

Appendices

Technical Memoranda	1
Meeting Agendas and Minutes; Presentation Graphics.....	12
Auburn Boulevard Stakeholder Meetings	
Technical Advisory Committee Meetings	
Design Charette #1	
Design Charette #2	
Approval Documents	99
Newsletters and Public Mailings.....	114

Technical Memoranda

1. INTRODUCTION

This study evaluated the transportation conditions on Auburn Boulevard between Marconi Avenue and Watt Avenue in County of Sacramento.

Operation of the study roadway segments on Auburn Boulevard area were evaluated for the following scenarios:

1. Existing Conditions
2. Existing Plus Project Conditions
3. Future (year 2025) – No Project Condition
4. Future (year 2025) - Plus Project Condition

STUDY AREA

The following roadway segments were identified for inclusion in the analysis:

Roadway Segments:

1. Auburn Boulevard – Marconi Avenue to Howe Avenue
2. Auburn Boulevard – Howe Avenue to Bell Street
3. Auburn Boulevard – Bell Street to Fulton Avenue
4. Auburn Boulevard – Fulton Avenue to Business 80 eastbound off-ramp
5. Auburn Boulevard – Business 80 eastbound off-ramp to Watt Avenue

ANALYSIS METHODOLOGIES

Level of service (LOS) is a qualitative term that describes the operating performance of an intersection or roadway segment. LOS is measured quantitatively and reported on a scale from A to F, with “A” representing the best performance and “F” the worst. The County of Sacramento considers LOS F as unacceptable in urban locations. Table 1 describes level of service conditions.

TABLE 1	
LEVEL OF SERVICE DEFINITIONS	
Level of Service	Description
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	Stable flow, but the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	Represents high-density, but stable flow.
E	Represents operating conditions at or near capacity level.
F	Represents forced or breakdown flow.

Roadway Segments

Roadway segment LOS is based on the roadway type, number of lanes, and daily volume of the segment. The LOS thresholds for arterial roadways are presented in Table 2.

TABLE 2					
ROADWAY SEGMENT LEVEL OF SERVICE/VOLUME THRESHOLDS – SACRAMENTO COUNTY					
Facility Type	Maximum Volume for Given Service Level				
	A	B	C	D	E
2-Lane, Residential Collector with Frontage (2R)	1,600	3,200	4,800	6,400	8,000
2-Lane, Low Access Control Arterial ¹ (2L)	9,000	10,500	12,000	13,500	15,000
2-Lane, Moderate Access Control Arterial ² (2M)	10,800	12,600	14,400	16,200	18,000
2-Lane, High Access Control Arterial ³ (2H)	12,000	14,000	16,000	18,000	20,000
4-Lane, Low Access Control Arterial (4L)	18,000	21,000	24,000	27,000	30,000
4-Lane, Moderate Access Control Arterial (4M)	21,600	25,200	28,800	32,400	36,000
4-Lane, High Access Control Arterial (4H)	24,000	28,000	32,000	36,000	40,000
6-Lane, Low Access Control Arterial (6L)	27,000	31,500	36,000	40,500	45,000
6-Lane, Moderate Access Control Arterial (6M)	32,400	37,800	43,200	48,600	54,000
6-Lane, High Access Control Arterial (6H)	36,000	42,000	48,000	54,000	60,000

Note: Facility Type Arterials:
¹Low Access Control is defined as having more than 4 stops/mile, frequent driveways, and 25-35 mph speeds.
²Moderate Access Control is defined as having 2-4 stops/mile, limited driveways, and 35-45 mph speeds.
³High Access Control is defined as having 1-2 stops/mile, no driveways, and 45-55 mph speeds.
 Source: *Traffic Impact Analysis Guidelines*, County of Sacramento, July, 2004

2. EXISTING CONDITIONS

This chapter provides a description of Existing Conditions on Auburn Boulevard in the study area.

ROADWAY SYSTEM

Regional access to Auburn Boulevard is provided by Business 80 (State Route 51). Study area roadways include Auburn Boulevard, Fulton Avenue, Watt Avenue, and Howe Avenue.

Business 80 is a north-south freeway that extends from US 50 in Sacramento to I-80. In the vicinity of the project it is a four-lane limited-access urban freeway. Full or partial interchanges at Marconi Avenue (partial), Howe Avenue (partial), Bell Street (partial), Fulton Avenue (full), and Watt Avenue (full) provide access to the Auburn Boulevard in the study area.

Auburn Boulevard is a two- to four-lane arterial that runs east-west from Sacramento to Citrus Heights. In the project area Auburn Boulevard parallels Business 80 and is used to avoid congestion on Business 80 during the AM and Pm peak hours.

Fulton Avenue is a four-lane road that runs north-south from Fair Oaks Boulevard to Business 80. It has a full interchange with Business 80.

Watt Avenue is a four- to six-lane thoroughfare that runs north-south from Placer County to Elk Grove (as Elk Grove-Florin Road). In the study area Watt Avenue has six lanes and has a full interchange with both Business 80 and I-80.

Howe Avenue is a two- to six-lane north-south roadway beginning at Sheldon Road (as Power Inn Road) and extending north to Business 80. In the study area it is a two-lane facility and has a partial (eastbound on and off-ramps only) interchange with Business 80.

TRAFFIC VOLUMES AND LEVELS OF SERVICE

Daily traffic counts were collected by Sacramento County for the Howe Avenue to Bell Street and Fulton Avenue to Business 80 eastbound off-ramp segments. The traffic volumes on the Bell Street to Fulton Avenue and Business 80 eastbound off-ramp to Watt Avenue segments were estimated using existing traffic volume data for adjacent segments and 2002 Base Year SACMET traffic model forecasts.

The average daily traffic volumes and level of service estimates for the study roadway segments are summarized in Table 3. All of the roadway segments are operating at LOS A.

TABLE 3			
AUBURN BOULEVARD ROADWAY SEGMENT LEVELS OF SERVICE - EXISTING CONDITIONS			
Road Segment	Facility Type¹	ADT²	LOS³
Howe Ave. to Bell St.	2M	2,600	A
Bell St. to Fulton Ave.	3M	5,100 ⁴	A
Fulton Ave. to Business 80 eastbound off-ramp	3M	12,500	A
Business 80 eastbound off-ramp to Watt Ave.	4M	20,300 ⁴	A

Notes: 1. Facility Types are described in Table 2
 2. ADT = Average Daily Traffic (24 hour weekday)
 3. LOS = Level of Service
 4. Estimated daily traffic volume
 The LOS analysis was based on capacities presented in the County of Sacramento's *Traffic Impact Analysis Guidelines, 2004*
 LOS is based on roadway type, number of lanes and average daily traffic volume.

3. EXISTING PLUS PROJECT CONDITIONS

PROJECT DESCRIPTION

The Auburn Boulevard Streetscape Master Plan is a comprehensive plan to guide streetscape development along the boulevard. The goals of the Master Plan are to create a strong, recognizable community identity; create a safer environment for pedestrians, vehicles, bicycles, and business owners; increase visibility; slow vehicle speed; encourage a variety of business ventures; and strengthen urban form. To that end portions of the roadway that have multiple lanes (between Bell Street and the Business 80 eastbound off-ramp) would be converted to a two-lane arterial with a painted or raised median and bicycle lanes. The pedestrian environment would be improved by way of upgraded sidewalks and street lighting. A new traffic signal would be installed at the Auburn Boulevard/Morse Avenue intersection.

In the section of Auburn Boulevard between Marconi Avenue and Bell Street the existing two-lane section would be retained, but bicycle lanes would be added. The pedestrian environment would be improved by way of upgraded sidewalks and street lighting.

TRAFFIC VOLUMES AND LEVELS OF SERVICE

The average daily traffic volumes and level of service estimates for the study roadway segments with the completion of the project are summarized in Table 4. With implementation of the proposed project all of the roadway segments are projected to be operating at LOS B or better.

Road Segment	No Project			Plus Project		
	Type ¹	ADT ²	LOS ³	Type	ADT	LOS
Howe Ave. to Bell St.	2M	2,600	A	2M	2,600	A
Bell St. to Fulton Ave.	3M	5,100 ⁴	A	2M	5,100 ⁴	A
Fulton Ave. to Business 80 eastbound off-ramp	3M	12,500	A	2M	12,500	B
Business 80 eastbound off-ramp to Watt Ave.	4M	20,300 ⁴	A	4M	20,300 ⁴	A

Notes: 1. Facility Types are described in Table 2
 2. ADT = Average Daily Traffic (24 hour weekday)
 3. LOS = Level of Service
 4. Estimated daily traffic volume
 The LOS analysis was based on capacities presented in the County of Sacramento's *Traffic Impact Analysis Guidelines, 2004*
 LOS is based on roadway type, number of lanes and average daily traffic volume.

4. CUMULATIVE (2025) CONDITIONS

This chapter analyzes the transportation conditions for the Cumulative (2025) Conditions. Cumulative (2025) Conditions are identified for with and without project scenarios.

CUMULATIVE (2025) TRAFFIC VOLUMES

The SACMET TDF model was updated to estimate future traffic in the vicinity of the project. The TDF model incorporates land use developed from area general plans and Tier I 2025 Metropolitan Transportation Plan roadway improvements.

CUMULATIVE IMPACT ASSESSMENT

Roadway Segment Impacts

The Cumulative (2025) traffic volumes and roadway segment level of service analysis are summarized in Table 5. The conversion of Auburn Boulevard, in the study area does not result in any roadway segment operating at unacceptable levels of service (worse than LOS E). Implementation of the proposed project would result in the roadway segment between Fulton Avenue and Business 80 eastbound off-ramp degrading from LOS B to LOS D. All of the other segments are projected to operate at LOS A with or without the project.

TABLE 5 AUBURN BOULEVARD ROADWAY SEGMENT LEVELS OF SERVICE SUMMARY												
Road Segment	Existing						2025 Conditions					
	No Project			Plus Project			No Project			Plus Project		
	ADT ¹	LOS ²	Type ³	ADT	LOS	Type	ADT	LOS	Type	ADT	LOS	Type
Howe Ave. to Bell St.	2,600	A	2M	2,600	A	2M	3,000	A	2M	3,000	A	2M
Bell St. to Fulton Ave.	5,100 ⁴	A	3M	5,100 ⁴	A	2M	5,600	A	3M	5,600	A	2M
Fulton Ave. to Bus 80 EB off-ramp	12,500	A	3L	12,500	B	2M	14,700	B	3L	14,700	D	2M
Bus 80 EB off-ramp to Watt Ave.	20,300 ⁴	A	4M	20,300 ⁴	A	4M	21,900	A	4M	21,900	A	4M

Notes: : 1. ADT = Average Daily Traffic Volumes (24 hour weekday)
 2. LOS = Level of Service
 3. Type = Facility Type (See Table 2)
 4. Estimated daily traffic volume
 The LOS analysis was based on the County of Sacramento's *Traffic Impact Analysis Guidelines*, 2004
 LOS is based on roadway type, number of lanes and average daily traffic volume.



MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

Memorandum

To: Ms. Christine Anderson

File: 55-0306B

C:

From: Adrian Engel

Date: 7-13-2006

Re: Auburn Blvd Streetscape Master Plan

Technical Issues with Auburn Blvd Master Plan

Mark Thomas & Company, Inc. has been contracted to provide input on the civil engineering issues pertaining to the Auburn Blvd Master Plan. The project limits of the Study are along Auburn Blvd from west of Howe Ave to Watt Ave. The Master Plan is being produced in conjunction with the Auburn Blvd Special Plan Area Study. With the improvements one existing lane will be removed resulting in one traveled lane in each direction, a dual left turn lane, bike lanes and sidewalk on the south side of the street. The proposed streetscape improvements include landscaping, street printing, improved ADA facilities, and concrete barriers. This memo will address the technical challenges with implementing the streetscape improvements.

Caltrans Facilities

The project is adjacent to Route 51 Capitol City Freeway including four interchanges at Bell Ave, Howe Ave, Fulton Blvd and Watt Ave. The northern boundary between County and State right of way along of Auburn Blvd is currently defined by an earthen swale and chain link fence. Caltrans standards such as the Highway Design Manual and the AASHTO Roadside Design Guide will control the ultimate configuration of the ramps and the concrete barrier in the Master Plan.

Hook Ramps

The interchanges at the Bell Ave and Howe Ave consist of eastbound on and off hook ramps. Currently Caltrans does not support the use of hook ramps on new

projects due to the increased accident potential. Hook ramps historically can have short stopping sight distance, potential for wrong way movements, short acceleration/deceleration distance and/or inadequate superelevation. All of these factors can lead to increased accident rates. Taking this into consideration, any modification to the existing hook ramps may trigger considerable improvements which could escalate the cost of the Streetscape Master Plan significantly. The improvements could range from ramp lengthening and reconstruction to building completely new interchanges with massive right of way impacts. There are ongoing studies with Caltrans looking at interchange options in the area.

Right of Way Fence / Barrier

As part of the Streetscape Master Plan, the existing chain link fence along the Caltrans right of way is being replaced with a concrete barrier (type 60) and decorative fencing. The barrier and fence combination will only be 6 feet tall so it will not obstruct the view of the businesses along the south side of Auburn Blvd but will be more attractive and easier to maintain than the existing chain link fence, see the attached sketch. The grade difference is as much as five feet between the edge of pavement of the freeway and the pavement of Auburn Blvd. The grade difference between the roadways will need to be addressed with the final design of the concrete barrier with input from Caltrans review. Also the drainage swale will need to be reformed within the state right of way or replaced with a storm drain system.

