage, thrift stores, auto repair businesses, etc. This has resulted in an environment that is not conducive to retaining/attracting desired commercial uses, and has had a somewhat negative impact on the overall business and economic conditions along the Boulevard.

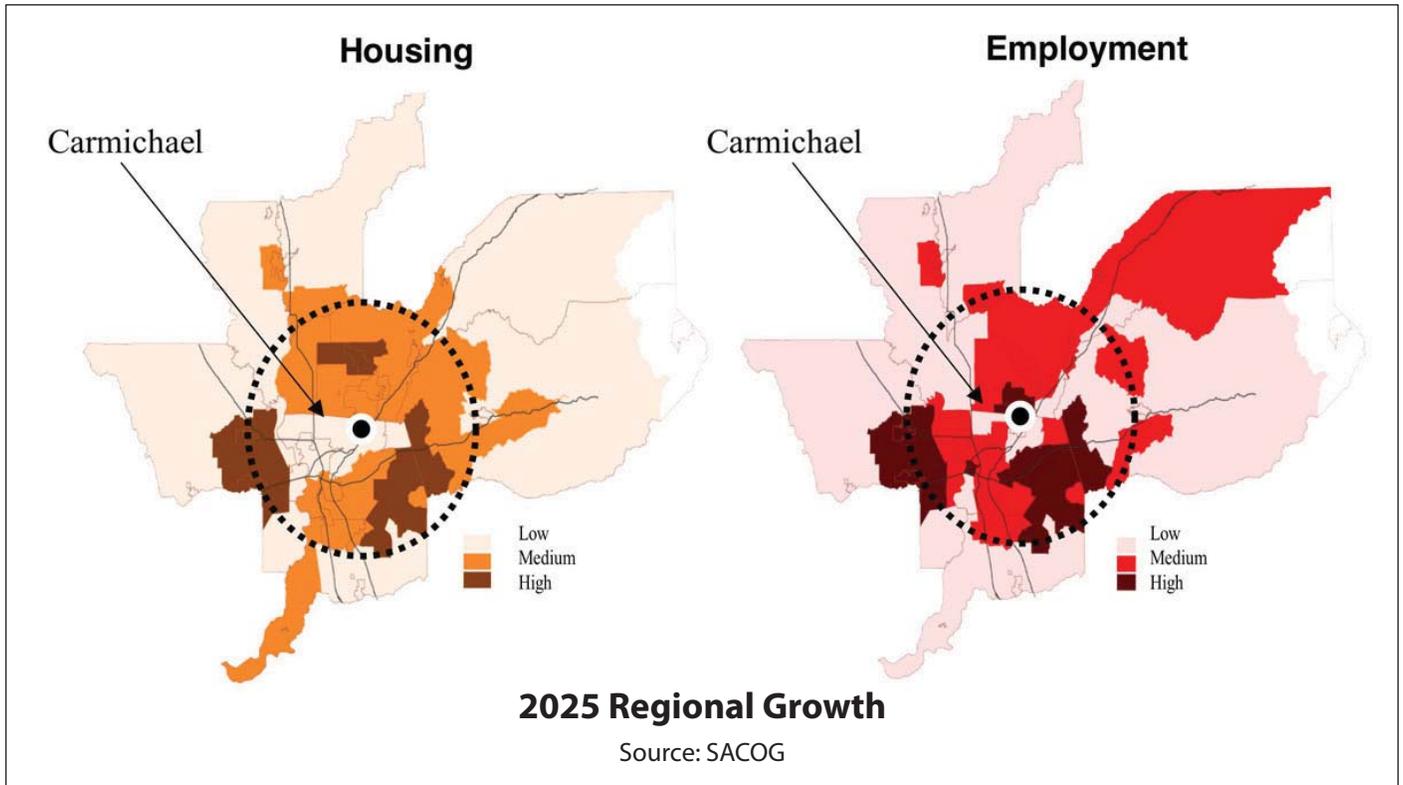
The Fair Oaks Boulevard Corridor Plan is intended to provide an opportunity to improve the overall economic conditions of the Corridor through a series of coordinated physical improvement and program activities. Business and property owners should be encouraged that the proposed revitalization activities set forth in the Plan will improve upon the existing business and economic climate as a result of proposed efforts related specifically to:

- Improving traffic conditions on Fair Oaks Boulevard to better accommodate projected future volumes and improve traffic flow/turning movements
- Improving other physical conditions e.g. streetscape, under-grounding of utilities
- Improving points of ingress/egress to businesses
- Developing an efficient public parking program to support commercial activity
- Establishing more compatible commercial land use development
- Developing coordinated marketing, promotion and signage programs
- Increasing visitor/pedestrian activity along the Corridor
- Increasing residential population along/near the Corridor
- Providing regulatory and financial incentives for business retention, expansion (renovation), and attraction; new development



LEFT:

This photo of Fair Oaks Boulevard north of Palm Drive shows is representative of many of the issues identified by the community that need to be addressed. Some of these include lack of pedestrian facilities, dominance of auto-oriented uses, and lack of economic and social focus for the community.



ABOVE: Fair Oaks Boulevard is located in the middle of a growing region of over 2 million people. The community envisions the transformation of the corridor into pedestrian-friendly mixed-use districts.

The Plan will create an opportunity for increased business activity which should offset any potential increased cost related to the proposed physical improvement and program activities; as well as any temporary inconvenience caused by implementation of proposed physical improvements – e.g. Fair Oaks Boulevard street improvement project.

Development Suitability

The Corridor Plan effort assumes the private market will determine which sites are developed but anticipates reinvestment opportunities. As of 2008, there were 14 vacant parcels along the Corridor. There are 20 parcels that are being used for industrial and mini-storage uses. There are seven larger shopping centers and discount stores of various ages comprised of 17 parcels. Automotive service and repair uses occupy 32 parcels. Over time, these large, vacant and under-utilized parcels are the most susceptible to change in use or be redeveloped with new buildings.

Community Elements

The Corridor planning area holds uses that support adjacent neighborhoods and provide a focus for community life. These include a variety of housing types, public uses such as the Carmichael Park, schools, churches and grocery stores.

Roadway Project

The County is planning to improve Fair Oaks Boulevard between Marconi Avenue and Engle Road. This section of roadway has several unsignalized intersections, numer-

ous driveway curb cuts, a lack of continuity in the sidewalk system and difficult left turn access. There have been street designs prepared with pedestrian and lane width improvements that are presented in Section 3.

1.3 Planning Boundary and Districts

The Fair Oaks Boulevard Area encompasses commercial and contiguous residential parcels located between Oak Avenue and Manzanita Avenue to Winding Way to the north and west on Fair Oaks Boulevard to Marshall Avenue. Fair Oaks Boulevard runs between the original 2,000 and 1,000-acre rural “colonies” created by Daniel W. Carmichael in 1909. Approximately 3-miles long, the planning area has four districts:

Main Street District

Main Street District is located between Engle Road north of Carmichael Park and Kenneth Avenue south of Marconi Avenue. It includes Carmichael Park, the Carmichael Post Office, multi-family residential, a mix of commercial services, industrial, self-storage and vacant parcels. This area is roughly contiguous with the next phase of roadway improvements.

East Fair Oaks Boulevard District

East Fair Oaks Boulevard District includes areas between Engle on the south, the intersection of Manzanita, and east to Marshall Avenue. The district has a mix of anchored commercial centers, strip centers, automotive repair and service, commercial and storage facilities.

Fair Oaks Boulevard History

Mr. Daniel W. Carmichael developed the Carmichael Colony in 1909. He purchased 2,000 acres of land north and west of the American River. This land was part of the San Juan Grant of 1844. Two years later he acquired an additional 1,000 acres, which was part of Rancho Del Paso. Fair Oaks Boulevard runs between these two portions of land and was the primary road leading to J Street in downtown Sacramento.

The following history of land uses along Fair Oaks Boulevard is from the Carmichael Chamber of Commerce website:

Prior to 1940, the community had no central business district. The Red & White Store supplied meat and groceries at the corner of California and Fair Oaks Boulevard and there was a gas station at the triangle of Fair Oaks Boulevard and Manzanita Avenue. Another grocery store, Arrowhead, was on the southeast corner at Fair Oaks Boulevard and Palm Drive and Dan Donovan operated a bar, restaurant and grocery store at Fair Oaks and Garfield.

As Carmichael grew, businesses clustered around Palm Drive and Marconi Avenue. Bob Marchal built the Carmichael Shopping Center on the southwest corner. One business, the Rose Tree remains in Carmichael today. Carmichael's first bank, The Suburban Bank, opened in the 1940's after Marchal drove to Washington, D.C. to obtain a bank charter. Crocker Bank took over the service in the 1950's.

Carmichael's first large shopping complex was Crestview Center. It was built in 1963 by Richard and Dea Holesapple.

Since the 1950's, Carmichael's rural pattern of 10-acre orchards has evolved into suburban tract housing with apartments and commercial uses located along major streets. Fair Oaks Boulevard is the traditional central spine of the community that contained commercial services, churches, post office and the community park.

As Carmichael and the region expanded, Fair Oaks Boulevard has witnessed the conversion of residential and traditional commercial development into auto-oriented uses. Due to the lack of land provided for other service commercial and industrial uses, and laissez-faire zoning practices, Carmichael "Main Street" also has become a location for rent-sensitive uses such as mini-storage, thrift stores, industrial and auto repair businesses.



ABOVE:
View of Fair Oaks Boulevard and Palm Drive in the 1940's. Several of the buildings in the photo still exist, although modified. Notice the citrus groves.



LEFT:
Sunnydale Garage
(circa. 1930's)



LEFT:
Donovan's Corner
service station (circa.
1950's)



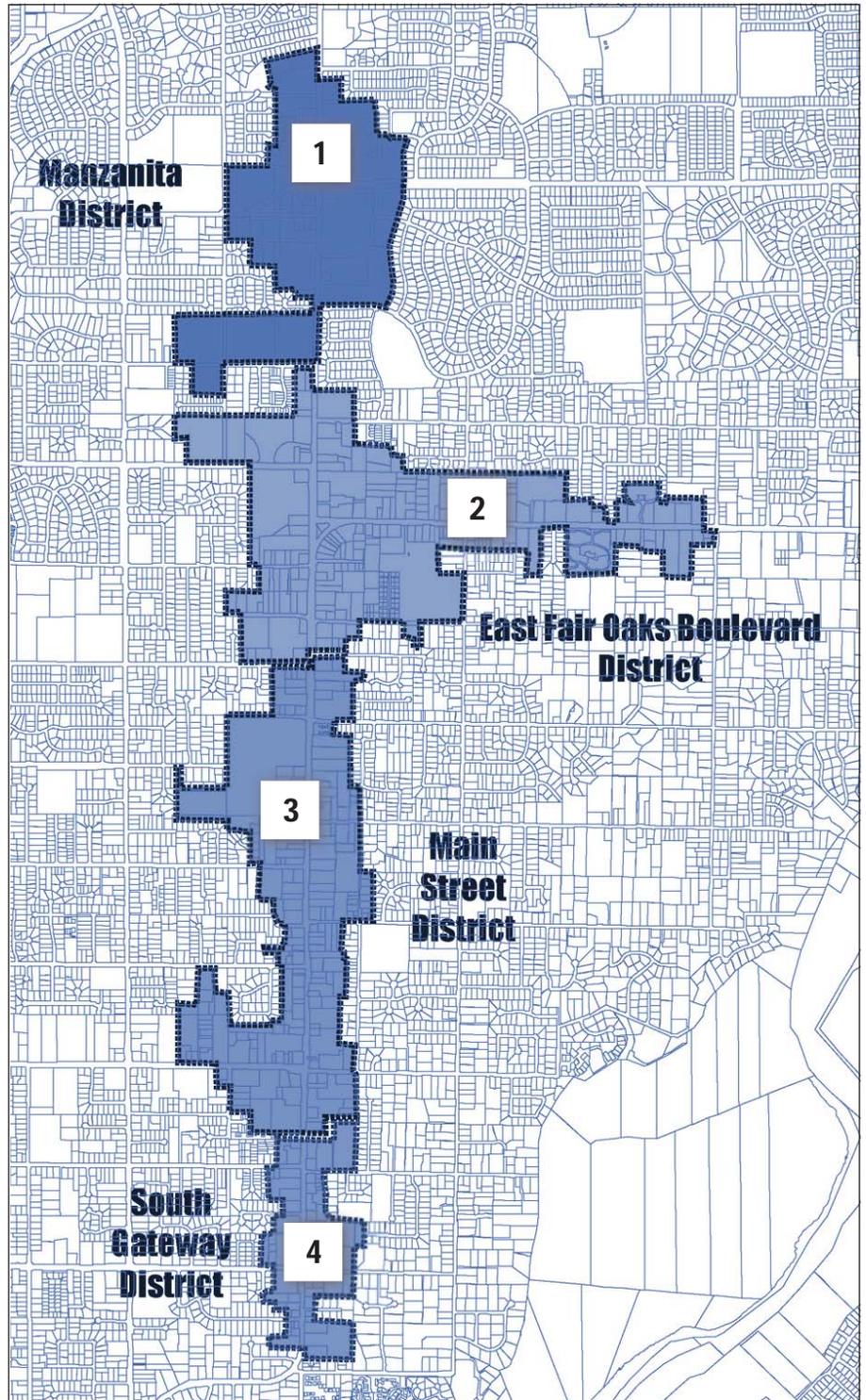
LEFT:
Frank and Deloris Ac-
cordion Dance School,
now a tattoo parlor
(circa. 2003)



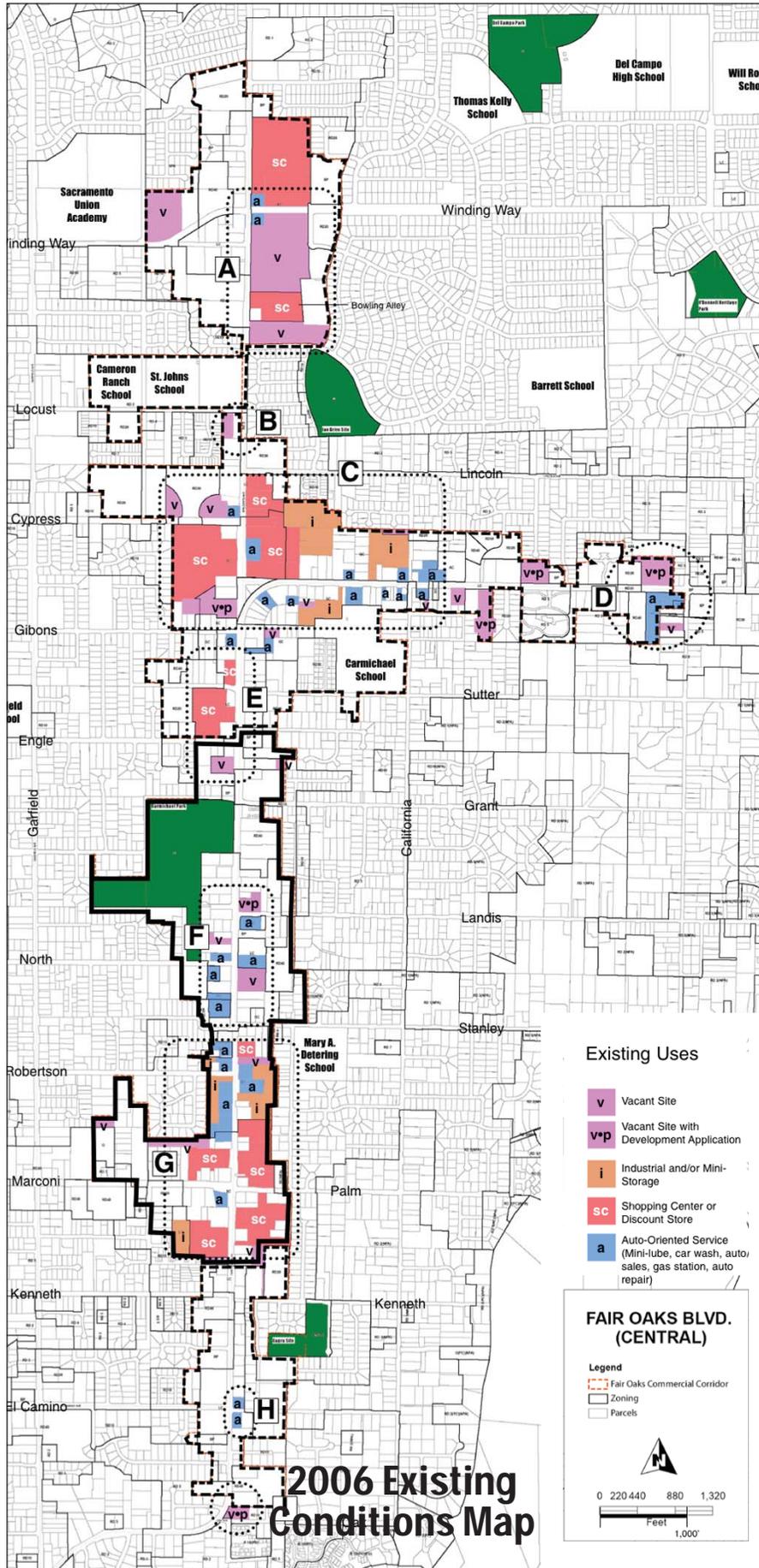
LEFT:
Commercial store-
fronts at Palm Drive
and Fair Oaks Boule-
vard (circa. 2003)

RIGHT:
The Fair Oaks Boulevard Corridor Planning area consists of four districts. The districts are defined by predominate land uses, physical character, and neighborhood and community context.

BELOW:
Sample photos of subareas



Planning Area and Districts



Manzanita District

Area A: Community Shopping Center and Large Vacant Parcels

Opportunities: New Transit Oriented Neighborhood

- Potential for large commercial project (if there is a market)
- New transit oriented mixed-use neighborhood

Area B: Old Garden Center Site

Opportunities: Commercial/Mixed-use gateway to East Manzanita District

- Potential for street-oriented horizontal mixed-use East Fair Oaks Blvd. Dist.

East Fair Oaks Blvd. District

Area C: Automotive and Industrial Cluster

Opportunities: Horizontal Mixed-use

- Potential for small scale commercial uses with shared parking access and connected storefronts
- Residential on larger industrial sites

Area D: Automotive and Vacant Sites

Opportunities: Horizontal Mixed-use Gateway

- Potential for horizontal mixed-use and residential street-oriented projects

Area E: Community Shopping Centers

Opportunities: Horizontal Mixed-use

- Potential future redevelopment of shopping centers for horizontal mixed-use projects
- Small infill street-oriented commercial

Colony Main Street District

Area F: Vacant Sites and Automotive Uses

Opportunities: Mixed-use Main Street District

- Potential for small and medium scale infill street-oriented commercial uses with shared parking access and connected storefronts
- Horizontal Mixed-use

Area G: Older Commercial Centers, Mini-Storage and Automotive Uses

Opportunities: Mixed-use Main Street District

- Potential future redevelopment of shopping centers and vacant parcels for mixed-use projects
- Residential on larger industrial sites

South Gateway District

Area H/I: Vacant and Automotive Intersection

Opportunities: Community Gateways

- Potential for residential and small scale commercial uses with shared parking access and connected storefronts



ABOVE:
 On October 30, 2007 over 175 people attended the second of three community workshops as part of the Fair Oaks Boulevard Corridor planning process in Carmichael. Participants were updated on the planning process and discussed overall objectives for the plan and roadway design options for Fair Oaks Boulevard.

BELOW:
 The community workshop on December 4, 2006 provided an opportunity for the community to define issues and opportunities for the planning area.

Manzanita District

The Manzanita District is the northern portion of the planning area. Predominate economic activities include larger commercial centers, mix of small commercial service uses, industrial and automotive uses. The largest opportunity site (15 acres) is located at Winding Way. This area includes completed roadway and sidewalk enhancements.

South Gateway District

The South Gateway District is located between Kenneth Avenue and Oak Avenue. It is comprised of a mix of shallower and smaller lot commercial and apartment uses.

1.4 Policy Context

The Fair Oaks Boulevard Corridor planning effort is an outgrowth of the Carmichael Community Action Plan and is concurrent with a major update of Sacramento County's General Plan. The planning for the Fair Oaks Boulevard area reflects the objectives of the local community in the context of County-wide public land use, planning and development objectives, goals and policies.

Carmichael Community Action Plan Policies

The following policies are from the Carmichael Community Action Plan and are relevant to the planning for Fair Oaks Boulevard:

- Designate a portion of Fair Oaks Boulevard Corridor as a Main Street with a common design theme (architectural design standards, landscaping, signage, street lights).
- Maintain/Improve traffic flow (and con-

trol speeding) in Carmichael.

- Efforts by the County to improve Fair Oaks Boulevard shall be coordinated with the Special Planning Area ordinance process. It shall be recognized that the plan to create a "Main Street" needs to consider that the Boulevard will remain a major corridor for auto traffic that should not be shifted to the neighborhood streets surrounding Fair Oaks Boulevard. Because Fair Oaks Boulevard will remain a transportation corridor, alternative modes of transportation shall be encouraged.
- Projects within residentially zoned high density and commercially zoned areas along the major streets should be developed as mixed-use (retail and high density residential in the same development) which are compatible with adjacent residential neighborhoods and promote public transit.
- Increase the level of public transit service to Carmichael.
- Create a network of bike lanes throughout Carmichael connecting parks, schools, the library, shopping, and neighborhoods.
- Accelerate the pace of pedestrian friendly improvements.
- An effort should be made to actively recruit businesses that will enhance Carmichael such as restaurants, boutiques, and businesses that are oriented to families.



Draft Sacramento County General Plan Land Use Policies

The General Plan is currently being updated with a greater emphasis on community design and corridor planning efforts to provide more detailed development guidance. Emerging themes of the General Plan update are demonstrated by the Fair Oaks Boulevard Corridor Plan.

Three opportunities and themes identified in the General Plan update process include:

- Viewing commercial corridors in the context of community plan objectives;
- Revitalizing the county's underutilized commercial corridors as mixed-use streets that serve both regional commercial and local service needs; and
- Making commercial corridors mixed mode streets with an emphasis on uses and site planning that facilitate the use of transit.

The following are selected draft policies from the General Plan that pertain to land use and circulation in corridors.

LU-8. Provide for additional mixed-use development in commercial parking areas where such uses would be compatible with surrounding uses and where parking demand can be appropriately accommodated or structured parking can be constructed.

LU-20. Encourage development that compliments the aesthetic style and character of existing development nearby to help build a cohesive identity for the area.

LU-22. Planning processes for existing communities, commercial corridors and new growth areas shall provide for distinct and identifying physical elements, including but not limited to: gateways, signage, public art, common site or street layout, shared design qualities of buildings or infrastructure, or prominent landmarks or destinations.

LU-23. Promote a better balance of employment, neighborhood services, and different housing types by reviewing development projects and the surrounding community and designing new projects wherever feasible so that they maintain or improve the mix of uses in the community.

LU-25. Providing compact, mixed-use developments shall be an integral part of all master planning efforts for new growth areas and commercial corridors.

LU-28. When planning for new development in either new or existing communities, the following features shall be considered for their public health benefits and ability to encourage more active lifestyles:

- Compact, mixed use development and a balance of land

uses so that everyday needs are within walking distance, including schools, parks, jobs, retail and grocery stores.

- Streets, paths and public transportation that connect multiple destinations and provide for alternatives to the automobile.
- Wide sidewalks, shorter blocks, well-marked crosswalks, on-street parking, shaded streets and traffic calming measures to encourage pedestrian activity.
- Walkable commercial areas with doors and windows fronting on the street, street furniture, pedestrian scale lighting, and served by transit when feasible.

LU-29. Provide safe, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately lit streetscapes, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.

LU-36. Developments in the areas designated on the Land Use Diagram as Transit Oriented Development shall be designed in a manner that conforms to the concepts of transit-oriented development, including:

- High intensity, mixed-use development concentrated in a Core Area within an easy walk (one quarter mile) of a transit stop on the Trunk or Feeder Line Network.
- An emphasis on neighborhood support commercial services at street level in the Core Area that can serve the residents of the Core and surrounding Secondary areas, with other employment encouraged in the TODs created along the Trunk Line Network.
- A pleasant walking environment created through good land use design, short distances, amenities, and streetscape features.
- Direct, multiple linkages, especially for bicycles and pedestrians, between the Core Area and the surrounding Secondary Area.

LU-39. Promote and support development of pedestrian and bicycle connections between transit stations and nearby residential, commercial, employment or civic uses by eliminating physical barriers and providing linking facilities, such as pedestrian overcrossings, trails, wide sidewalks and safe street crossings.

LU-40. Community Plans, Specific Plans, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.

LU-45. Parking areas shall be designed to:

- Minimize land consumption;
- Provide pleasant and safe pedestrian and bicycle movement;
- Facilitate shared parking

- Allow for the possible reuse of surface parking lots through redevelopment; and,
- Minimize parking lot street frontage.

LU-91. Support planning for and development of mixed use centers and urban villages along commercial corridors to improve quality of life by creating diverse neighborhood gathering places, supporting enhanced transit service and non-automotive travel, stimulating local economic development, eliminating blight and balancing land uses.

LU-92. Focus investment of County resources in commercial corridors to facilitate improvements to streetscapes, sidewalks, landscaping, undergrounding of utilities, and other infrastructure and public amenities to encourage and stimulate private investment.

Draft Smart Growth Street Policies

In addition to the Land Use Policies, the Fair Oaks Boulevard Corridor Plan is an “early adopter” of the Smart Growth Street Policies in the General Plan.

GOAL: “Smart Growth Streets” that enable safe and efficient mobility and access for all users while positively contributing to the adjacent corridor, surrounding community and natural environment.

SS-1. Incorporate Low Impact Design (LID) techniques to the greatest extent feasible to improve water quality runoff and erosion control, infiltration, groundwater recharge, visual aesthetics, etc. LID techniques may include but are not limited to:

- Bio retention techniques, such as filtration strips, swales, and tree box filters
- Permeable hardscape
- Green roofs
- Erosion and sediment controls
- Reduced street and lane widths where appropriate

SS-2. Use recycled and/or recyclable materials whenever feasible.

SS-3. When feasible, incorporate higher albedo materials and surfaces, such as lighter-colored pavements and cool roof technologies, and encourage the creation of tree canopy to reduce the built environment’s absorption of heat to reduce the urban “heat island” affect.

SS-4. Smart Growth Street planning efforts shall identify specific, implementable measures to create and/or improve community identity.

SS-5. Incorporate public art into streetscape improvements to the extent feasible.

SS-6. Smart Growth Streets shall incorporate features such as shade trees and plantings, well designed benches and other street furniture, trash receptacles, news racks, outdoor dining experiences, entertainment, public art, pedestrian scaled lighting fixtures, wayfinding signage, bicycle racks and other amenities as appropriate.

SS-7. A Smart Growth Street designation requires a focused and holistic corridor planning analysis that considers highly coordinated and interconnected land uses and transportation infrastructure within the corridor while also considering the impacts to surrounding communities and the natural environment. Smart Growth Street should recognize that they will remain major corridors for through auto traffic that should be accommodated on the Smart Growth Street and not shifted to neighborhood streets surrounding it.

SS-8. On a Smart Growth Street, the County shall strive to maintain operations and capacity on urban roadways and intersections at LOS E or better, unless maintaining this LOS would, in the County’s judgment, be infeasible and conflict with the achievement of other Smart Growth Street objectives. Congestion in excess of LOS E may be acceptable pro-

BELOW:

The Fair Oaks Boulevard Corridor Plan Citizens Advisory Committee (CAC) sponsored the community outreach effort and acted as a sounding board for the consultant and staff team. The CAC represented the plan with the Carmichael Community Council and the Board of Supervisors.



vided that provisions are made to improve overall mobility, reduce overall VMT and/or promote non-automobile transportation.

SS-9. Where a Smart Growth Street planning analysis indicates that a roadway improved to its general plan designation will be congested in excess of LOS E, mobility impacts fees may be assessed to the properties within the Smart Growth Street area. Such mobility fees shall be fairly apportioned to the properties and shall be sufficient in amount to improve other Smart Growth Street objectives such as improvements that would enhance pedestrian, bicycle, transit, other modes of mobility, and public realm amenities.

SS-10. Evaluation of Smart Growth Street corridors and development within those corridors shall utilize multi-modal level of service standards, including pedestrian, bicycle, and transit modes of travel in addition to motor vehicle travel, to support and encourage overall mobility through improvement to all modes of travel.

SS-11. Smart Growth Street planning efforts shall develop a comprehensive strategy to significantly reduce the total number of driveways along the roadway, including specific measures to ensure implementation, such as requiring cross-access and reciprocal parking agreements between adjacent property owners.

SS-12. Smart Growth Street planning efforts shall develop a comprehensive strategy to reduce both the total amount of parking and total surface area dedicated to parking facilities. In general, reduced parking requirements and innovative parking solutions such as, shared parking, structured parking, parking maximums rather than minimums, on street parking, performance parking pricing, parking benefit districts and other innovative parking solutions will be strongly encouraged wherever feasible, while large surface parking lots will be strongly discouraged.

SS-13. Planning processes for Smart Growth Street corridors

BELOW:

The proposed improvements to Fair Oaks Boulevard is an important public investment in Carmichael. The community discussed the future design of the roadway in terms of transportation, streetscape design and catalyst for private investment.



shall consider road diets, pedestrian and bicycle enhancements, traffic calming measures and other feasible measures to create a corridor that equitably accommodates all users and modes of travel.

SS-14. Establish connectivity standards to implement within Smart Growth Street corridors, to ensure safe, pleasant and direct travel between destinations for all users.

SS-15. To ensure the safety and comfort of all users, support and encourage street design to accommodate vehicular speeds of up to 40 miles per hour as appropriate.

1.5 Process

Sacramento County initiated a comprehensive update for the Carmichael Community Plan in 2001, which culminated in the 2006 Carmichael Community Action Plan. The Fair Oaks Boulevard planning is a result of Action Plan Policy C1, to designate a portion of Fair Oaks Boulevard Corridor as a Main Street with a common design theme.

Fair Oaks Boulevard Concept Plan

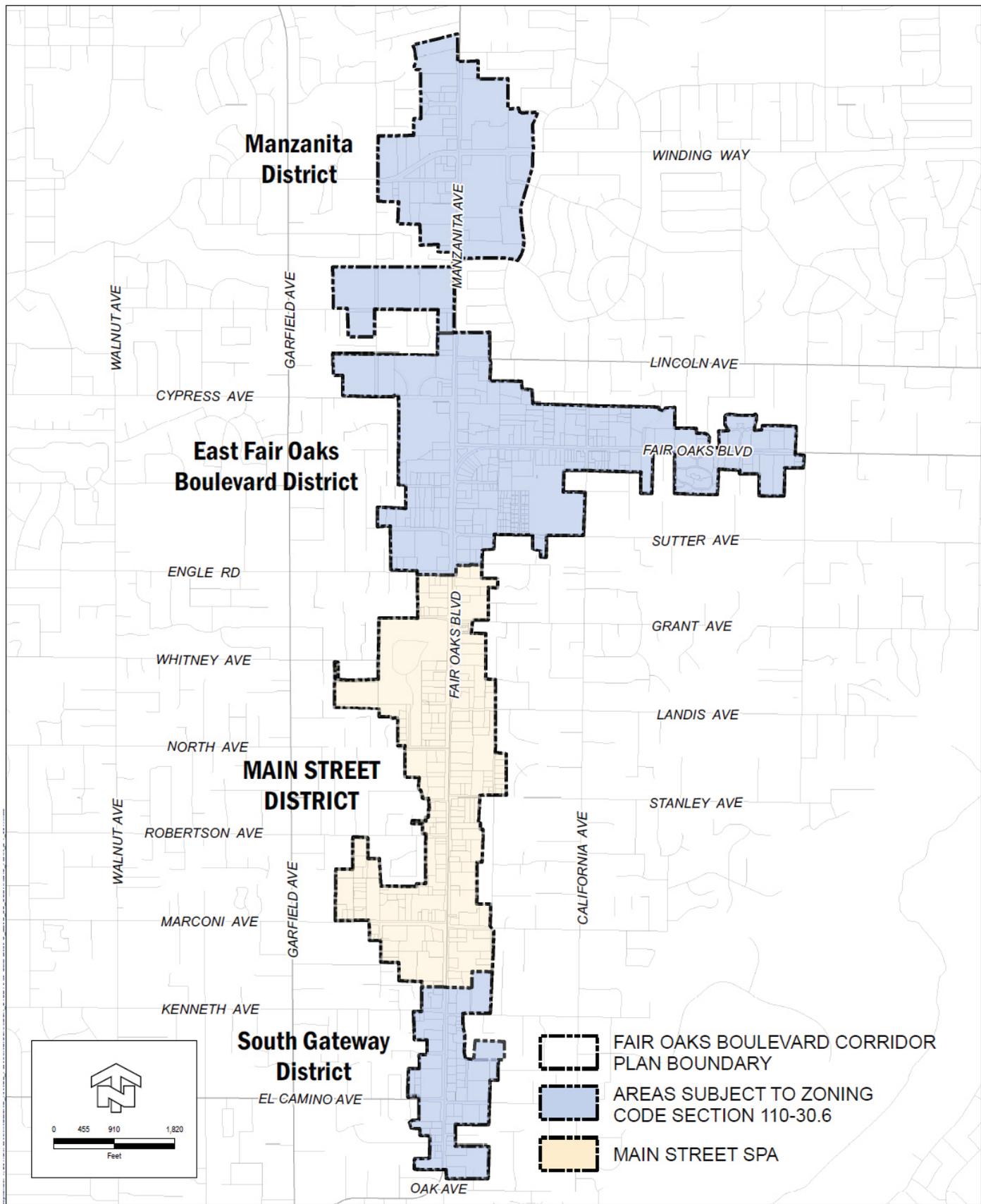
In 2004, the County worked with a stakeholders group including residents and property owners. The group met three times to establish objectives, identify potential concepts and review preliminary plans for Fair Oaks Boulevard. The process included two study sessions with the Board of Supervisors to review preliminary concepts and the draft planning recommendations. This initial planning effort resulted in the Fair Oaks Boulevard Concept Plan that was endorsed by the Board of Supervisors as the interim plan and standards in April 2006. The Concept Plan received a 2006 Sacramento Valley Section, American Planners Association (APA) Merit Award.