Utilities (Placing under ground)

One component of the Streetscape Master Plan is to underground overhead utilities. There is a high voltage power line on the north side of Auburn Blvd that cannot be placed underground due to its high voltage. There are however both lower voltage electrical and communication lines on the south side of Auburn Blvd that have the potential to be placed underground. Due to the high cost of undergrounding utilities the County should look at funding strategies to distribute the cost. A potential strategy is to underground the utilities adjacent to the south side Auburn Blvd with the Master plan improvements and encourage the developers to underground the onsite utilities with redevelopment.



August 9, 2006



10545 Armstrong Avenue
Mather
California
95655
Tele: [916] 876-6000
Fax: [916] 876-6160
www.csd-1.com

Christine A. Anderson, ASLA
Senior Associate Landscape Architect
The HLA Group, Landscape Architects & Planners Inc.
1990 Third Street, Suite 500
Sacramento, CA 95814

SUBJECT: Draft Auburn Blvd. SPAO and SMP Document Comments

Dear Ms. Anderson:

- Board of Directors**
- Representing:
- County of Sacramento
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento

The West Auburn Boulevard Special Planning Area Ordinance (SPAO) and Streetscape Master Plan (SMP) corridor is located within the County Sanitation District 1 (CSD-1) service area boundaries. CSD-1 has reviewed the Draft SPAO and SMP document and has the following comments:

The addition of multi-use and multi-story facilities may increase the demand on the current sanitary sewer infrastructure in the subject corridor. Preliminary analysis shows that the sanitary collector and trunk sewer facilities currently serving this corridor may be capacity constrained. Therefore, as part of your preliminary analysis to redevelop this area, CSD-1 recommends conducting a sewer study to address all sanitary sewer issues relating to the subject project. The study should either demonstrate capacity in the existing system, or propose construction of new facilities to mitigate the project's impact on the existing system.

If you have any further questions or require additional information please feel free to call me at 875-7123.

- Mary K. Snyder
District Engineer
- Christoph Dobson
Acting Collection Systems Manager
- Wendell H. Kido
District Manager
- Marcia Maurer
Chief Financial Officer

Sincerely,

Michael Meyer, P.E.
Policy and Planning

cc: Roy Carlson, CSD-1 Capacity Management



Zoning Code of Sacramento County
DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS – MS 15
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0635
FAX (916) 274-0648
TTY (530) 741-4509

*Flex your power!
Be energy efficient!*

September 8, 2006

Ms. Christine Anderson
The HLA Group
1050 20th Street, Suite 200
Sacramento, CA 95814

Dear Ms. Anderson:

Thank you for the opportunity to review the draft West Auburn Boulevard Streetscape Master Plan & Special Planning Area Ordinance written for Sacramento County and Sacramento Housing and Redevelopment Agency. The document does a nice job of reflecting the recommendations and strategies that were discussed at the public workshops and the Technical Advisory Committee meetings.

The recommendations for improvements that will require Caltrans approval are all conceptually feasible, though each will take time and non-Caltrans funding, which is recognized. The recommendations include improved maintenance (page 4.4), fence replacement (pages 4.3, 4.8, 4.12, and 5.2), crosswalks @ Fulton Ave. (page 4.13), landscaping coordination/improvements (page 6.1) and freeway ramp improvements (pages 6.1 and 6.2). It is appreciated that the text notes that Caltrans currently has no plans to alter or close any of the freeway hook ramps within the project area.

As the improvement of West Auburn Boulevard moves forward, Bruce de Terra (916) 274-0614 is the appropriate Caltrans Transportation Planning contact to coordinate any potential maintenance agreement, k-rail fence design approval, crosswalk installation by freeway ramps, landscaping, or ramp operations study.

Caltrans looks forward to continuing as a member of this project's Technical Advisory Committee and to working with the community to improve this stretch of Auburn Boulevard.

Sincerely,

A handwritten signature in cursive script that reads "Alyssa Begley".

ALYSSA BEGLEY
Associate Transportation Planner

c: Bruce de Terra

**Meeting Agendas and
Minutes; Presentation
Graphics**

Auburn Boulevard

Special Planning Area and Streetscape Master Plan

Auburn Boulevard Stakeholders Meeting
October 27, 2005

Agenda

Introductions

Welcome

Project Background

Project Vision and Goals

Project Process

- Project Participants
- Roles
- Milestones

Discussion

- Lessons learned from Fulton Avenue
- Issues for Auburn Boulevard

Adjourn

Our next meeting is tentatively scheduled for January 18th at 1pm at the Clarion Hotel. Please make a note of it.



Troy Givans
County of Sacramento
700 H Street, Room 7650
Sacramento, CA 95814-1280
916.874.2413
givanst@saccounty.net



Donna Melendez
Sacramento Housing and
Redevelopment Agency
600 I Street, Ste. 250
Sacramento, CA 95814
916.440.1399 x1279
dmelendez@shra.org



Christine Anderson
The HLA Group
1990 Third Street, Ste. 500
Sacramento, CA 95814
916.447.7400
canderson@hlagroup.com



MEETING MINUTES

Project Name: Auburn Boulevard Special Planning Area (SPA) & Streetscape Master Plan
Auburn Boulevard Stakeholders (ABS) 1st Meeting

Project Number: 53505.01

Meeting Date: October 27, 2005

Meeting Time: 1:00 P.M.

Attending: See sign in sheet

Recorded By: Susan Collopy

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Donna Melendez with Sacramento Housing and Redevelopment Agency (SHRA), Troy Givans with the County of Sacramento and Christine Anderson with The HLA Group are co-project managers on this project.

Goals

- To create a plan and a blueprint for the future.
- To capitalize on the successes of Auburn Blvd.
- The process used for this project is a test case with the goal of changing the way the county does business.
- Streamline the process – encourage quality development
- The Special Planning Area Ordinance & the Streetscape Master Plan will be policy documents that will promote these goals.

Stakeholder Role in the process

- Provide information to the project team on the needs of the area.
- Identify what needs to be done to be successful.
- Provide ideas and questions to the project team.
- Form consensus and generate support in the community.
- Attend public workshops.

Technical Advisory Committee: Consists of staff members from the County, SHRA and Department of Environmental Review and Assessment (DERA) and others.

Project Timeline

- Two community workshops (design charettes) scheduled for February and March.
- Three ABS stakeholder meetings (this is the first meeting of three).
- Expedite the SPA document in front of the Streetscape Master Plan. Expect to submit the SPA document to the County Board of Supervisors in early fall of 2006.
- The Streetscape Master Plan will be completed shortly after the SPA document.
- Supervisor Peters commented that she would like to request a more aggressive schedule, with less time between the workshops and document submittal.

Products

- Special Planning Area Ordinance – This is a policy document that will provide specific planning direction for this area. The document needs to be completed in order to move forward with projects that will move through the Planning Department.



- Streetscape Master Plan – This will be a document which will provide design guidelines and specific design recommendations for the streetscape along Auburn Blvd.
- Newsletters about this project will be going out to all owners/residents located within the 500' project limit line.

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Feedback on Fulton Avenue Streetscape Renovation

- Cooperation with the County was excellent.
- County follow through was very slow – took 6 years to complete landscaping.
- The scope of work for Fulton Boulevard was different than the scope of work for Auburn Boulevard.

Comments from the Stakeholders

- Suggested inviting more people to the Design Workshops (beyond the 500' project limit line) and do more outreach in the community so more people know about the project early on. Goal is to prevent people from joining in at the end of the process with complaints.
- Invite specific Homeowners Groups and Local organizations (check with Howard Schmidt at Supervisor Peters' office for information on local organizations.)
- Commented on the need to provide continuous education of the SPA ordinance and the Streetscape Master Plan to the public.
- Supervisor Peters to mention the project and Design Workshops in her newsletter to her constituents.

Key Issues from Stakeholders

- Currently there are jurisdictional problems due to different agencies that have jurisdiction in the area (County of Sacramento, City of Sacramento and Caltrans). The south side of the street is in the County, at the centerline it is within the City of Sacramento limits, and at the existing chain link fence it becomes Caltrans right of way. It is unclear who has responsibility over certain tasks, people call with problems and are told to call someone else. Problems with abandoned cars. Need to know who to call with problems.
- The chain link fence is poorly maintained. Stakeholders want visibility from the freeway.
- Consider a long term lease from Caltrans, then take over landscaping and maintenance. Project team to follow up on this for the next ABS meeting
- Consider a maintenance agreement with the City of Sacramento.
- Caltrans should be involved in this process.
- Caltrans background: Some existing on and off ramps are problematic, there is no current plan to revise them, revising them could require an EIR.
- Issues to discuss with Caltrans: existing chain link fence and maintenance.
- Consider upgrading the Caltrans fence and look for opportunities to add artwork or sculpture to the fence. Caltrans has done this in other places. Project team to follow up.
- Crime had improved and is now backsliding some (it is better than it was). Problems with vandalism, panhandling, and prostitution.
- Suggested to follow up with the POP officer Paul Pace (876-5744) with crime concerns.
- Bobbe Dworkis (876-5241) is the Service Area Manager with Sacramento County Neighborhood Services at Marconi station. She can help coordinate intergovernmental issues.
- Consider coordinating private security with public security with the creation of a Property-Based Business Improvement District (PBID).
- Currently Fulton Avenue has private security that is working well, Auburn Blvd. doesn't have this in place.
- Costs for security on Fulton about \$100,000 per year.
- Look for ways to improve security on Auburn Blvd.



- Property owners have had problems getting business group started.
- Bike Trail- there is no current connection to the existing bike trail located north of I-80. There has been no discussion regarding bike paths on Auburn Blvd., not an ideal location for bike travel. Project team will check with transportation agencies regarding any need for bike lanes.
- Airport Noise from McClellan – shouldn't be an issue, there are some complaints about helicopters. Project team will check up on and give update.
- ABS member request for a copy of the large aerial photo of Auburn Blvd. with property info. on it.
- Streetscape issues- Medians are a concern because they limit access into businesses
- Consensus is that people prefer separated sidewalks (there is an existing strip of landscaping between the sidewalk and the curb). Currently some sections of Auburn Blvd. have separated sidewalks.
- Make sure business owners are informed of any plans to install landscape medians because these have a direct impact on businesses. Business owners would prefer no medians.
- If the area adjacent to the freeway can be landscaped, may not need landscape medians.
- What is the potential for undergrounding overhead utility lines? Large power lines on the North side of the street cannot be undergrounded, undergrounding may be possible for the other smaller lines on the South side of the street.
- Thoughts regarding on-street parking – useful for providing employee parking. Should be daytime only. No parking at night to discourage truck parking. Also consider land purchased to create public parking lots.
- Consider if on-street parking is at odds with beautification goals.
- Speed is an issue – people drive too fast, employees have had car accidents.
- Currently there is nothing to slow drivers down.
- Separate Auburn Blvd. from the freeway aesthetically.
- Traffic – currently traffic is bad, backs up in some areas at rush hour, a lot of people using Auburn as a way to avoid the freeway.
- Lane Configuration: when Auburn Blvd. was two lanes each way with no center lane there were a lot of accidents. Project team to provide examples of alternative lane configurations.
- Will the SPA address on site landscape requirements? Yes, staff needs input on this from the ABS members and this will also be a topic at the Design Workshops.
- The SPA will address landscape coverage, building coverage, and signage.
- What about projects in progress when the SPA is approved? Will they be required to comply with new guidelines? Projects in progress will be reviewed on a case by case basis.
- Zoning Comment: Is “Form Based Zoning” possible to be used for this project? (Form based Zoning places emphasis on the physical forms allowed for an area, and moves away from “use based zoning”.) Project team will look into this.
- Streetlighting: not enough, doesn't always work, turning on and off at the wrong times
- Design Comment: Consensus is that the design and image of Auburn Blvd. should be different from Fulton Blvd.
- Auburn Blvd. is practical, convenient, and accessible. People come to Auburn Blvd. for a reason. Keep this in mind while developing design theme.
- Consider an industrial theme, use of sculptural elements, or landmarks to identify location.
- Palm Trees – good because they don't block views, no strong opinions yes or no.
- Oak Trees – grow very slowly, block views.

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Meeting adjourned at 2:30 pm.

Auburn Boulevard

Special Planning Area and Streetscape Master Plan

Technical Advisory Committee Meeting
November 17, 2005

Agenda

Introductions

Welcome

Project Background

Project Vision and Goals

Project Process

- Project Participants
- Roles
- Milestones

Discussion

- Issues for Auburn Boulevard
- Q & A

Adjourn

Our next meeting is tentatively scheduled for December 8th at 9:30am at the County Administration Office. Please make a note of it.



Troy Givans
 County of Sacramento
 700 H Street, Room 7650
 Sacramento, CA 95814-1280
 916.874.2413
 givanst@saccounty.net



Donna Melendez
 Sacramento Housing and
 Redevelopment Agency
 600 I Street, Ste. 250
 Sacramento, CA 95814
 916.440.1399 x1279
 dmelendez@shra.org



Christine Anderson
 The HLA Group
 1990 Third Street, Ste. 500
 Sacramento, CA 95814
 916.447.7400
 canderson@hlagroup.com



MEETING MINUTES

Project Name: Auburn Boulevard Special Planning Area (SPA) & Streetscape Master Plan
Technical Advisory Committee (TAC) 1st Meeting

Project Number: 53505.04

Meeting Date: November 17, 2005

Meeting Time: 9:30 A.M.

Attending: See sign in sheet

Recorded By: Susan Collopy

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

General Comments

- A contact list will be provided to TAC members so that TAC members can contact each other directly.
- County Supervisor Susan Peters is very supportive of this project. She would like to see it completed as soon as possible.
- Binders have been provided to all TAC members. They were designed to hold additional information you will receive as we move through the process.
- Standard meeting format will be to distribute questions to TAC members prior to each meeting, please review questions prior to the meeting and be prepared to discuss questions and provide answers at the meeting.
- Requesting TAC members to bring up any issues you have regarding this project either to the project team members or at the TAC meetings.