Fair Oaks Boulevard Corridor Plan

In 2006, the County selected Fair Oaks Boulevard as one of three commercial corridors targeted for revitalization, and initiated a planning process to develop a set of objectives, design guidelines and development standards. The process included a Citizen Advisory Committee, two community workshops, two meetings with the Carmichael Community Planning Commission (formerly called the Community Council) and two presentations to the Board of Supervisors. The Plan is scheduled for a public hearing for adoption by the Board of Supervisors in 2011.

1.6 Relationship with other Policy Documents and Standards

The Fair Oaks Boulevard Corridor Plan will be implemented via a Special Planning Area (SPA) and Section 110-30.6 of the Sacramento County Zoning Code (see Figure on the next page).



A SPA ordinance will govern properties located in the Main Street District. The SPA will include a special set of planning policies and development standards unique to the area. The SPA's polices are consistent with and implement policies from the Carmichael Community Action Plan and the Sacramento County General Plan.

Properties located within the East Fair Oaks Boulevard, South Gateway and Manzanita Districts will be governed by Section 110-30.6 of the Zoning Code, which identifies restricted, permitted and conditionally permitted uses. Existing zoning for such properties will be maintained (i.e., no rezoning). Future projects will be governed by the existing Zoning Code standards but property owners will have the option to utilize alternative development standards specifically prepared for the East Fair Oaks Boulevard, Main Street and East Fair Oaks District area. The approach is intended as "permissive" rather than "mandatory".

The Corridor Plan has also been prepared in consideration of the following programs and ordinances.

Design Concepts

The Corridor Plan Design Concepts are organized to address issues in the planning area and are consistent with the County's Commercial and Mixed-use Community Design Guidelines and Residential Design Guidelines. They are organized in a similar way in terms of design principles, goals and guidelines.

Zoning Code

Whereas the Design Guidelines provide qualitative direction, the County's Zoning Code provides quantitative development standards for development projects. The zoning ordinance includes allowable land uses, development standards (allowable building heights, setbacks, site coverage, etc.), and development review procedures. Sacramento County's zoning ordinance is an evolving document that has been added to and modified many times. Development applicants

BELOW:

The Fair Oaks Boulevard frontage has discontinuous sidewalks, vacant sites and buildings, and a lack of continuity between developments.



should always check to see if the version they are using is the most up-to-date. ADA Transition Plan and Pedestrian Design Guidelines The County is in the process of updating pedestrian facilities to respond to the American Disabilities Act (ADA). All new sidewalks, crosswalks, and buildings located in public rights-of-way need to comply with the Federal laws regarding accommodating persons with disabilities. The County has prepared guidelines that demonstrate how to design sidewalks and other facilities to support accessibility requirements.

Disabled Access (Title 24 and ADA)

Disabled access for new and renovated development is governed by California's Title 24 (provides standards for disabled access, energy efficiency and seismic design) and the Americans with Disabilities Act (ADA) and the Americans with Disabilities Act's Accessibility Guidelines (ADAAG). Every project is required to be designed to provide access. This includes public infrastructure projects, site planning for private development, and building design.

Storm Water Quality Design Principles

The County's Department of Water Resources has prepared development standards for new and redevelopment projects which require the use of storm water quality control measures on most projects. The County has published the Guidance Manual for Onsite Storm Water Quality Control Measures that contain design criteria and guidelines for these measures. These are intended to reduce pollutants in urban runoff and attenuate the volume and rate of runoff discharged to the local storm water drainage system and creeks and rivers. Since many of the measures will affect site grading, drainage and parking lot layout, project applicants should strive to integrate storm water quality measures into their projects at the earliest possible phase of design. Early consideration allows for more effective and economical options possibly requiring less long-term maintenance. Also, many of the storm water quality measures fulfill other ordinances.

Transit-Oriented Development (TOD) Policies

The County prepared a set of TOD Design Guidelines as part of the 1993 General Plan and has updated them in the current General Plan. They describe how projects are to be planned to promote transit use. Generally, they illustrate how to plan and design projects to make them more pedestrian friendly, and to promote transit use. If your project is located in a transit corridor or a large site, you will have to review these policies and guidelines.

Other Ordinances

Besides the Zoning Code, there are several other ordinances that may relate to projects. County staff should be able to help identify other applicable ordinances. These include:

- Tree Preservation Ordinance
- Water Conservation Ordinance
- Title 22–Land Development Ordinance

- Storm Water Quality and Discharge Control
- Erosion and Sediment Control
- Habitat Management and Conservation
- Ordinances to be created in response to the 2006 Global Warming Solutions Act
- Green Building policies

1.7 Organization of this Plan

The Fair Oaks Boulevard Corridor Plan is organized as five sections with a foreword and separate appendix.

FOREWORD

SECTION 1: Introduction

This section covers the Plan's purpose and process; provides an overview of the area's urban and policy context; and discusses the relationship between the Plan and other policy documents and standards.

SECTION 2: Concepts, Goals, and Principles

The second section provides an overall planning framework of concepts, goals and principles for land use, circulation, community design and streetscape design.

SECTION 3a: Overall Circulation & Environmental Standards

The third section includes development standards to guide future transportation improvements, signage and community noise mitigation.

SECTION 3b: Alternative Development Standards

This section includes alternative development standards identified for the South Gateway, East Fair Oaks Boulevard and Manzanita District. The alternative standards cover land uses and general development standards including setback, height and parking requirements.

SECTION 4: Design Concepts

The design guidelines section defines urban design, architectural, and signage design guidelines for each of the four districts.

SECTION 5: Implementation

The fifth section covers implementation principles, as well as administrative and regulatory actions. It also outlines potential development actions and funding.

Acknowledgements

APPENDIX (under separate cover)

The appendix includes meeting notes, slideshows and technical studies prepared through the planning process.

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.

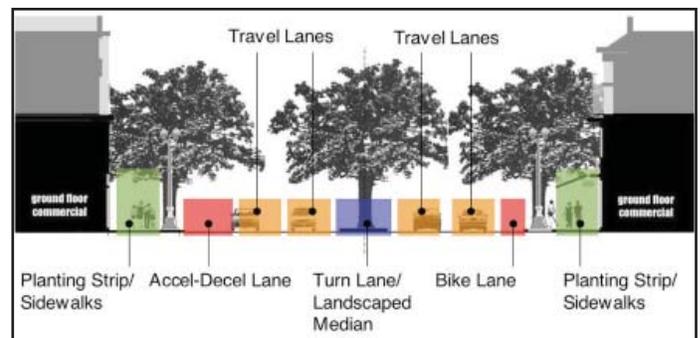
A “smart growth street” focuses on, and provides a balance of all four of these elements and addresses the specific environment, economy, community and transportation vision components described in Section 2.2 below.

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:

Calms 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

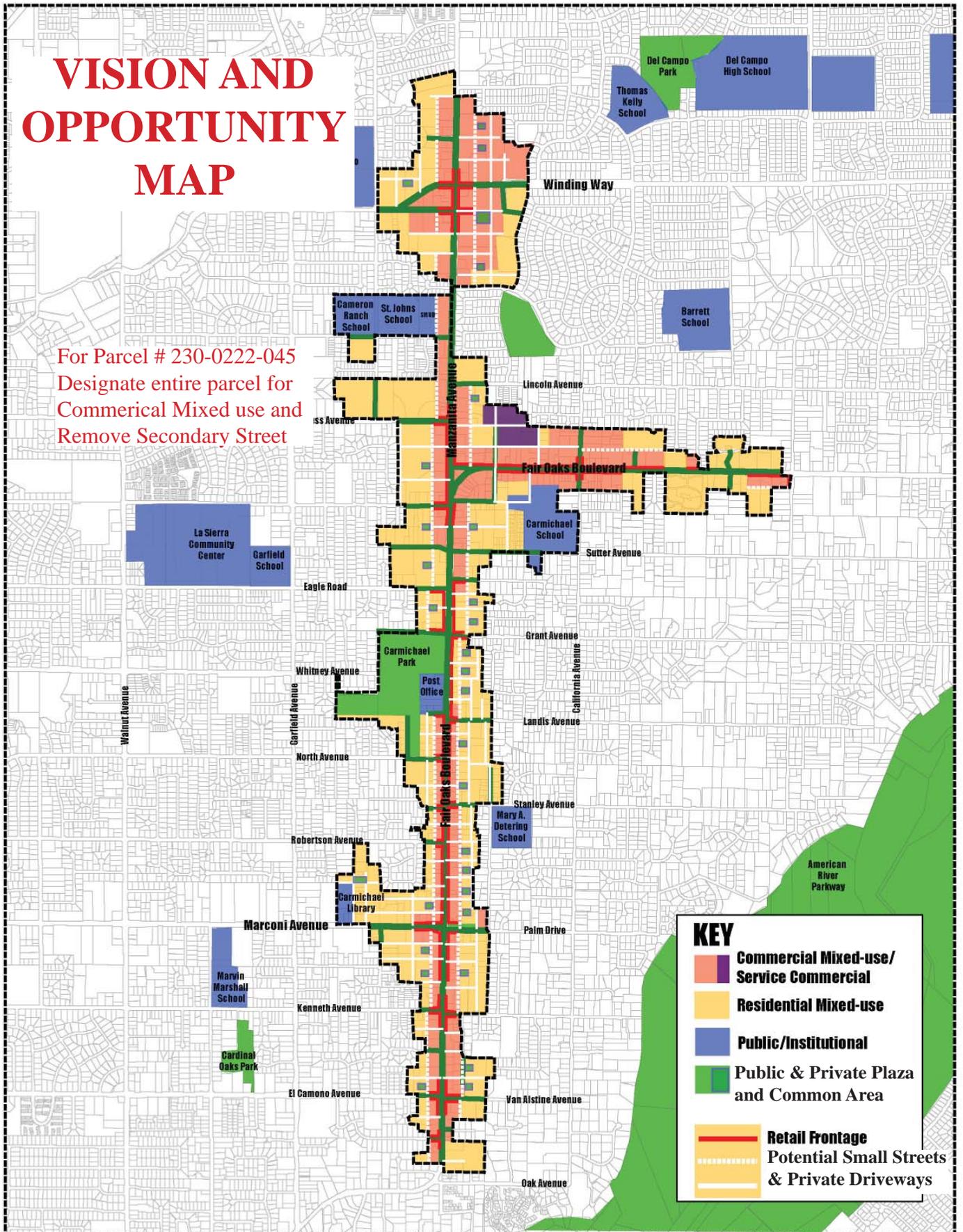
Figure 2.1 shows land use concepts for the Corridor. The figure identifies areas that can become catalysts for attracting additional investment. The land use diagram is supported by concept, goal, and principle statements.

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.

FIGURE 2.1

VISION AND OPPORTUNITY MAP

For Parcel # 230-0222-045
 Designate entire parcel for
 Commerical Mixed use and
 Remove Secondary Street



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

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.

Main Street District

The Main Street District is Carmichael’s economic and social center -- “a place to spend time”. The community aims to re-invent Carmichael’s Main Street, transforming it into a vibrant mixed-use commercial and residential district with commercial uses along the boulevard and residential uses behind, and above them. Boulevard frontage would include storefront buildings and eventually, vertical mixed-use. Important land uses to include in the Main Street District are activities that serve the Carmichael community including an up-scaled market, pharmacy, fitness center, a community theater, specialty foods, outdoor cafes, bakery, tablecloth restaurants and bookstores.

East Fair Oaks Boulevard District

The East Fair Oaks Boulevard District is to be a distinctive pedestrian-scaled mixed-use district that primarily serves neighborhoods within Carmichael. The district is to evolve into a pedestrian oriented storefront area with a mix of resi-

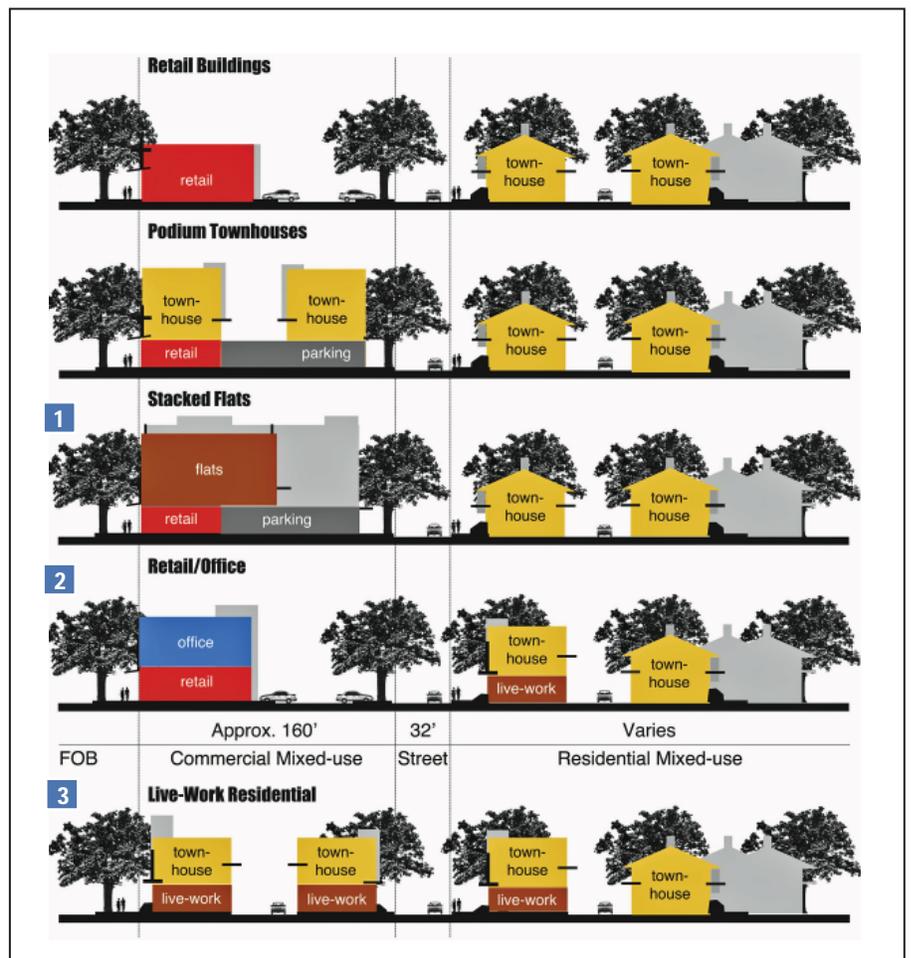
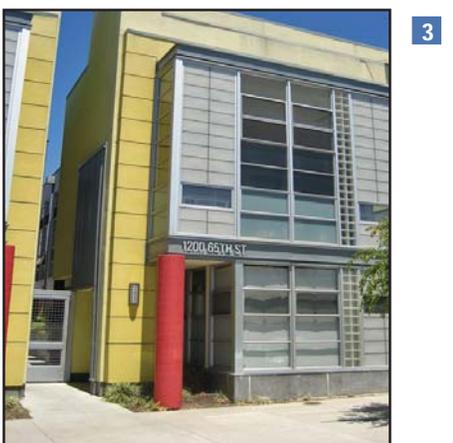
dential uses (flats, lofts and townhouses), commercial uses (ethnic markets, coffee, food and neighborhood commercial services), and some service commercial uses along Wayside Lane (auto and machinery repair, etc.).

Manzanita District

The Manzanita District is to be a destination with a distinctive pedestrian scaled character. It is intended to accommodate local mixed-use neighborhood development and regional serving commercial and entertainment uses. Land use concepts envision a vertical (uses developed over another) and horizontal (uses developed next to each other) mix of uses organized around a master planned open space system. Commercial buildings are to be oriented towards public streets with the potential for residential uses on the uses could include anchored retail centers, entertainment and cinema.

South Gateway District

The South Gateway District is a small-lot commercial area that has traditionally offered a mix of community auto-oriented



ABOVE:
The plan promotes horizontal and vertical mixed-use development. These diagrams and photos illustrate various forms of mixed-use development.

businesses. This area is to continue to provide opportunities for small businesses while working to improve parking and pedestrian connections. The Corridor Plan seeks to support the pattern of smaller businesses while reconnecting individual parcels and emphasizing pedestrian access and overall image enhancement.

Land Use Goal and Principles

LU Goal

To reinvent Fair Oaks Boulevard as a corridor of vibrant districts and neighborhood centers that serve the commercial and social needs of the surrounding neighborhoods, the community of Carmichael, and the region.

Overall Land Use Principles

LUP 1. Distinctive Districts

Organize the future development of the Corridor within a framework of four distinctive districts: Main Street District, East Fair Oaks Boulevard District, Manzanita District, and South Gateway District.

LUP 2. Neighborhood Centers

Develop mixed-use centers that provide social, commercial,

and residential focal points for adjacent neighborhoods.

LUP 3. District Implementation

Approve and carry out private and public projects to further the unique standards and guidelines for each district.

LUP 4. Main Street District: Reinvented Social and Economic Center

Create a mixed-use, transit oriented Main Street District that provides a variety of commercial services, housing types, pleasant walkable streets, and small gathering places that are connected to Carmichael Park and adjacent residential neighborhoods.

LUP 5. East Fair Oaks Boulevard District: Neighborhood-Serving Mixed-use District

Develop a mix of uses that serve neighborhoods within the Carmichael community.

LUP 6. Manzanita District: New Regional Address at Winding Way

Create a flagship business address for at the intersection of Manzanita and Winding Way that is recognized around the region as a central and accessible place for shopping, working, entertainment, shopping, and living.



ABOVE: Planning concepts envision a variety of building types that respond to market and design objectives. The model image and photos above show the variety of buildings allowed and how they ALL contribute to land use and community design objectives.

LUP 7. South Gateway District: Continuing Investment Opportunities for Small Businesses
Reinforce business opportunities for smaller parcels and related land use. Promote additional infill residential and/or mixed-use development.

LUP 8. Specialty Grocery Store
Recruit specialty grocery stores for the Main Street and East Fair Oaks Boulevard Districts.

LUP 9. Palm Drive Village Commons: Re-establishing a Civic and Social Focal Point
Reestablish Palm Drive and the Boulevard as a distinctive focal point of civic, social, and commercial activities. Include a small public green with outdoor dining along Palm Drive.

LUP 10. Long-Term 30-year Vision
Require new uses to reflect the community's long-term vision for the Boulevard, while ensuring that existing desired uses are not displaced in the near term by planning or regulatory activities, including allowing upgrading and minor remodeling.

LUP 11. Fair Oaks Boulevard as a Community Destination
Develop vibrant commercial, recreational, and civic places that will make Fair Oaks Boulevard a destination for Carmichael and contiguous communities.

LUP 12. Infill Housing
Integrate infill housing into the Boulevard's commercial frontage, rear parcels, and adjacent neighborhoods.

LUP 13. Connected Districts and Neighborhood Centers
Design all new development to provide strong functional land use and circulation links among the Boulevard's districts and neighborhood centers, to adjacent neighborhoods, and to the community of Carmichael and the region.

LUP 14. Flexibility in Capturing Market Opportunities
Maintain flexibility in pursuing projects and responding to evolving market conditions.

LUP 15. Variety and Quality of Open Space

BELOW:

These projects show the range of townhouse design possible in walkable districts.

- 1) Three-story townhouses facing busy street with liver-work spaces on the ground floor*
 - 2) Three-story townhouses facing a commons with ground floor work spaces*
 - 3) Three-story loft-style townhouses organized around a parking court*
- As part of new development and redevelopment of existing



ABOVE:
The model above shows how townhouse-scaled residential development is proposed to interface between commercial and mixed-use frontage and existing neighborhoods. This approach to promoting medium density housing strengthens market support for commercial uses and increased ridership for transit. Most of the housing is to be located on underutilized parking lots, vacant lots and industrial/warehouse sites.



sites, establish an interconnected system that binds the community together through a hierarchy of open spaces, including community parks and plazas, neighborhood commons, wide pedestrian-oriented sidewalks, and other types of public and private spaces.

LUP 16. Lot Consolidation

Promote consolidation of lots where possible to facilitate efficient redevelopment of property.

LUP 17. Transit-oriented Investment

New projects should create comfortable walking environments and improve access to transit.

LUP 18. Mitigation Measures

Implement the environmental mitigation measures identified in the EIR.

2.4 Circulation Concepts and Principles

Circulation Concepts

Figure 2.3 addresses the broader circulation context by showing the connectivity of the Boulevard, neighborhood streets, and local school sites. Figures 2.3 and 2.4 shows the major circulation concepts for the Corridor, including the location of permitted turning movements, enhanced transit stops, existing and future traffic signals for pedestrians and automobiles, enhancement and repair of local side streets, potential roadway realignments, parcels that would likely generate considerable pedestrian activity, and private streets. The following summarizes the circulation concepts for the four districts.

Main Street District

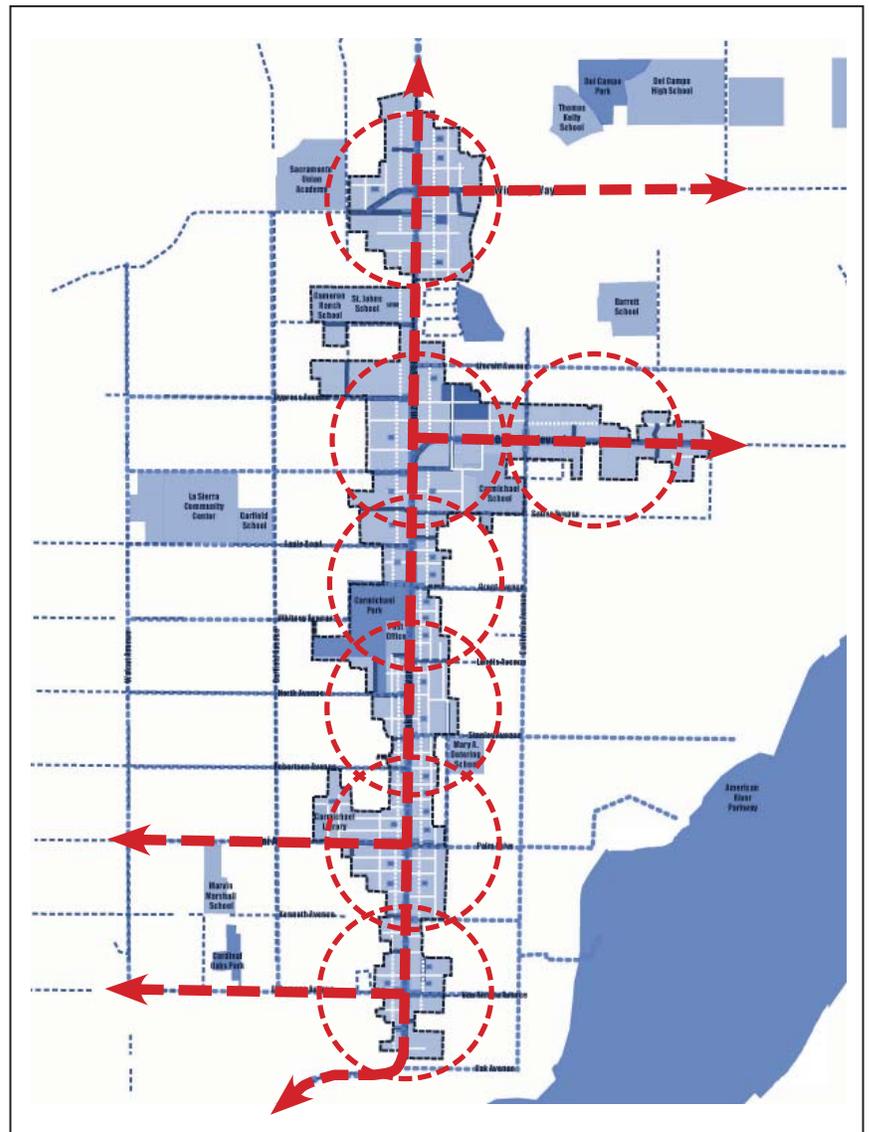
The Main Street District is roughly coterminous with the next phase of roadway improvements. The roadway is to support the vision of a “smart growth street”. There would be a widening of FOB to include bike lanes, a median, consolidated curb

RIGHT:

This diagram illustrates the accessibility to transit for the corridor. Fair Oaks Boulevard is identified as a trunk bus route in RT’s long range plan. This diagram indicates the location of regular service routes.



Figure 2.2: Regional Transit Access



cuts and enhanced bus stops, and in some cases acceleration and deceleration lanes. Crosswalks and traffic control signals would facilitate pedestrian connections on either side of the Boulevard. Sidewalks and streetscaping would be extended from the Boulevard at least 150' into adjacent neighborhoods to improve walking connections. Internal streets and driveways would include pedestrian facilities. Encourage higher land utilization through shared parking.

East Fair Oaks Boulevard District

The East Fair Oaks Boulevard District is to be accessible from contiguous neighborhoods. Over time, new projects would improve sidewalks and streetscape connections along side streets. In the longer term, street improvements would provide safer walking conditions, similar design features for the public rights-of-way and the smart growth street design for the Main Street District. The existing 6-lane sections of the Boulevard would be retrofitted with more comfortable sidewalks and landscaping. Internal streets and driveways would include pedestrian facilities. Encourage higher land utilization through shared parking.

Manzanita District

The Manzanita District is to be a regional destination that has a distinctive pedestrian-scaled character. In the longer term, street improvements would more comfortable walking conditions, similar design features for the public rights-of-way and the smart growth street design for the Main Street District. Manzanita and Winding Way would be a major intersection but

their frontage conditions would include pedestrian-friendly design features, including separated, widened sidewalks. Internal streets and driveways would include pedestrian facilities and curb cuts would be consolidated. New development near transit would be developed at the street edge to improve pedestrian comfort and security around enhanced bus stops. Encourage higher land utilization through shared parking.

South Gateway District

The South Gateway District is primarily a small-lot commercial with some residential uses with improved parking and pedestrian connections. In the longer term, street improvements would provide more comfortable walking conditions and similar design features for the public rights-of-way and the smart growth street design for the Main Street District. Internal streets and driveways would include pedestrian facilities and curb cuts would be consolidated. New development near transit would be built at the street edge to improve pedestrian comfort and security around enhanced bus stops. Shared parking in the district would encourage more efficient land use.

Neighborhood Circulation

Neighborhoods adjacent to Fair Oaks Boulevard will include pedestrian facility improvements identified through the County's General Plan, Pedestrian Master Plan and the Fair Oaks Boulevard Corridor Plan. There is an emphasis on connecting adjacent streets to Fair Oaks Boulevard with sidewalks; adding bicycle facilities; and calming neighborhood traffic.



ABOVE AND RIGHT: *The community envisions a walkable, transit-oriented corridor. The roadway design includes a bike lane for commuters that is connected to local bike routes. The development standards allow shared parking to increase the flexibility of combining adaptive reuse of existing buildings in combination with infill development. The land use standards allow a more compact pattern to support a walkable environment.*

FIGURE 2.3

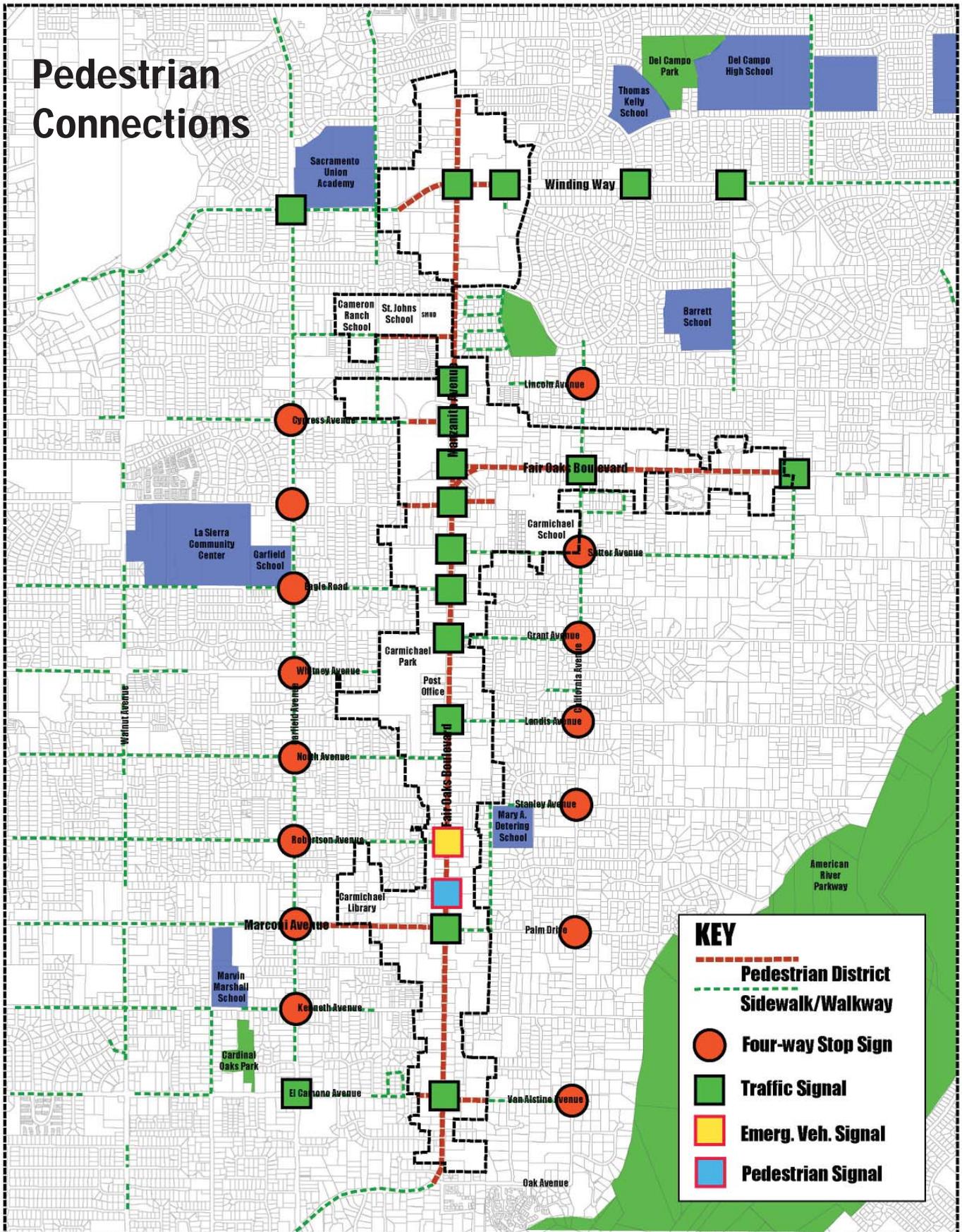
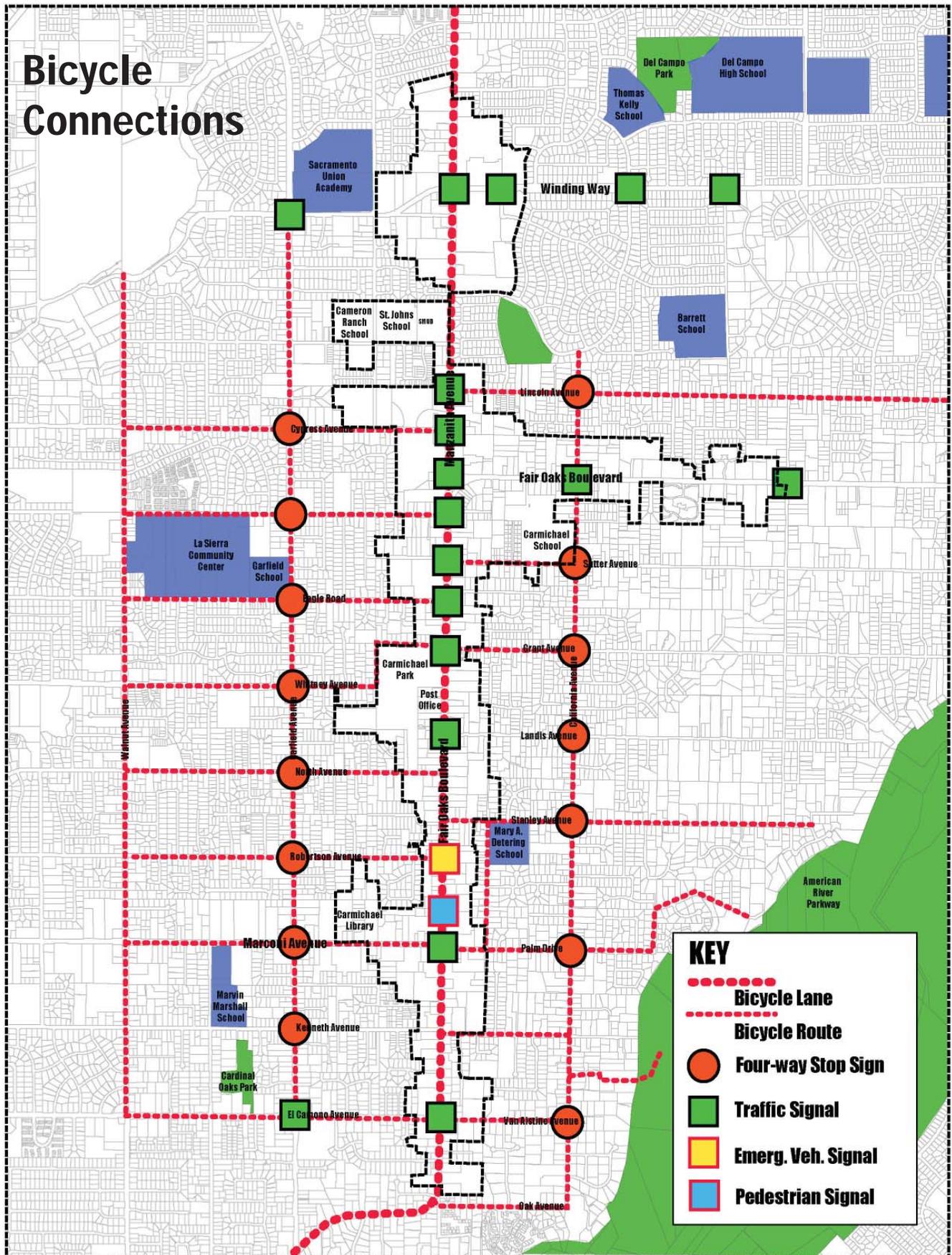


FIGURE 2.4



Circulation Goal and Principles

CIRCULATION Goal

To create an attractive, safe, efficient, well-connected corridor for pedestrians, bicyclists, automobiles, and transit that balances the local service role of the Boulevard with its function for regional access.