Background

- Most of the area is in the Auburn Redevelopment area. Auburn Boulevard was a thriving commercial area, then it declined, it has improved significantly in the past few years. Currently there is development interest from businesses who are attracted to the area for its visibility and large parcel size.
- Auburn Blvd. Stakeholders (ABS) This committee includes property owners and other interested parties. The role of this committee is advisory, to provide information and feedback, and to garner public support for the project.

Project Goals

- Use this project as an opportunity to raise the bar, encourage and facilitate quality projects.
- Allow for more flexible zoning to eliminate planning hurdles.
- Provide specific design criteria to improve the quality of future projects.
- Compete for future public funding for additional projects on Auburn Blvd.
- Goal is to have final SPA document in place and approved by fall 2006.
- Role of the TAC is to provide information and discuss and resolve issues relevant to this project in a quick and timely manner.



Response to Questions sent out prior to meeting:

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Cal Trans

1. What options do we have for a new fence configuration to separate the Highway from Auburn Boulevard? Particularly with a 2-3' grade separation.

Answer:

- Yes, a new fence is a possibility. The fence would need to go through the Caltrans design review process, Cal Trans TAC members could coordinate that.
- Any new fencing would not be funded by CalTrans.
- Current Caltrans project to relandscape and irrigate from Howe Avenue to Watt Avenue including Watt Interchange. No new fence is planned with this project. There is no money available in the funding of this project for new fencing.
- Larger scale shrubs will be planted on freeway frontage in front of residential areas.
- Shrub species include oleanders, redbuds, arctostaphylos densiflora.
- Existing Modesto Ash to be removed as part of project (Howe to Bell)
- Clear Recovery Zone adjacent to the freeway – no trees are allowed in this area.
- Project Timing – If it is approved next month, construction will be in 2006. Project could be pulled from the schedule, don't know yet what will happen. Project is on the California Transportation Commission agenda – the Hearing Date is December 17th.
- Requested a copy of the project report and Plans, Specifications and Estimates be given to Christine Anderson (on the project team).
 - Need to review Visibility Goals for this project.
 - Would need a change order once it is approved to alter project design.
 - Project is considered a rehabilitation project (no EIR needed).
 - Revising plant species won't be too expensive.
 - Altering location of plants would be much more expensive.
- Request for outreach from Cal Trans staff to ABS. Can Cal Trans TAC members attend the next ABS meeting?

2. Can existing trees within the Cal Trans right-of-way be pruned for visibility?

Answer:

- Some of the trees are coming out. Yes, trees can be pruned.
- If the project is approved in December, the TAC could review the plans, request revisions, and review proposed revisions with the ABS committee and CalTrans.

3. Can a maintenance agreement (Memorandum of understanding - MOU) be worked out between Cal Trans and the County to maintain landscape easements? If so, what is the process for this?

Answer:

- Yes, the County would maintain, usually a 20 year agreement.
- Alyssa Begley will provide Troy Givans information and contacts for researching a MOU, including timeline for MOU completion.
- CalTrans will typically will not allow work in their right-of-way (ROW) even if it is on the other side of the fence from the freeway. An



encroachment permit is needed to do work in the CalTrans right of way.

- Property line is unclear – Cal Trans starts at back of curb.
 - Clarify ROW, fence location
 - Suggestion by Caltrans to submit an encroachment permit request, get process started (ROW department takes a long time) then right of way issues would be researched.
- Rob Himes requested ROW maps.
- Sidewalk on the north side of Auburn Blvd. is being considered to provide access from the existing bus stop on the north side to the south side of Auburn Blvd. and also for aesthetics. Currently there is no sidewalk at the bus stop and it is a safety hazard.

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

4. Will Cal Trans restrict signage placed on County or private property, but within view of the highway? If so, how?

Answer:

- Signage Restrictions are based on CalTrans document– Outdoor Advertising Act and Regulations. Given to David Wade.
- Alyssa Begley will forward information on this document and CalTrans contact information regarding these regulations. Copy given to David Wade.
- Gateway policy can go forward, maintenance is an issue, need an MOU
- Fence can not be wrought iron or any custom fence
- Chainlink fence (type 6 or 7) preferred, fence can have a color
- Could put whatever you wanted on the other side of fence.
- Block wall will also be allowed per CalTrans
- ABS stakeholders not fond of Block Wall – will block views.
- Block wall costs – approx. \$300.00 linear foot
- Could have artwork on fencing, but it would require a maintenance agreement (Caltrans will not maintain custom fencing).

DERA

5. What length of time can we expect for review from the Department?

Answer:

Until project is more well-defined, can't estimate timeline.

6. What kinds of items might slow down the process?

Answer:

- Federal funding – CEQA/NEPA would slow process
- A Negative Declaration will take 3 to 4 months
- Submitting one document instead of two (SPA and SMP) might streamline the review process
- It would be helpful to provide as much background info up front as possible
 - Arborist Report
 - Noise Analysis
 - Other studies
- Jim Schubert noted that the county could help out with preparation of the arborist report.



7. We are currently providing a 500' mailing radius with the addition of neighborhood associations and other interested parties; will this be acceptable?

Answer:

- Project team to coordinate with Bobbe Dworkis and Howard Schmidt for information on neighborhood associations and other interested groups.
- Supervisor Peters will prepare an article for the Newsletter
- Newsletter will also be posted on the Sacramento Housing and Redevelopment web site .

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Planning

8. We would like a copy of the County's Draft Design Guidelines.

Answer:

- No County planning staff present at the meeting.

Transportation

9. Can we get a sense of the history of lane reconfiguration and on-street parking for the Boulevard?

Answer:

- The lane configuration has not changed for a while on Auburn Blvd.

10. Has the County given any consideration to reconfiguration of the on/off ramps at Howe and Bell? If so, what configurations have been discussed?

Answer:

- Some studies have been done, but there are no current plans to alter off-ramps.

11. We noticed during a field walk that there are several occurrences where drain inlets have been placed on private property and tied to the County's street storm drain. Theoretically this is due to the fact that several properties are actually lower than the roadway. Is this an acceptable practice? Could this be an option for future property development if their sites are low?

Answer:

- Direct this question to Water Resources, in general this is not a preferred practice but they have allowed it in the past.

12. Bus stops on the north side of Auburn currently have no feasible means of pedestrian access. What does the County envision as being an appropriate response to this item?

Answer:

- Sidewalks are feasible in this area, mid-block pedestrian signals are not in favor. A mid-block crosswalk will not be allowed without a signal. Transportation can look into this request.
- 2-lane road – can have crosswalk
- 4-lane road – no crosswalk without signal
- Review situation with RT

13. Are there bike routes planned on or through the Auburn Blvd. corridor? Does the County have any plans to link up to the existing City bike trail north of the freeway at Haggin Oaks?

Answer:

- Bike routes – Yes. See County's 2010 Bikeway Master Plan – Requested a copy, also available on the County's website.



- The bikeway master plan doesn't address connecting to the bike path at Haggin Oaks.
- Could provide a connection to Fulton Avenue.

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

14. We have heard that there are many reports of speeding along the Boulevard; can the County confirm this? Can we get accident reporting? When was the last traffic count?

Answer:

- County can provide data on speeds. Troy Givens to get back to Stephen White regarding conducting a speed study.
- County will provide accident data.
- Traffic counts traveling West to East on Auburn Blvd.
 - 2635 at Howe
 - 12,473 at Fulton
 - 25,581 at Watt

15. What is the County's understanding of street lighting along the corridor? Many property owners are complaining that it is inadequate in many locations.

Answer:

- County will review current lighting and get back to the TAC with information.

16. Does the County have any feelings regarding the placement of medians along the Boulevard?

Answer:

- In general medians provide an aesthetic and safety benefit
- Issues
 - Left turn access into businesses will be lost
 - Maybe additional ROW requirements at intersections if medians are added
 - Issues with sewer pipes, don't like sewer pipes under medians. As built are available showing the location of existing sewer pipes.
- Have County information, Cal Trans project report has some utilities info.

17. Would the County be amenable to providing on-street parking in particular areas?

Answer:

Need to have more specific information before they can make a determination. There will be bike lanes on Auburn Blvd which may pose a conflict with on street parking.

18. How can we get Auburn Blvd. on the SMUD's list of corridors for funding to underground powerlines.

Answer:

- Bill Slatton, SMUD Board of Directors is the person to contact regarding the undergrounding list.
- 2 levels of power lines on Auburn Blvd.
- High power lines – too expensive to underground
- Would like to look into undergrounding the smaller power lines
- Can we relocate power to the back of the property?
 - Look into, check with Bill S.



19. What types of special paving will the department allow within the right-of-way?

Answer:

- At crosswalks, pavers, or stamped asphalt is allowed, open to different types of paving.
- Consider using a different color asphalt for bikes lanes (using it in Citrus Heights).
- See the county Pedestrian/ADA Master Plan Ped/ADA Master (see bikeway color in this document).
- Note that Utilities won't repair special paving.

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

20. How much ADA compliance will we need to accommodate with this project?

Answer:

- Need to comply wherever you are working .
- If there is work in part of an intersection, entire intersection must be ADA compliant.

21. Is there a need or are there plans to make any traffic signal upgrades?

Answer:

- No plans right now.
- Signal light at Auburn and Morris won't happen anytime soon, it is #38 in priority on the Sacramento Transportation traffic priority plan. Contact person regarding this is Lupe Rodriguez.

Neighborhood Services

22. We have already heard several complaints about trash collection along the fence line, non-conforming signs, illegal parking and dumping (including abandoned cars), and crime in the area. We are also aware that the north side of Auburn Boulevard falls in the City's jurisdiction. Would the County be amenable to a long-term maintenance agreement with the City to provide services for this area? And if so, what would be the process for this?

Answer:

- Need to identify services the services in question, contact the departments responsible and develop a MOU to be approved by the City of Sacramento and the Board of Supervisors.
- Requested Bobbe Dworkis (Sacramento Area Manager, Sacramento County Neighborhood Services) attend the next few ABS stakeholder meetings.
- Will send out tentative ABS meeting schedule to Bobbe to review for any scheduling conflicts.

General Comments

- A landscape and lighting district (LLD) was formed to maintain the landscaping on Howe Avenue. Must have a vote greater than 50% to adopt LLD.
- If a LLD is formed for Auburn Blvd., mobile home parks could be exempt so residents would not be charged.
- Creation of a PBID was discussed at the ABS meeting – mostly for security patrols.
- There is a sewer interceptor that crosses the highway and runs down Bell, there will be restrictions on surface improvements adjacent to the interceptor.



Items to Follow up on

- Existing housing on Auburn will not be removed, no additional housing will be proposed with this project.

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

- Information requested from Cal Trans and Transportation.
- Minutes will be provided for this meeting
- Please review the tentative meeting schedule and review for any conflicts. There are 6 TAC meetings total.
- Christine Anderson to work with Bobbe Dworkis on scheduling the public meetings.

Auburn Boulevard

Special Planning Area and Streetscape Master Plan

Auburn Boulevard Stakeholders Meeting
December 15, 2005
1:00pm

Agenda

Welcome / Introductions

Review of Minutes from October 27th meeting

Round Table Discussion

Planning Options

Streetscape Options

Charette Venue

Adjourn



Troy Givans
County of Sacramento
700 H Street, Room 7650
Sacramento, CA 95814-1280
916.874.2413
givanst@saccounty.net



Donna Melendez
Sacramento Housing and
Redevelopment Agency
600 I Street, Ste. 250
Sacramento, CA 95814
916.440.1399 x1279
dmelendez@shra.org



Christine Anderson
The HLA Group
1990 Third Street, Ste. 500
Sacramento, CA 95814
916.447.7400
canderson@hlagroup.com



MEETING MINUTES

Project Name: Auburn Boulevard Special Planning Area (SPA) 7 Streetscape Master Plan
Auburn Boulevard Stakeholders (ABS) 2nd Meeting

Project Number: 53505.01

Meeting Date: December 15, 2005

Meeting Time: 1:00 PM

Attending: See sign in sheet

Recorded By: Susan Collopy

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Summary of Meeting:

Introduction

Review of minutes from Meeting #1

Items on the minutes are being followed up.

Caltrans issues:

Caltrans has no set maintenance schedule; they maintain the landscaping along I-80 at Auburn Boulevard on an “as needed” basis.

- A proposed project to renovate the Caltrans landscape along Auburn Blvd. has been designed, but is now on hold due to lack of funding.
- Looking into trying to get this Caltrans project started up again.

Roundtable Discussion, led by David Wade:

- His comments are focusing on the issues related to the SPA (Special Planning Area) document which affects the area from the back of curb to the rear property line of properties located on Auburn Blvd.
- The goal of the SPA document is to alter the existing zoning to make it easier to get things done.
- Current zoning regulations for this area are being reviewed, allowed use and requirements will be changing to encourage economic development along Auburn Blvd.
- Form based zoning is being considered for this area. Form Based Zoning places requirements on the physical forms (buildings, landscaping, etc.) rather than focusing on uses. It is a more visual approach to planning that encourages uses rather than limiting them.

Questions Posed to ABS Members by David Wade:

What can we do to make the SPA work best for business owner's? What kinds of neighbors do you want?

- More auto dealers and auto related uses such as car stereo shops, auto detail shops, things that the auto dealers do not provide.
- Prefer daytime uses
- Restaurants for employee and customers
- A gym would be an acceptable use.
- Personal Services & retail such as: dry cleaning, hair salons & office supply stores



What kinds of neighbors are undesirable?

- No massage parlors
- No 24 hour businesses
- No new motels
- No stores that sell alcohol
- No check cashing centers
- No new trailer parks

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Comments by David Wade:

Because the property values have risen, new uses will be more selective.

What are the most important things to enhance the marketability of the site?

- Visibility from the freeway is most important.
- Design standards based on visibility would be desirable, current sign ordinance regulations are restrictive.
- Would like to be allowed to use banners.
- Allow for a variety of uses.
- Improve the lighting on the street – **too dark right now.**

Do you have any issues regarding the Regulatory Process?

- The current sign ordinance is too restrictive.
- Review and Approval process for new construction is unclear; lack of communication between county departments has caused problems in the past.
- It took one ABS member 1½ years to get some property rezoned.
- One ABS member had to go through Environmental Review twice because the property was rezoned.
- Flexibility is important.
- Goal is response to these comments would be to make getting discretionary approvals easier.
- Note that the SPA ordinance addresses land use issues and not building code issues.

Do you have any operational issues?

- Off loading vehicles – off street is preferred. Some car dealers use street to off-load vehicles.
- Rear property security; this is a problem, cars get broken into and stolen, surveillance cameras were stolen.
- Consider vehicle parking garage for auto dealers.
- If buildings get higher, there are nice views of the golf course.

Comments from police:

- Avoid dark corners.
- Avoid large shrubs.
- Do not recommend off-street parking.

Design Concepts

Caltrans fence – 2 options for the fencing at the Caltrans boundary

- Chain link fencing, or a concrete K rail w/fencing.



Option 1

- Refurbish fence
- Minimal landscape
- Bike lane
- Continue the 3 lane section
- Center turn lanes
- More space at back of curb for landscaping or to display cars

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Comments

- 5:00 pm – backed up with traffic.
- Medians could be considered
- Morris onto Auburn-turning left there are trees (can't see) dangerous at 5 PM.
- Consistent merchandizing of cars @ various auto dealers.
- Display cars – currently a set back requirement – Could be revised
 - Jeff Clark – Right-of-Way line (where setbacks start...)
 - Maintenance – SPA, County maintenance of expanded ROW (right-of-way) would be an issue, properties would gain space. Could this be a maintenance issue w/private property owners?

Option 2

- Caltrans fence
- No change to curb line
- Can keep some existing @ sidewalk
- Sign program for Auburn visible from the freeway -need to review w/Caltrans

Comments

- Interested
- Caltrans Landscaping – proposed project on hold.
- Concerns about the safety of the Bike Lane.
- Likes the paved option #2 by the fence.

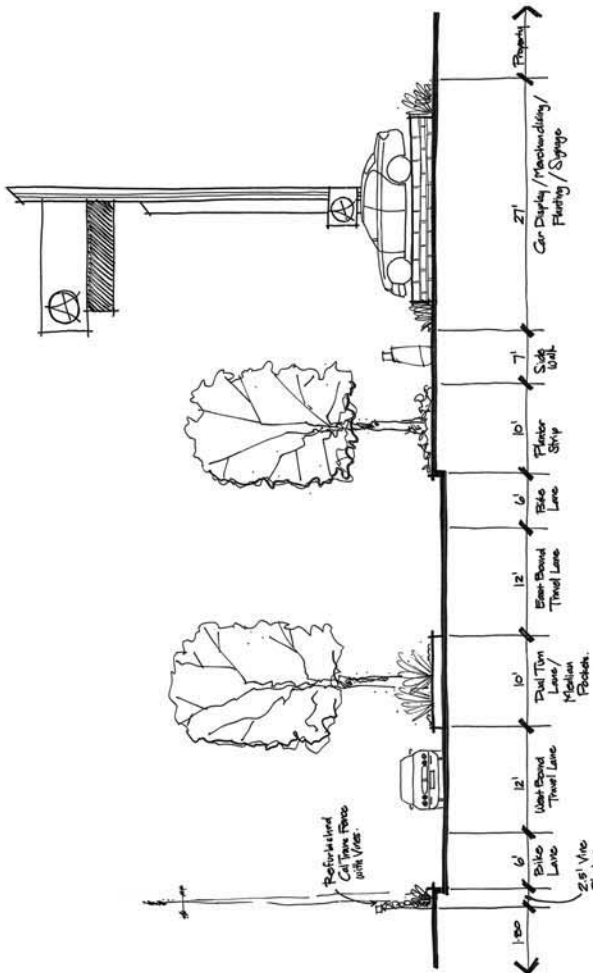
Option 3

- Have street width vary, center median with roundabouts
- “More Fun”
- Limited parking
- Advantage – could have some trees on the North Side.

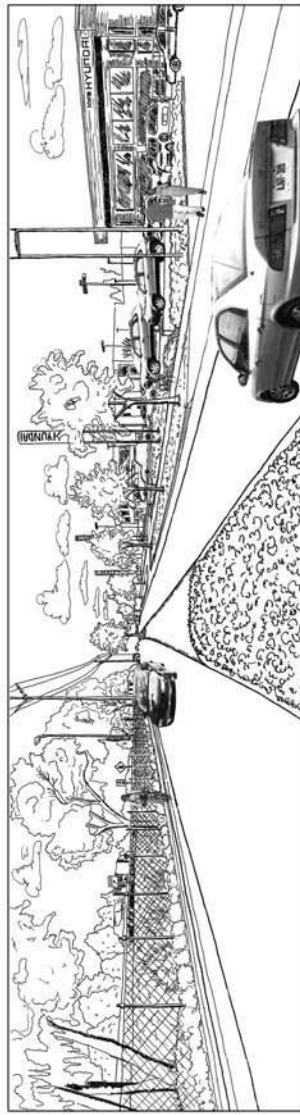
Goals

- Review – Mark up your comments on plans provided and show to Christine.
- Want Info Yes/No: What will work? What won't work?
- Don't want to launch ideas that will be detrimental. Feedback from this committee is important.
- Want to go to the first charrette w/ideas to present.
- Can mix or match ideas.
- Would like comments on all three options.

See Next page for list of attendees.



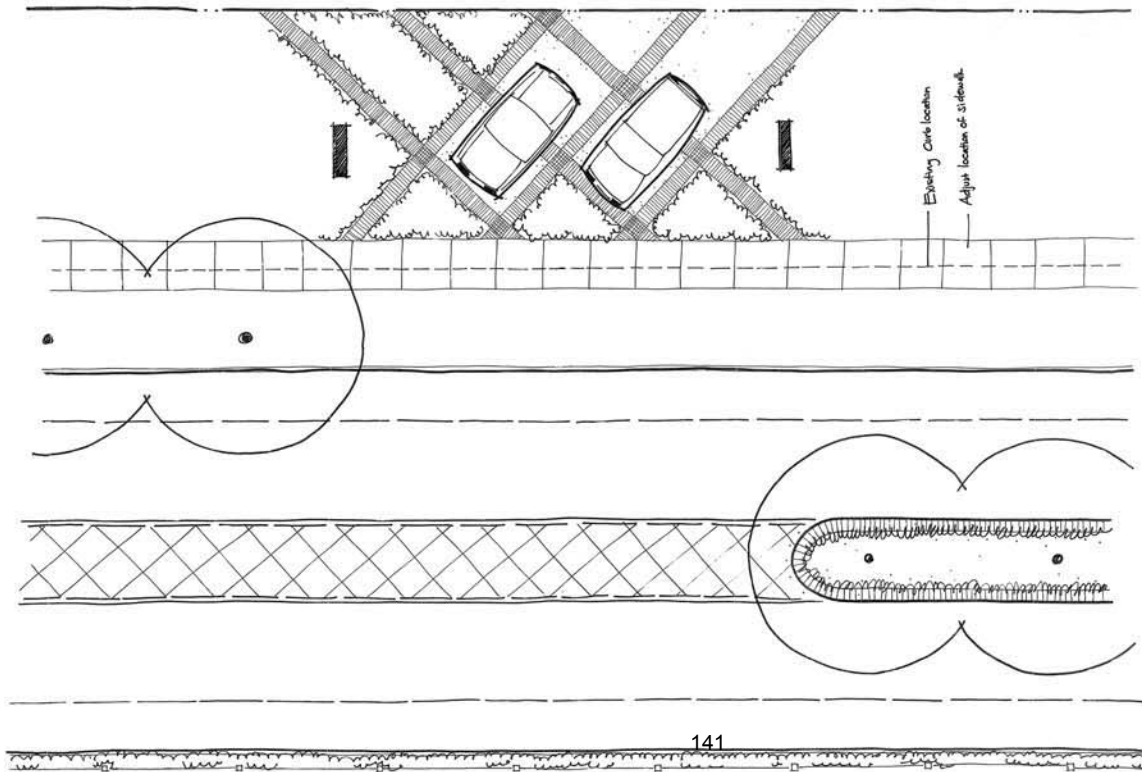
Section



After



Before

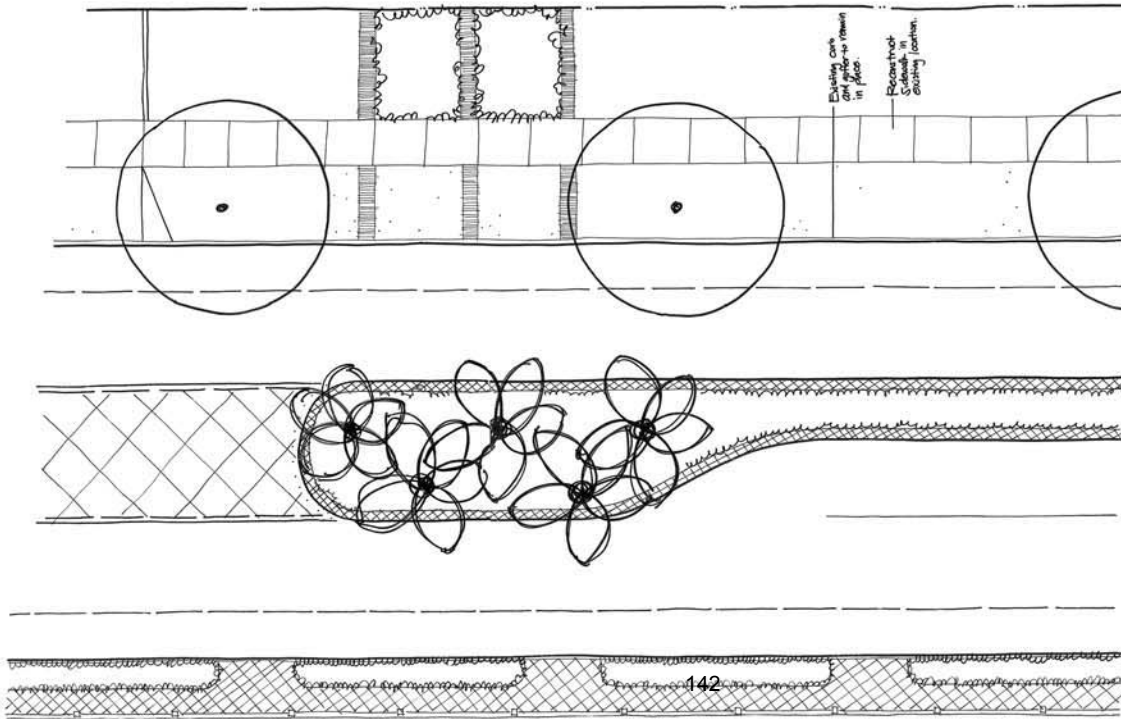
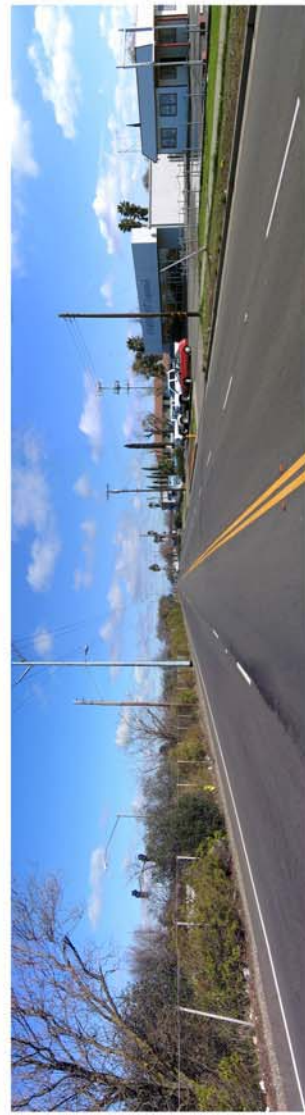
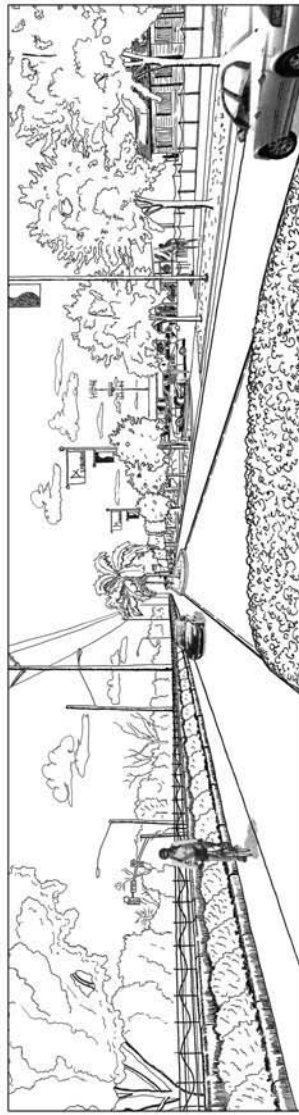
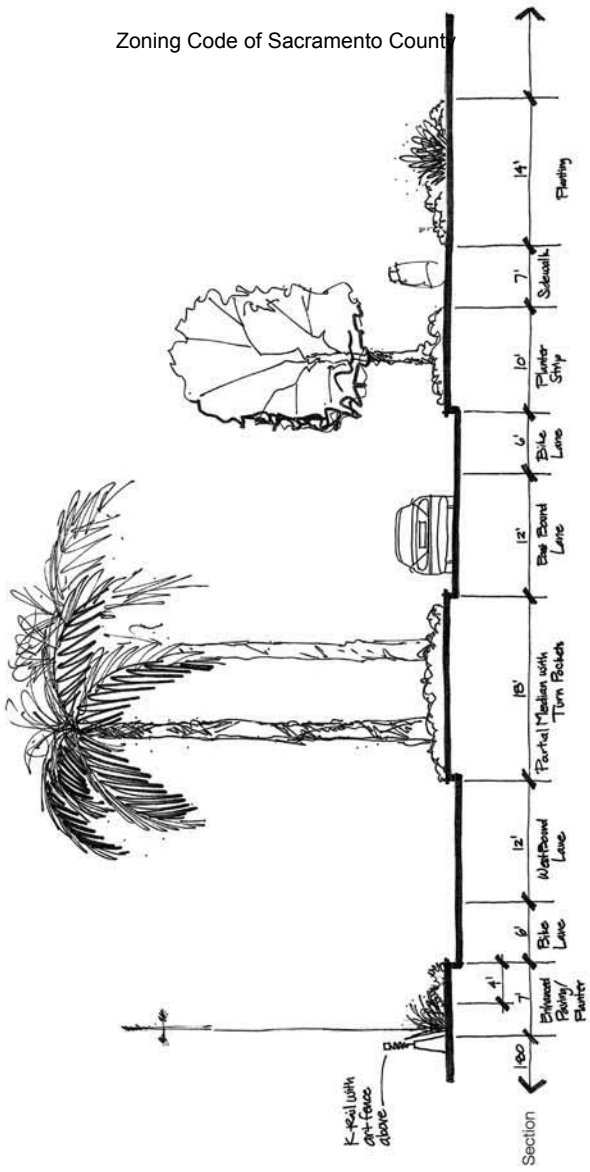