Overall Circulation Principles

CP 1. Pedestrian Priority

Give pedestrian access and comfort priority in site planning and roadway design.

CP 2. Pedestrian Comfort

Provide wide, well-lit, and well-shaded sidewalks that encourage daytime and nighttime use.

CP 3. Pedestrian/Automobile Buffer

Wherever possible, develop landscaped strips between sidewalks and Fair Oaks Boulevard / Manzanita Avenue to buffer pedestrians from vehicular traffic.

CP 4. Pedestrian Connections to Surrounding Neighborhoods

Create inviting pedestrian connections, through sidewalk

improvements, additional landscaping, and street trees, and commercial uses that draw people from surrounding neighborhoods to the Boulevard's districts.

CP 5. Bicycle Access

Establish on-street Class II bicycle lanes along the Boulevard and enhance access from residential streets and American River Parkway. Every commercial or mixed-use project should include bike racks.

CP 6. Transit Access

Enhance access to transit through street design and related site planning on private property.

CP 7. Enhanced Transit Stop

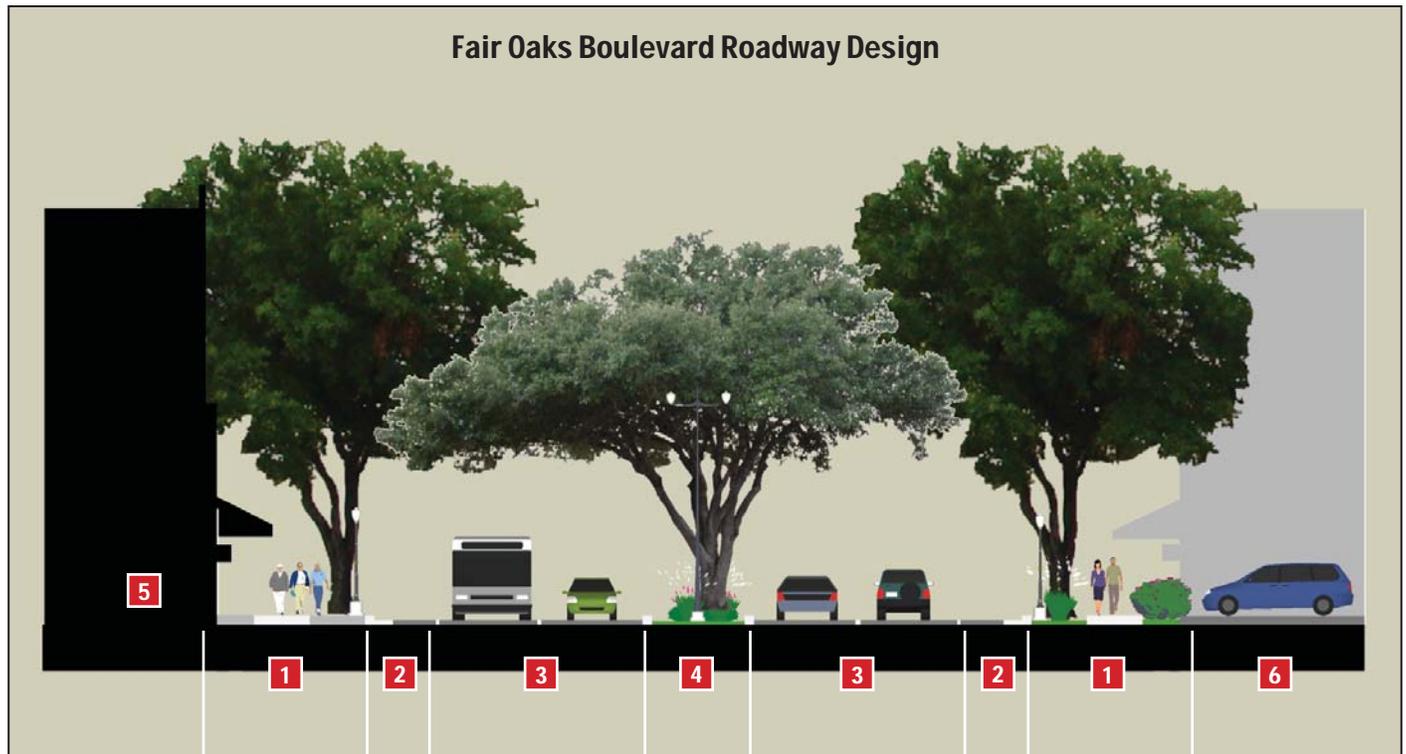
Install bus turnouts where feasible and install shelters at every bus stop along the Boulevard within the planning area.

CP 8. Side and Neighborhood Streets Improvements

Enhance existing local side and neighborhood streets through street repairs, connecting sidewalks, grading, and landscaping.

CP 9. Remove Center Turn Lanes

Enhance driver and pedestrian safety by replacing center turn



ABOVE:

The design for the roadway combines traffic facility improvements with pedestrian safety and comfort, bike lanes, bus turnouts and shelters, and supportive land uses.

1) Sidewalk and streetscaping

2) Bike lane

3) Traffic lanes

4) Landscaped median and turn lane

5) Ground floor retail/commercial

6) Shared parking screened from the street/sidewalk

lanes with medians and left turn pockets.

CP 10. Left Turn Movements

Enhance driver and pedestrian safety by giving priority for left turning movements off the Boulevard to public streets instead of left turning movements directly into private driveways.

CP 11. Driveway Consolidation

Consolidate driveways along the Boulevard where appropriate and promote side street driveways to improve pedestrian and traffic safety.

CP 12. Speed Reduction and Traffic Flow

Reduce speeding and improve flow along the Boulevard by coordinating traffic signals.

CP 13. Joint/Shared Parking

Promote jointly used/shared parking facilities among the office, retail, and institutional uses, since uses tend to have different peak parking demand periods during the day or week.

CP 14. On-street Parking

Include on-street parking as part of connecting side street improvements as shared replacement parking in the roadway project area.

2.5 Community Design Concepts and Principles

Community Design Concepts

The following section describes the overall urban design framework concept for the FOB. It identifies character areas



ABOVE:

The Corridor Plan stipulates the development of blocks defined by a combination of enhanced existing driveways and future shared access drives and streets. The diagram above shows the incremental implementation of blocks, drives and streets. Planning concept and supporting standards result in drive ways that are consolidated and shared; parcels that are connected via sidewalks and drives; and an interconnected system of public, common, and private open spaces.

BELOW:

These model images illustrate how different developments come together around streets, alleys and open spaces. The plan promotes and requires consolidation of driveways, shared parking, and connected vehicular and pedestrian facilities between development parcels.

- 1) Shared parking lots
- 2) Alley and commons open space
- 3) Connected storefronts along streets



(subareas with similar design characteristics), social and physical focal points, and district entries.

Main Street District

The Main Street District is Carmichael's economic and social center -- "a place to spend time". The Main Street District is therefore, a pedestrian-oriented set of connected places. It has to work at a pedestrian pace and scale to be a successful main street environment. The block and street grid system is a similar scale as downtown Sacramento.

The block system extends existing driveways, easements and in some cases bisects property lines to create a walking-scale pattern. Around 160' in from the Boulevard is a secondary street that will be developed over time to connect the parcels and projects together. Generally, there will be residential uses between this street and the neighborhoods, and commercial uses on the ground floor fronting FOB. The grid block system is defined by streetscaped streets, drives with sidewalks and building edges. In selected locations, parking lots would be designed and programmed to accommodate activities such as farmers markets.

The Main Street urban design concept identifies several important public and community spaces. At the northeast corner of Palm Drive will be a community green with outdoor dining. Facing Palm Drive the green takes advantage of the large palm trees and historic commercial and residential buildings across the street. This is a shady, visible and active community space. Other spaces include shared entry plazas between developments. These plazas would be edged with commercial uses and provide access to residential blocks and shared parking. In the residential blocks, semi-private

common open spaces in each development would be visibly connected along internal small streets so they read as part of an overall system of neighborhood activity.

Future improvements to Carmichael Park will provide added benefits to the community as a destination with programs that benefit residents and employees. It will also continue to be a shady place to sit, gather as family of group, and a visual amenity.

Building orientation in the Main Street District supports safe and comfortable walkable destinations. Transparent storefronts would be located along the Boulevard with gracious, wide sidewalks lined with shade trees and underground utility poles. This kind of street frontage would also apply to side streets connecting the Boulevard to neighborhoods.

East Fair Oaks Boulevard District

The East Fair Oaks Boulevard District is to be a distinctive pedestrian-scaled mixed-use district that primarily serves neighborhoods within Carmichael. Currently, there is a mix of service commercial, commercial and residential uses and larger vacant sites at the intersection of Manzanita and FOB. In areas away from Manzanita, the Boulevard has a variety of narrow parcels. Narrow lots can lend themselves to establishing a pedestrian pace, with the consolidation of curb cuts, shared parking next to or behind storefront buildings, and continuity of ground floor commercial uses along the Boulevard. When larger anchored centers are redeveloped around Manzanita, those blocks would become mixed-use projects with commercial uses along the street.

Each project in the East Fair Oaks Boulevard District would



ABOVE:

The photo of the east side of Fair Oaks Boulevard is near Palm Drive. It shows the lack of storefront and sidewalk activity. This parking lot and others along the street can be used as building sites. Ground floor commercial uses and improved streetscaping as part of the roadway project can make Fair Oaks Boulevard a pedestrian destination for Carmichael.

include visible outdoor seating areas adjacent to uses that attract locals. Plazas, small greens and other open space developed as part of projects would be located at intersections, along connecting side streets and as an interface between uses.

Manzanita District

The Manzanita District is to be a regional destination with a distinctive pedestrian-scaled character. It is intended to accommodate local mixed-use neighborhood development and regional-serving commercial and entertainment uses. The larger opportunity sites at Winding Way would be developed with a mix of uses, potentially including larger stores. Larger stores would be required to provide a design that does not impede pedestrian travel. These sites would be organized on a block system that integrates buildings, parking drives and lots, open spaces and pedestrian connections. A flexible block system would provide for an evolving address where densities and uses may change over time. There would be a central or prominent open space feature on the sites that provide a social focal point for the existing and future neighborhood.

Storefront uses would be located at the street edges and along walking routes in the district. The density and building

orientation would support transit use and connections to adjacent parcels and projects in the district.

South Gateway District

The South Gateway District is a small lot commercial area that has traditionally offered a mix of community auto-oriented businesses. This smaller scaled development area will benefit from infill, redevelopment and renovation of existing buildings with an emphasis on pedestrian connections and street orientation. In the smaller parcel, aggregating design features within each project will increase the vitality and overall image of the district. In particular, development of storefront buildings with improved streetscaping along the Boulevard can improve transit use and connections to existing neighborhoods.

Community Design Goal and Principles

Community Design Goal

To create distinctive, high quality living, working, and shopping environments that have attractive streetscapes, are pedestrian-scaled, and provide a sense of place and identity.



ABOVE:

This is a model of the east side of Fair Oaks Boulevard near Palm Drive. This area would include a mix of renovated and adaptively re-used older buildings and new infill storefront and mixed-use buildings. This view is along the edge of an existing parking lot illustrates how streetscaping and new and renovated buildings can result in a pleasing, walkable street.

Overall Community Design Principles

CDP 1. Contribution to Community-Building

Ensure that individual development projects contribute to achieving district urban design concepts.

CDP 2. Distinctive Districts with Overall Consistency

Create distinctive, connected, and walkable districts that have a strong sense of identity.

CDP 3. Inter-connected Development

Ensure that every project is planned to enhance the physical, visual, and social connections to surrounding parcels and to the larger community.

DP 4. Streetscape

Ensure that public and private streetscapes and signage design contribute to the pedestrian comfort and thematic and aesthetic identity of each district.

CDP 5. Image Identity Elements

Use streetscape elements, such as benches, tree grates, planters, trash receptacles, and street lights, to enhance the image identity of the districts and FOB.

CDP 6. Fair Oaks Boulevard Gateway/Focal Point Design Features

Create distinctive design features at gateways and nodes along the Boulevard. These include the intersections at Marconi Avenue, Marshall Avenue, and Manzanita Avenue in the

South Gateway and Manzanita Avenue/Winding Way areas. Use a combination of accent trees and landscaping, street furniture, and architectural features/accents.

CDP 7. Architectural Design

Design new projects to reinforce pedestrian orientation and comfort and to reflect the Boulevard Districts' scale and design themes.

CDP 8. Buildings Fronting Street

Locate retail commercial and mixed-use buildings close to the Boulevard and place parking to the rear of the buildings wherever possible.

CDP 9. Underground Utilities

Remove overhead distribution lines, utility poles, and other utilities (e.g. telephone) on the Boulevard.

CDP 10. Visual Impact of Parking

Minimize the visual impact of parking by locating parking fields to the rear and/or sides of buildings and side streets while providing landscape screening, and/or site amenities, and features such as banners where possible. Regional commercial users may provide a parking arrangement consistent with needs of a large regional users.

CDP 11. Signs

Remove unsightly commercial signs such as illegal "temporary" signs that contribute to the visual clutter along the Boulevard.



ABOVE:

The photo of the west side of Fair Oaks Boulevard is near Stanley Avenue. It shows the lack of pedestrian facilities along the edge of an older storefront building. This and other existing and older buildings along the street can be renovated and contribute to the future storefront edge.

CDP 12. Billboards

Develop a process for the removal or relocation of billboards along the Boulevard.

CDP 13. Commercial/Residential Interface

Provide an attractive yet functional interface between new uses along the Boulevard and the residential neighborhoods directly behind them.

CDP 14. Cohesive Landscaping Elements

Create a consistent landscaping pattern along the Boulevard that visually links the individual districts and landscape systems yet is distinctive among the four districts.

CDP 15. Facade Improvements

Upgrade the facades of aging commercial buildings that are showing signs of blight.

CDP 16. Public Art

Integrate public art into streetscape and landscape concepts along the Boulevard, especially in or near the gateway, public plazas, signature buildings, and other highly visible areas.

CDP 17. Lighting

Establish pedestrian-scaled and strategically-placed lighting

along the Boulevard that promotes pedestrian safety and comfort and enhances architectural and site design concepts.

CDP 18. Light Pollution

Prohibit unnecessary and intrusive lighting that detracts from the beauty and view of the night sky.

CDP 19. Carmichael Park

Reinforce the image of Carmichael Park's tree canopy and landscape.

CDP 20. Placement of Lights and Trees

Coordinate the placement of lights with street tree planting to prevent conflicts. Place lights and trees directly across each other on both sides of streets, not triangulated, for a strong rhythmical pattern.

CDP 21. Variety and Quality of Open Space

As part of new development and redevelopment of existing sites, establish an interconnected system that binds the community together through a hierarchy of open spaces, including community parks, plazas, wide pedestrian-oriented sidewalks, and other types of public and private spaces.



ABOVE:

This is a model of the west side of Fair Oaks Boulevard near Stanley Avenue. This area would include a mix of renovated and adaptively reused older buildings and new infill storefront and mixed-use buildings. This view is along the edge of an existing older storefront building and shows roadway and streetscape improvements.

CDP 22. Sustainable Energy Design
Encourage and allow “green” distributed generation appropriately screened or designed to integrate with architecture and landscape design.

2.6 Streetscape Design Concepts and Principles

Streetscape Design Concepts

Streetscape and landscape concepts reinforce the placemaking objectives for the four districts. The concepts discuss the overall character of streetscape and open spaces, types of landscaping, paving, lighting, and other key features.

Main Street District

One of the most important new centers in the Main Street District is at the historic center - - Palm Drive and Fair Oaks Boulevard. This would be a location of a community green or commons. It is a small park that is edged by a mixed-use building and faces the palm trees and historic buildings on Palm Drive. The space includes a combination of hardscape and softscape with shade trees along the building edges; including furniture, public art and pedestrian-scaled lighting.

Primary trees in the Main Street District roadway project include large canopy species in the planting strips (add types). Secondary trees include more vertical habit trees in the medians (add types), flowering trees framing gateways and punctuate intersections (add types), and shade trees in small roads and parking areas (add types).

Understory planting includes shrubs, ornamental grasses and ground covers. These are used to screen parking, as foundation planting, and as drought-tolerant alternatives to sod in planting strips and medians.

Accent paving would be used in selected locations in the Boulevard roadway project to create a thematic pattern in the

ground plane. This would include crosswalks in the Boulevard and driveways to calm traffic; as banding or accents in sidewalks; or gathering places in commons and plazas.

The Main Street District would establish a common design theme for furniture and lighting standards for the Fair Oaks Boulevard corridor. This includes auto-scale lighting in medians and pedestrian-scaled lighting in the planting strip; benches and trash receptacles; and a coordinated program of graphic identity and information systems of district and corridor signage.

Fair Oaks Boulevard roadway improvements would include “green street” features including passive water quality elements, such as swales; engineered detention and filtering facilities that can be located in the street right-of-way and shared by properties along the Boulevard; and broad canopy trees that provide shade and reduce heat-island effects during the summer months.

East Fair Oaks Boulevard District

The unique design feature in the East Fair Oaks Boulevard District is the intersection at Manzanita Avenue. This visible major intersection includes an island with a single commercial fast food drive thru establishment. The streetscape concept would strengthen the edge conditions of the island or assume it is vacated and turned into a visual open space with strong edge planting in the street edges.

Portions of FOB in this area have 6-lanes and would be enhanced with undergrounding of utility poles, planting strips, and sidewalks at some future date. Primary trees in the roadway project include large canopy species in the planting strips. Secondary trees include flowering trees framing gateways and punctuate intersections, and shade trees in small roads and parking areas.

Understory planting includes shrubs, ornamental grasses and



LEFT:

The photo of the east side of Fair Oaks Boulevard is near Stanley Avenue. It shows the lack of sidewalks, vacant land and a billboard. This site presents a good opportunity to introduce mixed-use and street-oriented commercial uses.

ground covers. These are used to screen parking, as foundation planting, and as drought-tolerant alternatives to sod in planting strips and medians.

The East Fair Oaks District would be retrofitted with a furniture and lighting package similar to the Main Street District's. A coordinated program of graphic identity and information systems of district and corridor signage would be added with a variation in the Corridor's design theme.

Manzanita District

Manzanita and Winding Way would have streetscape improvements as an extension of the development of large sites. Primary trees in the roadway include large canopy species in the planting strips (add types). Secondary trees include more vertical habit trees in the medians (add types), flowering trees framing gateways and punctuate intersections (add types), and shade trees in small roads and parking areas (add types).

Understory planting includes shrubs, ornamental grasses and ground covers. These are used to screen parking, as foundation planting, and as drought-tolerant alternatives to sod in planting strips and medians.

The Manzanita District would be retrofitted with a furniture and lighting package similar to the Main Street District's. A coordinated program of graphic identity and information systems of district and corridor signage would be added with

a variation in the Corridor's design theme.

South Gateway District

FOB in the South Gateway District would have streetscape improvements as part of a future pedestrian and transportation enhancement project. Primary trees in the roadway include large canopy species in the planting strips. Secondary trees include more vertical habit trees in the medians, flowering trees framing gateways and punctuate intersections, and shade trees in small roads and parking areas.

Understory planting includes shrubs, ornamental grasses and ground covers. These are used to screen parking, as foundation planting, and as drought-tolerant alternatives to sod in planting strips and medians.

The South Gateway District would be retrofitted with a furniture and lighting package similar to the Main Street District's. A coordinated program of graphic identity and information systems of district and corridor signage would be added with a variation in the Corridor's design theme.

Streetscape Design Goal and Principles

Streetscape Design Goal

To create distinctive public and private streetscapes that contribute to the pedestrian comfort and thematic and aesthetic identity of each district.



ABOVE:

This model of the east side of Fair Oaks Boulevard is near Stanley Avenue. This area would include a mix of renovated and adaptively reused older buildings and new infill storefront and mixed-use buildings. This view is along the edge of an existing vacant lot illustrating new street-oriented development and the proposed roadway improvements.

Overall Streetscape Principles

SP1. Gathering Places, Plaza, and Urban Public Space
Design gathering places in districts to include landscaping and amenities to promote active and functional places for the community.

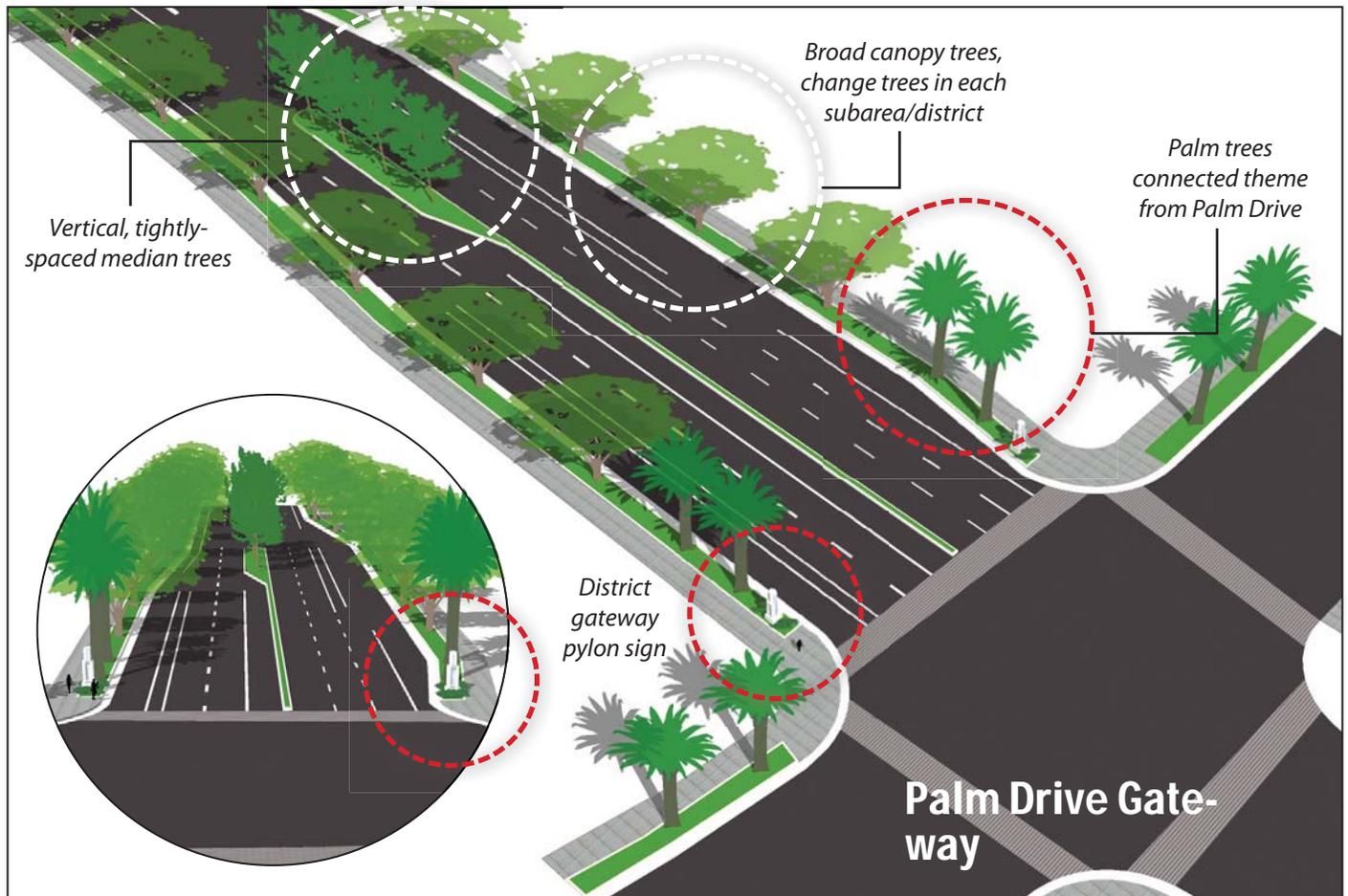
SP2. Street Trees
Use canopy trees, median trees, and secondary street trees that emphasize the symbolic importance, scale, and pedestrian comfort required for each district.

SP3. Screening of Parking
Use understory planting, such as shrubs, bushes, and ground covers, to reduce the visual impact of extensive paved surfaces and screen parking lots. Generally parking would not be allowed on Fair Oaks Boulevard, but when required, it would be placed to the rear of structures fronting on Fair Oaks Boulevard.

SP4 Sound Walls
Generally, soundwalls are highly discouraged, but when

BELOW:

This boulevard street has ingredients that improve its comfort, traffic safety and identity.



ABOVE:

This streetscape diagram of Fair Oaks Boulevard and Palm Drive is based on the proposed roadway engineering.

required they should be planted with climbing vines at the base of all existing and new sound walls to soften their visual impact and deter graffiti.

SP5. Paving Materials

Emphasize the presence of pedestrian zones, connections, and crosswalks by highlighting them with distinctive paving patterns, colors and materials.

SP6. Street Furniture

Use benches, trash receptacles, and other street furniture to support pedestrian comfort.

SP7. Bus Shelters

Provide well-designed bus shelters throughout the Boulevard's districts.

SP8. Sidewalks and Crosswalks

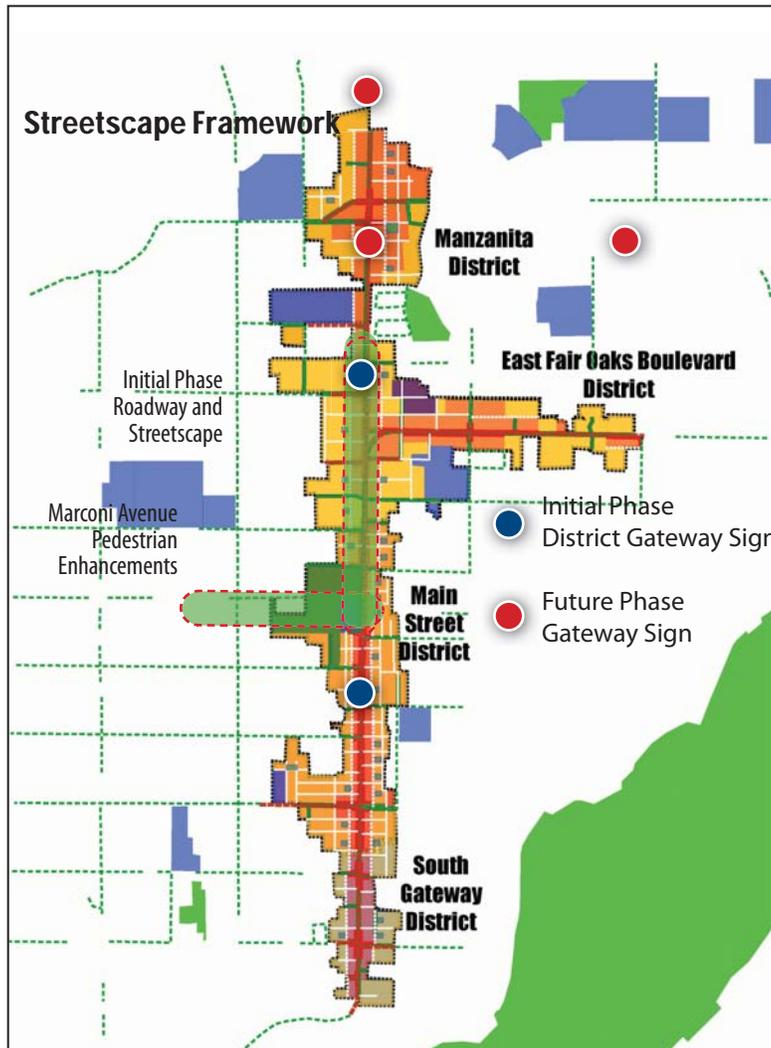
Ensure that benches, fireplugs, landscaping, sign or light standards, or other impediments do not intrude into sidewalks or crosswalks.

SP9. Water Quality Design

Include passive and engineered facility water quality features in the Fair Oaks Boulevard roadway project and in private development projects.

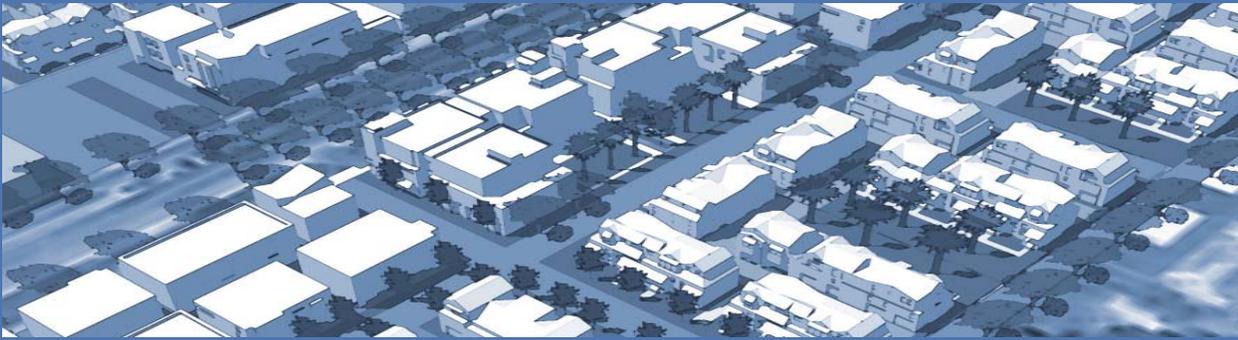
SP10 Jan Drive

Jan Drive should not be extended as a "thru street" for vehicular traffic as an element of this plan.



ABOVE:
This diagram illustrates the location of district gateway signage and initial roadway and streetscape improvements (in the Main Street District). Each district would have a variation in streetscape concepts and identity graphics.

ABOVE:
The streetscape concepts include gateway signage for each district. These example gateway monument signs would be located in the Fair Oaks Boulevard right-of-way, either at the curb or in medians. Their designs explore linking the corridor to the American River using natural materials and nature themes.



SECTION 3A: Overall Fair Oaks Boulevard Corridor Plan Circulation Concepts & Environmental Standards

Section Three A provides the quantitative criteria for new transportation related investments identified by the FOB Corridor Plan. This section also describes environmental related standards pertaining to historic buildings, climate change and riparian habitat.

3A1 Introduction

Section Three A provides direction for the following areas:

- 3A2 Circulation Standards for FOB Corridor
- 3.A3 Noise Standards
- 3.A4 Historical Buildings
- 3.A5 Climate Change Standards
- 3.A6 Riparian Habitat
- 3.A7 Other Environmental Measures
- 3.A8 Potential for Added Development

3A2 Circulation Standards for FOB Corridor

The Fair Oaks Boulevard Corridor Plan proposes several roadway improvements to improve motorist and pedestrian safety, improve level of service, and make the corridor more desirable and attractive to shop, work, and live. A key focus of this Plan is to minimize the roadway improvement's impact on property and business owners along the corridor while creating street improvements that enhance transit and pedestrian access and comfort. The following are the County's qualitative and quantitative roadway improvement standards for Fair Oaks Boulevard.

Circulation Diagram

The circulation diagram reflects the existing and proposed improvements to Fair Oaks Boulevard, Manzanita Avenue and surrounding neighborhood streets. This section identifies the street standards, turning movements, driveway and curb cut consolidation, pedestrian access, connections to neighborhoods, and parking.

Roadway Improvement Standards

There are four typical street sections for the Fair Oaks Boulevard Corridor Plan area. These sections identify the number and dimensions of travel lanes, type of bike facilities, width and type of sidewalks, and other features. See the street sections diagram following the description of the standards.