Plan

Option A

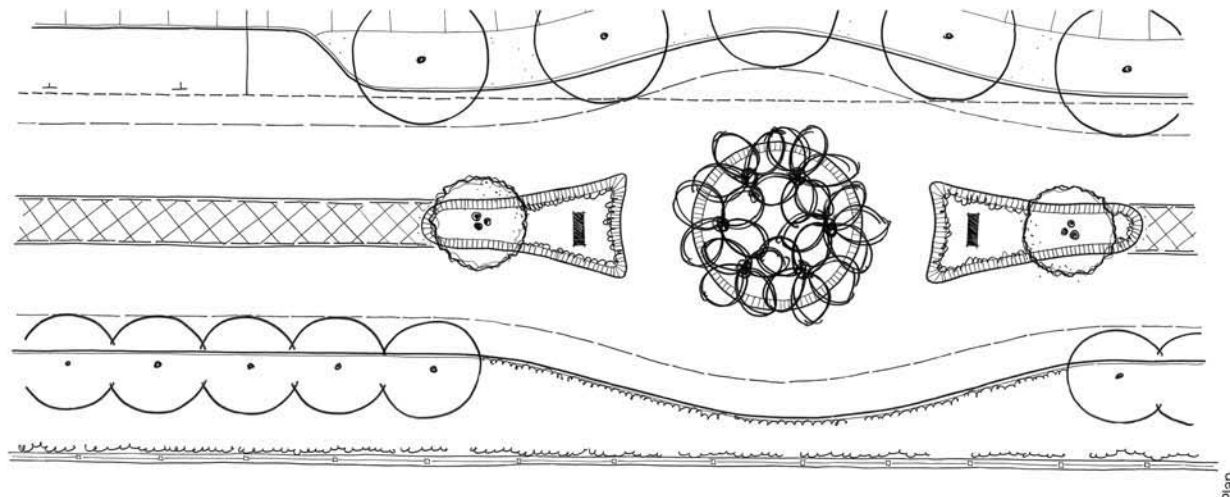
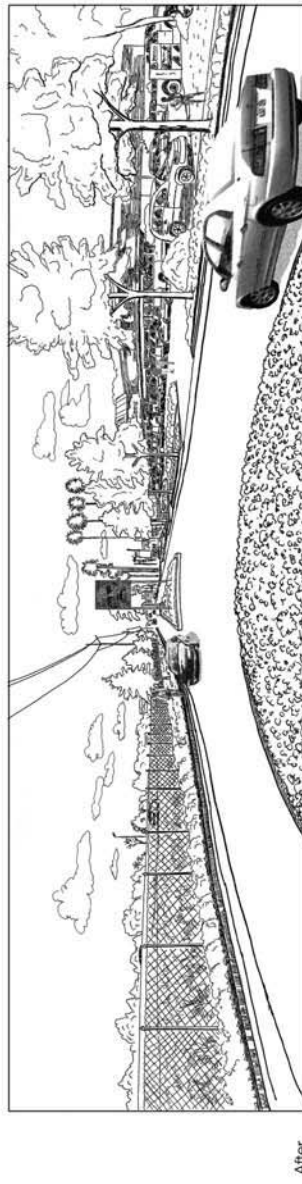
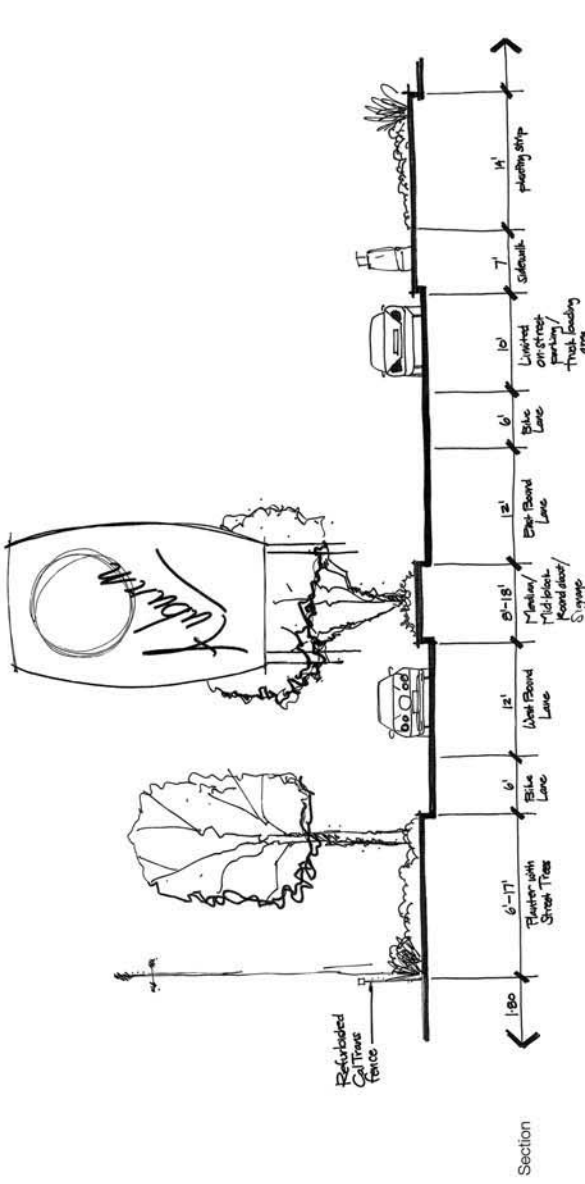
Auburn Boulevard
Special Planning Area & Streetscape Master Plan





Option B
Auburn Boulevard
Special Planning Area & Streetscape Master Plan





Option C
Auburn Boulevard
Special Planning Area & Streetscape Master Plan

The HLA Group Landscape Architects & Planners, Inc.
1860 Third Street, Suite 500 / Sacramento, California 95814
916.447.7400 / 916.447.8270 fax / www.hlagroup.com



Auburn Boulevard

Special Planning Area and Streetscape Master Plan

Technical Advisory Committee Meeting
January 18, 2005

Agenda

Welcome

Minutes review / Contact List

Public Notification

Discussion

- Options
 - City/CalTrans property
 - Maintenance
 - Roadway Function
 - LandUse
- Q & A

Adjourn



Troy Givans
County of Sacramento
700 H Street, Room 7650
Sacramento, CA 95814-1280
916.874.2413
givanst@saccounty.net



Donna Melendez
Sacramento Housing and
Redevelopment Agency
600 I Street, Ste. 250
Sacramento, CA 95814
916.440.1399 x1279
dmelendez@shra.org



Christine Anderson
The HLA Group
1990 Third Street, Ste. 500
Sacramento, CA 95814
916.447.7400
canderson@hlagroup.com



MEETING MINUTES

Project Name: Auburn Boulevard Special Planning Area (SPA) 7 Streetscape MP
TAC Meeting
Project Number: 53505.02
Meeting Date: January 18, 2006
Meeting Time: 1pm
Attending:
Recorded By: John Nicolaus

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Summary of Meeting:

1. Christine distributed agenda minutes, contact list, makes introductions
2. Christine announced that 2/9, date for next charette, 6-8 pm @ Clarion, shared newsletter w/TAC.
3. Advertisement placed in various community publications, 1500 notices sent to residents
4. Invited TAC to stakeholder meeting. Each department should have a representative @ stakeholder meeting.
5. Christine described the charette process to meeting participants. The idea is not to give charette participants a blank slate, but rather a choice of options to react to.
6. The #1 concern for stakeholders is visibility. Trees need to be spaced to not block visibility. The idea of landscape adjacent to the freeway was preferred. They were ok with having no landscaping as well.
7. David Wade suggested having a very clean look that is street sweeper friendly. Any banners would need to be at least 25' or higher. Signs and monuments were not preferred in medians.
8. Christine thinks we should share some medians ideas w/stakeholders.
9. Need to discuss with stakeholders the idea of reciprocal driveways; these may be an option.
10. Dealers would like not to off-load cars in medians.
11. Hector Barron is contact@ City of Sacramento
12. Basic Question:
 - a. How is this project improving my neighborhood?
 - b. Freeway orientation: don't downplay; try to enhance as much as possible.
 - c. It's the front porch of Arden Arcade and the neighborhood.
 - d. Neighborhood oriented service will not be located here
 - e. Make contemporary & viable.
13. Ask public members
 - a. What can you live with?
 - b. What is absolutely incompatible? Light spill onto residential parcels, traffic, noise, food odors (nuisance related) dumping, trailer parks?
 - c. Parallel parking on street is not preferred by stakeholders but will be allowed if done safely. Slow cars by having on-street parking? Need to revisit this.

MEETING MINUTES Continued

It was decided not to talk about parallel parking in discussions with the community; Conflicts were cited: RT, vehicle to vehicle, bikes. Bikes accommodated but not encouraged. Bike lane not currently striped.

Conceptual plans will be shared with the County bike committee.

Review of Plan Vignettes by Christine:

Stakeholders like palm trees

80' ROW lets us be flexible in design approach.

No impacts anticipated in Caltrans ROW

*Remember: this is a plan for the future. It all won't happen at one time.

David Wade suggests writing a program for what the street should do:

- a. Local parallel capacity to freeway when it's busy
- b. Auburn Boulevard can be just two lanes wide
- c. Think about commute traffic
- d. Landowners get together and pay for various improvements?

Program for Auburn Boulevard:

- a. Capacity – cars, peds & bikes
- b. Enhance appearance
- c. Gateway to Arden Arcade
- d. Create a clear difference between Auburn and Business 80
- e. Underground utilities—indicate this vision in the Plan
- f. Need 42' outside curb diameter for u-turns
- g. U-turn pockets are not a speed control devices, just u-turn locations
- h. County will maintain street sides if they are in a special financing District

Program for Parcels

- a. Relates to:
- b. Neighbors
- c. New and appropriate land uses
- d. Appropriate Land Use: commit to car sales.

Mike Penrose: Have him attend Caltrans, City and Community meetings. HLA will notify him so that he can attend. Mike also has input on funding and funding sources.

SHRA staff to send memo clarifying March TAC/ABS Meeting

zbd:JN

Auburn Boulevard

Special Planning Area and Streetscape Master Plan

Auburn Boulevard Stakeholders Meeting
February 2, 2006
1:00pm

Agenda

Welcome / Introductions

Review of Minutes from October 27th meeting

Charrette Overview

Charrette Agenda
Expectations
Role of Stakeholders and Participants

Streetscape Master Plan & Special Planning Area

Opportunities and Constraints
Idea Board
Options

Adjourn



Troy Givans
County of Sacramento
700 H Street, Room 7650
Sacramento, CA 95814-1280
916.874.2413
givanst@saccounty.net



Donna Melendez
Sacramento Housing and
Redevelopment Agency
600 I Street, Ste. 250
Sacramento, CA 95814
916.440.1399 x1279
dmelendez@shra.org



Christine Anderson
The HLA Group
1990 Third Street, Ste. 500
Sacramento, CA 95814
916.447.7400
canderson@hlagroup.com



MEETING MINUTES

Project Name: Auburn Boulevard Special Planning Area (SPA) 7 Streetscape Master Plan
Auburn Boulevard Stakeholders (ABS) 3rd Meeting

Project Number: 53505.04

Meeting Date: February 02, 2006

Meeting Time: 1:00 PM

Attending: See sign in sheet

Recorded By: Terry Kinsler

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Summary of Meeting:

Introduction

Review of minutes from Meeting #2

Items on the minutes are being followed up.

Stakeholder objectives leading to charrette:

- Members are to help distribute flyers to others business owners, etc whom may or may not be affected by the Auburn Blvd Streetscape and ReZoning Project.
- Recruit and spread word of upcoming charrette on 02.09.06

Overview of 02.09.06 Charrette

- Introduction
- HLA will discuss presentation Boards (Opportunities and Constraints, Image Boards, Option Boards)
- Roundtable Discussions
 - Focus needs to be directed towards streetscape opportunities
 - Integration of stakeholders, public, agency members, and design team
 - Representative (preferably member of public) to discuss the table's ideas to the greater group

Opportunities and Constraints:

- The four boards showcase the current conditions of the interested stretch of Auburn Blvd.
- Boards should show the current setbacks (ROW) currently in place along Auburn Blvd.

Considerations for Design:

- Addition of businesses within project boundaries will add to the already troublesome number of employees. How will parking be accommodated within project?
- Street capacity
 - Street width, type, and number of lanes must be able to accommodate the additional traffic seeking Auburn Blvd

CalTrans

- No plans for off ramp improvements are scheduled within the next 20 years
- Accident and volume data can be provided reflecting the traffic concerning Auburn Blvd.



- Off ramp considerations
 - The need to slow vehicles down that enter Auburn Blvd via off ramp is important.
 - Off ramp traffic increases potential hazards.

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Roundtable Hot Topics:

- Addition of master plan, showcasing the long term vision of Auburn Blvd.
- Show easement setback of electrical power lines

Zoning Ordinance:

- Maintenance:
 - Who will provide maintenance care to street, city of county?
 - Should a specified level of lot maintenance and care affect business owner upkeep?
 - Is tax increment available for maintenance care? – Currently, no.
- Utility expense constraints should be posed to favor new development, rather than deter as it currently does.
- Planning codes will reflect the consensual wants and needs to create a linked district rather than the present, sparse Auburn Blvd environment.

Visual Image Boards:

- To inspire and help to spark creativity amongst those attending charrette.

Option Board – A:

- Car display platform may not be allowed due to corporate specifications.
- Corporate specifications document all aspects of car showcase displays including but not limited to size, material, etc.
- Obtaining the most current display specifications from dealerships and the requirements per display per auto mall. Display showcases may have ability to be modified to fit required needs.

Option Board – B:

- Visual impact is of high importance as not to disrupt view of signage and business store front, not only from freeway but also Auburn Blvd.
- Contains an artistic overlay above K-rail (jersey barrier).
- Consistent visual element (flag, symbol, etc) will be distributed along Auburn Blvd, helping to unify itself as a destination.
- Obtaining all elevations of surrounding areas will better allow consideration of safety issues.
- Provide visual deterrence from driving within dual left-turn lane.
- What impact do trees and shrubbery located in the CalTrans ROW have upon safety and appearance along Auburn Blvd?

Option Board – C:

- Landscaping benefactors affecting uninterrupted vision is high priority.
- Applies a pseudo-roundabout to deal with traffic issues as well as to disrupt a continuous left turn lane median

See Next page for list of attendees.

Issues

① Lack of uniform character/low curb appeal



Goals

Create a uniform sense of place

Zoning Code of Sacramento County

② Lack of available off street parking



Create an ordinance that allows flexibility in parking requirements

③ Awkward lot sizes and configurations



Allow flexibility for shared driveways and the ability to build up



The HLA Group Landscape Architects & Planners, Inc.
1900 Third Street, Suite 500 / Sacramento, California 95814
916.447.7400 / 916.447.8270 fax / www.hlagroup.com

Opportunities and Constraints Auburn Boulevard Special Planning Area & Streetscape Master Plan



Issues

④ Established existing commercial business infrastructure



Goals
 Maintain and enhance valuable businesses
 Zoning Code of Sacramento County

⑤ Growing interest in destination business



Improve the business climate for destination business with the Special Planning Area Ordinance

⑥ Differing levels of visibility from the freeway



Create better visibility from all directions of traffic



Issues

Goals

⑦ Unkempt/unloved appearance



Increase appearance and level of maintenance across the entire Boulevard

Zoning Code of Sacramento County

⑧ Unsafe/poorly designed access from freeway and unsafe traffic speeds along Auburn Boulevard



Use traffic calming devices and other design features to transition between freeway and surface streets and slow vehicle speed

⑨ Poorly coordinated on street/off street lighting design



Add on street lighting for consistent lighting levels
Create an ordinance that addresses on street lighting for the design of lighting levels

Issues

10 Oversized lane widths and number of lanes



Goals

Decrease lane widths to County standard
Reconfigure lanes to 3 lanes section throughout

Zoning Code of Sacramento County

11 Change happens too slowly



Create an ordinance that allows flexibility for various land uses without having to go through a lengthy County review process

12 Distracting overhead powerlines



Underground power where applicable
Create a different focal point



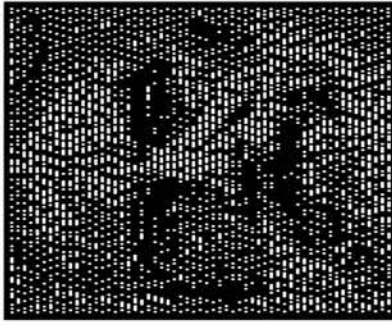
Cars
Auburn Boulevard
Special Planning Area & Streetscape Master Plan



Edison



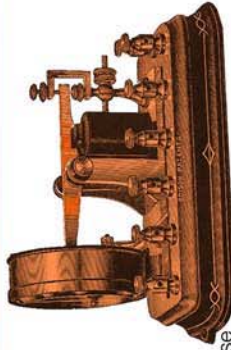
Bell



Morse



Howe



Morse

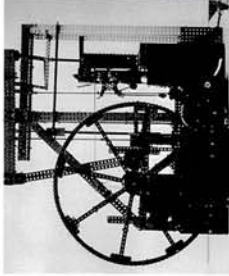


Morse

Zoning Code of Sacramento County

James Watt's 1788 Rotative Beam Engine
CANADIAN SPECIAL MODEL NUMBER 12

By Don Richmond



Introduction
One of a number of steam engines produced by James Watt, the 1788 "rotative beam" engine is based on the same principle as the other rotative beam engines, but it is the only one that has a rotative beam.

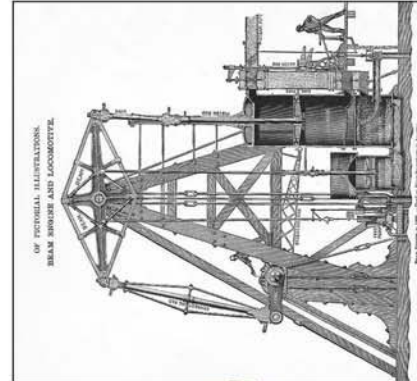
The rotative beam engine is a type of steam engine that was developed by James Watt in 1788. It is a type of rotative beam engine, which means that it has a beam that is attached to a piston and a flywheel. The beam is attached to the piston and the flywheel, and the piston is connected to the steam cylinder. The flywheel is connected to the beam, and the beam is connected to the piston. The piston is connected to the steam cylinder, and the steam cylinder is connected to the steam cylinder. The steam cylinder is connected to the steam cylinder, and the steam cylinder is connected to the steam cylinder.

THE CANADIAN MECHANOMAN'S NEWSLETTER

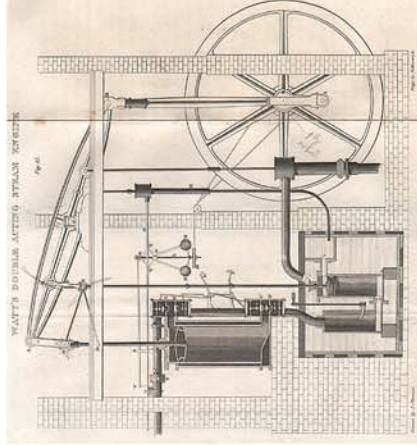
Watt



Bell



Watt



Fulton



Morse



Bell



Fulton



Edison

Auburn Boulevard

Special Planning Area & Streetscape Master Plan

County of Sacramento



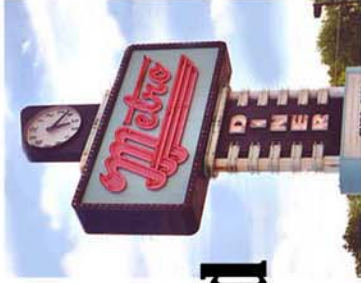
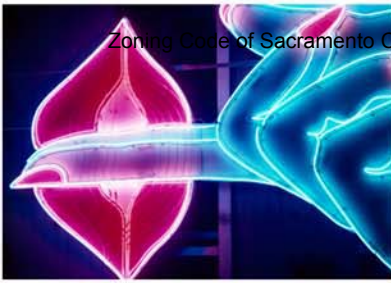
Chapter 9
Article 1

February 9th, 2006



The H&L Group Landscape Architects & Planners, Inc.
1890 Third Street, Suite 500 / Sacramento, California 95814
916.447.7400 / 916.447.8270 fax / www.hलगroup.com

February 9th, 2012



Auburn Boulevard



Signs & Type Auburn Boulevard

Special Planning Area & Streetscape Master Plan

AUBURN BOULEVARD



Auburn Boulevard



Auburn Boulevard



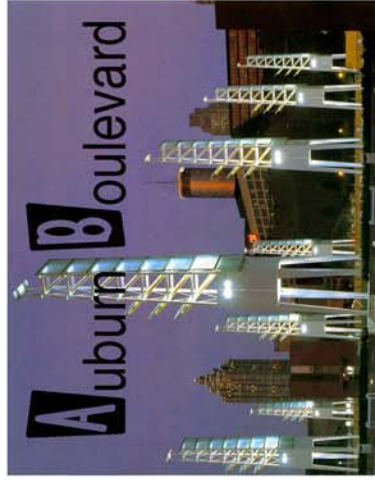


Code of Sacramento



Chapter 9
Article 1

February 9th



Auburn Boulevard



AUBURN BOULEVARD



Auburn Boulevard



Signs & Type II Auburn Boulevard Special Planning Area & Streetscape Master Plan

The HLA Group Landscape Architects & Planners, Inc.
1880 Third Street, Suite 500 / Sacramento, California 95814
916.447.7400 / 916.447.8270 fax / www.hla-group.com

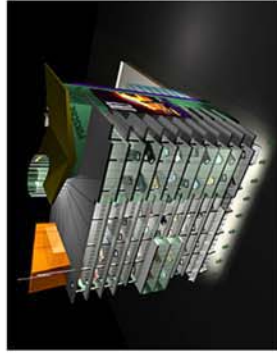




Zoning Code of Sacramento County



Chapter 9
Article 1



Architecture & Streetscapes

Auburn Boulevard
Special Planning Area & Streetscape Master Plan

The HLA Group Landscape Architects & Planners, Inc.
1880 Third Street, Suite 500 / Sacramento, California 95814
916.447.7400 / 916.447.8270 fax / www.hla-group.com





Zoning Code of Sacramento County

Address Legend	
1	Sacramento Joy 2052 Auburn Blvd
2	Auburn Square Senior Residence 2060 Auburn Blvd
3	Oakhaven Mobile Home Park 2150 Auburn Blvd
4	Sands Motel 2160 Auburn Blvd
5	2200 Auburn Blvd Vacant
6	SHRA 2228 Auburn Blvd
7	Hampton Inn 2230 Auburn Blvd
8	Capitol Billiard SVC 2234 Auburn Blvd
9	Maita Oldsmobile Body Shop 2264 Auburn Blvd
10	John P. Livoni, MD 2288 Auburn Blvd



Zoning Legend			
Yellow	RM1 Mobile Home Park	Light Red	GC General Commercial
Light Orange	LC Limited Commercial	Red	C2 Commercial (City)
Light Pink	TC Travel Commercial	Dark Red	AC Auto Commercial



February 9th, 2008

Site Information/Zoning

Auburn Boulevard
Special Planning Area & Streetscape Master Plan





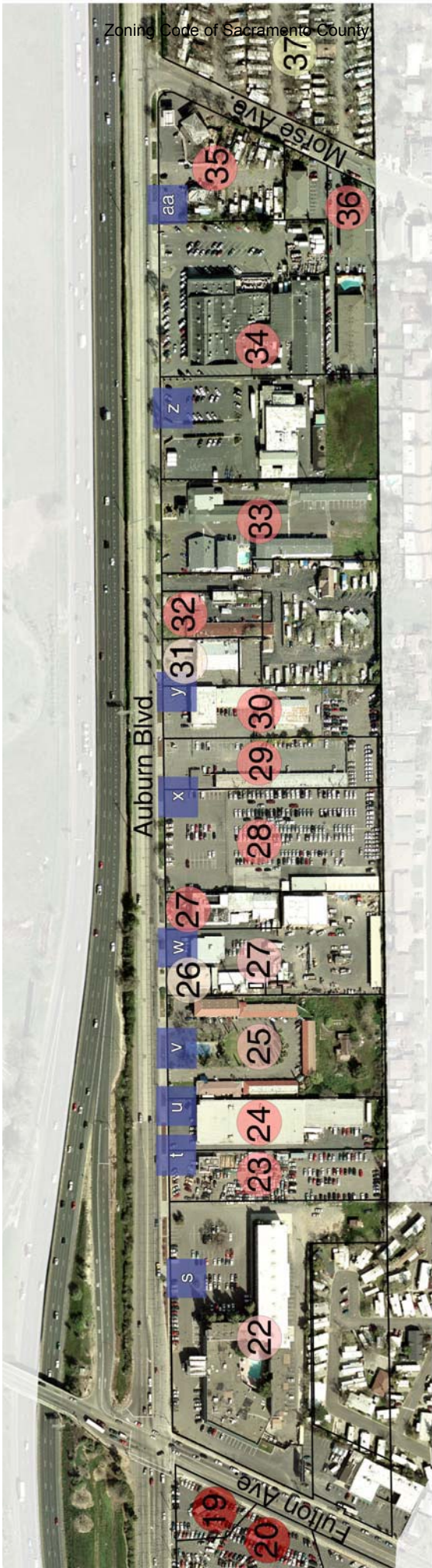
Address Legend

- 11 Ladi Senior Home
2300 Auburn Blvd.
- 12 Casa Grande Mobile Village
2312 Auburn Blvd.
- 13 American Bedroom & Mattress Display
2320 Auburn Blvd.
Continental Display
2324 Auburn Blvd.
American Furniture Outlet
2334 Auburn Blvd.
SDS
2326-3 Auburn Blvd.
- 14 Niello Audi
2348 Auburn Blvd.
- 15 Automatik
2400 Auburn Blvd.
- 16 Maita Subaru
2410 Auburn Blvd.
- 17 Maita Hyundai
2436 Auburn Blvd.
- 18 New Directions Graphic Apparel
2328-2 Auburn Blvd.
Triton Insurance of California
2332 Auburn Blvd.
- 19 Maita Toyota of Sacramento
2500 Auburn Blvd.
The Credit Land
2538 Auburn Blvd.
- 20 Primetime Auto
2540 Auburn Blvd.
- 21 916 Cars
3501 Fulton Ave.