Base Four-Lane Boulevard Street

The Four-Lane Boulevard is to be the basic standard for future improvements on Fair Oaks Boulevard and Manzanita Avenue where the land use plan does not call for creation of storefront districts. This includes portions of East Fair Oaks Boulevard District (between Manzanita Avenue and Marshall Avenue): the Manzanita District (from Fair Oaks Boulevard to Winding Way) and the South Gateway District (between Oak Avenue and Marconi Avenue/Palm Drive). This street width can expand to five-lanes for-turn lanes.

Four-Lane Boulevard for Storefront Street Areas

A modified version of the Four-Lane Boulevard is proposed for areas that have storefront designations in the land use plan. In particular, this standard applies to the new roadway project in the Main Street District (on Fair Oaks Boulevard between Engle Road and Marconi Avenue). This standard is similar to the base Four-Lane Boulevard described above, but

it also includes undergrounding of utilities, pedestrian-scaled lighting and decorative street lighting in the median. This street width can expand to five-lanes to accommodate -turn lanes.

Enhanced Six-Lane Portion of Fair Oaks Boulevard/Manzanita Avenue

There is a section of Fair Oaks Boulevard and Manzanita Avenue between Engle Road and Cypress Avenue that has been widened to improve traffic flow. This section includes five to six travel lanes, a turn lane, bike lanes and a six-foot sidewalk. As development occurs in the area, future enhancements include undergrounding of utilities, adding a separated sidewalk and planting strip, and adding decorative street lighting.

New Local Internal Streets

The land use and circulation section of this document identifies conceptual block and drive patterns for the planning areas. This includes streets that parallel Fair Oaks Boulevard that connect residential mixed-use areas. These streets are proposed to be located approximately 155' to 165' (varies by block and district) east and west of Fair Oaks Boulevard. These internal streets will run between existing public streets and will have other small private street connections to Fair Oaks Boulevard. As stated in Section 2.4, projects will have to contribute to the overall vehicular and pedestrian system. Internal connections shall be reviewed as part of each development project. "Internal streets" can be provided in a variety of ways, including private driveways, dedicated bikeways, enhanced pedestrian ways and/or public streets. These internal streets are encouraged but not mandated.

Turning Movements

Replacing Fair Oaks Boulevard's center two-way left-turn lane with a landscaped median is a priority for the County. Establishing landscaped center medians with left-turn lanes and u-turn opportunities balances the needs of businesses and with the community's desire for more tree cover.

U-Turn Movements

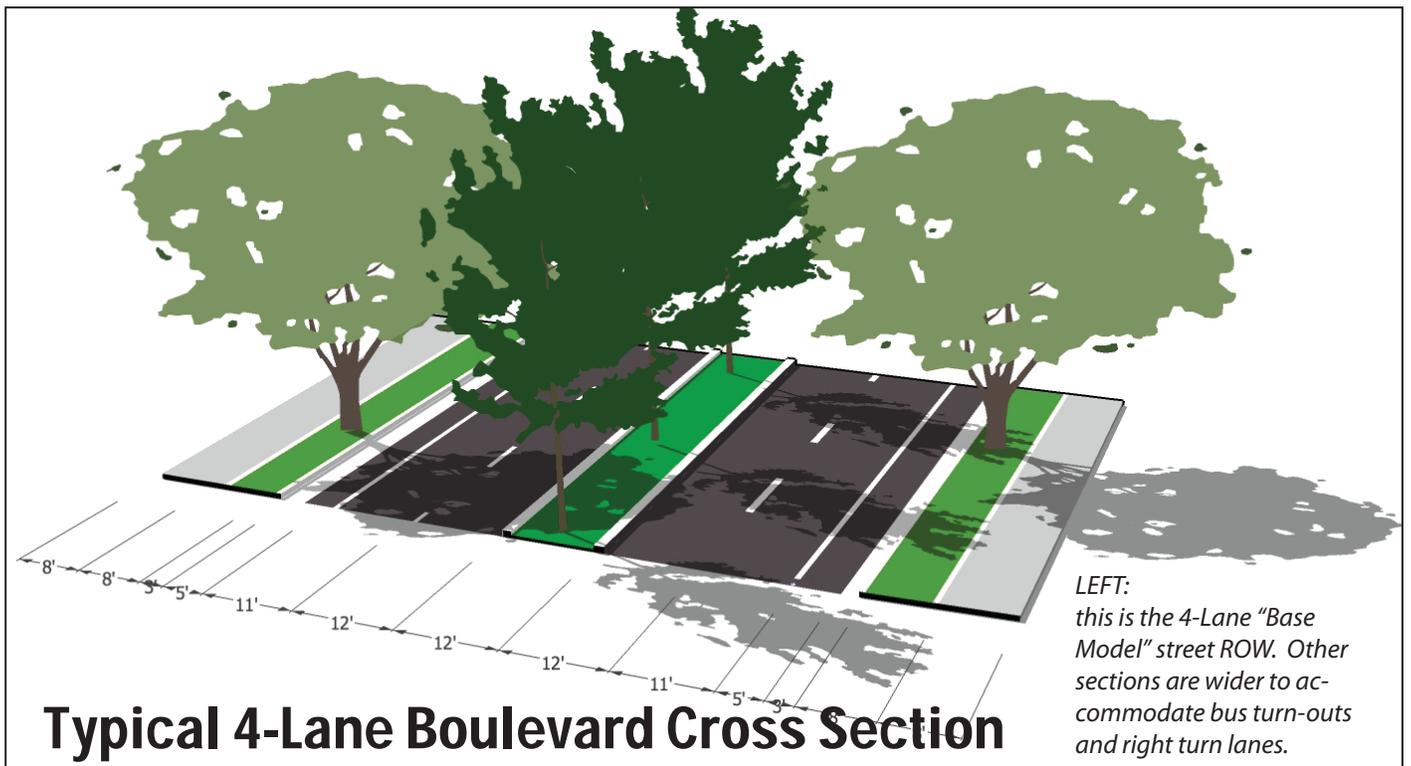
- Permit u-turn movements at all signalized intersections; u-turns will be prohibited at all unsignalized intersections

Left-Turn Movements

- Provide left-turn lane pockets with a minimum 180 feet of vehicle storage at signalized intersections
- Unsignalized left-turns onto and off of Fair Oaks Boulevard and Manzanita Avenue will be prohibited

Driveway/Curb Cut Consolidation

Fair Oaks Boulevard currently has a large number of driveways throughout the corridor plan area. In some areas, the driveways are nearly continuous between adjacent parcels. The high frequency of driveways inhibits traffic flow and creates a high number of conflict points between vehicles, pedestrians, and bicycles. The Fair Oaks Boulevard Corridor Plan proposes to reduce the number of driveways by consolidating them in a manner that improves vehicular movement across parcels and increases the number of parking spaces. Reducing the number of driveways will limit access to some businesses; however, it is necessary to reduce the number of conflict points between vehicles, pedestrians, and bicycles. Cross access and shared parking agreements will make up for the reduced driveway access to Fair Oaks Boulevard.



Typical 4-Lane Boulevard Cross Section

The County shall implement the following standards:

- Ultimately as properties redevelop, encourage consolidation of driveways through cross-parcel access agreements
- Require a minimum driveway spacing of 150 feet for driveways on same property
- Allow only one driveway on Fair Oaks Boulevard/Manzanita Avenue for parcels 200 feet wide or less
- Allow a second driveway for parcels greater than 200 feet wide
- For second driveway access on corner lots, require that the second driveway be on the side street. On mid-block lots, require driveways to be spaced a minimum of 100 feet apart (175 to 200 feet desired spacing if parcel size allows)
- For corner lots, allow only one driveway on side streets. Inbound and outbound left-turns will be prohibited through design features (e.g., raised median) unless Department of Transportation determines that movements can be safely accommodated
- For larger commercial parcels with frontage exceeding 600 feet, require a 400-foot driveway spacing

Enhanced Bus Stops

The Fair Oaks Boulevard Corridor Plan provides convenient transit facilities and services including 6 bus routes, 26 bus stops, and 7 bus turnouts. The Fair Oaks Boulevard Corridor Plan seeks to build upon the existing system by providing “enhanced bus stops”, which include a bus shelter next to a bus turnout. Bus turn-outs allow transit vehicles to load/unload passengers while minimizing impacts to the flow of traffic

in the adjacent travel lane, while bus shelters provide transit riders some shelter from the elements. Placing enhanced bus stops in the Main Street District, Manzanita District and key cross streets will make transit more convenient and accessible to residents, employees and shoppers.

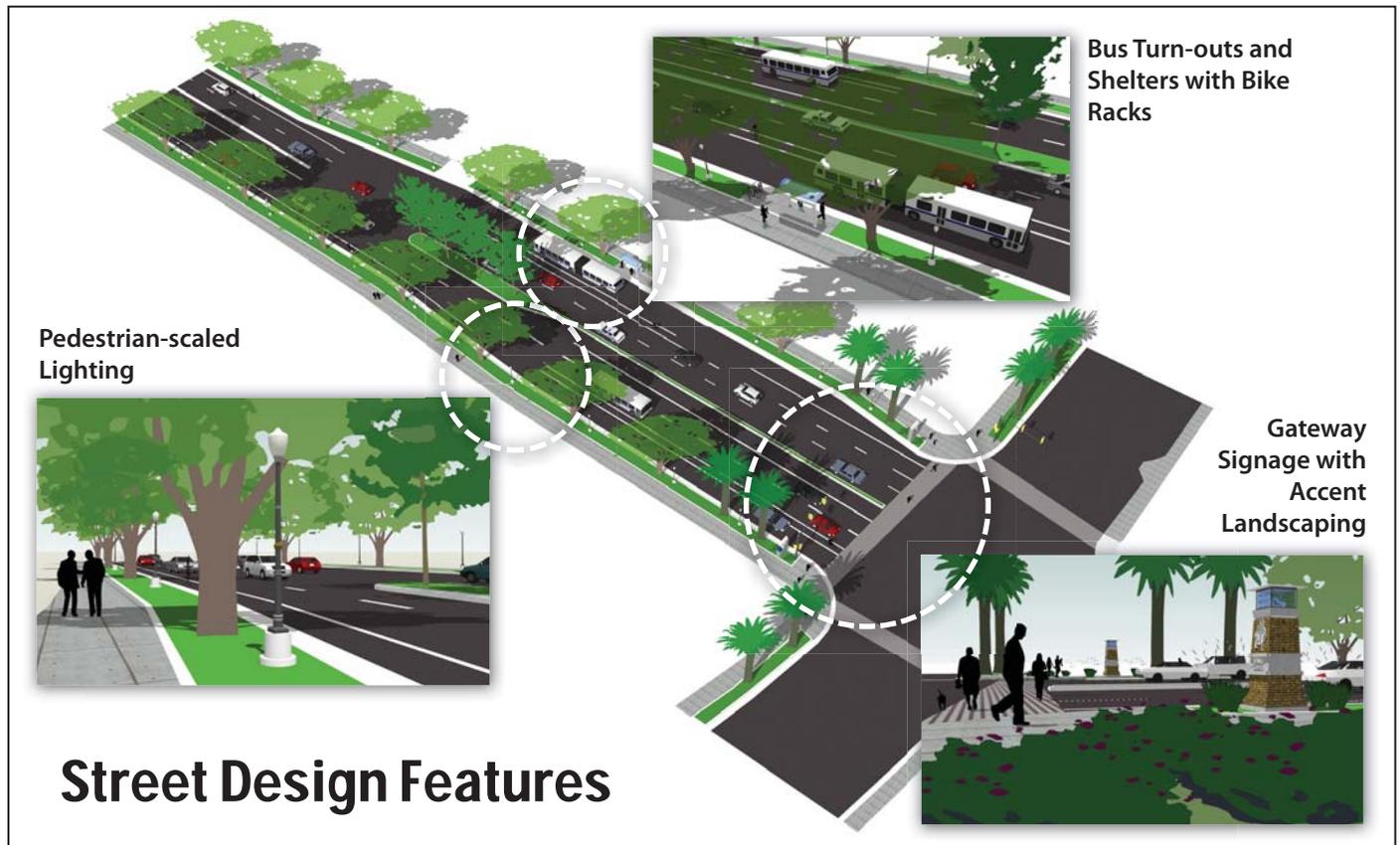
- Upgrade all existing and future bus stops on Fair Oaks Boulevard and Manzanita Avenue within corridor plan area to enhanced bus stops, which includes a shelter and bus turn-out
- Design bus turn-outs to accommodate u-turns where appropriate
- Design all bus turn-outs to current RT and County standards
- Provide a bus shelters for the existing RT bus turn-outs

Pedestrian Access, Safety and Comfort

The Fair Oaks Boulevard Corridor Plan places an emphasis on pedestrian comfort and safety. The Fair Oaks Boulevard Corridor Plan calls for the expansion of Fair Oaks Boulevard right-of-way to allow for wider sidewalks, bike lanes, and planting strips.

In certain locations, the County will need to acquire 10 to 12 feet of private property to improve the streetscape per the Boulevard standards described above. The County will implement the following standards to improve pedestrian and bicyclist mobility, safety, and comfort:

- Design pedestrian facilities and streetscape areas per the



- Boulevard standards described above
- Provide four-legged crosswalks at four-way signalized intersections
- Provide crosswalks on at least two legs at signalized three-way intersections
- Synchronize traffic signals along Fair Oaks Boulevard and Manzanita Avenue to improve vehicle flow, and minimize noise and vehicle emissions

Linking Fair Oaks Boulevard to Adjacent Residential Neighborhoods

One of the objectives of the Fair Oaks Boulevard Corridor Plan is to create strong links between the existing and new business activity along Fair Oaks Boulevard and the surrounding existing residential neighborhoods. The mix of new uses and the new urban design and streetscape improvements should induce more use of Fair Oaks Boulevard (e.g., retail uses, restaurants, cafes) by neighborhood residents.

The County will implement the following standards to link Fair Oaks Boulevard and adjacent residential neighborhoods:

- Require frontage improvements consistent with the Boulevard standards described above on all public and private streets within the corridor plan area (described in Section 1.3)
- Extend frontage improvements (sidewalks and streetscape) one parcel deep on side streets or a maximum of 150 feet from Fair Oaks Boulevard or Manzanita Avenue (on both sides)

Parking

One of the objectives of the Fair Oaks Boulevard Corridor Plan is to change the relationship between transportation patterns and development standards along the Fair Oaks Boulevard corridor. Requiring high amounts of on-site parking can result in excessive paving, increase housing and development costs, and produce an oversupply of parking spaces that can go unused for much of the year. The parking standards in this Plan allow for greater flexibility in the provision of parking and reduce the negative impacts of excessive parking. Where this Plan is silent, the parking standards in the Sacramento County Zoning Ordinance shall apply.

- Provide opportunities for shared use parking agreements between adjacent parcels when cross access easements are used and driveways are closed
- Allow a parking reduction (per standards tables shown in the Section 3.3) to reflect uses that have complementary demand patterns
- Provide opportunities for on-street parking on interior streets in mixed use districts (per tables I Section 3.3)
- Continue to prohibit on-street parking on Fair Oaks Boulevard
- Require wheel stops to prevent overhang of parked vehicles that may encroach into the sidewalk or planting strip
- Require employee parking to the rear of buildings, and

- where feasible, to provide adequate parking for patrons and visitors in the rear of buildings
- Require pedestrian walkways within parking lots (down middle of parking field) plus crosswalks for larger commercial lots
- Encourage parking layouts that facilitate egress onto side streets where appropriate instead of Fair Oaks Boulevard
- Allow up to a 6 percent reduction in parking standards for uses that provide transit support facilities such as bike lockers, shower facilities, etc.
- Allow on-street guest parking in mixed-use residential areas
- Implement timed/permit parking on residential streets if parking spillover from corridor uses becomes a problem. Funding for residential permit program to come from potential corridor parking impact fee.

3A3 Noise Standards

Residential Development

To ensure compliance with General Plan Noise Element standards of 45 dB Ldn or less for residential interiors, the following measure shall apply:

Any/all new residential construction within the plan area shall be located at or beyond the 70 dB noise contours as shown in Table NS-6 through Table NS-17 of the EIR.

Any departure or deviation from the above measure must be accompanied by an acoustical analysis, prepared by a qualified acoustical consultant and verified by the Department of Environmental Review and Assessment, substantiating that the General Plan Noise Element standard cited above is met.

Non-residential Development

To ensure compliance with General Plan Noise Element standards for nonresidential interiors, as indicated in Table I of the Sacramento County General Plan (Table NS-3 of this EIR), the following measure shall apply:

Any/all new non-residential construction within the plan area shall remain outside the 65 to 75 dB contour, as applicable, assuming a 30 dB standard construction reduction, unless sound resistant construction materials are utilized such that interior noise levels do not exceed the applicable noise level standards per Table NS-3 of this EIR.

Any departure or deviation from the above measure must be accompanied by an acoustical analysis, prepared by a qualified acoustical consultant and verified by the Department of Environmental Review and Assessment, substantiating that the General Plan Noise Element standard cited above is met.

Community – General Noise

To ensure compliance with General Plan Noise Element standards for non transportation sources, no use shall be operated so as to generate recurring noises that are unreasonably

loud, cause injury, or create a nuisance to any person of ordinary sensitivities. No nonresidential use shall be operated so as to generate any noise in an adjacent residential area, as detected in that area without instruments, that is louder than the noise which could be generally expected from uses permitted in that area.

3A4 Historical Buildings

Evaluated Historical Architectural Resources

Significant historical architectural resources within Fair Oaks Boulevard Corridor Plan shall be preserved in situ with all proposed modifications carried out to The Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings. In the instance that demolition of a significant historical architectural resource is proposed, the applicant shall have a qualified architectural historian prepare a historical report with archival prints of the structure, including architectural details, for CRHR Criterion 3 eligible properties and/or preparation of public interpretation documents (video, articles, local history) for treatment of CRHR Criterion 1 eligible properties. All documentation shall be archived with the Sacramento Archives and Museum Collection Center (SAMCC) and the County of Sacramento.

Unevaluated Historical Architectural Resources

Properties that have not been subject to a previous architectural evaluation and are at least 50 years or older shall have a historic architectural study performed by a qualified, professional architectural historian if potential historic structures present on the project site are subject to demolition or otherwise impacted. The resulting report should include results of a background literature search and field survey, an historic context statement, and analysis of the potential significance of the noted resource, and recommendations for preservation and/or mitigation. If the structure is considered significant and demolition is proposed, mitigation documentation, as detailed in Mitigation Measure CR-1, shall be prepared, reviewed and endorsed by the Planning Department.

Demolition permits in the Fair Oaks Boulevard Corridor Plan shall be reviewed by the Planning Department for compliance with the above standards.

3A5 Climate Change Standards

Residential Energy Sector Emission Reductions

Future applicants for residential projects shall reduce residential emissions by 0.26 MT CO₂ per capita. Applicants shall submit a plan detailing a set of quantitative and/or qualitative measures that achieve the reduction in CO₂ emissions per capita. This mitigation may be modified to conform with current Sacramento County climate change standards, including but not limited to a Green Building Program and Climate Action Plan. Additionally, applicants may choose

to submit revised, project-specific, residential energy-use emissions factors; however, the applicant will be required to provide adequate data to support the revised emission factor.

Commercial Energy Sector Emission Reductions

Future applicants for commercial projects shall reduce commercial emissions by 1.82 MT CO₂ per Kft². Applicants shall submit a plan detailing a set of quantitative and/or qualitative measures that achieve the reduction in CO₂ emissions per Kft². This mitigation may be modified to conform with current Sacramento County climate change standards, including but not limited to a Green Building Program and Climate Action Plan. Additionally, applicants may choose to submit revised, project-specific, commercial energy-use emissions factors; however, the applicant will be required to provide adequate data to support the revised emission factor.

3A6 Riparian Habitat

Where appropriate riparian habitat exists, the project proponent(s) of redevelopment/development projects within the SPA area shall submit a biological resources report prepared by a qualified biologist or botanist delineating the extent of on-site riparian habitat and:

- Prior to initiating project construction, install chain link fencing or a similar protective barrier at the limits of any on site riparian zone as dictated by the biological assessment in order to protect and preserve the riparian habitat. No earthwork shall be conducted within the protection area and fencing shall remain in place for the duration of all construction work.

Or,

- Where preservation is found to be infeasible, prior to the issuance of building, grading or other improvement permits, also prepare a revegetation plan for any altered riparian habitat, consistent with General Plan Policies that compensates for riparian habitat removals. The re-vegetation plan shall include an implementation program and quantifiable success criteria.
- Disturbed riparian herbaceous areas of the project site shall be replanted with a combination of creeping wild rye seed, willow plants, or other suitable native species. Replanting shall compensate the removal of riparian vegetation. All tree stock shall be standard six inch tree pots (6" x 16" containers), and shall be chosen from the following native species:
 - Acer negundo californicum (California box elder)
 - Alnus rhombifolia (White alder)
 - Fraxinus latifolia (Oregon ash)
 - Juglans californica var. hindsii (California black walnut)
 - Populus fremontii (Fremont cottonwood)

- Quercus lobata (Valley oak)
- Salix. lasiolepis (arroyo willow)
- S. exigua (narrow leaf sandbar willow)
- The tree plantings shall be monitored for three years from the date of planting. The success criteria for tree survival shall be 80 percent throughout the monitoring period. If at anytime during the monitoring period the survival rate falls below the success criteria, in-kind replacement trees shall be planted to achieve the success criteria. Any new trees required shall be monitored for three years after planting.

Or,

- Any mitigation required by the state or federal permitting agencies that compensates for the loss of riparian vegetation, functions and values and that provides for a native revegetation plan consistent with or exceeding the requirements of measure 1 above shall be deemed mitigation sufficient to reduce impacts to a less than significant level and may be utilized in place of items 1 and 2 above.

3A7 Other Environmental Measures

The Environmental Impact Report for the Fair Oaks Boulevard Corridor Plan contains a number of mitigation measures that may apply to specific development projects. Project proponents shall consult the FEIR for mitigation measures that may

apply. Mitigation measures include:

- Air Quality measures during construction (AQ-1 and AQ-2)
- Hazardous Materials (HM-1)
- Oak Trees (BR-3)
- Special Status Species (BR-6)
- Cultural Resources (CR-4)

3A8 Potential for Added Development

A maximum potential development for the Fair Oaks SPA has been developed and is illustrated in the following table. The purpose of the following table is to illustrate potential development in the plan area. While individual projects can achieve the allowed intensity, the overall intensity (cap) cannot be exceeded. The goal is to monitor development so that the cap is not exceeded. The purpose of the cap is to provide parameters for future intensification for use in the environmental review and technical studies. Overall development caps have been provided for all of the residential and all of the commercial and office in the plan area, rather than breaking it down by district.

3.A9 Non-Conforming Uses

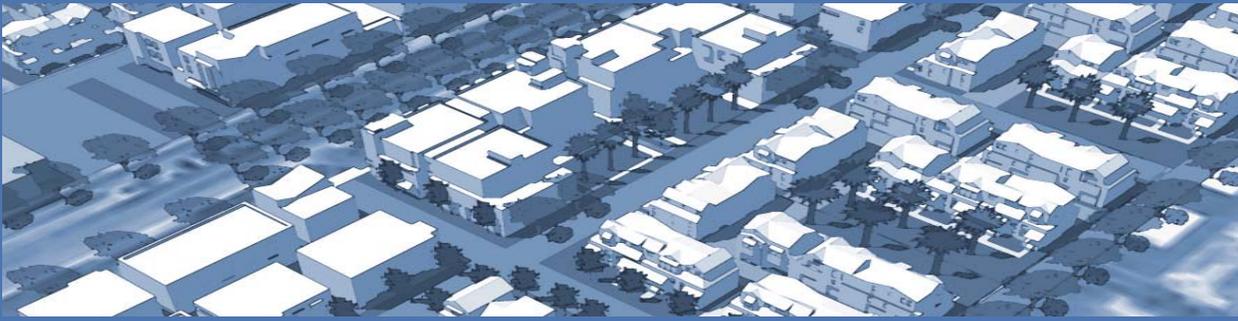
- Non-conforming use in an existing building (Use/business previously permitted by right requires conditional use permit or is prohibited in Corridor Plan). The use/business can continue to operate indefinitely, or the same type of

Maximum Development Cap	
Residential DU	Non Residential Gross Sq Feet (GSF)
2211 residential unit cap ¹	4,060,810 square feet office and commercial cap ²

¹ An assessment can be made once the maximum residential cap has been reached that additional residential units can be constructed utilizing the square footage allowed for the commercial and office development.

² The development cap for the office and commercial has been combined between the four districts in the plan area as one total number.

business/use may reoccupy the premises, as long as the vacancy period does not exceed 12 months for properties located in the Main Street District or 18 months for properties located in the East Fair Oaks Boulevard, Manzanita and South Gateway Districts. Extensions of the vacancy period may be approved by the Planning Commission.



SECTION 3B: Alternative Development Standards for East Fair Oaks Boulevard, Manzanita and South Gateway District Areas

Section Three B provides the quantitative criteria for new investments identified by the FOB Corridor Plan. Future developments within the Manzanita, East Fair Oaks Boulevard and South Gateway Districts of the FOB Corridor Plan will be implemented by the County's Zoning Code. The Zoning Code describes permitted, conditionally and restricted land uses within both districts while new developments will be guided by development standards, as outlined in the Zoning Code. Alternative development standards have been identified for the Manzanita, East Fair Oaks Boulevard and South Gateway Districts. The alternative standards are optional and are intended to be permissive rather than mandatory.

3B1 Introduction

The Fair Oaks Boulevard Corridor Plan will be implemented via a Special Planning Area (SPA) and Section 110-30.6 of the Sacramento County Zoning Code (see Figure on the next page).

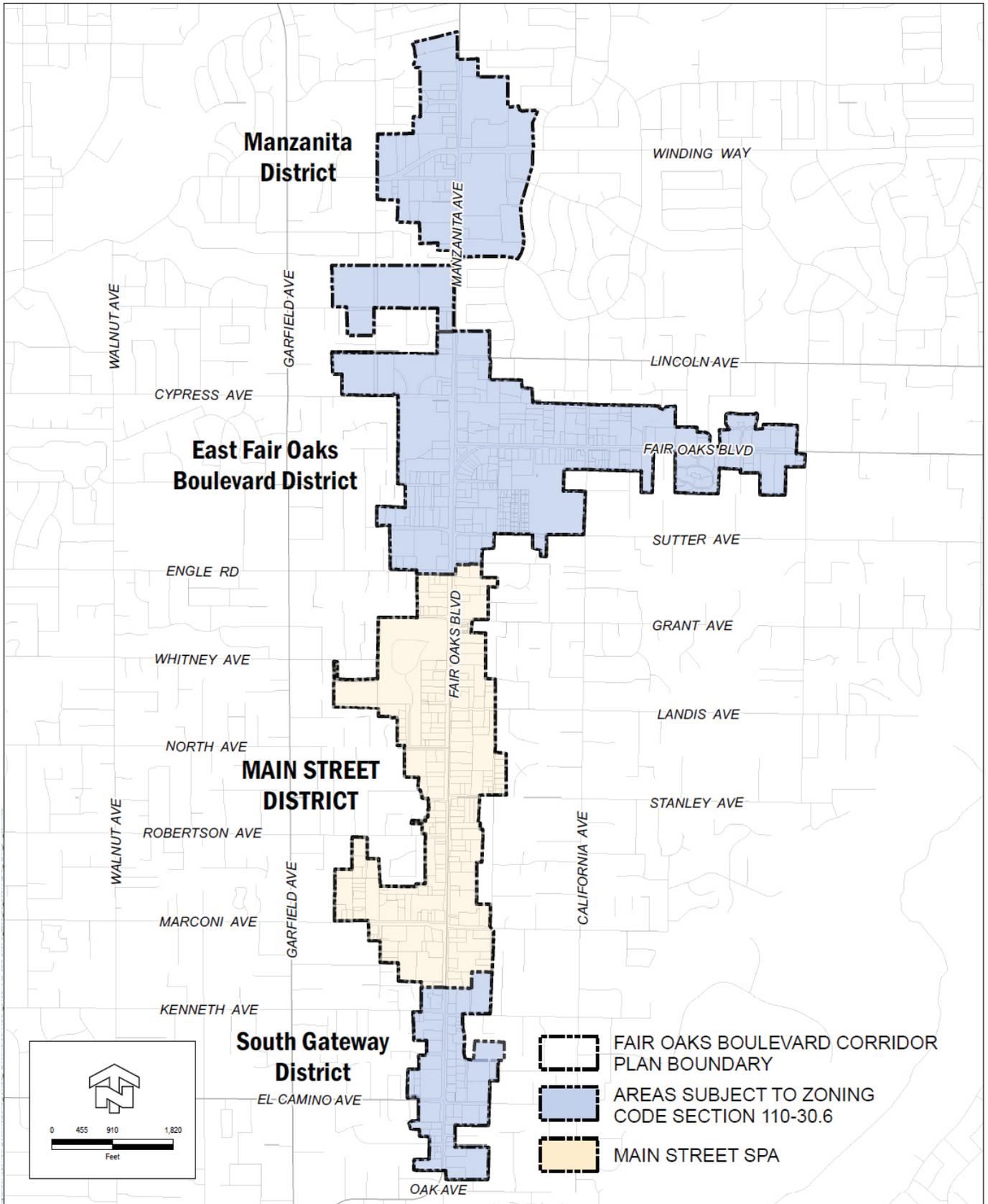
A SPA ordinance will govern properties located in the Main Street District area. The SPA includes a special set of planning policies and development standards unique to these areas. These "mandatory" development standards can be found in separate stand alone SPA ordinance/document which will be incorporated in the Sacramento County Zoning Code.

Properties located within the South Gateway, East Fair Oaks Boulevard and Manzanita Districts will be governed by Section 110-30.6 of the Zoning Code, which identifies restricted, permitted and conditionally permitted uses. Future projects will be governed by the existing Zoning Code standards but property owners will have the option to utilize alternative development standards, as presented in this section, to guide new development the Main Street, East Fair Oaks Boulevard and East Fair Oaks District area. The approach is intended as "permissive" rather than "mandatory".

Section Three presents direction for land use concepts and alternative development standards (i.e., building heights, setbacks, parking requirements, etc) for the Manzanita and South Gateway District areas. As discussed above, these alternative development standards are optional. New developments proposed within the Manzanita and South Gateway District areas will be governed by development standards that are contained in the Zoning Code; however, property owners will have the option to utilize these optional development standards (i.e. in-lieu of the Zoning Code standards) to guide the design of new projects.

3B2 Land Uses for East Fair Oaks Boulevard, Manzanita and South Gateway Districts

Land uses with the Manzanita, East Fair Oaks Boulevard and South Gateway District areas will be governed by the Sacramento County Zoning Code Section 11030.6. The land uses permitted shall be those uses permitted in the underlying zone, except as set forth below, and shall conform to the development standards as set forth in the Zoning Code. The following uses, if otherwise permitted in their respective zone,



shall require a use permit from the Carmichael-Old Foothill Farms Community Council:

- Liquor Store
- Check Cashing Stores
- Tobacco Shop
- Gunshop-Gunsmith
- Storage Building - Mini
- Machine Shop, Photographic Processing Plant-wholesale Facility, Building Trades Service Yard and Workshop
- Thrift/Second Hand Stores, excluding incidental sales of second hand items
- Recycling Centers
- Tattoo Parlors
- Pawn Shops

Required Ground Floor Commercial

In order to support the desired design, economic and social objectives for the Boulevard, the land use standards encourage ground floor commercial uses along designated street frontages located within East Fair Oaks Boulevard, Manzanita and South Gateway Districts. The following diagrams conceptually indicate the potential locations for storefront ground floor commercial uses adjacent to the sidewalk. Section Four describes design guidelines for these pedestrian-oriented building edges.

3B3 Alternative Development Standards for East Fair Oaks Boulevard, Manzanita and South Gateway Districts

The physical form of each district is to reflect land use, social, and image criteria established by the Zoning Code. The Code includes standards pertaining to setbacks, heights and parking. Such varies depending upon the zoning of properties. The following section describes optional standards that can be considered for the Manzanita, East Fair Oaks Boulevard and South Gateway Districts.

Alternative Heights Standard

The Manzanita District is to be a mixed-use area that includes regional-serving retail uses that do not interface with existing single-family neighborhoods. It would therefore allow taller commercial buildings. The East Fair Oaks Boulevard District is intended to be a mixed-use residential district in a single-family context. Allowable heights in this district are three stories along Fair Oaks Boulevard and three and two stories along side streets. However, the allowable height is only two stories where the property abuts existing single-family residential lots. The South Gateway District has smaller-scale commercial areas where three and two-story development is allowed.

Alternative Density Standard

The Corridor Plan provides optional densities requirements for commercial, residential and mixed-use developments consistent with Category I Districts in the County's Multifamily Housing Guidelines. Residential densities provides the opportunity for townhouse and stacked flat (units developed over other units) type projects that support transit and fit in a mixed use setting. Townhouses are developed from 20 to 30 dwelling units per acre (dwelling units per acre) and stacked flats in apartments or mixed use buildings from 30 to 50 dwelling units per acre. To create a more pedestrian-intensive environment, minimum commercial densities are about 20% (Floor-Area-Ratio of 0.30 to 0.40) to 40% higher than typical strip development (0.25 FAR).

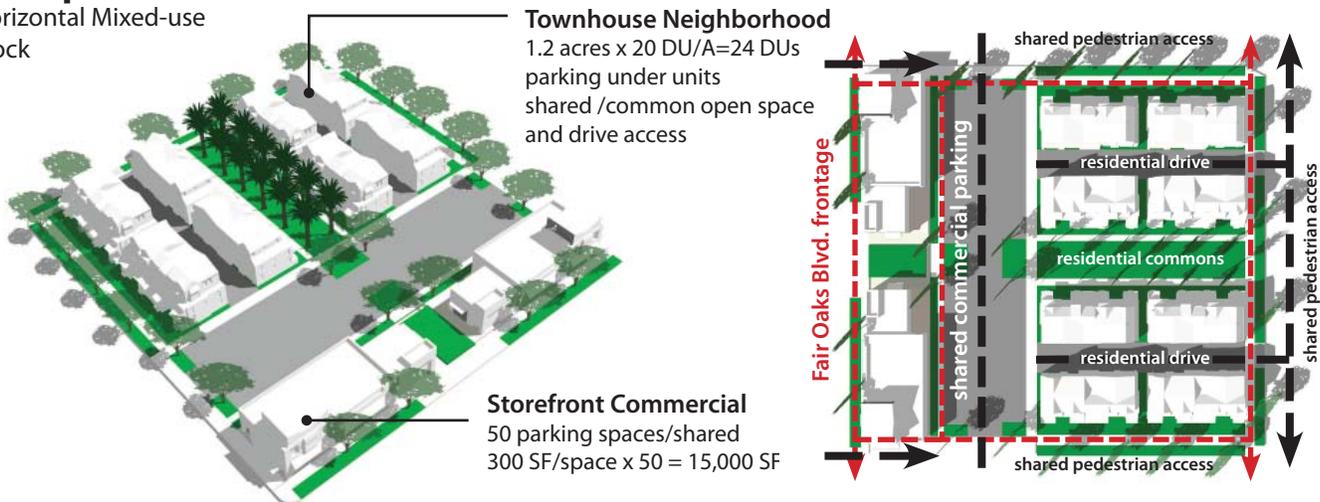
Alternative Setback Standards

Where possible, building setbacks are intended to establish a consistent walking edge along Fair Oaks Boulevard and connecting side streets. The setbacks are established from the back of curb locations based on street section standards identified in Section 3A3.

The sidewalk, planter strip, and building setback will provide a combined dimension of at least 16 feet from the back of curb to a storefront. Residential projects are to be set back

Example CMU

Horizontal Mixed-use Block



Townhouse Neighborhood
 1.2 acres x 20 DU/A=24 DUs
 parking under units
 shared /common open space
 and drive access

Storefront Commercial
 50 parking spaces/shared
 300 SF/space x 50 = 15,000 SF

Alternative Development Standards for Manzanita District

Manzanita District Development Standards			
Land Use Designations	Maximum Height	Density	Transition to Single Family Residential
Commercial/Retail	2 stories/45'	Min. 0.25 FAR Max. 1.00 FAR	1 story/20' within 20' of single family residential zoning.
Office	3 stories/45'	Min. 0.25 FAR Max. 1.00 FAR	1 story/20' within 20' of single family residential zoning.
Commercial Mixed Use	3 stories/45'	Residential Min. 20 DU/a Max. 35 DU/a	1 story/20' within 20' of single family residential zoning.
Residential Mixed Use	3 stories/45'	Residential Min. 20 DU/a Max. 35 DU/a	2 stories/24' within 20' of single family residential zoning.
Residential and Live Work	3 stories/36'	Min. 20 DU/a Max. 35 DU/a	2 stories/24' within 20' of single family residential zoning.
Required Setbacks	Boulevard Frontage	Side Street Frontage	Rear at Residential
Commercial and Mixed-use	Min. 16' from back of curb	Min. 16' from back of curb	Min. 15' minimum from property line
Residential and Live Work	Min. 10' from property line	Min. 10' from property line	Min. 10' minimum from property line
Parking Requirements	Total Min. Required	On-site Minimum	Off-Site/Shared Maximum
Commercial Retail	1 per 250 SF	1 per 500 SF	1 per 500 SF
Office	1 per 300 SF	1 per 600 SF	1 per 600 SF
Commercial Mixed Use	Blended requirement	Blended Requirement	1 per 500 SF for commercial
Residential Mixed Use	Blended requirement	Blended Requirement	1 per 500 SF for commercial
Residential Apartments	1.25 per DU	1.0 per DU	0.25 per DU
Residential Townhomes	2 per DU for 2+ bedrooms 1 per DU for 1 bedroom/studio	2 per DU for 2+ bedrooms 1 per DU for 1 bedroom/studio	N/A
Live-Work	2 per DU	1 per DU	1 per DU
Other	Other Uses: Per County Zoning Requirements; Housing Standards are to be consistent with the County's adopted Multi-Family Housing Guidelines for Category 1 Districts		

Alternative Development Standards for East Fair Oaks Boulevard District

East Fair Oaks Boulevard District Development Standards			
Land Use Designations	Maximum Height	Density	Transition to Single Family Residential
Commercial/Retail	1 story/30'	Min. 0.25 FAR Max. 1.00 FAR	1 story/20' within 20' of single family residential zoning.
Office	3 stories/45'	Min. 0.25 FAR Max. 1.00 FAR	1 story/20' within 20' of single family residential zoning.
Service Commercial	1 story/30'	Min. 0.25 FAR Max. 0.50 FAR	1 story/20' within 20' of single family residential zoning.
Commercial Mixed Use	3 stories/45'	Residential Min. 20 DU/a Max. 35 DU/a	1 story/20' within 20' of single family residential zoning.
Residential Mixed Use	3 stories/45'	Residential Min. 20 DU/a Max. 35 DU/a	2 stories/24' within 20' of single family residential zoning.
Residential and Live Work	3 stories/36'	Min. 20 DU/a Max. 25 DU/a	2 stories/24' within 20' of single family residential zoning.
Required Setbacks	Boulevard Frontage	Side Street Frontage	Rear at Residential
Commercial and Mixed-use	Min. 16' from back of curb	Min. 16' from back of curb	Min. 15' minimum from property line
Residential and Live Work	Min. 10' from property line	Min. 10' from property line	Min. 10' minimum from property line
Parking Requirements	Total Min. Required	On-site Minimum	Off-Site/Shared Maximum
Commercial Retail	1 per 300 SF	1 per 500 SF	1 per 500 SF
Office	1 per 300 SF	1 per 600 SF	1 per 600 SF
Service Commercial	1 per 400 SF	1 per 800 SF	1 per 800 SF
Commercial Mixed Use	Blended requirement	Blended Requirement	1 per 500 SF for commercial
Residential Mixed Use	Blended requirement	Blended Requirement	1 per 500 SF for commercial
Residential Apartments	1.25 per DU	1.0 per DU	0.25 per DU
Residential Townhomes	2 per DU for 2+ bedrooms 1 per DU for 1 bedroom/studio	2 per DU for 2+ bedrooms 1 per DU for 1 bedroom/studio	N/A
Live-Work	2 per DU	1 per DU	1 per DU
Other	Other Uses: Per County Zoning Requirements; Housing Standards are to be consistent with the County's adopted Multi-Family Housing Guidelines for Category 1 Districts		

Alternative Development Standards for South Gateway District

South Gateway District Development Standards			
Land Use Designations	Maximum Height	Density	Transition to Single Family Residential
Commercial/Retail	1 story/30'	Min. 0.25 FAR Max. 0.40 FAR	1 story/20' within 20' of single family residential zoning.
Office	3 stories/45'	Min. 0.25 FAR Max. 0.60 FAR	1 story/20' within 20' of single family residential zoning.
Commercial Mixed Use	4 stories/50'	Residential Min. 20 DU/a Max. 35 DU/a	1 story/20' within 20' of single family residential zoning.
Residential Mixed Use	4 stories/50'	Residential Min. 20 DU/a Max. 35 DU/a	2 stories/24' within 20' of single family residential zoning.
Residential and Live Work	3 stories/40'	Min. 20 DU/a Max. 25 DU/a	2 stories/24' within 20' of single family residential zoning.
Required Setbacks	Boulevard Frontage	Side Street Frontage	Rear at Residential
Commercial and Mixed-use	Min. 16' from back of curb	Min. 16' from back of curb	Min. 15' minimum from property line
Residential and Live Work	Min. 10' from property line	Min. 10' from property line	Min. 10' minimum from property line
Parking Requirements	Total Min. Required	On-site Minimum	Off-Site/Shared Maximum
Commercial Retail	1 per 250 SF	1 per 500 SF	1 per 500 SF
Office	1 per 300 SF	1 per 600 SF	1 per 600 SF
Commercial Mixed Use	Blended requirement	Blended Requirement	1 per 500 SF for commercial
Residential Mixed Use	Blended requirement	Blended Requirement	1 per 500 SF for commercial
Residential Apartments	1.25 per DU	1.0 per DU	0.25 per DU
Residential Townhomes	2 per DU for 2+ bedrooms 1 per DU for 1 bedroom/studio	2 per DU for 2+ bedrooms 1 per DU for 1 bedroom/studio	N/A
Live-Work	2 per DU	1 per DU	1 per DU
Other	Other Uses: Per County Zoning Requirements; Housing Standards are to be consistent with the County's adopted Multi-Family Housing Guidelines for Category 1 Districts		

farther from the road for sound and privacy reasons. Transition between new development and existing residential uses requires setbacks and height standards that protect the visual and audio privacy of residents.

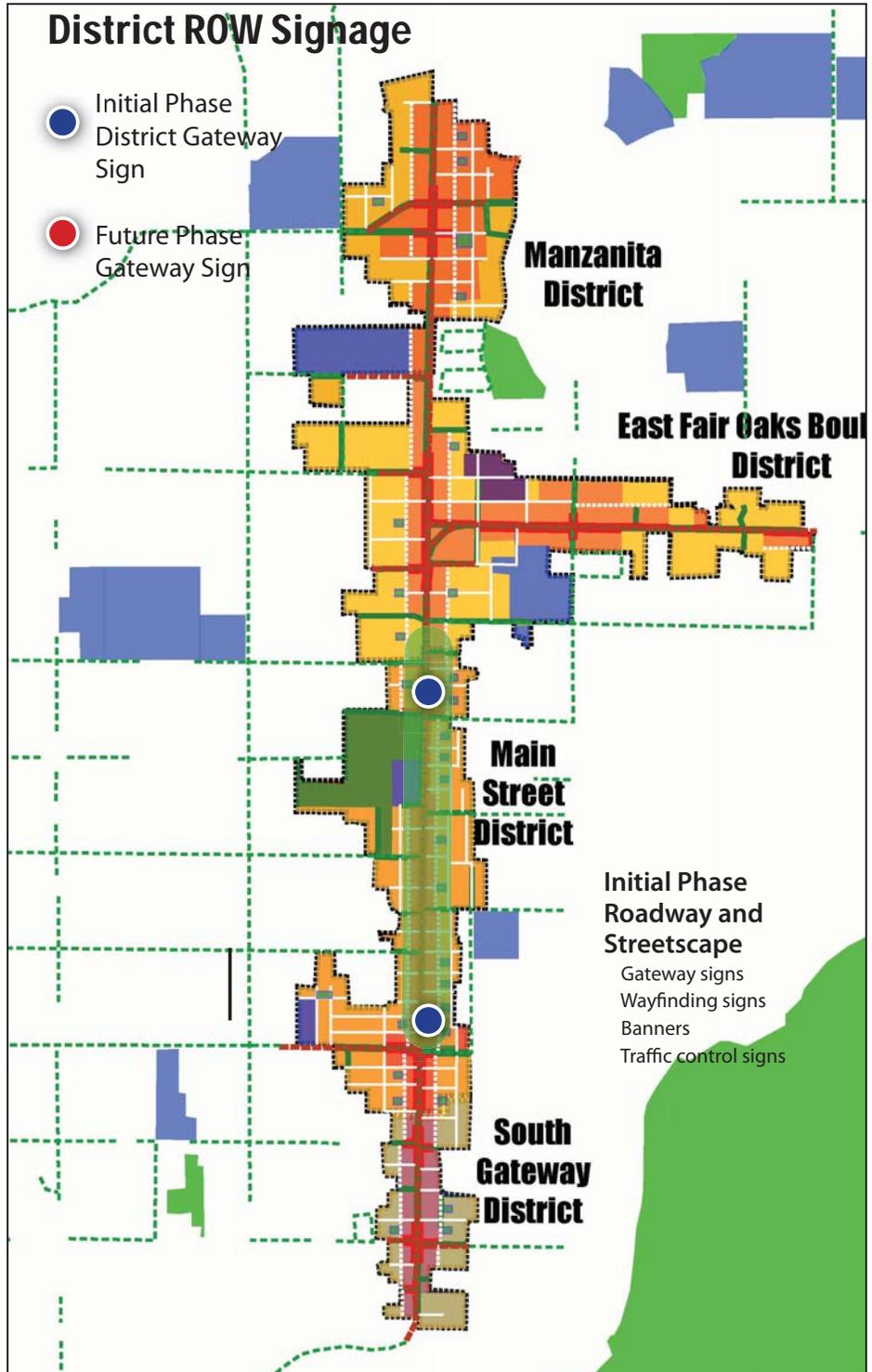
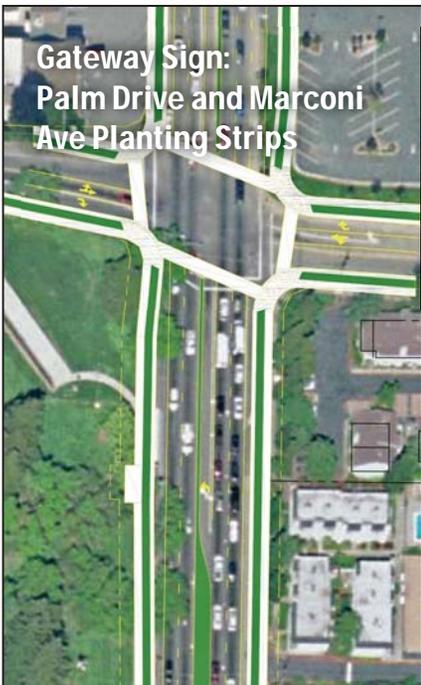
Alternative Parking Standards

The Corridor Plan provides increased flexibility in meeting parking standards, and in some cases, reduces parking requirements where pedestrian and transit access is of primary importance. It also allows off-site shared parking on adjacent

parcels within 300 feet to meet parking requirements. Because the Corridor Plan assumes a long-term planning horizon, the parking standards will mature with the land uses. The standards will require periodic monitoring and adjustments as the Boulevard transforms into a mixed mode corridor.

3B4 Alternative Signage Standards for the Manzanita & South Gateway District

Signage requirements for the Manzanita and South Gateway



District areas will be governed by the Sacramento County Zoning Code; however, the FOB Corridor Plan identifies alternative signage requirements that reflect desired land use and urban design concepts proposed for both districts. The Signage Standards identify basic objectives and dimen-

sions for district, site, building and tenant signs. Variables include the size of the building, facade length and the type, and number of tenants. Besides the quantitative standards, the design guidelines for each district in Section Four provide overall qualitative direction for signage in each district.

Alternative Signage Standards for Manzanita, East Fair Oaks Boulevard & South Gateway District

Sign Standards			
	Site Signage	Building Signage	Tenant Signage
East Fair Oaks Boulevard	Monument signs allowed per the Zoning Code's Special Sign District requirements (see Section 335-30)	AREA: 1.5 SF per 1 LF of storefront HEIGHT: -36" for major tenants (3) -18" for minor tenants	Blades signs 6 SF max. Window signs 4 SF max. (2)
Manzanita	Monument signs allowed per the Zoning Code's Special Sign District requirements (see Section 335-30)	MULTITENANT AREA: 1.5 SF per 1 LF of storefront HEIGHT: 60" for major tenants (3) 30" for minor tenants SINGLE TENANT BUILDINGS AREA: 1.5 SF per 1 LF of storefront HEIGHT: -36" max. -24" max. for buildings under 3,500 SF	MULTI TENANT Blades signs 6 SF max. Window signs 4 SF max. (2) SINGLE TENANT BUILDINGS (2)
South Gateway	Monument signs allowed per the Zoning Code's Special Sign District requirements (see Section 335-30)	Pads/Buildings over 3,000 SF AREA: 30 SF HEIGHT: 36" max. Pads/Buildings under 3,000 SF AREA: 16 SF HEIGHT: 24" max.	Anchors/Tenants over 20,000 SF (3) AREA: 48 SF HEIGHT: 48" Shops over 6,000 SF AREA: 30 SF HEIGHT: 36" Shops under 6,000 SF AREA: 30" HEIGHT: 24 SF Shops under 3,000 SF AREA: 24" HEIGHT: 16 SF

The design concepts provide the QUALITATIVE directions for both public and private investment. They include street, site, architectural and signage guidelines for each of the four districts in the corridor. Used in combination with the development standards, the guidelines are to be convey the image objective and convey how investment contributes.



SECTION 4: Design Concepts

Section Four provides the qualitative criteria for Fair Oaks Boulevard (FOB). It communicates the community's design and placemaking expectations for public rights-of-way and private development. The concepts are organized by district. Each district's guidelines emphasize creating pedestrian scaled places that are connected to existing neighborhoods. The creation of small semi-public and private outdoor places is another common theme that will provide the social destinations and places imagined by the community in the planning process.

4.1 Design Concepts Introduction

Section Four presents the Boulevard's four districts in terms of image objectives and design concepts. This section builds upon the concepts, goals, and principles found in Section Two and the development standards described in Section Three.

Fair Oaks Boulevard's Districts

Each of the Boulevard's four districts serves a different economic function and creates a different context for change. In response to this, the Corridor Plan's guidelines provide a set of qualitative criteria for the four districts.

4.2 Main Street District

4.3 East Fair Oaks Boulevard District

4.4 Manzanita District

4.5 South Gateway District

Design Concepts Purpose

The guidelines/concepts are intended to supplement the directives of the County of Sacramento Design Commercial and Mixed-use Community Design Guidelines, Residential Design Guidelines, and Zoning Ordinance. They express the community's vision and principles at a district level. Projects within the Corridor are required to contribute to the evolution of the community consistent within economic development and image objectives for each district and the surrounding community.

One of the implementation objectives for the Corridor Plan is to provide certainty and some flexibility where projects have to respond to market opportunities and specific site conditions. However, the vision and principles are clear—the Boulevard districts are to be transformed into pedestrian friendly places. The standards and design concepts in this section demonstrate how these principles are to be implemented.

Sustainable Design

The guidelines assume that development will employ best practice methods to improve storm water quality impacts (consistent with Storm Water Quality Design Principles from the County's Department of Water Resource); reduce non-renewable energy, and greenhouse gas emissions consistent with the California Air Resource Board's guidelines for attaining policies in California's Global Warming Solutions Act of 2006; and encourage structures (commercial and residential) that exceed state standards in energy efficiency and that incorporate sustainable building materials and design as recommended by the U.S. Green Building Council.

4.2 Main Street District

The Main Street District is Carmichael's economic and social center. Since its early days as the main street for Carmichael Colony, the street has provided a wide range of community services, including discount retailing, auto repair, convenience commercial centers, and food.

Over time, the street also became a regional road and has several generations of older commercial development that are struggling to compete with larger contemporary commercial centers. The community wishes to reinvent Carmichael's Main Street transforming it into a vibrant mixed use commercial and residential district with commercial uses along the Boulevard and residential uses behind, and eventually above them.

The following guidelines are for the Main Street District. These guidelines provide the qualitative requirements for public and private investment in this area.

Main Street District Urban Design Guidelines

The site planning for the Main Street District should provide an overall design framework that creates an internal organizational structure and a contextual response to the surrounding community.

Main Street District Site Planning

Development in the Main Street District should be planned to accomplish both functional and district design objectives.

- Project site plans should possess a clear organizational structure. The site plan concept should make it a distinctive address with definable hierarchy of streets and focal points.
- Projects should be planned to provide centrally-located or accessible commercial services and conveniences for the community.
- Projects should support the District's role as Carmichael's Main Street.
- Interface with existing residential neighborhoods should



Main Street District
View from above
Carmichael Park



ABOVE:

This model view (from above the Post Office looking south) illustrates the long term possibilities infill adjacent to Carmichael Park. It shows townhouse-scaled development as a transition between commercial uses along Fair Oaks Boulevard and adjacent residential areas.

be planned carefully. The transition in scale, use, visual privacy, noise and traffic flow should respect the needs of adjacent neighborhoods.

Main Street District Street Design

Streets should be designed to reflect both the placemaking and circulation objectives for new and existing businesses.

- Public and private streets and driveways should have design concepts that reflect their functional and design importance. Primary address streets should demonstrate a “higher order” of streetscape, setbacks, medians and other distinctive features.
- Functional street requirements for truck and emergency vehicle access should be accommodated. However, streets should not be used for stacking and backing into loading and service yard areas.
- Fair Oaks Boulevard should be designed to encourage

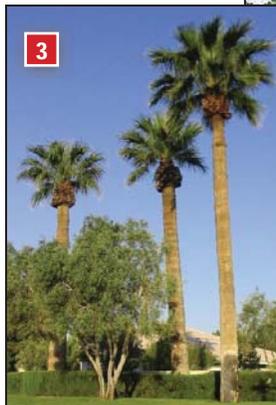
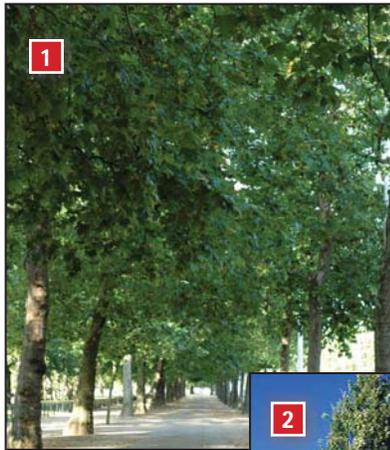
pedestrian and transit use. The design of sidewalks and planting strips should contribute to the comfort and safety of walking in the district.

- Traffic calming techniques, such as a change in paving materials, should be used at crosswalks, drop-offs, and lobby zones.

Main Street District Block Sizes, Lot Patterns, and Building Orientation

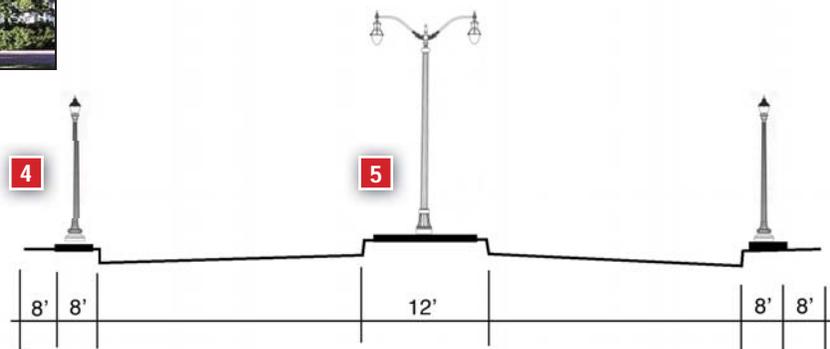
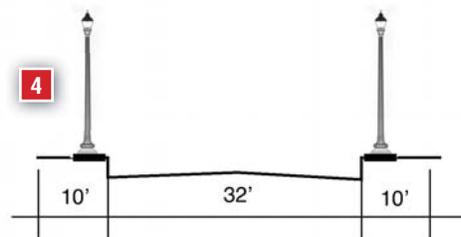
Site plans for the district should use block, lot, and building patterns that provide an overall organizational structure and result in a pedestrian-scaled environment.

- Traditional residential-scaled blocks (between 1 and 2 acres in size) should be used as a reference for the pattern and scale that organize residential and commercial areas.
- Block patterns should result in a pedestrian-scaled neighborhood that is comfortable for pedestrians and increases



Street Tree and Lighting Guidelines

1. Fair Oaks Blvd. Street Tree: London Plane Tree, Ht. 40'-80', Sp. 30'-40'. Deciduous.
2. Median and Small Streets: Upright English Oak, Ht. 30'-50', Sp. To 15'. Deciduous.
3. Palm Drive Intersection Accent: California Fan Palm, Ht. 40'-50', Sp. To 40'.
4. Pedestrian-scaled lighting
5. Median street lights



access options for the district and surrounding areas.

- Lots and parcels should be reconfigured to promote orientation of residential and commercial buildings toward neighborhood streets. Lot and parcel patterns should orient storefronts, porches, and yards to enhance the social role of district streets. Residential entries and lobbies should face streets and common open spaces.
- Service areas for commercial uses should be located at the edge of the site and screened to reduce impacts on residents.

Main Street District Streetscape

The District's streetscape concepts should be supported by each project. Project landscaping design should contribute to the community's identity and pedestrian comfort.

- Streetscape concepts should be a distinctive feature for the district. This includes tree selection, lighting, furniture, signage, decorative walls, arbors, trellis, and other design elements.
- Streetscape should reinforce urban design concepts for the district. This includes creation of gateway elements, defining focal points, framing views and edges, and highlighting architectural design features.
- When necessary, streetscape should screen views of parking lots and loading areas. Landscaping should be used to

screen parking lots.

- Public art is encouraged. Art should be integrated into streetscape and landscape concepts.

Main Street District Parking and Loading Areas

The visual presence of parking and loading areas should be reduced in the planning and design of projects.

- As appropriate, roadways and parking lots should include water quality design features such as bio-swales and/or permeable paving systems.
- Parking lots and driveways should be planned to reduce the number of curb cuts; provide interconnectivity between sites; and designed to support pedestrian, safety, connections and comfort.
- On-site circulation concepts should reduce the visibility of parking lots from adjacent buildings and public streets.
- The design of on-site circulation and parking lots should reflect the needs of pedestrians. Sidewalks and raised curbs should be included in parking lots designs.
- Parking should be located to the rear or side of buildings so that buildings front on public streets.
- Loading areas should be located to the rear or inside side yards. Loading areas should not be visible from public streets or adjacent buildings.
- Parking for corner parcels should be located away from primary streets. Service areas and parking should be accessed



ABOVE:

This model view is from above Marconi Avenue looking east to Palm Drive. It illustrates the potential redevelopment of older shopping center sites and parking lots into street-oriented mixed-use development and medium density housing.

via secondary streets.

- Residential parking should be located in courts that are not visible from public streets, should be broken up with shade trees and landscaping, and should use a variety of paving materials.
- For residential uses, a maximum of four (4) garage doors (spaces) should be allowed without a five-foot break between groups of doors.
- Residential parking garages should be located behind the front building elevation.
- Allow for angled on-street parking on side streets to Fair Oaks Boulevard where appropriate and safe.

Main Street District Building Orientation and Alignments

Overall planning concepts for the district should result in a pleasing composition of buildings that shape and enliven the Boulevard's public and common spaces, while enhancing pedestrian connections. Each project should contribute to the overall site planning concept for the Main Street District.

- Building entries should be placed to reinforce their presence on primary business streets and where they can enhance pedestrian linkages to other buildings, transit, and parking areas.
- Buildings located at street intersections should orient building entries towards the corner. This is particularly important at key intersections and entryways.
- Building orientation and placement should shape and activate public spaces.
- Building design should place public uses towards streets and public spaces. Private and service uses should be placed to the rear or away from public spaces.
- Buildings should face lobbies towards public streets.

Main Street District Landscaping

On-site landscaping should reinforce overall site and architectural concepts while promoting pedestrian comfort.

- Landscaping should contribute to the "sense of place." It should enhance the definition and distinctiveness of the



RIGHT:
This diagram illustrates how redevelopment of the northeast corner of Palm Drive and Fair Oaks Boulevard can meet economic and design objectives for the Main Street District. It features:

- Public open space at Palm Drive
- Retail/commercial frontage along Fair Oaks Boulevard
- Interconnected small streets and drives
- Shared parking
- Walking connections between blocks
- Shared semi-private open space commons for residents



LEFT:

These models illustrate how larger sites with multiple owners, leases or buildings can be redesigned, phased or redeveloped.

- (1) *Renovation of existing center with emphasis on additions that create storefronts along Fair Oaks Boulevard*
- (2) *Partial renovation of anchor stores and mixed-use redevelopment*
- (3) *Full redevelopment as mixed-use commercial and residential*



ABOVE: Desirable

The guidelines emphasize street-oriented development where storefronts activate sidewalks and buildings enclose blocks and streets. These examples include three to four story residential mixed-use projects in emerging “main street” suburban commercial areas in California and Texas.

- Boulevard, courtyards and other public spaces.
- Planting in front and side yards should reinforce the Boulevard’s streetscape concept.
- Foundation planting should enhance architectural and massing concepts for buildings.
- Accent planting and color should reinforce architectural and site design. Screen planting should be used around parking lots and to block undesirable views. Parking lot screen planting should be at least 30” tall.
- Street tree planting should be distinct to the district.

Main Street District Transit

As Carmichael’s destination district, new development in the Main Street District should make transit use more desirable.

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

Main Street District Transition to Residential Areas

New and renovated projects should be designed to enhance adjacent residential neighborhoods. Projects should be designed to reduce the visual, noise and use impacts on adjacent residential areas.

- New and renovated commercial projects should enhance the connections to the Boulevard.
- New development should provide streetscape, sidewalks, building setback and storefront design that link residential streets to the Boulevard.
- Residents should be able to walk a direct route from their homes to commercial center stores without traversing parking lots.

Main Street District Architecture Principles and Guidelines

New buildings should reflect their tenants’ business needs and contribute to the design objectives for the district. Commercial and mixed-use projects should strive for design excellence. Building design should be unique to the project. “Stock plan” buildings and generic designs are not allowed.

Main Street District Building Form and Massing

The massing of buildings should express a combination of the internal function (types of spaces in the building) and external urban design objectives (how the building reinforces and supports the esthetic concepts for the Boulevard) for the district.

- The shape and orientation of buildings should support overall district design concepts. This includes the framing of gateways, views, edges, and focal points.
- The massing and shape of buildings should result in a coherent and balanced composition of roof, wall, building base and site landscape elements.
- Roofs should be designed as integral elements of the building architecture.
- Flat roofs with a continuous parapet around the entire building are preferable to mansards or other superficial roof forms on commercial buildings.
- Buildings should be sited and oriented to create and activate public spaces. Building massing should provide an appropriately-scaled edge for pedestrians with bay spacing, rhythm, and window and door patterns of storefront buildings.
- Building massing should relate to each other on both sides of the Boulevard. This includes setbacks, massing and orientation.

Main Street District Architectural Features

Architectural features should reinforce the Main Street District’s massing and placemaking concepts and express the mixed-use nature of the district.

- The vertical and horizontal bay spacing should have a rhythm and composition in building elevations. This includes a coordinated articulation of structural elements,

balconies, patios, canopies, trellis, and grillwork. Each of these should be designed as part of the building's composition of design elements. Poorly proportioned "tacked-on" elements that do not fit the building's character are not allowed.

- Lobbies and entries should be featured in the design of building elevations.
- Walking edges of buildings should provide visual interest. Long stretches of blank walls are discouraged.
- Vertical elements in office buildings, such as elevators, stairways, and multi-story interior spaces should be expressed as design opportunities. Louvers, vents, mechanical equipment, loading bays, roof venting, skylights, and other functional elements should be hidden or deliberately treated as an architectural feature.
- Window patterns should result in multi-level elevations.

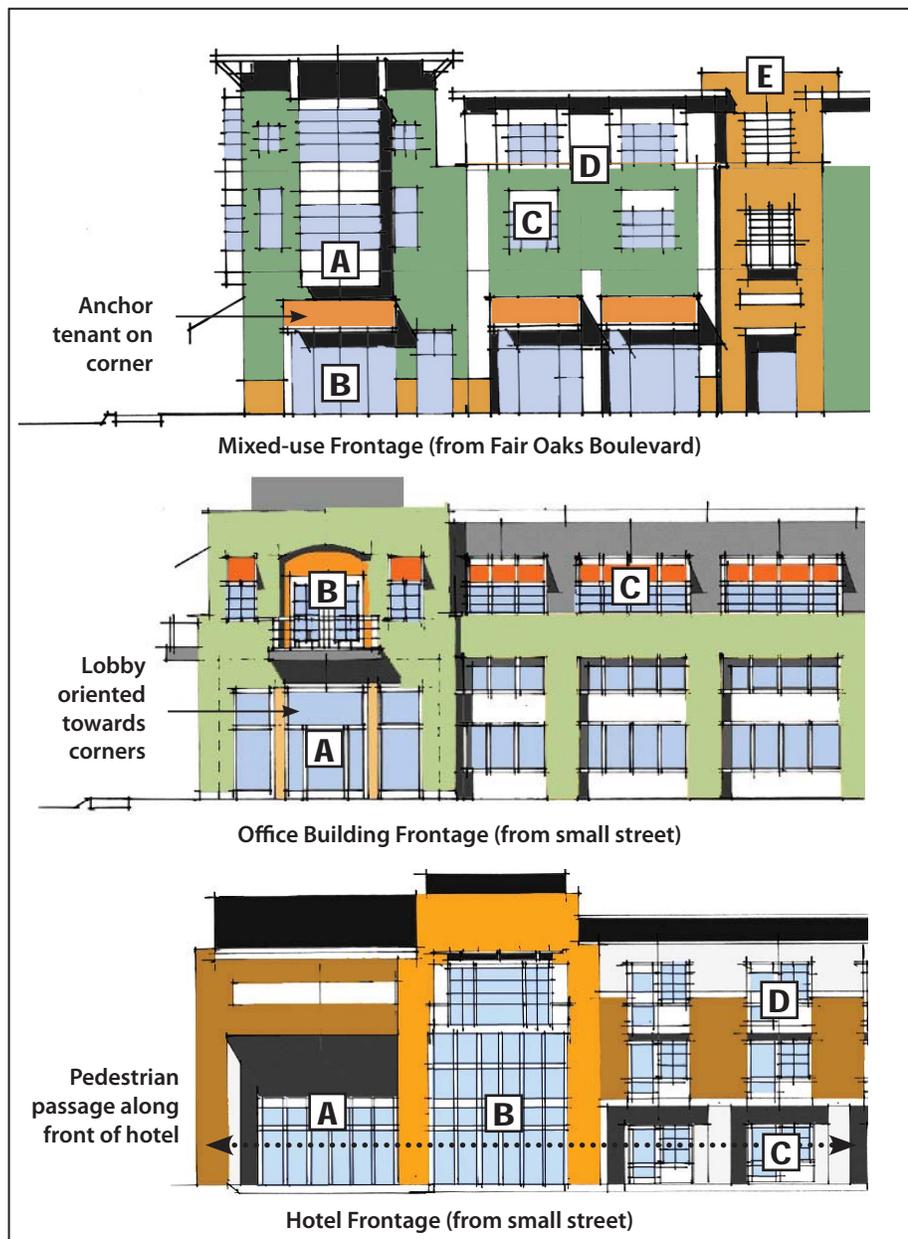
Banding a building in ribbon windows or using a monotonous "egg crate" grid is discouraged.