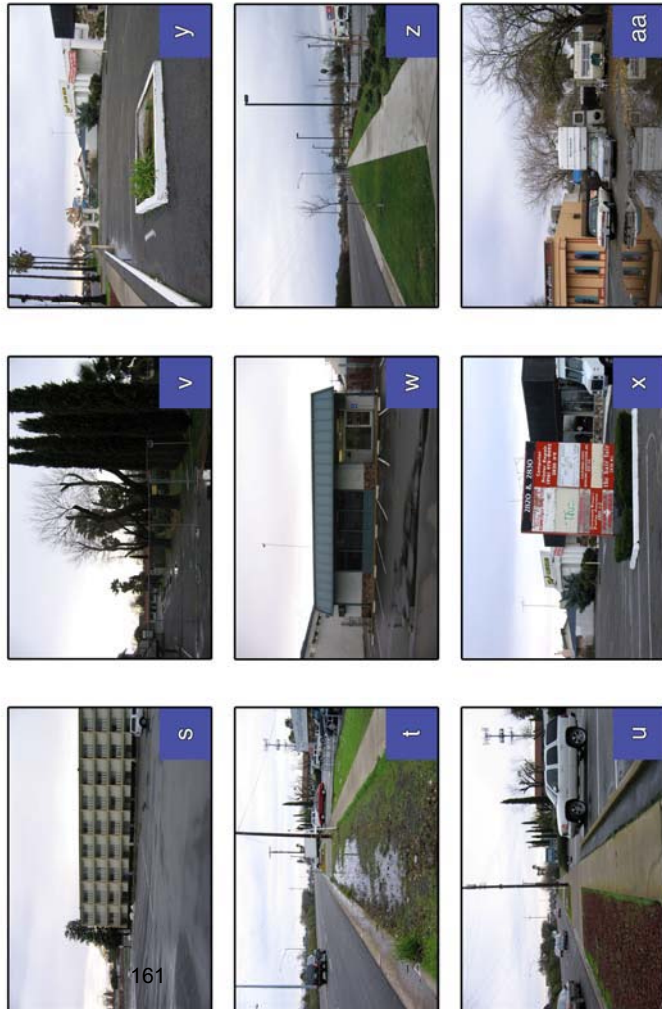
Zoning Legend

- RM1 Mobile Home Park
- LC Limited Commercial
- TC Travel Commercial
- GC General Commercial
- C2 Commercial (City)
- AC Auto Commercial





Address Legend	
22	Clarion Hotel/ Enterprise Rent a Car 2600 Auburn Blvd
23	Automatik/Bernstein Automotive 2690 Auburn Blvd
24	Hobrecht Lighting Co 2690 Auburn Blvd
25	Forty Niner Motor Lodge 2730 Auburn Blvd
26	Capitol Foil & Embrossing 2734 Auburn Blvd
27	Skip's Music/Corporate 2736 Auburn Blvd
28	Maita Car Lot 2804 Auburn Blvd
29	Computer & Printer Repair Center Meest Shipping 2820 #1 Auburn Blvd
30	Barstools & Dinette Outlet 2830 Auburn Blvd
31	Salazar's Dance Studio 2840 Auburn Blvd
32	Tradewinds Motel/RV Park 2844/48 Auburn Blvd
33	
34	Deseret Industries 3000 Auburn Blvd
35	Convenience Food Store 3040 Auburn Blvd La Rosa Mexican Restaurant 3032 Auburn Blvd Auto Pawn 3060 Auburn Blvd
36	Apartments 3709/3713 Morse Ave.



Zoning Legend	
RM1	Mobile Home Park
LC	Limited Commercial
TC	Travel Commercial
GC	General Commercial
C2	Commercial (City)
AC	Auto Commercial

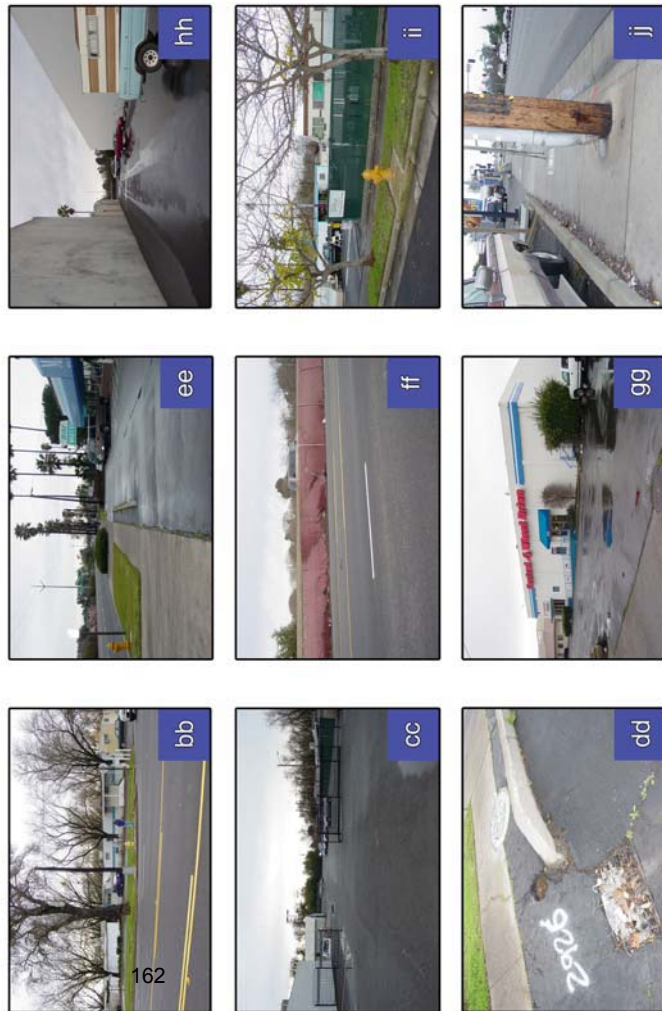
Site Information/Zoning

Auburn Boulevard
Special Planning Area & Streetscape Master Plan





Address Legend	
37	Town & Country Trailer Park 3700 Morse Ave
38	Maitia Auto Group 3124 Auburn Blvd
39	ABS Auto Auctions 3128 Auburn Blvd
40	Bullard Construction 3136 Auburn Blvd
41	McCreery's Fine Furniture 3140 Auburn Blvd
42	Surf Motel 3204 Auburn Blvd
43	Golden Tee Motel/Restaurant 3210 Auburn Blvd
44	Tuscaney Furnishings 3230 Auburn Blvd
45	Appliance Parts 3240 Auburn Blvd
46	Central 4 Wheel Drive 3248 Auburn Blvd
47	Glass Doctor 3300 Auburn Blvd
48	J.R. David Stone Gallery 3320 Auburn Blvd
49	H&B Towing 3322 Auburn Blvd
50	Caravan Village Mobile Home 3350 Auburn Blvd
51	Production Framing, Inc. 3412 Auburn Blvd
52	Import Specialists 3416 Auburn Blvd
53	Sacramento Cookie Factory 3428 Auburn Blvd
54	German Flooring 3422 Auburn Blvd
55	Emerald Green Landscapes 3424 Auburn Blvd



Zoning Legend			
Yellow	RM1 Mobile Home Park	Light Red	GC General Commercial
Light Orange	LC Limited Commercial	Red	C2 Commercial (City)
Light Pink	TC Travel Commercial	Dark Red	AC Auto Commercial

Site Information/Zoning

Auburn Boulevard
Special Planning Area & Streetscape Master Plan



Auburn Boulevard

Special Planning Area and Streetscape Master Plan

Charrette #1
February 9, 2006
6:00pm

Agenda

Welcome

Introductions / Announcements

Project Background / Schedule

What is a Master Plan / Special Planning Area Ordinance?

Project Detail

Site Information
Opportunities and Constraints
Vision
Master Plan / LandUse Options

Roundtable Discussions

Summary

Adjourn

Thank you for attending tonight's meeting.
Our Next Meeting will be March 23 at 6pm.



Troy Givans
County of Sacramento
700 H Street, Room 7650
Sacramento, CA 95814-1280
916.874.2413
givanst@sacounty.net



Donna Melendez
Sacramento Housing and
Redevelopment Agency
600 I Street, Ste. 250
Sacramento, CA 95814
916.440.1399 x1279
dmelendez@shra.org



Christine Anderson
The HLA Group
1990 Third Street, Ste. 500
Sacramento, CA 95814
916.447.7400
canderson@hlagroup.com



CHARRETTE MINUTES

Project Name: Auburn Boulevard SMP and SPA
Project Number: 53505.04
Meeting Date: February 9, 2006
Meeting Time: 6pm to 8pm
Recorded By: Briana Cox

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Summary of Meeting:

Welcome

Christine Anderson welcomes everybody to the workshop. She explains to the workshop attendees that Auburn Blvd. is starting to see new and increased investments and it is a good time to start talking about a vision for the future of Auburn Blvd.

Introductions / Announcements

- Christine Anderson introduces Susan Peters – County Supervisor.
- Susan Peters welcomes everybody to the workshop and expresses her enthusiasm for the night and the future of Auburn Blvd. The desire to keep the momentum going on Auburn Blvd is important during the design process.
- Christine Anderson introduces the new Community Prosecutor – Susan Nelson.
- Project staff from the City, County, SHRA, and Consultant Team were introduced.
- Christine reminds everybody of the sign-in sheet, newsletter, and contact sheet on the entrance table.

Project Background / Schedule

Christine Anderson gives an overall description and components of the project schedule. The specific actions discussed included:

- The project area begins west of Howe Ave. and ends at Watt Ave.
- SHRA Redevelopment Area
- One lot deep along the entire stretch.
- Approximately two miles long
- Very aggressive schedule
- Streetscape master plan and special area ordinance plan to be done by the end of the year.
- Need to get as much information from the public early on in order to accomplish the final goal.
- Two other workshops will be held for public input.



What is a Master Plan / Special Planning Area Ordinance?

A brief overview and description of a master plan and a special planning area ordinance were discussed. A brief outline of potential issues addressed with each is as follows:

Master Plan

- Connectivity
- Signage
- Landscape
- Auburn Boulevard's interface with Business 80
- How should Auburn Blvd. be redeveloped?
- Cost estimate of the work that lies ahead in order to realize the vision for Auburn Blvd.

Special Planning Area Ordinance

- There are a number of zoning areas along Auburn Blvd.
- Commercial zoning areas make up the majority of the zoning areas along Auburn Blvd.
- The task is recognizing that this is an area going through change
- SPO- modifies rules of zoning along Auburn Blvd. from the current
- Many questions will be raised about zoning and design

Project Details

Image Boards are used to show examples of what Auburn Blvd. could become. The image boards are explained and how they apply to Auburn Blvd.

Signs

- Set a tone along the boulevard
- Give an image or identity for a place

History

- Identifies the community and describes history of place.
- Adds a layer of richness and character
- Can draw from the history of a place and implement it into the future design.

Car Dealerships

- A big part of the areas economy
- Opportunities to use the Car Dealerships as a defining feature along Auburn Blvd.
- Opportunity to utilize views from the freeway
- Architecture of Car Dealerships can enhance the look of the area

Site Information Boards are used to show the current conditions along Auburn Blvd., as well as the current zoning. The current zoning will be important as the design process moves forward and the special planning area ordinance starts to take place.

Opportunity and Constraint Boards discuss the major issues along the Boulevard. Twelve issues and solutions are discussed.

Three design Option Boards are discussed. They're used as "the toolkit" to generate further discussion on what the public would like to see happen along Auburn Blvd.

Questions raised from the workshop participants:

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com



1. How many business owners are present? *Approximately 25%*
2. Will SPA override sign ordinances? *It can, but complying with Cal Trans has to be taken into consideration*
3. With regards to traffic, does the design options that show changing the lane configuration along Auburn Blvd. take into consideration the future development along Auburn Blvd.?
4. Are bike lanes taken into consideration?
5. Will Auburn Blvd. be ADA accessible?
6. There has been a lot of discussion about Auburn Blvd. east and west, but about north and south? How do you connect residents and businesses to the other side of the freeway?

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Roundtable Discussions

Table 1

- Landscaping emphasis along North side of Auburn.
- Chain link fence
- Bike lanes – inconsistent / unrealistic
- Divide bike lanes needed (if required)
- Like Option A signage
- No billboards
- No large deciduous trees blocking commercial buildings on the south side.
- Unifying element
- Cal Trans get involved though maintenance agreement
- Landscaping on business side
- On street parking is problematic – creates visual clutter
- Signage high enough to be seen from both sides of I-80 (+25)
- Don't take from property owners for landscaping buffer
- Detached sidewalk is good, but make back of walk edge
- Don't use cute imagery for inspiration
- Make Auburn Blvd. pretty
- Don't need to pay homage to inventors
- Make the new design of Auburn Blvd. timeless
- Get Irvine photos—signage examples
- More example of landscaping along one side

Questions:

- Have trailer tractor turning radii been considered with road narrowing?
- How will this be paid for?
- Will there be checks in place to make sure new improvements are not ripped up?
- What type of local transportation will be provided?
- How many examples are there with businesses on one side of an arterial street?