- Franchise architecture, such as pseudo-historic styles or "trademark" roof shapes, which sacrifice the integrity of a project or the ability of a district to promote a single tenant, is strongly discouraged.

Main Street District Materials and Colors

Material and color selection for commercial and office buildings should reinforce overall massing and architectural concepts while portraying a sense of quality and permanence.

- Commercial frontage portions of projects should utilize materials and colors that support retailing and image objectives for shopping environments.
- Painting and renovation of existing buildings should em-



Architectural Concepts

Residential Mixed-use Buildings

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

Office Buildings on Small Streets

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

Hotels at Corners of Small Streets and Fair Oaks Boulevard

- A. Lobby and hotel sign visible from Fair Oaks Boulevard
- B. Hotel lobby facing entry drive, parking and/or open space
- C. Arcade along park/open space frontage
- D. Room balconies

phasize the pedestrian-oriented objectives for the district. Load and garish painting of existing buildings and use of lowquality materials is not allowed.

- Portions of mixed-use projects with residential frontage should use colors and materials that enhance the project's architectural concepts.
- Architecture within each project should use a palette of materials that convey an image of quality and durability. Certain materials have an inherently inexpensive, insubstantial, or garish quality. These materials should not be used in new construction or renovation:

- Roofing materials: glazed or painted tiles, highly reflective metal or sheet materials
- Wall materials: vinyl, metal, plywood, T-111 siding, masonite or other sheet materials

- Architectural materials should convey an image of quality and durability. Preferable facade materials include plaster, articulated pre-cast concrete panels, and masonry. Curtain wall systems with large continuous surfaces are discouraged. Concrete block, if used, should be split faced. Precision blocks should be used sparingly only as color or texture accents. Combining materials should support the

overall architectural concept.

- Material selection should be appropriate for building type, location, and context. Materials that have an inherently residential or garish quality are discouraged.
- Discouraged roofing materials include: composite shingles, glazed or painted tiles, highly reflective metal or sheet materials.
- Discouraged wall materials include: fake stone, plywood, hardboard or vinyl materials.
- Similar quality materials should be used on all sides of office buildings.
- Window glass should be lightly tinted or clear. Reflective and very deeply tinted glass is discouraged and never allowed on the ground floor.
- Reflective materials, such as mirrored glass and unpainted steel siding or roofs, are not permitted in the Main Street District.
- The color and textures of materials should enhance the expression of architectural features. The pattern of wall materials should acknowledge
- Wood or hardboard siding, if used, should be shiplap or board-and-batten.
- Shiplap should be installed so there are no visible joints. Board-and-batten should be installed so there are no vis-

Architectural Concepts

Commercial Storefront Buildings

- A. Corner massing and roof feature at intersections
- B. Transparent storefronts and awnings along sidewalks and walking routes
- C. Signage concept addressing auto and pedestrian-scaled visibility

Walk-up Apartments

- A. Roof forms and porches towards corners and pedestrian routes
- B. Porches oriented toward sidewalks
- C. Balconies, bay windows, and porches are encouraged

Townhouses

- A. 3-story portion of buildings facing streets and corners
- B. Porches oriented toward sidewalks
- C. Balconies, bay windows, and porches are encouraged



ible joints in the underlying “board” material.

- Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials, such as brick or stone.

Main Street District Lighting

Lighting concepts should be an integral part of the overall district design and enhance pedestrian and automobile circulation, open space, and storefront shopping.

- Pedestrian-scaled lightpoles and fixtures should be included in streetscaping concepts for Fair Oaks Boulevard and parking lots.
- Lighting on commercial building elevations should support overall objectives for the street and storefront design.
- Elevations with residential front porches should have individual lights that illuminate entries and walkways.
- Lighting in service or common areas should be shielded from adjacent residential units.

Main Street District Screen Walls and Security Fences

When walls or fences are required, they should be designed as an extension of architectural and landscape design concepts.

- Screen walls should be architecturally treated as an extension of the building. They should be architectural concrete block, use a cement plaster finish, or otherwise reflect the design and materials of the building. Vertical and horizontal reveals, accents, and other details should be included.
- Screen walls along pedestrian routes or sidewalks should be set back to allow for landscaping.
- Chain link fencing is not allowed. Razor wire or barbed wire is not allowed.
- Service and loading dock areas should not be placed in visually prominent locations. They should be screened from view.
- Planting of climbing vines or ivy on fences and soundwalls is encouraged.
- Soundwalls and fences should be limited to eight feet in height.
- Benches, fireplugs, landscaping, sign or light standards or other impediments should not intrude into sidewalks or crosswalks.

Main Street District Signage

Signage for the Main Street District should be designed to enhance the identity of the district and individual businesses.

Main Street District Signage

The Main Street District should have an overall signage and graphic identity concept that guides district, site, and building signage design.

- The Main Street District should have one detached gateway monument sign located on the Boulevard near Palm Drive as part of the roadway project.
- District identity and wayfinding signage should be de-

signed and located as part of an overall signage concept.

- The concept should provide for district identity banner signs located on light poles.
- Overall image and design themes should be reflected in street signage. Signage should support the merchandising needs of tenants and wayfinding, and graphic identity objectives for the district and adjacent neighborhoods.
- Placement and maintenance of district signage should be coordinated with the County.

Main Street District Multi-tenant Building Signage

Main Street District buildings should have graphic standards and schedule for building and tenant signage that reinforce the pedestrian scale of the district.

- Multi-tenant buildings in the district should have an overall signage concept.
- Large, garish signs unnecessary to the commercial use of development are discouraged.
- The cumulative area of all affixed signs should reflect allowable areas identified in section 3.5. Affixed signs should be composed of individual characters. Cabinet signs (internally lit boxes) are discouraged.
- Individual characters should be less in height for minor tenants. Major tenants should be reviewed on a case-by-case basis. Major tenant signage larger than allowed in section 3.5 is discouraged.
- Affixed signs should be placed only on vertical surfaces below the eaves or parapet line. Rooftop signs are prohibited.

Main Street District Single Tenant Building Signage

Storefront signage should reinforce the pedestrian orientation of storefronts.

- Awning signs are allowed with graphics and signage and limited to vertical surfaces. Awning signs should count against cumulative areas for affixed signs.
- Suspended blade signs are allowed under awning or canopies. Each face should not exceed areas identified in section 3.5.
- Window signage is encouraged but cannot exceed areas identified in section 3.5.

Main Street District Temporary Signage

Temporary signage for commercial developments should be designed to a high graphic and construction quality.

- Temporary signage should be designed to reflect the same high graphic and artistic standards as permanent affixed signs.

4.3 East Fair Oaks Boulevard District

The following set of design concepts for the East Fair Oaks Boulevard District is intended as potential long term examples and scenarios for creating a sense of place in this District. Whereas business owners and property owners are highly encouraged to use these concepts to the extent possible,

they are not considered mandatory.

The East Fair Oaks Boulevard District is to be a distinctive pedestrian-scaled mixed-use district that primarily serves Carmichael and adjacent neighborhoods. The district is to evolve into a pedestrian-oriented storefront area with residential uses, grocery stores, and some service commercial uses along Wayside Lane.

The following guidelines are for the East Fair Oaks Boulevard District. These guidelines provide the qualitative requirements for public and private investment in this area.

East Fair Oaks Boulevard District Urban Design Guidelines

The East Fair Oaks Boulevard District community design framework blends a mix of uses together along Fair Oaks Boulevard and Manzanita Boulevard.

Creating a Sense of Place in the East Fair Oaks Boulevard District

New mixed-use residential and commercial projects should provide a social and economic focus for surrounding neighborhoods by creating a sense of place on the Boulevard.

- Site planning for new development should locate and connect commercial and residential uses to create a sense of

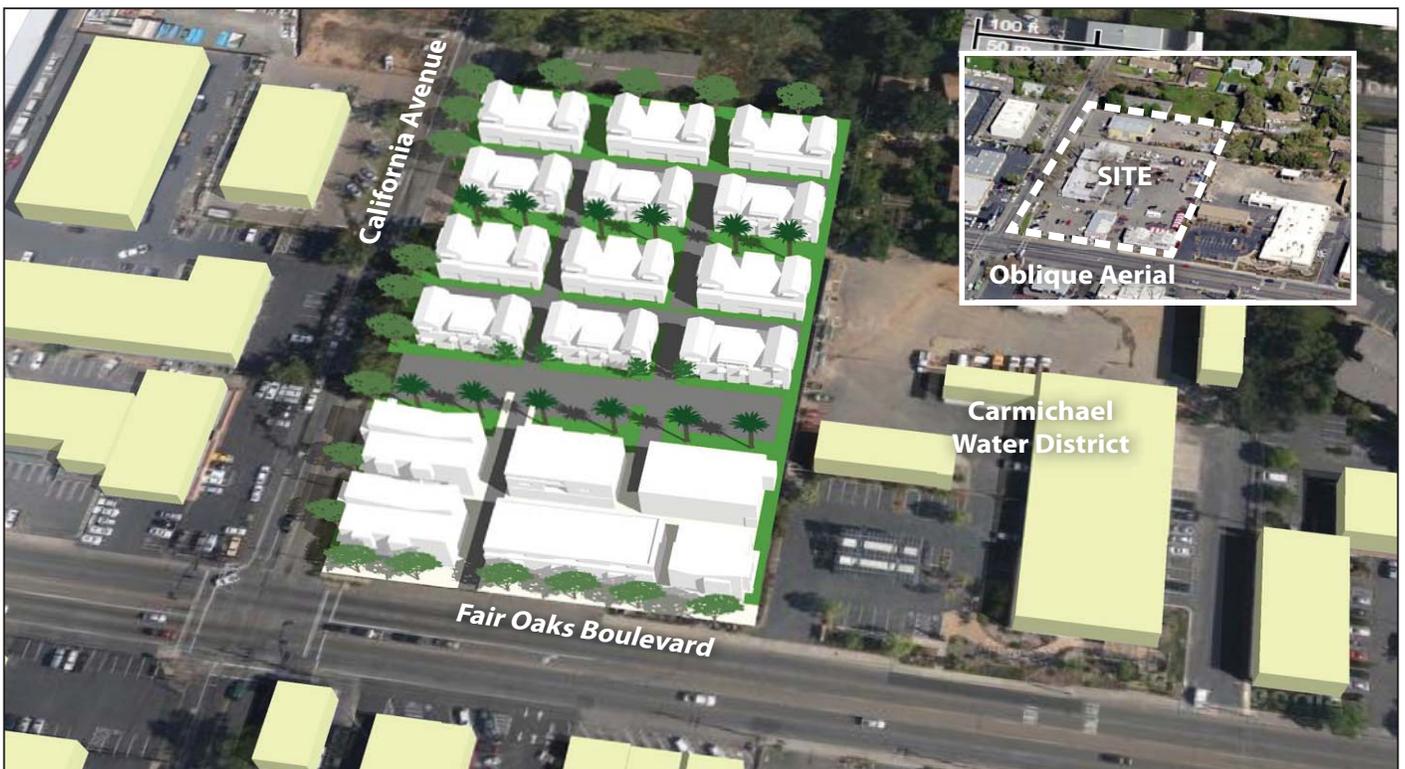
community.

- Buildings should shape and activate streets and public spaces.
- Adjacent commercial and multi-family residential uses should be designed to create and share public spaces and streets.
- New mixed-use developments should use open space, streets and community facilities to provide social and aesthetic focal points.
- Residential projects with common open spaces should be part of a connected neighborhood open space system.
- Communal activities, such as recreation and gathering spaces, should be centrally or purposefully located to contribute to the social interaction of the district and surrounding neighborhoods.
- New buildings in the East Fair Oaks Boulevard District should be designed and oriented to spatially define and activate streets and common open space areas with building entries, storefronts, and pedestrian routes. Commercial storefront uses should face public spaces and street edges.

Connections to the Community in the East Fair Oaks Boulevard District

New projects should be developed as an integral part of the surrounding community.

- Gateways and edges of the district should promote land-



ABOVE:

This model illustrates a mixed-use infill development on an underutilized industrial site at the corner of California Avenue and Fair Oaks Boulevard. It includes ground floor sidewalk-oriented commercial uses, shared parking, and townhouse development. Over time, the plan promotes similar develop on adjacent parcels to improve walking, transit use and connections to commercial services for adjacent neighborhoods.

scape and street improvements as common amenities that link adjacent neighborhoods.

- No part of the district should be gated or distinguished as an enclave.
- New projects should provide connections between existing and new streets.
- New commercial projects and retrofit of existing buildings should be designed so that service vehicle access maintains the pedestrian friendliness of the street.

Creating Pedestrian-friendly Streets in the East Fair Oaks Boulevard District

The district should be organized around pedestrian-oriented streets rather than driveways and parking lots.

- Pedestrian connections between commercial and residential developments should be active and friendly. Large blank walls should not face streets or walkways.
- The street design of individual projects should reflect both a functional and design hierarchy identified in the Corridor Plan.
- Private streets should be designed to be pedestrian-friendly with sidewalks.
- All East Fair Oaks Boulevard District streets should include an interconnected system of sidewalks and crosswalks.

East Fair Oaks Boulevard District Block Sizes, Lot Patterns, and Building Orientation

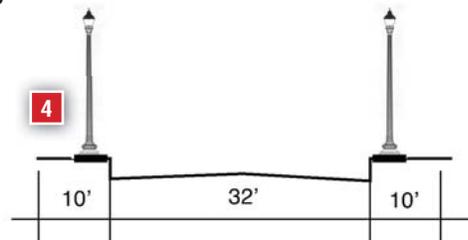
Site plans for the district should use block, lot, and building patterns that provide an overall organizational structure and result in a pedestrian-scaled environment.

- Traditional residential-scaled blocks (between 1 and 2 acres in size) should be used as a reference for the pattern and scale that organize residential and commercial areas.
- Block patterns should result in a pedestrian-scaled neighborhood that is comfortable for pedestrians and increases access options for the district and surrounding areas.
- Lots and parcels should be reconfigured to promote orientation of residential and commercial buildings toward neighborhood streets. Lot and parcel patterns should orient storefronts, porches, and yards to enhance the social role of district streets. Residential entries and lobbies should face streets and common open spaces.
- Commercial buildings should be oriented towards streets.
- Larger anchor tenant buildings should be placed where they have adequate visibility from the street and necessary relationship to parking. Anchor tenants will have storefronts or liner building shops facing public streets.
- Anchored centers should place storefront pads along the street edge.

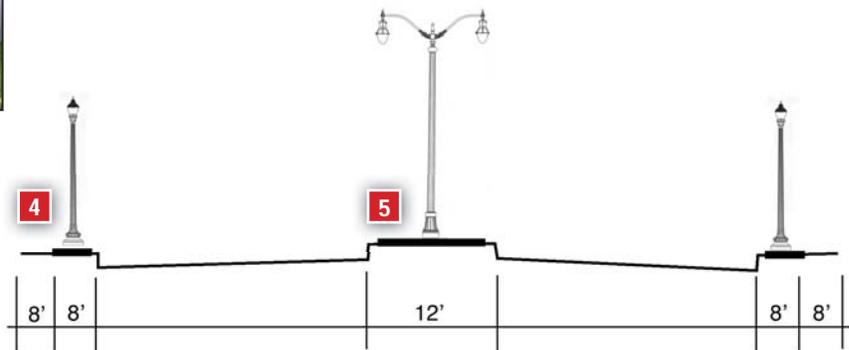
Tree and Lighting Guidelines



1. Fair Oaks Blvd. Street Tree: Red Maple, Ht. 60', Sp. 40'. Deciduous, Fall color.
2. Median: Upright English Oak, Ht. 30'-50', Sp. To 15'. Deciduous.
3. Small Streets: Common Hackberry, Ht. 50', Sp. 40'. Deciduous.
4. Pedestrian-scaled lighting
5. Median street lights



EAST FAIR OAKS BOULEVARD DISTRICT
Small Streets



EAST FAIR OAKS BOULEVARD DISTRICT
Fair Oaks Boulevard



ABOVE: Desirable

The guidelines emphasize street-oriented development where storefronts activate sidewalks and buildings enclose blocks and streets. These examples include residential and commercial mixed-use projects that have been “infilled” into existing commercial areas.

- Service areas for commercial uses should be located at the edge of the site and screened to reduce impacts on residents.

East Fair Oaks Boulevard District Parking

Parking in the district should support commercial and residential requirements but with less visual prominence than auto-oriented strip commercial centers.

- As appropriate, roadways and parking lots should include water quality design features such as bio-swales and/or permeable paving systems.
- Parking lots and driveways should be planned to reduce the number of curb cuts; provide interconnectivity between sites; and designed to support pedestrian, safety, connections and comfort.
- Sharing driveways, using alleys, or other innovative design approaches should be used to minimize the visual impact of residential and commercial driveways.
- Parking for commercial uses should be located next to or behind buildings. Parking should be divided up into smaller, landscaped lots with defined pedestrian connections.
- Residential parking should be located in courts that are not visible from public streets, are broken up with shade trees and landscaping, and use a variety of paving materials.
- For residential uses, a maximum of four (4) garage doors (spaces) should be allowed without a five-foot break between groups of doors.
- Residential parking garages should be located behind the front building elevation.
- Allow for angled parking on side streets to Fair Oaks Boulevard where appropriate and safe.

East Fair Oaks Boulevard District Streetscape and Landscape

Streetscape and landscaping should enhance pedestrian comfort and connections while contributing to overall place-making and image objectives for the district.

- Landscape concepts should enhance the linkages between residential and commercial uses.
- Larger trees should require wider planting strips.
- Streetscape should enhance the identity of the district by

employing a variety of trees and other plant material that contributes to each street’s identity and character.

- In residential areas, projects should include at least one street tree per lot or 40 feet of lot frontage, whichever is smaller. Trees should be placed in planting strips, sidewalk tree wells or front yards in a manner that supports the district’s comprehensive streetscape plan.
- Sidewalks adjacent to storefronts should be wide enough to accommodate outdoor sitting areas and landscape. This should include a combination of at least four to six feet for planting, six to eight feet for sitting, and four feet clear for walking.
- Street trees should be required for sidewalk areas. Trees should be coordinated with the bay spacing and storefront design of the project.
- Street furniture and pedestrian scale lighting should be included in the site development planning for each project.
- Utility services and equipment should be enclosed, buried, or otherwise concealed from view and away from public streets.

Integrating Transit in the East Fair Oaks Boulevard District

Transit access is of particular importance for the East Fair Oaks Boulevard District. Transit stops should be safe, social, and centrally located places that help energize the district.

- Pedestrian connections to transit facilities should be easy to navigate, safe, comfortable, and friendly.
- Shelters and lighting should be provided. The design of shelters should anticipate the number of transit patrons and their physical comfort. Shade and screening from wind and rain should be a design consideration for transit shelter design.
- Bike facilities should be designed into every project.

East Fair Oaks Boulevard District Transition to Residential Areas

New and renovated projects should be designed to enhance adjacent residential neighborhoods. Projects should be designed to reduce the visual, noise and use impacts on adjacent residential areas.

- New and renovated commercial projects should enhance the connections to Fair Oaks Boulevard and Manzanita. They should provide streetscape, sidewalks, building setback and storefront design that link residential streets to Fair Oaks Boulevard and Manzanita.
- Residents should be able to walk a direct route from their homes to commercial center stores without traversing parking lots.

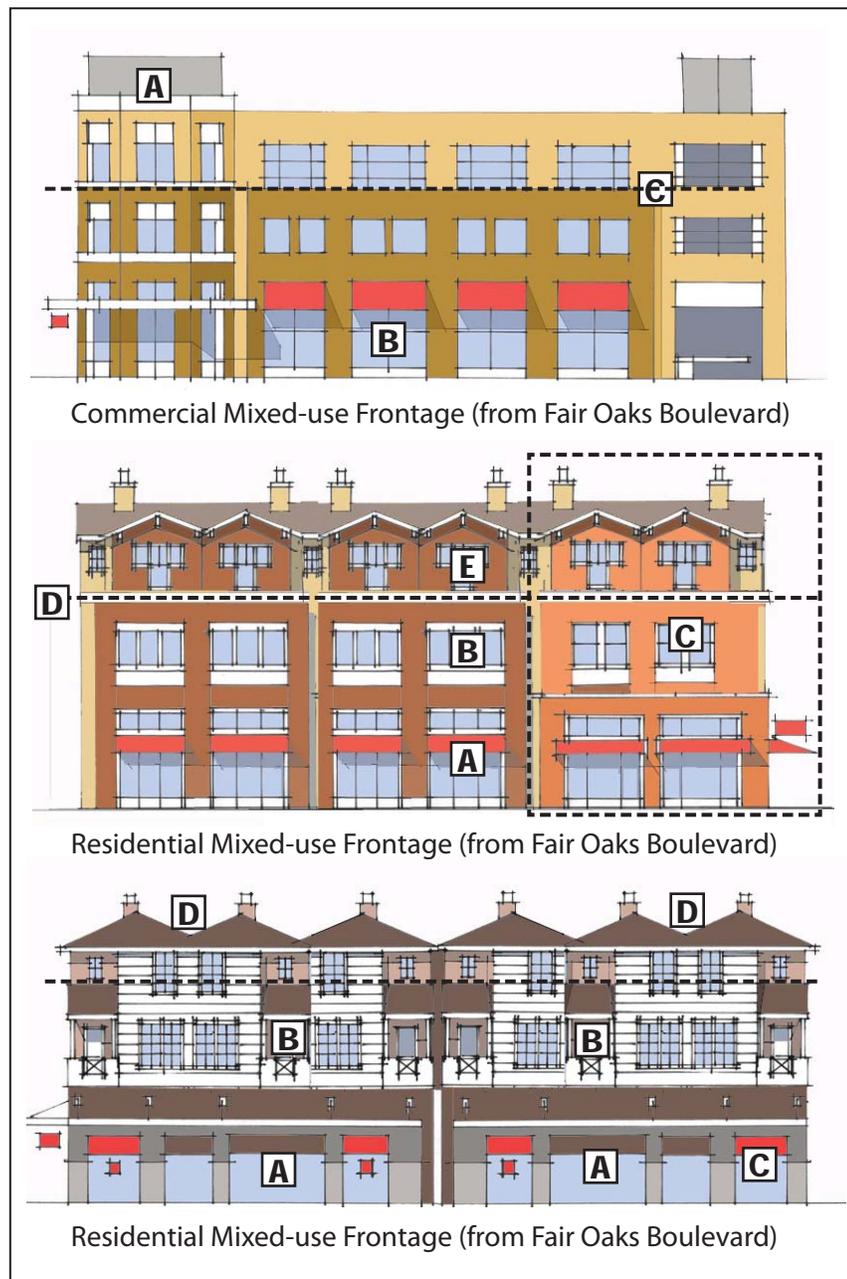
East Fair Oaks Boulevard District Architecture Principles and Guidelines

Each project should contribute to placemaking objectives for the district and surrounding community.

East Fair Oaks Boulevard District Building Form and Massing
Massing and orientation of commercial and residential buildings in the district should reinforce placemaking, economic,

and social objectives.

- Building form and design should have a deliberate street and street corner orientation in the district.
- Upper levels of buildings should have expressive design features, such as balconies and bay windows, to give the buildings rhythm and residential scale.
- Roof forms should reflect the project's architectural context. In a commercial context, the roof may be flat or have a strong horizontal cornice element. In a residential neighborhood edge or residential context, roof forms should include hip or gable elements.
- Roof-mounted equipment should be concealed by enclosures that are consistent in design with the building roof.
- The massing concepts of multi-story development should transition in scale between commercial streets and single-family residential areas. Design concepts may include:
 - Stepping down the scale and mass and increasing side



Architectural Concepts

Commercial Mixed-use Buildings

- A. Corner massing and roof feature at intersections
- B. Transparent storefronts and awnings along sidewalks and walking routes
- C. Two-story facade (streetwall) expression to reduce visual scale

Residential Mixed-use Buildings (at Corners)

- A. Transparent storefronts and awnings along sidewalks and walking routes
- B. Second and third-level balconies and are encouraged
- C. Articulated corner units and storefronts
- D. Two-story streetwall
- E. Third/upper levels articulated with bay, roof and/or facade design features

Residential Mixed-use Buildings (at Mid-Block)

- A. Transparent storefronts and awnings along sidewalks and walking routes
- B. Second and third-level balconies and/or roof overhangs and are encouraged
- C. Articulated bay and roof elements to provide residential-scale rhythm
- D. Third/upper levels articulated with bay, roof and/or facade design features

or rear yard setbacks of taller buildings where they are adjacent to existing single family areas;

- Using residential roof forms on residential streets;
- Orienting units toward public streets and commons rather than neighboring backyards;
- Enclosing parking to reduce the impact on adjacent houses; and/or
- Interfacing residential and commercial development with streets or open spaces rather than sharing a property line.

East Fair Oaks Boulevard District Architectural Features

Architectural features and themes should reinforce massing and placemaking concepts for the East Fair Oaks Boulevard District and express the mixed-use nature of the district.

- Commercial and residential buildings in the district should contribute to overall planning and placemaking objectives, while providing architectural variety.
- Residential and commercial buildings should express their function and purpose. Transparent storefronts and bay spacing should reflect the pedestrian scale of storefront retailing.
- Storefront edges should be transparent with a maximum 18-inch kickplate, minimum seven (7) foot high storefront, and minimum 12-foot high transom window.
- Residential design features should enhance the expression of individual units and houses. This includes balconies, bay window elements, roof design, entries and porches, and window patterns.
- Franchise architecture, such as pseudo-historic styles or “trademark” roof shapes, which sacrifice the integrity of a project or the ability of a district to promote a single tenant, is strongly discouraged.

East Fair Oaks Boulevard District Materials and Colors

Selection of materials and finishes should support architectural and massing concepts for the district.

- Commercial frontage portions of projects should utilize materials and colors that support retailing and image objectives for shopping environments.
- Portions of mixed-use projects with residential frontage should use colors and materials that enhance the project’s architectural concepts.
- Architecture within each project should use a palette of materials that convey an image of quality and durability. Certain materials have an inherently inexpensive, insubstantial, or garish quality. These materials should not be used in new construction or renovation:
 - Roofing materials: glazed or painted tiles, highly reflective metal or sheet materials
 - Wall materials: vinyl, metal, plywood, T-111 siding, masonite or other sheet materials
- Wood or hardboard siding, if used, should be shiplap or board-and-batten.
- Shiplap should be installed so there are no visible joints.

Board-and-batten should be installed so there are no visible joints in the underlying “board” material.

- Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials, such as brick or stone.

East Fair Oaks Boulevard District Lighting

Lighting concepts should be an integral part of the overall district design and enhance pedestrian and automobile circulation, open space, and storefront shopping.

- Lighting on commercial building elevations should support overall objectives for the street and storefront design.
- Elevations with residential front porches should have individual lights that illuminate entries and walkways.
- Lighting in service or common areas should be shielded from adjacent residential units.

East Fair Oaks Boulevard District Walls and Fences

When walls or fences are needed, they should be designed as an extension of architectural and landscape design concepts.

- Screen walls should be architecturally treated as an extension of the building. They should be architectural concrete block, use a cement plaster finish, or otherwise reflect the design and materials of the building. Vertical and horizontal reveals, accents, and other details should be included.
- Screen walls along pedestrian routes or sidewalks should be set back to allow for landscaping.
- Chain link fencing is not allowed. Razor wire or barbed wire is not allowed.
- Planting of climbing vines or ivy on fences and soundwalls is encouraged.
- Soundwalls and fences should be limited to eight feet in height.

East Fair Oaks Boulevard District Service Areas

Service and loading dock areas should be placed in locations that are not visually prominent and screened from view.

- Loading areas should be located to the rear of buildings or inside side yards. Loading areas should not be visible from public streets or adjacent properties.
- Trash bins and compactors, utility meters, transformers, and other service elements should be enclosed or otherwise completely concealed from view. Service elements should be designed as an integral element of the project’s architecture.

East Fair Oaks Boulevard District Signage

East Fair Oaks Boulevard District signage should help define the district’s identity and address at a pedestrian’s pace and scale.

East Fair Oaks Boulevard District Image and Directional Signage

The district should have overall signage and graphic iden-

tity concept that guides district, site, and building signage design.

- Overall image and design themes should be reflected in street signage. Signage should support the merchandising needs of tenants and wayfinding, and graphic identity objectives for the district and adjacent neighborhoods.
- District identity and wayfinding signage should be designed and located as part of an overall signage concept.
- Placement and maintenance of district signage should be coordinated with the County.

East Fair Oaks Boulevard District Multi-tenant Project Signage
East Fair Oaks Boulevard District buildings should have graphic standards and schedule for building and tenant signage that reinforce the pedestrian scale of the district.

- Multi-tenant buildings in the district should have an overall signage concept.
- Large, garish signs unnecessary to the commercial use of a village center are discouraged.
- The cumulative area of all affixed signs should not exceed sizes prescribed in section 3.5. Affixed signs should be composed of individual characters. Cabinet signs are discouraged.
- Individual characters should reflect section 3.5 for allowable height for minor tenants. Major tenants should be reviewed on a case-by-case basis and reflect section 3.5 standards.
- Affixed signs should be placed only on vertical surfaces below the eaves or parapet line. Rooftop signs are prohibited.

East Fair Oaks Boulevard District Storefront Signage

Storefront signage should reinforce the pedestrian orientation of storefronts.

- Awning signs are allowed with graphics and signage and limited to vertical surfaces. Awning signs should count against cumulative areas for affixed signs.
- Suspended blade signs are allowed under awning or canopies. Each face should not exceed area and dimensions identified in section 3.5.
- Window signage are encouraged but cannot exceed areas

identified in section 3.5.

4.4 Manzanita District

The following set of design concepts for the Manzanita District is intended as potential long term examples and scenarios for creating a sense of place in this District. Whereas business owners and property owners are highly encouraged to use these concepts to the extent possible, they are not considered mandatory.

The Manzanita District is to be a distinctive pedestrian-scaled district that can accommodate local mixed-use neighborhood development and regional-serving commercial and entertainment uses. Commercial buildings are to be oriented towards public streets with the potential for residential uses on the interior of blocks. The following guidelines are for the Manzanita District. These guidelines provide the qualitative requirements for public and private investment in this area.

Manzanita District Urban Design Guidelines

The Manzanita District community design framework blends a mix of uses together along Manzanita Avenue.

Creating a Sense of Place in the Manzanita District

New mixed-use residential and commercial projects should provide a social and economic focus for surrounding neighborhoods by creating a sense of place at the intersection of Winding Way and Manzanita Avenue.

- Site planning for new development should locate and connect commercial and residential uses to create a sense of community. Buildings should shape and activate streets and public spaces. Adjacent commercial and multi-family residential uses should be designed to create and share public spaces and streets.
- New mixed-use developments should use open space, streets and community facilities to provide social and aesthetic focal points.
- Residential projects with common open spaces should be part of a connected neighborhood open space system.
- Communal activities, such as recreation and gathering spaces, should be centrally or purposefully located to



*ABOVE: Desirable
The guidelines emphasize street-oriented development. Live-work townhouses (like these above in Emeryville, Richmond and Sacramento) can be located along Fair Oaks Boulevard and on side streets in locations that do not require ground floor commercial uses. These designs include stops and entrances along the street.*

contribute to the social interaction of the district and surrounding neighborhoods.

- New buildings in the Manzanita District should be designed and oriented to spatially define and activate streets and common open space areas with building entries, storefronts, and pedestrian routes. Commercial storefront uses should face public spaces and street edges.

- New commercial projects and retrofit of existing buildings should be designed so that service vehicle access maintains the pedestrian friendliness of the street.

Creating Pedestrian-friendly Streets in the Manzanita District

The district should be organized around pedestrian-oriented streets rather than driveways and parking lots.

Connections to the Community in the Manzanita District

New projects should be developed as an integral part of the surrounding community.

- Gateways and edges of the district should promote landscape and street improvements as common amenities that link adjacent neighborhoods.
- No part of the district should be gated or distinguished as an enclave.
- New projects should provide connections between existing and new streets.

- Pedestrian connections between commercial and residential developments should be active and friendly. Large blank walls should not face streets or walkways.
- The street design of individual projects should reflect both a functional and design hierarchy identified in the Corridor Plan.
- Private streets should be designed to be pedestrian-friendly.
- All Manzanita District streets should include an interconnected system of sidewalks and crosswalks.

ABOVE:

This model view is from above Manzanita Avenue and Winding Way illustrates the potential redevelopment of older commercial sites and a larger vacant site. The land use plan for this area is flexible allowing for a wide range of development approaches -- from big box retail to mixed-use neighborhoods. This diagram shows street-oriented commercial and townhouse blocks.



KEY

1. Street-oriented commercial
2. Parking lots
3. Townhouse blocks with common open spaces
4. Water quality BMP integrated into open space
5. Corner-oriented commercial mixed-use at Winding Way
6. Existing housing Manzanita District View of Winding Way Intersection

Manzanita District Block Sizes, Lot Patterns, and Building Orientation

Site plans for the district should use block, lot, and building patterns that provide an overall organizational structure and result in a pedestrian-scaled environment.

- Traditional residential-scaled blocks (between 1 and 2 acres in size) should be used as a reference for the pattern and scale that organize residential and commercial areas.
- Block patterns should result in a pedestrian-scaled neighborhood that is comfortable for pedestrians and increases access options for the district and surrounding areas.
- Larger anchor tenant buildings should be placed where they have adequate visibility from the street and necessary relationship to parking. Anchor tenants will have storefronts or liner building shops facing public streets.
- Anchored centers should place storefront pads along the street edge.
- Lots and parcels should be reconfigured to promote orientation of residential and commercial buildings toward

Manzanita Avenue and neighborhood streets. Lot and parcel patterns should orient storefronts, porches, and yards to enhance the social role of district streets. Residential entries and lobbies should face streets and common open spaces.

- Service areas for commercial uses should be located at the edge of the site and screened to reduce impacts on residents.

Manzanita District Parking

Parking in the district should support commercial and residential requirements but with less visual prominence than auto-oriented strip commercial centers.

- As appropriate, roadways and parking lots should include water quality design features such as bio-swales and/or permeable paving systems.
- Parking lots and driveways should be planned to reduce the number of curb cuts; provide interconnectivity be-



RIGHT:
This diagram shows how the larger site located at Manzanita Avenue and Winding Way can be organized as blocks. The diagram illustrates:

- Required street-oriented retail
- New streets that define blocks and provide shared access to parking and internal site development
- Completed access to adjacent neighborhoods

The block system allows for incremental development of the site including flexible timing and land uses that respond to the market.



LEFT:
These models illustrate how the large vacant site at Winding Way could be developed. Each has street-oriented commercial uses and shared parking. The second and third example include residential development as a transition to existing housing. (1) Traditional neighborhood shopping center (2) Internal commercial street with larger commercial anchor (3) Full redevelopment as mixed-use commercial and residential



ABOVE: Desirable

This grocery-anchored commercial project in Danville, CA orients storefronts towards the sidewalk with parking located in the rear and next to stores.

- tween sites; and designed to support pedestrian, safety, connections and comfort.
- Sharing driveways, using alleys, or other innovative design approaches should be used to minimize the visual impact of residential and commercial driveways.
- Parking for commercial uses should be located next to or behind buildings. Parking should be divided up into smaller, landscaped lots with defined pedestrian connections.
- Residential parking should be located in courts that are not visible from public streets, are broken up with shade trees and landscaping, and use a variety of paving materials.
- For residential uses, a maximum of four (4) garage doors (spaces) should be allowed without a five-foot break between groups of doors.
- Residential parking garages should be located behind the front building elevation.
- Allow for angled parking on side streets to Fair Oaks Boulevard where appropriate and safe.

Manzanita District Streetscape and Landscape

Streetscape and landscaping should enhance pedestrian comfort and connections while contributing to overall placemaking and image objectives for the district.

- Landscape concepts should enhance the linkages between residential and commercial uses.
- Larger trees should require wider planting strips.
- Streetscape should enhance the identity of the district by employing a variety of trees and other plant material that contributes to each street's identity and character.
- In residential areas, projects should include at least one street tree per lot or 40 feet of lot frontage, whichever is smaller. Trees should be placed in planting strips, sidewalk tree wells or front yards in a manner that supports the district's comprehensive streetscape plan.
- Sidewalks adjacent to storefronts should be wide enough to accommodate outdoor sitting areas and landscape. This should include a combination of at least four to six feet for planting, six to eight feet for sitting, and four feet

- clear for walking.
- Street trees should be required for sidewalk areas. Trees should be coordinated with the bay spacing and storefront design of the project.
- Street furniture and pedestrian scale lighting should be included in the site development planning for each project.
- Utility services and equipment should be enclosed, buried, or otherwise concealed from view.

Integrating Transit in the Manzanita District

Transit access is of particular importance for the Manzanita District. Transit stops should be safe, social, and centrally located places that help energize the district.

- Pedestrian connections to transit facilities should be easy to navigate, safe, comfortable, and friendly.
- Shelters and lighting should be provided. The design of shelters should anticipate the number of transit patrons and their physical comfort. Shade and screening from wind and rain should be a design consideration for transit shelter design.
- Bike facilities should be designed into every project.

Manzanita District Transition to Residential Areas

New and renovated projects should be designed to enhance adjacent residential neighborhoods. Projects should be designed to reduce the visual, noise and use impacts on adjacent residential areas.

- New and renovated commercial projects should enhance the connections to Manzanita. They should provide streetscape, sidewalks, building setback and storefront design that link residential streets to Manzanita.
- Residents should be able to walk a direct route from their homes to commercial center stores without traversing parking lots.

Manzanita District Architecture Principles and Guidelines
Each project should contribute to placemaking objectives for the district and surrounding community.

Manzanita District Building Form and Massing

Massing and orientation of commercial and residential buildings in the district should reinforce placemaking, economic, and social objectives.

- Building form and design should have a deliberate street and street corner orientation in the district.
- Upper levels of buildings should have expressive design features, such as balconies and bay windows, to give the buildings rhythm and residential scale.
- Roof forms should reflect the project's architectural context. In a commercial context, the roof may be flat or have a strong horizontal cornice element. In a residential neighborhood edge or residential context, roof forms should include hip or gable elements.
- Roof-mounted equipment should be concealed by enclosures that are consistent in design with the building roof.
- The massing concepts of multi-story development should transition in scale between commercial streets and single-family residential areas. Design concepts may include:
 - Stepping down the scale and mass and increasing side or rear yard setbacks of taller buildings where they are adjacent to existing single family areas;
 - Using residential roof forms on residential streets;

- Orienting units toward public streets and commons rather than neighboring backyards;
- Enclosing parking to reduce the impact on adjacent houses; and/or
- Interfacing residential and commercial development with streets or open spaces rather than sharing a property line.

Manzanita District Architectural Features

Architectural features and themes should reinforce massing and placemaking concepts for the Manzanita District and express the mixed-use nature of the district.

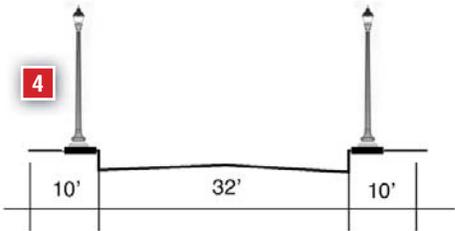
- Commercial and residential buildings in the district should contribute to overall planning and placemaking objectives, while providing architectural variety.
- Residential and commercial buildings should express their function and purpose. Transparent storefronts and bay spacing should reflect the pedestrian scale of storefront retailing.
- Storefront edges should be transparent with a maximum 18-inch kickplate, minimum seven (7) foot high storefront, and minimum 12-foot high transom window.
- Residential design features should enhance the expression



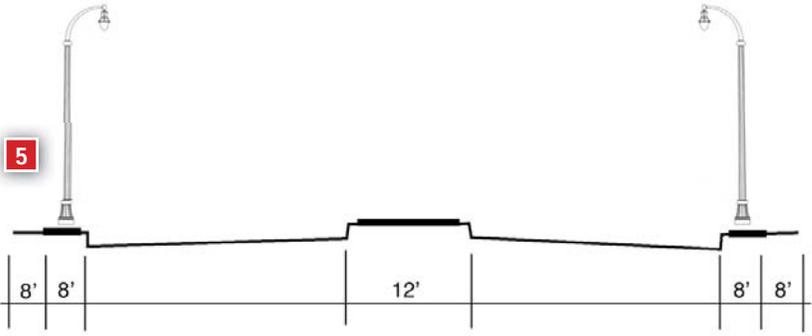


Tree and Lighting Guidelines

1. Fair Oaks Blvd. Street and Median Tree: Valley Oak, Ht. 50'-70', Sp. 50'-60'. Deciduous, Fall color.
2. Small Street: Upright English Oak, Ht. 30'-50', Sp. To 15'. Deciduous.
3. Median Accent Tree: Red Maple, Ht. 60', Sp. 40'. Deciduous, Fall color.
4. Pedestrian-scaled lighting
5. Street lights



**MANZANITA DISTRICT
Small Streets**



**MANZANITA DISTRICT
Manzanita Avenue and Winding Way**

of individual units and houses. This includes balconies, bay window elements, roof design, entries and porches, and window patterns.

- Franchise architecture, such as pseudo-historic styles or “trademark” roof shapes, which sacrifice the integrity of a project or the ability of a district to promote a single tenant, is strongly discouraged.

Manzanita District Materials and Colors

Selection of materials and finishes should support architectural and massing concepts for the district.

- Commercial frontage portions of projects should utilize materials and colors that support retailing and image objectives for shopping environments.
- Portions of mixed-use projects with residential frontage should use colors and materials that enhance the project’s architectural concepts.
- Architecture within each project should use a palette of materials that convey an image of quality and durability. Certain materials have an inherently inexpensive, insubstantial, or garish quality. These materials should not be used in new construction or renovation:
 - Roofing materials: glazed or painted tiles, highly reflective metal or sheet materials
 - Wall materials: vinyl, metal, plywood, T-111 siding, masonry or other sheet materials
- Wood or hardboard siding, if used, should be shiplap or board-and-batten.
- Shiplap should be installed so there are no visible joints. Board-and-batten should be installed so there are no visible joints in the underlying “board” material.
- Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials, such as brick or stone.

Manzanita District Lighting

Lighting concepts should be an integral part of the overall district design and enhance pedestrian and automobile circulation, open space, and storefront shopping.

- Lighting on commercial building elevations should support overall objectives for the street and storefront design.
- Elevations with residential front porches should have individual lights that illuminate entries and walkways.
- Lighting in service or common areas should be shielded from adjacent residential units.

Manzanita District Walls and Fences

When walls or fences are required, they should be designed as an extension of architectural and landscape design concepts.

- Screen walls should be architecturally treated as an extension of the building. They should be architectural concrete block, use a cement plaster finish, or otherwise reflect the design and materials of the building. Vertical and horizontal reveals, accents, and other details should be included.

- Screen walls along pedestrian routes or sidewalks should be set back to allow for landscaping.
- Chain link fencing is not allowed. Razor wire or barbed wire is not allowed.
- Planting of climbing vines or ivy on fences and soundwalls is encouraged.
- Soundwalls and fences should be limited to eight feet in height.

Manzanita District Service Areas

Service and loading dock areas should be placed in locations a way from public streets that are not visually prominent and screened from view.

- Loading areas should be located to the rear of buildings or inside side yards. Loading areas should not be visible from public streets or adjacent buildings.
- Trash bins and compactors, utility meters, transformers, and other service elements should be enclosed or otherwise completely concealed from view. Service elements should be designed as an integral element of the project’s architecture.

Manzanita District Signage

Manzanita District signage should help define the district’s identity and address at a pedestrian’s pace and scale.

Manzanita District Image and Directional Signage

The district should have overall signage and graphic identity concept that guides district, site, and building signage design.

- Overall image and design themes should be reflected in street signage. Signage should support the merchandising needs of tenants and wayfinding, and graphic identity objectives for the district and adjacent neighborhoods.
- District identity and wayfinding signage should be designed and located as part of an overall signage concept.
- Placement and maintenance of district signage should be coordinated with the County.

Manzanita District Multi-tenant Project Signage

Manzanita District buildings should have graphic standards and schedule for building and tenant signage that reinforce the pedestrian scale of the district.

- Multi-tenant buildings in the district should have an overall signage concept.
- Large, garish signs unnecessary to the commercial use of a village center are discouraged.
- The cumulative area of all affixed signs should not exceed areas identified in section 3.5. Affixed signs should be composed of individual characters. Cabinet signs are discouraged.
- Individual characters should be no greater than areas identified in section 3.5 for minor tenants. Major tenants should be reviewed on a case-by-case basis.
- Affixed signs should be placed only on vertical surfaces below the eaves or parapet line. Rooftop signs are prohibited.

Manzanita District Storefront Signage

Storefront signage should reinforce the pedestrian orientation of storefronts.

- Awning signs are allowed with graphics and signage and limited to vertical surfaces. Awning signs should count against cumulative areas for affixed signs.
- Suspended blade signs are allowed under awning or canopies. Each face should not exceed areas identified in section 3.5.
- Window signage is encouraged but cannot exceed areas identified in section 3.5.

4.5 South Gateway District

“The following set of design concepts for the South Gateway District is intended as potential long term examples and scenarios for creating a sense of place in this District. Whereas business owners and property owners are highly encouraged to use these concepts to the extent possible, they are not considered mandatory.

The South Gateway District is a small lot commercial area that has traditionally offered a mix of community auto-oriented businesses. This area is to continue to provide opportunities for small businesses while working to improve parking and

pedestrian connections. The Corridor Plan seeks to support the pattern of smaller businesses while reconnecting individual parcels and emphasizing pedestrian access and overall image enhancement.

The following guidelines are for the South Gateway District. These guidelines provide the qualitative requirements for public and private investment in this area.

South Gateway District Urban Design Principles and Guidelines

The South Gateway District should be developed as a distinctive address for smaller businesses with an emphasis on making things better for pedestrians and enhancing connections to the surrounding community.

South Gateway District Design Framework

Renovated properties and new commercial buildings and centers should be designed to reinforce planning and design objectives for the South Gateway District and neighborhood.

- Renovated and new buildings and centers should be planned and designed so that the site plan and shape of buildings contribute to the district’s identity. This could include consideration of the orientation of buildings, composition of roof forms, and architectural treatments.



This suburban mixed-use development is located in Dublin, CA. It uses blocks to define townhouse, multi-family and commercial uses. The blocks are connected by sidewalks. Commercial pads orient towards the street.

KEY

1. Grocery store
2. Street-oriented commercial pads
3. Townhouses
4. Multi-family housing

- Storefronts —————
- Walking connection
- Common/shared open space ●



- The frontage of Fair Oaks Boulevard and connecting side streets should be enhanced by the design of commercial buildings and centers. They should improve streetscape, building edge and land use continuity.
- Building and parking setbacks should be designed as an extension of the urban design concept for the district and neighborhood. This includes the depth, edge treatment, pedestrian facility and landscaping of setback areas.
- Building storefront edges should connect to adjacent properties as part of a continuous pedestrian walkway system.
- Renovated and new commercial buildings and centers should have signage and graphic identity concepts that support both project and district planning and economic objectives.

South Gateway District Roadway Design and Streetscape
Landscape and signage for every project should contribute to the implementation of streetscape principles and concepts for the South Gateway District.

- Renovated and new commercial buildings and centers should have an interconnected system of roadways, pedestrian walks, and sidewalks. This system should connect to

- the district and neighborhood.
- Commercial buildings and centers should possess an overall landscape and streetscape concept plan. The plan should reinforce the placemaking, connections, and shopping environment objectives for the project and district.
- Projects should provide an overall street lighting and furniture concept plan that is coordinated with Boulevard streetscaping. The plan should identify types and location of lighting fixtures and furniture. The lighting and furniture should be a coordinated design “family” with color and style that complements site and architectural concepts.
- Roadway and street design should incorporate various methods of traffic calming to support pedestrian circulation objectives. This could include changing paving materials in crosswalks.
- As appropriate, roadways and parking lots that include water quality design features such as bio-swales and/or permeable paving systems should be encouraged.

South Gateway District Building Setbacks and Alignments
New buildings in the South Gateway District should have setbacks that support streetscape, circulation and image Objectives for the district.



LEFT:

This diagram shows how smaller sites in the South Gateway District can be consolidated into contemporary commercial and horizontal mixed-use developments.

The diagram illustrates:

- Required street-oriented retail
- Shared parking and access drives
- Transitional landscaped setbacks with BMP/water quality features at the edges of existing residential areas
- Improved sidewalk connections to existing neighborhoods

The plan assumes the area will be incrementally developed allowing for land uses that respond to the market and various site and ownership patterns.



KEY

1. Street-oriented commercial
2. Shared parking lots
3. Townhouse blocks with common open spaces
4. Water quality BMP integrated into buffer setback
5. Corner-oriented commercial mixed-use at Winding Way
6. Existing housing



- New buildings and centers should be designed so that building edges align with adjacent projects and sidewalks so that they support overall urban design objectives for the district and shape and activate spaces and streetscapes.
- Buildings should be sited and designed to reinforce the pedestrian experience. Building edges should be transparent and provide a visually interesting experience for pedestrians.
- Building setbacks should contribute to overall streetscaping concepts for the district. The setbacks should be sized to support the size and spacing of trees and visual continuity of the district.
- When necessary, setbacks should provide for landscape screening of parking and loading areas. This could include trees, shrubs, or trellis.

South Gateway District Building Edges and Storefronts

Building edges and storefronts should be planned and designed to be an integral part of the district’s pedestrian system.

- Whenever possible, new development should be located at the sidewalk edge to enhance the pedestrian experience.
- Building edges should contribute to a safe, comfortable and interesting pedestrian shopping experience. At least

eight (8) feet of unobstructed sidewalk should be provided along storefront edges.

- Display windows should comprise at least 33 percent of the width of the facade that faces a public street. When large blank walls are unavoidable, they should be articulated with three-dimensional elements, such as planters, and soften with vines and shrubs.
- New and renovated commercial buildings and centers should have a system of connected storefronts and entries. Sidewalks, streetscape and building edges should be designed in a coordinated fashion.
- Building edges and storefronts should be designed to reflect both auto-oriented and pedestrian-oriented merchandising needs of the tenants and district. Pedestrian comfort should not be sacrificed by an auto-oriented design approach.
- Corner and mid-block pad buildings should be oriented toward the street. Parking should not isolate the building from the sidewalk or connecting walkways.

South Gateway District Parking Lots and Driveways

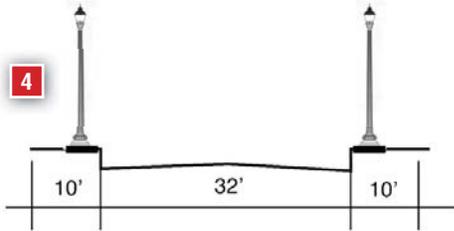
In order to provide interconnectivity between sites, parking lots and driveways should be planned to reduce the number of curb cuts and designed to support pedestrian, safety, connections and comfort.



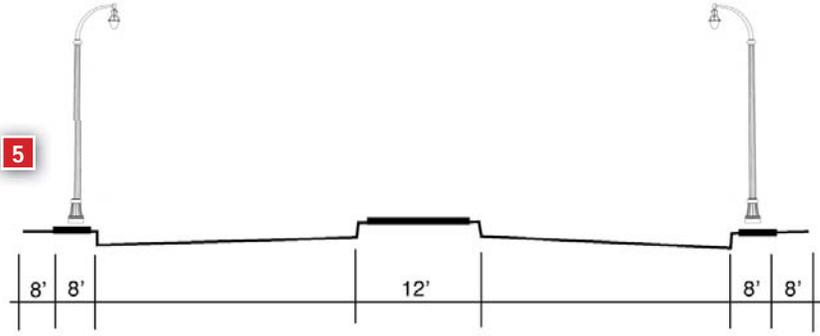


Tree and Lighting Guidelines

1. Fair Oaks Blvd. Street and Median Tree: Valley Oak, Ht. 50'-70', Sp. 50'-60'. Deciduous, Fall color.
2. Small Street: Upright English Oak, Ht. 30'-50', Sp. To 15'. Deciduous.
3. Median Accent Tree: Red Maple, Ht. 60', Sp. 40'. Deciduous, Fall color.
4. Pedestrian-scaled lighting
5. Street lights



**SOUTH GATEWAY DISTRICT
Small Streets**



**SOUTH GATEWAY DISTRICT
Fair Oaks Boulevard**



ABOVE: Desired

These street-oriented commercial pad buildings are located on Broadway in Sacramento. These were developed together on a half block and share parking. The photographs show: (1) large pharmacy (2) corner restaurant (3) shared parking lot (4) integrated RT bus shelter and planting strip with canopy trees

- New and renovated commercial buildings and centers should be planned to reduce the number of curb cuts and driveways. Projects should share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.
- Parking lots and driveways should be planned to reduce the number of curb cuts; provide interconnectivity between sites; and designed to support pedestrian, safety, connections and comfort.
- Projects should have a hierarchy of primary and secondary drives and roads. Primary driveways should be designed as streets. This includes designing pedestrian sidewalks, streetscape and lighting to improve wayfinding, reinforce site design and pedestrian connection concepts.
- Parking lots and driveways should provide pedestrian connections to storefronts. Dedicated walkways through parking lots and sidewalks should be included in the design of access roadways.
- Traffic calming techniques should be employed in parking and driveway areas to support pedestrian circulation concepts.
- Parking lots should include shade trees. There should be a minimum of one tree per six (6) parking spaces. Tree selection, planting approach and irrigation should provide for rapid growth and sustained health of shade trees. Small ornamental trees are appropriate for accent planting but should not be used shade trees. Parking lot trees should be spaced and selected so the canopy covers at least 50 percent of the paved area within 10 years.
- Service windows and stacking lanes for drive-thru business should not face public streets.
- Allow for angled parking on side streets to Fair Oaks Boulevard where appropriate and safe.

South Gateway District Landscaping

Landscape design should be a defining feature for every project that contributes to the community's health, image, and pedestrian comfort.

- The design of landscaping for commercial projects should reduce the creation of heat islands. Landscaping should

- provide softscape areas in place of paving and provide shade. All site areas not covered by structures, walkways, driveways and parking should be landscaped.
- New and renovated commercial projects should use landscaping to reinforce overall site and architectural design concepts for the project and surrounding neighborhood. This includes a hierarchy of canopy trees, accent/flowering trees, shrubs and groundcover. Generally, drought tolerant planting should be used. Irrigated planting should be used strategically where a small amount of color and character can make the best contribution to the project.
- Special hardscape, such as pavers, stained concrete, and stone, should be used to identify pathways and gathering places in projects.
- Landscaping should be used to enhance and soften screening of loading and parking areas. It should also be used to help frame views and edges.
- The landscape plan should identify locations and infrastructure support (i.e., lighting, power, water, etc.).

South Gateway District Integrating Transit

New commercial development and renovation of existing centers and buildings should be planned and designed to facilitate access to transit.

- New and renovated commercial projects should be clearly connected to transit services. Sidewalks should provide direct access to transit stops. Special considerations for patrons should be taken in to account, such as shopping cart storage near bus stops.
- Transit stops should be conveniently and centrally located. They should be easy to find and collocated with commercial services and amenities.
- Transit stops and connecting pedestrian routes should be well lit and visible.
- Bicycle parking should be designed into the site plan of every project.

South Gateway District Transition to Residential Areas

New and renovated projects should be designed to enhance adjacent residential neighborhoods. Projects should be designed to reduce the visual, noise and use impacts on adja-

cent residential areas.

- New and renovated commercial projects should enhance the connections to the Boulevard. They should provide streetscape, sidewalks, building setback and storefront design that link residential streets to FOB. Residents should be able to walk a direct route from their homes to commercial center stores without traversing parking lots.
- New and renovated commercial projects should provide a site plan that supports the design and pedestrian access objectives for contiguous residential streets.
- New projects should respect the scale and proximity of adjacent residential neighborhoods by reducing building height, increasing setbacks, and providing a more friendly building orientation.
- Placing loading and service areas adjacent to residential areas is discouraged. Site circulation routes and loading areas should be screened and set back from residential areas.
- Where screening walls are required, they should be designed as a natural extension of the architectural and

- landscaping concepts for the project. Screen walls should:
- Be constructed of permanent, durable, and high quality building materials including architectural concrete block, cement plaster finish, or otherwise reflect the design and materials of the surrounding buildings;
 - Have vertical and horizontal reveals, accents, and other details;
 - Include climbing vines or ivy planted along the wall base; and
 - Restricted to eight feet in height.

South Gateway District Commercial Architectural Design Principles and Guidelines

New projects and renovation of existing buildings should contribute to the design objectives for the South Gateway District.

South Gateway District Architectural Design Concepts
Every renovation and new commercial project should pursue architectural themes that are compatible and further the im-

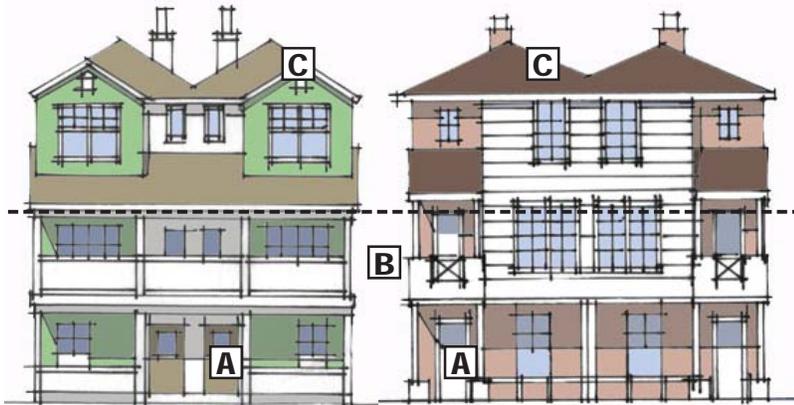
Architectural Guidelines

KEY

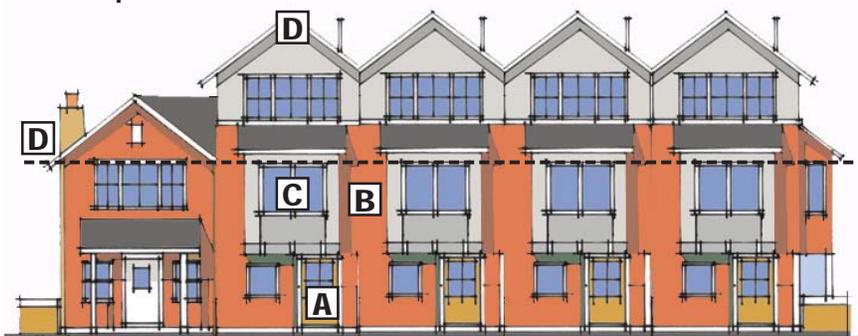
- A. Porches and/or stoops
- B. Eaves at second levels
- C. Bay and roofs that express individual units
- D. Stepping down to two-stories adjacent to existing single family housing

BELOW: Desired

These Sacramento townhouses provide transit supporting densities, home ownership opportunities and land use and character transition between commercial frontage and existing neighborhoods. They offer variety, live-work opportunities and can be developed on small or larger infill sites.



Duplex



Townhouse



age and economic goals for the district and adjacent neighborhoods.

- For multi-tenant buildings, design themes should express tenant spaces, bay sizes, roof elements, and other features should be expressed as design opportunities.
- New and renovated commercial projects should strive to introduce new design themes and concepts emphasizing pedestrian comfort and interconnectivity.
- New or renovated freestanding commercial pad buildings should be designed to blend the merchandising needs of the tenant as well as the image objectives for the district.
- Renovated or new commercial projects in a residential context should reflect the architectural traditions, scale, and character of the adjacent neighborhood.

South Gateway District Building Form and Massing

Building massing and orientation should result in a pleasing and coherent composition of building elements and spaces.

- Projects located at key intersections should be designed to reflect their visual prominence. Taller corner elements, roof forms, and building entries should orient toward the corner.
- The placement and shape of buildings should support placemaking objectives for the district. Buildings should shape, enclose, and define spaces, streets, and pedestrian edges.
- A coherent family of roof forms should support urban design and site concepts. This could include creating gateway elements or reducing the scale of large buildings to better fit a fine-grained commercial or residential context.
- Roof forms or parapets should be continuous, not superficial forms limited to the most visible areas.
- The massing of commercial centers should result in well-proportioned buildings. Bay spacing, horizontal and vertical rhythms should have a pleasing composition.
- Long, unbroken blank walls are discouraged. Every side of buildings should have a similar approach to design and detail.
- Corner bay articulations, stepping and varying wall planes,

raising and lowering parapet walls, and trellises can be used to reduce the visual monotony of buildings. Mixing one and two-story forms is strongly encouraged as a way to increase visual interest.

- Canopies, arcades and other architectural treatments can be added to buildings to give tall walls a pedestrian-friendly scale.

South Gateway District Architectural Features

The architectural design of commercial projects should have design elements that establish appropriately scaled buildings and frontages within the district.

- Franchise architecture, such as pseudo-historic styles or “trademark” roof shapes, which sacrifice the integrity of a project or the ability of a district to promote a single tenant, is strongly discouraged.
- The composition of building elevations should elaborate on massing and urban design objectives for the district.
- Renovated and new commercial projects should employ architectural concepts that have a unifying design forms, architectural elements, details and materials. All facades of buildings should draw on the same vocabulary.
- Integrated base wainscoting, cornices, canopies, awnings, brackets and other design features that add a finer grain of detail and design are encouraged.

South Gateway District Materials and Colors

Selection of materials and finishes for new and commercial renovation projects should be of high quality and reinforce overall image and massing concepts.

- Architectural materials should convey an image of quality and durability. Certain materials have an inherently inexpensive, insubstantial, or garish quality. These materials should not be used in new construction or renovation:
 - Roofing materials—composite shingles, glazed or painted tiles, highly reflective metal or other sheet material
 - Wall materials—vinyl, metal, T-111, masonite, plywood or other sheet materials



ABOVE: Desired

These Sacramento townhouses provide transit supporting densities, home ownership opportunities and land use and character transition between commercial frontage and existing neighborhoods. They offer variety, live-work opportunities and can be developed on small or larger infill sites.



ABOVE: *Desired*

Apartments, live-work or townhouses may be located along Fair Oaks Boulevard that do not require ground floor commercial uses. This apartment project in Napa sets the buildings back an additional five feet and provides live-work units along the street. A shared parking court is in the central portion of the site.

- Materials should reinforce and enhance architectural concepts.
- Visible roofs should be clad in clay or concrete tile.
- Walls should be clad in plaster, brick, tile or wood. Wood or hardboard siding should be shiplap or board and batten.
- Shiplap should be installed so there are no visible joints and board and batten installed without visible joints of underlying board material.
- Accent materials may include stone, anodized or thermoacrylic materials, or wood with a minimum nominal dimension of 2 inches.
- Faux-styles (fake) are discouraged. When buildings are designed with obvious references to a period style, materials should be consistent that period or style.
- Loud colors, materials and signs are discouraged.
- Ground floor storefront display windows should be clear glass. Windows on upper floors may be lightly tinted, but should not be reflective.

South Gateway District Lighting

Lighting should be an integral part of the planning and design of commercial projects anticipating the needs of shoppers, businesses, and adjacent residential areas.

- Lighting in renovated and new commercial projects should be limited to levels adequate for public safety.
- Lighting in service areas should be the minimum required for operation, and be designed to minimize visibility of those areas.
- Low, pedestrian-scaled lighting fixtures are encouraged to help identify and light pedestrian routes.
- Light fixtures should be shielded to reduce light sources and prevent them from being visible from outside the site.

South Gateway District Service Areas

Service facilities should be located away from public streets concealed from public view.

- Trash bins and compactors, utility meters, transformers,

and other service elements should be enclosed or otherwise completely concealed from view. Service elements should be designed as an integral element of a commercial project's architecture.

- Services and equipment should be enclosed or buried, or otherwise concealed from view.
- Roof-mounted equipment should be concealed by enclosures that are consistent with the existing design.

South Gateway District Commercial District Signage

Signage should contribute to the graphic identity and way-finding objectives for the South Gateway District while reinforcing the project's architectural and site planning concepts.

South Gateway District Signage

Signage identifying shopping and commercial districts should support both wayfinding and graphic identity objectives.

- District image and design should be reflected in district-wide signage themes.
- Median, monument, and other district identity and way-finding signage should be designed and located as part of an overall district signage plan.

South Gateway District Signage for Multi-tenant Projects

For commercial development with multiple tenants, signage should have a unified design.

- Renovated and new commercial centers should have an overall signage concept plan. The plan should include signage that supports the merchandising needs of tenants, wayfinding, and graphic identity objectives for the project, district, and adjacent neighborhood.
- Commercial projects' signage plan should have designs for known tenants and anticipated future unknown tenants.
- Large, garish signs unnecessary to the commercial use of a commercial center are prohibited.
- The cumulative area of all affixed signs should not exceed areas identified in section 3.5. Affixed signs should be composed of individual characters; cabinet signs are

discouraged.

- Individual characters should be no greater than height identified in section 3.5 for minor tenants. Major tenants should be reviewed on a case-by-case basis.
- Affixed signs should be placed only on vertical surfaces below the eaves or parapet line. Roof signs are not allowed.
- Awning signs are allowed with graphics and signage limited to vertical surfaces. Awning signs should count against cumulative areas for affixed signs.
- Suspended blade signs are encouraged under awning or canopies. Each face should not exceed areas and sizes identified in section 3.5.
- Window signage is encouraged but cannot exceed areas identified in section 3.5.

South Gateway District Signage for Single Tenant Buildings and Pads

Signage for single tenant buildings should be developed to reflect the landscape and architectural concepts for each project.

- Signage for single tenant commercial buildings and pad buildings should be designed to complement the architec-

tural design. The sign location, shape, letters and lighting should be designed appropriate to the building's facade.

- All the building's signs should be designed as a one graphic idea. Unrelated and uncoordinated building, window and entry signage is discouraged.
- Cumulative area of all affixed signs should not exceed areas and sized identified in section 3.5. Affixed signs should be composed of individual characters; cabinet signs are discouraged.
- Individual characters should be no greater than heights allowed in section 3.5.
- Affixed signs should be placed only on vertical surfaces below the eaves or parapet line. Rooftop signs are prohibited.

South Gateway District Temporary Signage

Temporary signs permitted by the City for commercial projects should be designed to a similar standard as permanent signage reflecting the same overall objectives.

- Temporary "A" frame signs, banners, and window signage should meet County standards.
- Temporary signage should be designed to reflect the same high graphic and artistic standards as permanently affixed signs.

The implementation of the Fair Oaks Boulevard Corridor Plan will take decades. It will require strategic public investment to support a market driven future for Carmichael's "main street".



SECTION 5: Implementation

Achieving the community's vision for Fair Oaks Boulevard will require the sustained efforts of an effective public-private partnership involving Sacramento County, business owners, property owners, area residents and other public entities. Implementing the Plan will be an evolutionary process. While significant changes in the basic quality of Fair Oaks Boulevard should be apparent within the first five to ten years, it may take an extended period of time (as many as 20 to 30 years or more) to achieve the vision set forth in this Plan.

5.1 Introduction

The Fair Oaks Boulevard Corridor Plan is intended to be implemented over an extended period of time, e.g. 20 to 30 years, with the specific timing dependent on various market, financial and political factors. Implementation of the Plan relies on a market-driven approach supported by a public-private sector partnership. This Implementation section includes the following subsections:

- 5.2 Overall Strategies
- 5.3. Implementation Principles
- 5.4 Roles of Implementation Partners
- 5.5 Regulatory Actions
- 5.6 Administrative and Organizational Actions
- 5.7 Development Actions
- 5.8 Public Investment
- 5.9 Sources of Funding
- 5.10 Financial Incentive Actions
- 5.11 Implementation Schedule

This Implementation section provides a summary of actions by the County, special districts and their private sector partners that are intended to provide a framework for the ongoing implementation of the Plan. It conveys priorities and potential financial resources. Since the Plan is a long-term business plan, it needs to be monitored, evaluated and adjusted in order to address potential new opportunities.

5.2 Overall Strategies

This section presents recommended overall strategies that are intended to provide guidance for implementation of the Fair Oaks Boulevard Corridor Plan. The recommended overall implementation strategies provide a framework for regulatory, development, financial and administrative activities – and include the following:

Strategy 1: Align Sacramento County land use and development policies, regulations and development standards for consistency with the Plan

Strategy 2: Use public sector assets (e.g. land, parking, infrastructure/improvements) to facilitate and support revitalization opportunities

Strategy 3: Use public financing of public infrastructure/improvements to stimulate new private investment and re-investment

Strategy 4: Create an appropriate administrative organization with an ongoing commitment of staff resources

Strategy 5: Establish an ongoing working relationship with business owners, property owners, area residents and other public entities

5.3. Implementation Principles

Similar to principles for land use, circulation, and community design that appear in the Vision, Concepts, Goals, and Principles Section (Section 2) of the Plan, this subsection sets forth principles that provide overall guidance on implementation for the Corridor. The implementation principles include:

IP 1. Public Improvements

Provide a wide variety of public improvements, such as roadway improvements, lighting, landscaping, under-grounding utilities, traffic signals, street furniture, bus turnouts, and enhanced crosswalks, etc. that support revitalization efforts along the Corridor by encouraging new private sector investment.

IP 2. Sequence of Revitalization Efforts

Continue streetscape improvements (e.g., roadway widening, landscaping, crosswalk enhancements) from the Main Street District north and south. Encourage development activities around Marconi Avenue/Palm Drive/Fair Oaks Boulevard as initial catalyst projects. Undertake additional streetscape improvements in the Main Street District based on the availability of funding.

IP 3. Market-Driven Land/Building Acquisition and Assembly

Provide regulatory and financial incentives to attract private sector investment and financing for land and/or building(s) acquisition and assembly.

IP 4. Support for Development Projects

Stimulate private investment on potential catalyst sites through public investment (e.g. public financing of new public infrastructure/improvements) and other financial incentives.

IP 5. Investment Contribution

Ensure that all public and private sector investment contributes to the established vision for Fair Oaks Boulevard.

IP 6. Technical and Financial Incentives

Provide technical and financial incentives to property/business owners to assist in carrying out property improvements that increase economic vitality and implement the vision for Fair Oaks Boulevard.

IP 7. District Management

Work closely with the Carmichael Chamber of Commerce and property/business owners along Fair Oaks Boulevard to assist in coordination of activities such as management, maintenance, promotion, marketing, and special events.

IP 8. Public Art Program

Encourage the private sector to invest in a public art program that includes placement of art displays (e.g., sculptures, fountains, etc.) in projects and public places along Fair Oaks Boulevard, especially in or near gateways, public plazas, signature buildings, and other highly visible areas.

IP 9. Distributed Power

Encourage “green” distributed generation appropriately screened or designed to integrate with architecture and landscape design.

5.4 Roles of Implementation Partners

Implementation of Fair Oaks Boulevard Corridor Plan will require the sustained effort of effective partnerships. The following describes the roles of Sacramento County and its various private and institutional partners.

Sacramento County

The County and Carmichael Community Council have provided overall leadership in developing the Corridor Plan and will provide the overall leadership in implementing the Plan. The County and Carmichael Community Council will formally adopt the Plan and will implement it through regulatory actions including zoning, development approvals, and building permits. The County will also implement the Plan through funding and constructing roadway and other public infrastructure/improvement projects.

Sacramento County Department of Transportation (DOT)

DOT is responsible for design and construction of roadway improvements. The next phase of improvements between Marconi Avenue and Engle Road is the most important public investment that can set the tone for private investment and revitalization of the Fair Oaks Boulevard corridor. This project will require coordination with Sacramento Municipal Utility District (SMUD), Carmichael Recreation and Park District, and local businesses and property owners. DOT will also play an important role by potentially providing co-funding for transportation investments that improve the capacity of Fair Oaks Boulevard.

Business and Property Owners

Private property owners and businesses along the Corridor will play the key role in implementing the Plan since they control the land and existing buildings that form the foundation of the future. Private property and/or building owners must invest in their property or in some cases be ready to sell to other prospective owners who will carry out the directives of this Plan. In the long term, property/building owners could be acting collectively through a business and property owners association or business improvement district.

Area Residents

Area residents include those families and individuals who live in adjacent residential developments and neighborhoods. They should be the greatest beneficiaries of the revitalization of Fair Oaks Boulevard, but they may also be periodically inconvenienced by the development activities that are necessary in realizing the vision. Area residents will have a major voice in ensuring that future projects conform to the vision for Fair Oaks Boulevard.

Developers

Developers are the private entrepreneurs that will be the focal point for assembling land and/or existing buildings, securing financing, securing development approvals, and actually developing projects (new construction, rehabilitation, adaptive reuse) projects consistent with the FOB vision. In some cases, they may include not-for profit developers of affordable housing.

Other Public Agencies

In addition to the County's private partners, they will need the support and active participation of other public agencies such as the Carmichael Chamber of Commerce, Carmichael Recreation and Park District, School Districts, SMUD, Sacramento Area Council of Governments (SACOG), and Sacramento Regional Transit District (RT). For example:

- Carmichael Recreation and Park District - The Carmichael Recreation and Park District owns and operates the major open space resource in the Fair Oaks Boulevard Corridor. Carmichael Park, with approximately 38 acres, is the largest landscaped asset and serves surrounding neighborhoods with a community center, performance pavilion, and other sports facilities. Like the school districts, the park district has a major stake in efficient pedestrian and auto circulation and park visitor safety within the corridor.
- Transportation Providers - Carmichael is served by Sacramento Regional Transit District (RT) for public transit services. RT will be critical in providing access to and through the Fair Oaks Boulevard corridor and providing connections within the community and with the region. The accessibility of the Fair Oaks Boulevard corridor will depend on RT and its transit partners providing frequent bus service, coordinating transfers among systems, and upgrading transit stops.
- SMUD - Work with SMUD to make solar photovoltaic part of new construction, whether commercial or residential with a goal to make the Main Street District more energy self sufficient in support of the "smart growth street" concept.

5.5 Regulatory Actions

Development Guidelines and Standards

The Corridor Plan will be implemented through new development guidelines and standards that are unique to Fair Oaks Boulevard. The County and Carmichael Community Council will establish new development standards (e.g. building density, height, setbacks; parking; etc.) conducive to desired residential, commercial and mixed-use development (Section 3) and new development guidelines to assure overall high quality of architectural design of new construction, rehabilitation (Section 4).

The new development guidelines, standards and the project

review process are designed to be a primary tool to implement the Fair Oaks Boulevard Corridor Plan, and to ensure that individual proposed projects comply with the directives of the County General Plan, Carmichael Community Plan and the Fair Oaks Boulevard Corridor Plan. This is accomplished through determination of compliance with County standards and guidelines and conditions of approval.

In addition, the County will require that the mitigation measures identified through the Environmental Impact Report (EIR) process for the Fair Oaks Boulevard Corridor Plan become conditions of approval for all proposed public and private development projects within the planning area.

While the new development guidelines and standards are intended to be implemented by both existing and new development, it is not the County's intention to create numerous non-conforming uses that will be limited in their ability to operate or upgrade. The County instead will make every effort to assist existing "non-confirming" businesses continue their operations until market forces make it advantageous for the business or property to transition to uses more consistent with the long-term vision for Fair Oaks Boulevard.

Expedited Development Project Review

Sacramento County should consider establishment of a process whereby review and approval of discretionary land use, planning and building entitlements is given priority and expedited in terms of timing for proposed development activities in the Fair Oaks Boulevard corridor that are consistent with the Fair Oaks Boulevard Corridor Plan.

For such projects, a stipulated period for completing such review and approval (or disapproval) would be committed to by the County. The stipulated period should be less than the current average period of time required for completing such review and approval. This approach would assure private developers and/or owners of desired development and business improvement projects that required planning and/or building entitlements would be completed within a reasonable period of time.

5.6 Administrative and Organizational Actions

The County will need to undertake a range of administrative and organizational actions to reshape Fair Oaks Boulevard and to stimulate private investment. This includes more detailed planning and project review, technical assistance, marketing and monitoring.

Project Coordination

As part of its county-wide commercial corridor revitalization program, Sacramento County should continue and further support the existing "infill coordinator" position to assist in implementing revitalization activities along the County's designated commercial corridors – including Fair Oaks Boulevard. Technical assistance activities could potentially include

the following:

- Providing technical assistance to property and business owners
- Undertaking recruitment efforts for business retention/attraction
- Facilitating development review and approval
- Marketing the Plan to potential developers
- Overseeing streetscape improvements
- Coordinating financing for public and private improvements
- Acting as a liaison between the County and business and property owners

“Response” Team

In order to assist in the expedited planning and/or building entitlement process described above, Sacramento County should continue its internal staff team that provides technical input and assistance for proposed development projects in the Fair Oaks Boulevard Corridor Plan area that are consistent with the Fair Oaks Boulevard Corridor Plan. The internal staff team consists of representatives of the various County departments that are involved in review and discretionary approval of such projects e.g. including the Municipal Services Agency and the Planning, Building and Transportation departments. This approach provides for consistency of policy direction among the participating County departments.

A single point of contact should be established for each proposed project, so that the proposed developer/business owner interacts with a single representative of the County instead of the various departments. The “response” team includes high level representatives of each of the participating departments that are authorized to commit to an appropriate policy direction and/or decision related to a particular proposed development project.

The internal staff response team and single point of contact concepts described above are very important to ensuring the community that the objectives of the Plan are fulfilled. These concepts could be applied to both proposed private development and public improvement projects.

Private Sector Organization

The successful revitalization of Fair Oaks Boulevard will require active involvement and strong leadership of the business and property owners. Sacramento County should help facilitate the establishment of a Fair Oaks Boulevard Association – or similar organization – comprised of business and property owner stakeholders to provide for a collective private sector participation in the implementation process. Particularly important would be efforts between the County and this group in developing a coordinated marketing and promotion program for the Fair Oaks Boulevard corridor.

The activities of this group may lead to the formation of a property-based business improvement district (PBID) - a

private sector tool for property owners to assist themselves in financing physical improvements and maintenance, security programs, marketing or promotional programs.

Marketing: Business Retention and Attraction

Sacramento County should engage in an active program to retain existing businesses and recruit/attract new businesses that are most appropriate to achieving the vision for Fair Oaks Boulevard. Particularly important will be efforts to attract the identified types of desired businesses and uses as set forth in the Land Use and Development Section 3.2 of the Plan.

Public Safety and Security

As the number of residents, business customers, visitors, etc. using Fair Oaks Boulevard increases in the future, it is important that pedestrians in particular feel comfortable and safe along the Corridor during both daytime and night-time. Walking along Fair Oaks Boulevard should be an experience free of fear for one’s personal safety. Part of creating this security is the thoughtful design of buildings, landscape and lighting; and including a mixture of uses that ensures that there are always “eyes on the street.”

Beyond this, however, the Sheriffs Department will provide a regular and visible presence that demonstrates the County’s commitment to creating a comfortable, crime-free environment. A major focus of the Sheriff Department’s program for Fair Oaks Boulevard needs to be ensuring the safety and convenience of pedestrians. This is particularly important as it relates to limiting the impact of the automobile on pedestrians.

Implementation Monitoring

The County will monitor implementation of Plan through preparation and review of an annual report on the State of the Corridor. The report will be prepared by County staff and annually presented to the Carmichael Community Council and Board of Supervisors. The report will focus on the status of the following:

- Roadway improvements and streetscape
- Recruitment of businesses and developers Implementation pg 5-4
- Assistance to local businesses
- Code enforcement and security efforts
- Business promotion activities

5.7 Development Actions

Implementation of the Fair Oaks Boulevard Corridor Plan will require development and construction of numerous public capital improvement projects that will enhance the area for residents and businesses. Sacramento County should consider the timing and location of specific public improvements with planned private development so that a critical mass of public and private investments and the desired catalyst effect is created along the Fair Oaks Boulevard corridor.

Fair Oaks Boulevard Street Improvement Project

The most significant proposed public improvement project within the Fair Oaks Boulevard Corridor is the proposed Fair Oaks Boulevard Street Improvement Project for 1.5 mile long area from Marconi Avenue/Palm Drive on the south to Engle Road on the north. The proposed project is intended to be a “smart growth street” addressing transportation, environment, community and economic factors as described further in Section 2.4 of the Plan. The significance of this proposed project is that the project will help establish the character, scale and quality of the Fair Oaks Boulevard Corridor and set the tone for the type and quality of future public and private development along the Corridor. It is extremely important that the proposed project be planned, designed, engineered and implemented to be consistent with the community’s vision for the type of pedestrian oriented “smart growth street” corridor.

Public Improvements - District Basis

As an ongoing strategy the County should consider funding and installation of proposed public improvements on a “district-basis” and coordinate installation of other public improvements in roadway designs whereby such improvements are intended to support private development consistent with the Fair Oaks Boulevard Corridor Plan. Examples of such improvements include curb/gutter/sidewalk/landscape/lighting, passive and/or engineered water design features, etc.

This approach could result in such improvements being installed in a more cost effective manner, and could potentially reduce the cost obligation or site area dedication requirement of proposed private development – thereby increasing the potential economic productivity of proposed private development (new construction, rehabilitation, adaptive reuse).

Under-grounding of Utilities

The County will apply for federal funding and work with local private and public utility companies to pay for a portion or all of the under-grounding costs. If the County cannot obtain all of the necessary funding, it may seek other methods to fund the under-grounding. This might include formation of districts which if approved by property owners within such districts, would require that each property owner pay a pro-rata share of the respective under-grounding costs. The property owners share will depend on the financial resources provided by utility companies and/or the federal government. To reduce the overall under-grounding costs, the County will attempt to coordinate the under-grounding efforts with those of the roadway construction – e.g. Fair Oaks Boulevard street improvement project.

Public Parking Program

The County should consider formation of a parking district program whereby parking could be provided on a district basis instead of on a project-by-project approach for proposed private (and public) development along the Corridor.

Parking developed on a district basis could be incorporated into: 1) new surface public parking lots strategically located to serve businesses and visitors with connections to key activity points; 2) new commercial or mixed-use development projects consistent with the Fair Oaks Boulevard Corridor Plan; and/or on-street (e.g. diagonal) along certain side streets to Fair Oaks Boulevard where appropriate and safe.

Public parking locations (sites) need to be in safe and convenient locations in close proximity to the existing and/or planned uses. In addition the proposed parking should be well integrated into a public or private development project; and be located and designed in a manner that does not disrupt the urban design, scale or character of block faces along the Fair Oaks Boulevard Corridor.

To be successful, a parking program needs to be: 1) systematic with a phased implementation and related capital investment as the area matures; and 2) comprehensive with other elements such as on-street parking management and enforcement and a residential permit parking in the residential neighborhoods immediately adjacent to the Fair Oaks Boulevard Corridor.

Code Enforcement

Particularly in the early phases of implementing the Plan It is important that the quality of existing development is maintained through property inspection and code enforcement. Sacramento County, through its Department of Neighborhood Services should conduct systematic reviews of the Fair Oaks Boulevard Corridor to identify violations of City codes and standards, with a particular emphasis on those standards that affect the physical appearance of Fair Oaks Boulevard. The County should then undertake an active program that emphasizes voluntary compliance and incentives in resolving code violations.

5.8 Public Investment

This subsection summarizes estimates for public investments related to implementing the Fair Oaks Boulevard Corridor Plan.

Capital Roadway Costs

Capital improvements are an important responsibility of the public sector in initiating and cooperating in a public/private partnership. Improvements made by the County encourage and stimulate private reinvestment. Some of the capital improvements needed to carry out the revitalization efforts along Fair Oaks Boulevard include, but are not limited to:

- Roadway improvements (including right-of-way acquisition and related on-site improvements)
- Landscaping
- ADA accessibility compliance
- Transit access; bus turnouts
- Bicycle and pedestrian facilities

- Traffic signal modifications
- Lighting
- Under-grounding overhead utilities
- Street furniture; tree grates
- Enhanced crosswalks

Based on the approved Sacramento County Capital Improvements Program for Fiscal Years 2007/08 to 2011/12 the estimated cost of the proposed Fair Oaks Boulevard street improvement project from Marconi Avenue/Palm Drive to Engle Road is approximately \$12.0 million - including right-of-way acquisition, project management/design, construction and construction inspection costs.

The indicated sources of funding include Developer Fees (\$4,500,000), Measure "A" Sales Tax (\$2,826,000) and Other Unidentified Funds (\$4,904,000).

Administrative Costs

An initial step in implementing the Fair Oaks Boulevard Corridor Plan will be to address administrative and organizational actions as described above in Section 5.5, including continuing and further supporting the "infill coordinator" position within the County's Economic Development Department to coordinate the revitalization activities along designated commercial corridors within Sacramento County - including Fair Oaks Boulevard. The County estimates that the coordinator position would cost approximately \$100,000 annually.

5.9 Sources of Funding

Revitalizing the Fair Oaks Boulevard corridor will require continued public and private investment in the physical structure of the corridor. There are several financing methods that may be appropriate for implementation activities related to the Fair Oaks Boulevard Corridor Plan. The following is a summary of possible methods for financing the capital improvements identified in earlier in this section.

Fair Oaks Boulevard Street Improvement Project

The following matrix is intended to present preliminary information regarding potential funding sources for the proposed Fair Oaks Boulevard street improvement project between Marconi Avenue/Palm Drive and Engle Road. The following matrix is only intended to provide illustrative examples of potential federal, state, regional and local funding sources – and is not intended to be a complete listing of such funding sources.

The identified federal, state, regional and local funding sources have been grouped into categories related to "smart growth street" factors – transportation, infrastructure, environmental/community and economy. In addition the proposed Fair Oaks Boulevard street improvement project has been broken down into certain identified components - right-of-way acquisition, infrastructure and utilities, water quality, streets, intersections, signals and signing, streetscape

and landscape, transit and bus, bicycle and pedestrian, accessibility and open space/parks.

This approach allows Sacramento County to consider an overall funding for the proposed street improvement project that potentially includes funding sources in addition to those more traditional transportation funding sources.

Other Public Improvements

Financing the public and private improvements required to transform Fair Oaks Boulevard will involve the strategic and creative use of numerous funding sources and mechanisms. Some of the sources that could potentially be utilized include the following:

1. Sacramento County Capital Improvements Program (CIP)
2. Land-secured financing districts
3. Property-based business improvement district
4. Private sector financing

Sacramento County Capital Improvements Program (CIP)

The Sacramento County Capital Improvements Program (CIP) is a method for funding of off-site public infrastructure and improvements including water, sewer, storm water, streets, curb/gutter/sidewalks, landscaping and street lights. The CIP generally includes a variety of federal, state, regional and local funding sources designated to fund such improvements, with the priorities and criteria for allocation of CIP funding established by Sacramento County in the context of a separate annual budget document.

CIP funding could be a means to financing certain public infrastructure and improvements that would help facilitate certain public and/or private development (new construction, rehabilitation, rehabilitation/building expansion, adaptive reuse) consistent with the Fair Oaks Boulevard Corridor Plan.

Some of these potential funding sources have been utilized in Sacramento County already and may become available for current or future Fair Oaks Boulevard Corridor improvements - especially if other forms of required matching funds can be identified by Sacramento County. Examples of some these funding sources include, but are not limited to:

- Measure "A"/New Measure "A" Sales Tax -Construction Fund - These funding sources were approved by Sacramento County voters in the form of a one-half-cent sales tax to fund specific transportation projects
- Transportation Development Fee – The purpose of the Sacramento County Transportation Development Fee (SCTDF) originally adopted in 1988 is to fund construction of roadway, transit, bicycle and pedestrian facilities needed to accommodate travel generated by new private residential and commercial development. The fee is charged on a "fee district" basis with the fee determined by the project's cost responsibility for the proposed roadway improvement

projects.

- SACOG Community Design Program - In July 2002, the Sacramento Area Council of Governments (SACOG) adopted the Metropolitan Transportation Plan for 2025. This 23-year, \$22 billion plan for the six counties of the Sacramento region includes a \$500 million program called Community Design Program (directly funded by SACOG) that supports many of the goals of the Plan. Financial support for the SACOG Community Design Program comes primarily from federal funding sources expected to be available to the region and continuing throughout the life of the Metropolitan Transportation Plan for 2025. Public agencies are periodically given the opportunity to apply for these funds, either separately or with partners from the private sector or non-profit organizations.
- TEA-3 - In 1991, Congress passed the Inter-modal Surface Transportation Efficiency Act (ISTEA) and renewed it in 1998 through the Transportation Equity Act for the 21st Century (TEA-21). TEA-3, which is the third iteration of the transportation law, provides a large source of transportation improvement project and maintenance funding.

Land-Secured Financing

Land-secured financing for capital improvements generally involves either Assessment Districts or Community Facilities Districts. Given the flexibility that would be required to meet the unique needs within the specific plan area, a Community Facilities District would likely be the selected form of land-secured financing. The Mello-Roos Community Facilities Act (the "Act") [Section 53311 et. seq. of the Government Code] was enacted by the California State Legislature in 1982 to provide an alternate means of financing public infrastructure and services subsequent to the passage of Proposition 13 in 1978. The Act complies with Proposition 13, which permits cities, counties, and special districts to create defined areas within their jurisdiction and, by a two-thirds vote within the defined area, impose special taxes to pay for the public improvements and services needed to serve that area. The Act defines the area subject to a special tax as a Community Facilities District (CFD).

Property-Based Business Improvement District (PBID)

The Property and Business Improvement District Law of 1994 [Section 36600 et. seq. of the Streets and Highways Code] allows a city or county to adopt a resolution of intention to form a property-based business improvement district (PBID). Signed petitions from property owners who would pay more than 50% of the proposed assessments must be received by the public agency to initiate PBID formation proceedings. Within 15 days of receiving the petitions, the public agency must appoint an advisory board that will make recommendations about the proposed assessments.

Private Financing

Revitalization of Fair Oaks Boulevard will involve significant amounts of new private investment and development. Pri-

vate developers may help finance many of the public facilities and improvements that are required to serve revitalization of the area - using cash, funds from private investors, lines of credit, conventional lending sources, and other sources of private financing.

5.10 Financial Incentive Actions

Sacramento County is already engaged in programs and activities to financially assist the development of commercial and mixed-use development through its Economic Development Department. The recommended financial incentive actions are intended to arrange the existing and proposed tools into a "state-of-the-art" program that provides a wide range of incentives to assist and facilitate new private investment and development through a combination of new construction, rehabilitation and adaptive reuse. The recommended action items include:

- Economic Development Fund - continue to provide Economic Development Fund assistance for business attraction, retention and/or expansion; including programs such as the County's Sewer Credit Program
- Development Impact Fees - establishing alternative (reduced) development impact fees for infill residential, commercial and mixed use development along designated commercial corridors within Sacramento County; including provisions for a deferral payment program for such fees
- Capital Improvements Program - establish priority consideration in the selection criteria and process for allocation of annual Capitol Improvement Program (CIP) funding for proposed public infrastructure/improvements along designated commercial corridors in Sacramento County

5.11 Implementation Schedule

The Fair Oaks Boulevard Corridor Plan has a multiple-phase plan for implementing its revitalization efforts over a twenty plus year period. This includes actions by the County, the County's institutional partners and private property and business owners.

The sequencing of public and private investment is an important feature in the planning of Fair Oaks Boulevard. At a strategic level, it can increase the market interest and quality of investment; and also reduce costs and time required to make improvements. At a practical level, it provides an orderly implementation process lessening impacts on existing businesses and residents. Recommended actions could be implemented by Sacramento County in accordance with the following schedule:

Implementation Action	Objective	Responsibility	Schedule/ Comments
A. Regulatory Actions			
<p>A. Regulatory Actions</p> <p>A.1. Adopt new development guidelines and standards SPA</p>	<p>Prepare and adopt new development guidelines and standards to facilitate and support desired residential, commercial and mixed-use development consistent with Fair Oaks Boulevard Corridor Plan</p>	<p>Lead: Planning and Community Development Coordination: Public Works, DOT, Building</p>	<p>Phase I</p>
<p>A.2. Establish expedited project review process</p>	<p>Establish expedited process with stipulated not-to-exceed timing for review period for required discretionary land use, planning and building entitlements for proposed projects consistent with Fair Oaks Boulevard Corridor Plan</p>	<p>Lead: Planning and Community Development</p> <p>Coordination: DERA, Building</p>	<p>Phase I</p>

Implementation Action	Objective	Responsibility	Schedule/ Comments
B. Administrative and Organizational Actions			
B.1. Establishment of project coordination position	Establish staff coordinator position within the County's Economic Development Department to provide technical assistance to, and support revitalization activities along designated commercial corridors within Sacramento County	Lead: Economic Development Coordination: Planning and Community Development	Phase II
B.2. Continuation of "Response" Team	Continue existing internal "response" staff team consisting of various County department representatives to provide technical input and assistance for proposed development projects along Corridor; create a "single point of contact" for proposed development	Lead: Economic Development Coordination: Planning and Community Development, DERA, DOT, Building, etc.	Phase 1
B.3. Private sector organization	Facilitate and support establishment of association comprised of business and property ownership interests; facilitate coordinated efforts related to marketing and promotion program	Lead: Economic Development	Phase 1
B.4. Business retention and attraction	Continue to implement active program to retain existing businesses and recruit/attract new businesses appropriate for achieving vision of Fair Oaks Boulevard Corridor Plan	Lead: Economic Development Coordination: Planning and Community Development, Public Works, DOT, etc.	Ongoing implementation; subject to funding allocations approved by Board of Supervisors
B.5. Implementation Monitoring	Prepare and review annual report on the "state of the corridor"; including LOS for the 12 roadway segments and 7 intersection listed on pages 7-23 to 7-28 in the DEIR; present to Carmichael Community Council and Board of Supervisors	Lead: Economic Development Coordination: Planning and Community Development & DOT	Phase 1 - ongoing annual report and presentation

Implementation Action	Objective	Responsibility	Schedule/ Comments
C. Development Actions			
C.1. Fair Oaks Boulevard Street Improvement Project	Complete design and fund construction of proposed street improvement project along Fair Oaks Boulevard from Marconi Avenue/Palm Drive to Engle Road consistent with “smart street” factors contained in Fair Oaks Boulevard Corridor Plan	Lead: DOT, Municipal Services Agency Coordination: Planning and Community Development, DERA, Economic Development	Phase I/II – project management and design and funding; Phase III - construction
C.2. Under-grounding of utilities	Apply for funding and coordinate with public and private utilities to underground existing overhead utility lines along the corridor; coordinate under-grounding efforts with other proposed public improvement and private development projects	Lead: Municipal Services Agency, DOT Coordination: Economic Development, Planning and Community Development	Ongoing implementation; initial efforts to begin in Phase II
C.3. Public parking program	Establish a program for installation of public parking along the Corridor by means or new surface parking lots and/or joint use/shared parking as part of commercial or mixed-use development; include management, enforcement and residential permit parking	Lead: Economic Development Coordination: Planning and Community Development, DOT, Municipal Services Agency	Phase II – develop program
C.4. Code enforcement activities	Conduct systematic reviews of the Corridor to identify violations of County codes and standards; undertake program with incentives for voluntary compliance to resolve violations	Lead: Planning and Community Development Coordination: Economic Development	Ongoing implementation; subject to funding allocations approved by Board of Supervisors
C.5 Phasing Plan Prior to Development Plan	Prior to Development Plan Review or issuance of building permits for projects resulting in intensification of use or increased square footage associated with development pursuant to the Fair Oaks Boulevard Special Planning Area Ordinance, the Sacramento County Municipal Services	Lead: MSA	Need to identify funding source to prepare Phasing Plan.

Implementation Action	Objective	Responsibility	Schedule/ Comments
C. Development Actions (continued)			
C.5. Phasing Plan continued	<p>Agency (MSA) shall prepare or facilitate the preparation of, a phasing plan that identifies thresholds of development for when necessary improvements are required. The phasing plan shall also identify a mechanism to track when thresholds are met so infrastructure improvements are constructed when needed. If private applicants/developers wish to proceed with development ahead of MSA's phasing plan, project specific analysis (i.e. traffic study) will be required to ensure that the existing infrastructure can accommodate the proposed development.</p> <p>The Phasing Plan or project specific analyses shall not be required for a period of five years from the date of adoption of the Fair Oaks Boulevard Corridor Plan. The purpose of this five year period is to allow for revitalization projects that support the project objectives to proceed without the need for additional studies or specific improvements, recognizing that build out of the Corridor is long-term over a 30 plus year time-frame. The Directors of Transportation and Community Planning and Development Department shall have the authority to require project specific studies for project that have a signifi-</p>		

	cant effect on transportation systems (new addition).		
C.6 Traffic Calming studies for California Avenue	Establish a traffic calming plan for California Avenue to address the slowing of traffic to mitigate for increases in traffic resulting from buildout of the Corridor Plan.	Lead: Department of Transportation	Determine funding source and timing for such a study.
C.7. Traffic Calming for Engle Road and California Avenue	Consider alternative or enhanced traffic calming if conditions warrant and as studied as part of the Neighborhood Transportation Management Program.	Lead: Department of Transportation	Determine funding source and timing for such a study.
C.8 Cypress Avenue Future Widening	Consider adding Cypress Ave to the Project Priority List for funding under the Sacramento Transportation Development Fee Program. Design shall allow for left turn ingress and egress out of the shopping center at Cypress and Manzanita Avenue.	Lead: Department of Transportation	Determine funding source and timing for such a study.

Implementation Action	Objective	Responsibility	Schedule/ Comments
D. Financial Incentive Actions			
D.1. Economic Development Fund	Continue implementation of the County's Economic Development Fund to financially assist proposed development within the County's designated commercial corridors	Lead: Economic Development Coordination: Planning and Community Development, Municipal Services Agency, DOT	Ongoing implementation; subject to funding allocations approved by Board of Supervisors
D.2. Alternative development impact fee schedule	Establish an alternative development impact fee schedule for providing reductions in certain fees for proposed infill residential, commercial and/or mixeduse development consistent with adopted commercial corridor plans; including provisions for a deferral payment program	Lead: Planning and Community Development Coordination: Economic Development, Finance, Municipal Services Agency	Phase II; consideration in context of County's annual operating budget process
D.3. County financed public infrastructure and improvements	Establish criteria and allocation of funding with County's Capital Improvements Program to assist with financing of infrastructure related to proposed residential, commercial and/or mixed-use development consistent with adopted commercial corridor plans	Lead: Economic Development Coordination: Municipal Services Agency, DOT, Finance	Phase II; consideration in context of County's annual and five-year Capital Improvements Programs

Hundreds of people participated in workshops and committees over the course of preparing the Fair Oaks Boulevard Corridor Plan. The Plan reflects their discussions and aspirations.



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