Table 2

- Mixed use
- Beautification needs to happen
- No medians – will hurt smaller businesses
- Leed approved building will help move through building process—help get building permit



- Signage doesn't benefit everyone
- Have Auburn connect with surrounding neighborhoods and streets
- Fulton overpass or tunnel
- Pattern and meandering will give better appearance
- Fancy signs only target certain businesses
- Should theme around surrounding streets
- Bulb outs and traffic circles will help with traffic calming

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Table 3

- Focus on some small features
- Need for some local serving businesses—ice cream, grocery, etc. Locals would use businesses
- Businesses that would serve a senior population
- Bikeway is important
- Need bus stop for convenience –north side too
- More trees in parking lots
- Separated sidewalks – pedestrian access
- Pedestrian bridges over freeway
- Provisions for maintenance
- Exhibits along boulevard

Table 4

- Keep history of street
- Create a “people place”—housing and mixed uses
- Focus on multi-story development
- Develop out – closer to Auburn Blvd.
- Bring in small shops / boutique commercial
- Visibility from traffic
- Respect existing neighbors
- No tall signs
- No medians – maybe a meandering sidewalk with benches and landscaping
- Incorporate north bus stop
- In favor of ‘Gateway’ concept as long as an actual value is achieved.

Table 5

- Address the North side of the street – once a week clean up is not enough
- Business diversity
- Market will tell who the valuable businesses are
- Stable business / get commitment on funding
- Visibility from west bound traffic is awful
- Why is Cal Trans center barrier so high?
- Businesses could financially participate in cleaning up the Cal Trans frontage
- Marconi curve to Howe – spinouts / accidents – wall would be good
- No speed bumps , No roundabouts
- Change from 4 lanes to 3 lanes. Heavy cost—make sure this doesn't create a greater problem
- Left turn in and out of businesses
- Don't block access to driveways
- K rail would be better – especially on curve
- Signage that can be seen from freeway (both sides) would be key
- If you can get height on signs that would be optimum – 30ft.



- Don't block access and visibility
- In the car business – signage is controlled by the car company
- Branding the strip is good
- Inventors – Modern interpretation of History

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Table 6

- Wider pedestrian sidewalk—a walkway
- Auburn should resemble Fulton in order to keep neighborhood feel
- More bus stops
- Public transit along Auburn Boulevard—a shuttle
- Pedestrian Bridge over freeway
- Security lighting
- More roundabouts at intersection-u-turn access
- Recreation Center for the County
- “Boulevard of the Stars”
- No Palms

Summary

Table presented the key issues discussed during the roundtable.

Announcements – next workshop will be held at the Clarion on March 23 at 6pm.

Meeting adjourned by Christine Anderson

Auburn Boulevard

Special Planning Area and Streetscape Master Plan

Charrette #2
March 23, 2006
6:00pm

Agenda

Welcome

Introductions / Announcements

ReCap of Charrette #1

Goals

- Aesthetic
- Functional
- Planning

Design Response

- Streetscape Master Plan
- Special Planning Area Ordinance

Roundtable Discussions

Summary

Next Steps

Adjourn

Thank you for attending tonight's meeting.



Troy Givans
 County of Sacramento
 700 H Street, Room 7650
 Sacramento, CA 95814-1280
 916.874.2413
 givanst@sacounty.net



Donna Melendez
 Sacramento Housing and
 Redevelopment Agency
 600 I Street, Ste. 250
 Sacramento, CA 95814
 916.440.1399 x1279
 dmelendez@shra.org



Christine Anderson
 The HLA Group
 1990 Third Street, Ste. 500
 Sacramento, CA 95814
 916.447.7400
 canderson@hlagroup.com



CHARRETTE MINUTES

Project Name: Auburn Boulevard Special Planning Area (SPA) & Streetscape Master Plan (SPA)
Project Number: 53505.06
Meeting Date: March 23, 2006
Meeting Time: 6:00 P.M.
Attending: See sign in sheet
Recorded By: Chris Cox

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

- **Introduction by John**
- **Recap of last Charrette (Powerpoint)**
- **Response to what we heard from last charrette (Powerpoint)**
- **Roundtable Discussion**
 1. Question raised about whether drawings depict proposed development
- **Group Discussion**
 1. Table #1
 - a. Trailer Park @ Morse & Auburn
 - i. Considered unsafe
 - ii. Children and other people are crossing the streets to get to the store
 - iii. Provide for a traffic signal
 - b. Landscape buffer between residential & business a plus
 - c. Bike paths are a good idea
 - d. Signs
 - i. Auburn Blvd. sign well received, but should say more than just "Auburn"
 - ii. Inventor signs were a hit as well
 2. Table #2
 - a. Street [Auburn] is very linear
 - i. Soften with landscaping @ k-rail
 - ii. Potential problems foreseen with landscape maintenance
 - iii. Redesign street so it is not such a straight shot
 - b. K-rail is a tagger's dream
 - i. What can we do to prevent vandalism?
 - c. Shared Driveways
 - i. Differentiate paving for pedestrians & autos
 - d. Sculptural Signage
 - i. This was a hit
 - ii. We need more repetitious elements
 - e. Building height seen as good and necessary
 - i. Possible lofts on top floors
 - f. Bring restaurants back (Apparently there used to be more of them)
 - g. Auburn sign needs to be more descriptive
 - i. We are not in Auburn & don't want to confuse people



- h. Can we get this presentation/information online?
- 3. Table #3
 - a. Visibility from freeway overemphasized as a design element
 - b. The design is turning it's back to nearby housing
 - c. Residential areas should be included on Auburn Blvd.
 - d. K-rail
 - i. Is there an alternative?
 - ii. Can it be custom made to look better?
 - iii. Does not look upscale
 - iv. "Upscale" has not been brought up enough
 - e. Give Auburn Blvd. the same level of treatment that Roseville, Folsom & Rancho Cordova have used. (Maybe we should show them Historic Roseville)
 - f. Monument signs on Fulton are not useful
 - g. "Underwhelmed" with the design
 - i. "We want upscale, upgraded amenities like other neighborhoods"
 - ii. More cohesive style
 - iii. Attractive lighting
 - h. Are two lanes enough?
 - i. Concern that 1 lane in each direction will not accommodate proposed developments
 - i. SPA process
 - i. Does it have enforcement to get what we want?
 - ii. It needs to be very specific
 - iii. Should not be abused, or overridden
 - j. Consistent tree type
 - i. Shady, large trees wanted
 - ii. Do not rely on palm trees
 - iii. Need to be consistent
 - k. More wanted from the county
 - i. County's opinion is that "you should be satisfied with what you get. This is good enough for you"
 - l. Pedestrian overpasses wanted over freeway
- 4. Table #4
 - a. Financing
 - i. Who is paying for all of this?
 - ii. Unknown debt is an issue
 - b. Phasing is important
 - i. There is a difference between a vision plan (now) vs. an implementation plan (which should be later)
 - ii. Disclosure is important
 - iii. It seems that the plan is much further than just a vision
 - iv. No proposals wanted at this time
 - c. Leave the street as is
 - i. We depend on trucks and they need access
 - ii. Medians will block them
 - iii. More than two lanes needed
 - iv. Just clean up the trash and the fence
 - d. Bike lane creates liability
 - i. Conflicts with bus traffic
 - ii. Highway accidents from people crossing over landscape buffer
 - e. Concerns about available ROW

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com



- i. Do we actually have space to implement these ideas?
 - f. Shared parking and shared driveways
 - i. Access between lots not well received
 - ii. Visitors/customers will not want to park in rear
 - iii. Police will not go onto private property, so who will monitor the area?
 - iv. Private security is not free
 - g. Pedestrian crossing at bus stop by Deseree Industries
 - i. What happens when traffic stops?
- 5. Table #5
 - a. Parcel aggregation
 - i. Depends on marketplace, unless it is done through public acquisition
 - ii. Should be the result of the private market place
 - iii. It sounds good, but how can you practically do it?
 - iv. How can this process be accelerated?
 - v. Can perks be offered to bigger frontage owners?
 - vi. Code enforcement, rather than owners sitting on property (I'm not sure what code enforcement has to do with it.)
 - b. Shared parking vs. access
 - i. Access not a good idea
 - ii. Customers can't be allowed to drive through inventory area
 - iii. Shared parking with alternate hours is a possibility
 - iv. How will SHRA handle peak times?
 - c. Medians
 - i. No medians where access will be limited
 - ii. Decorative paving is a good idea
 - iii. Medians can't happen before properties are aggregated
 - d. Monuments
 - i. Should be put far enough from street to prevent accidents
 - ii. Placing them on private property is okay
 - e. More landscaping wanted on north side of Auburn Blvd.
 - f. Speed control signals suggested along Auburn Blvd. instead of synchronized signals that are currently in use.
- 6. General Discussion
 - a. Bike lanes, or no bike lanes?
 - i. Bikeway masterplan to be updated this year.
 - ii. If bike lanes are not wanted, there should be input to this masterplan
 - iii. Adding bike lanes could be a way to get more money for improvements
 - iv. Are there safe ways to engineer the street for bike lanes at bus stops?
 - v. Where else could a bike lane go?
 - b. Are two lanes enough?
 - i. Having one lane in each direction will back up traffic when cars are turning into businesses
 - c. K-rail
 - i. Question asked about why we are using a k-rail. (Christine explained Cal Trans requirements)
 - ii. How high is the k-rail and is that difference on the Auburn Blvd. side, or the freeway side?
 - iii. Are there going to be vines growing on it?

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com



- iv. Does safety need to be improved for drivers on Auburn Blvd. to prevent accidents from cars on the freeway jumping the k-rail, or fence?
- v. Can there be anything done to improve visibility & safety?
- vi. Conclusion is that we need to look at traffic data
- vii. Consider talking to people on Auburn Blvd. regarding accidents (Question raised by Holbert Lighting)

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

- **Wrap-up**

- 1. Explanation of plan preparation & DERA submittal

- **Additional Notes**

- 1. Note from Bill Divas (Sp?)
 - John, One of the objectives is to “enhance the portal to Arden Arcade Community” and to enhance community identity. How can this be achieved if you never disclose in design, or signage that Auburn Blvd., & Fulton Ave. for that matter, is located in the Arden Arcade Community & not in the City of Sacramento?
 - 2. Look for connections to surrounding neighborhoods
 - 3. Don't make k-rails white
 - 4. Branding is important along Auburn Blvd.



Streetscape Master Plan & Special Planning Area



Auburn Boulevard

Charrette Number Two

Agenda

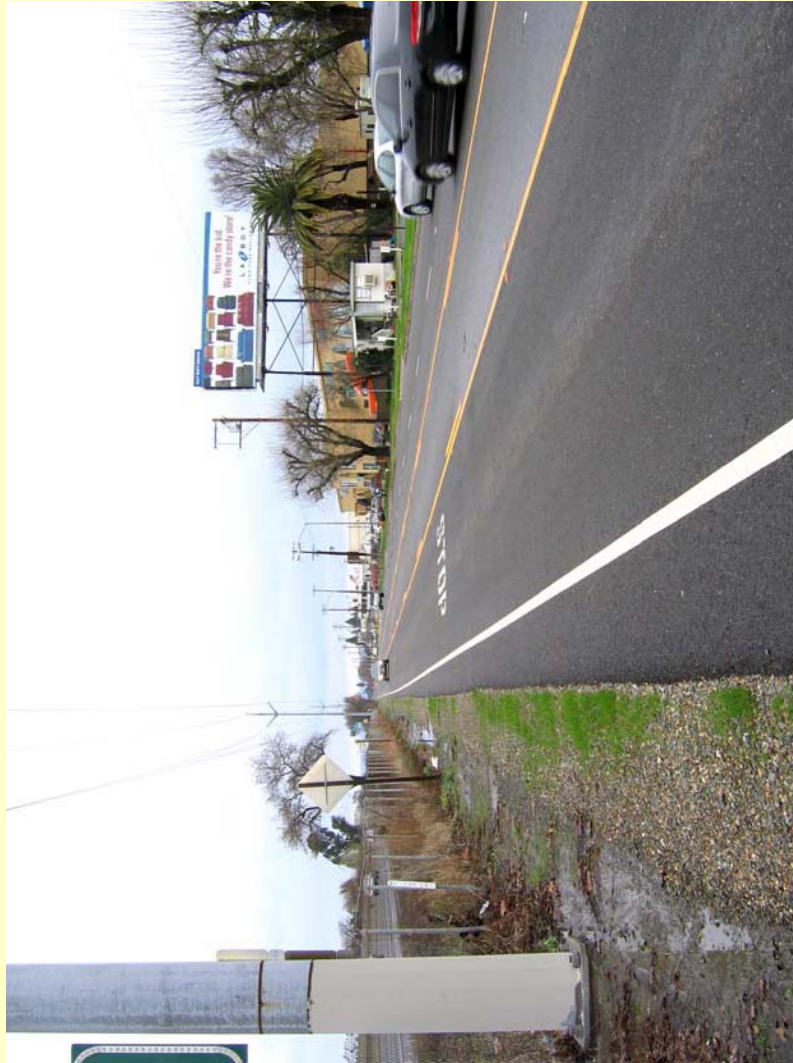
- What the design team learned from Charrette Number One
 - Aesthetic Goals
 - Functional Goals
 - Planning Goals
- Design response to these issues
 - Proposed Streetscape Master Plan
 - Proposed Special Planning Area Ordinance
- Roundtable Discussion
- Summary
- Next Steps



Workshop Number One

Aesthetic Goals

Provide a unifying character



Workshop Number One

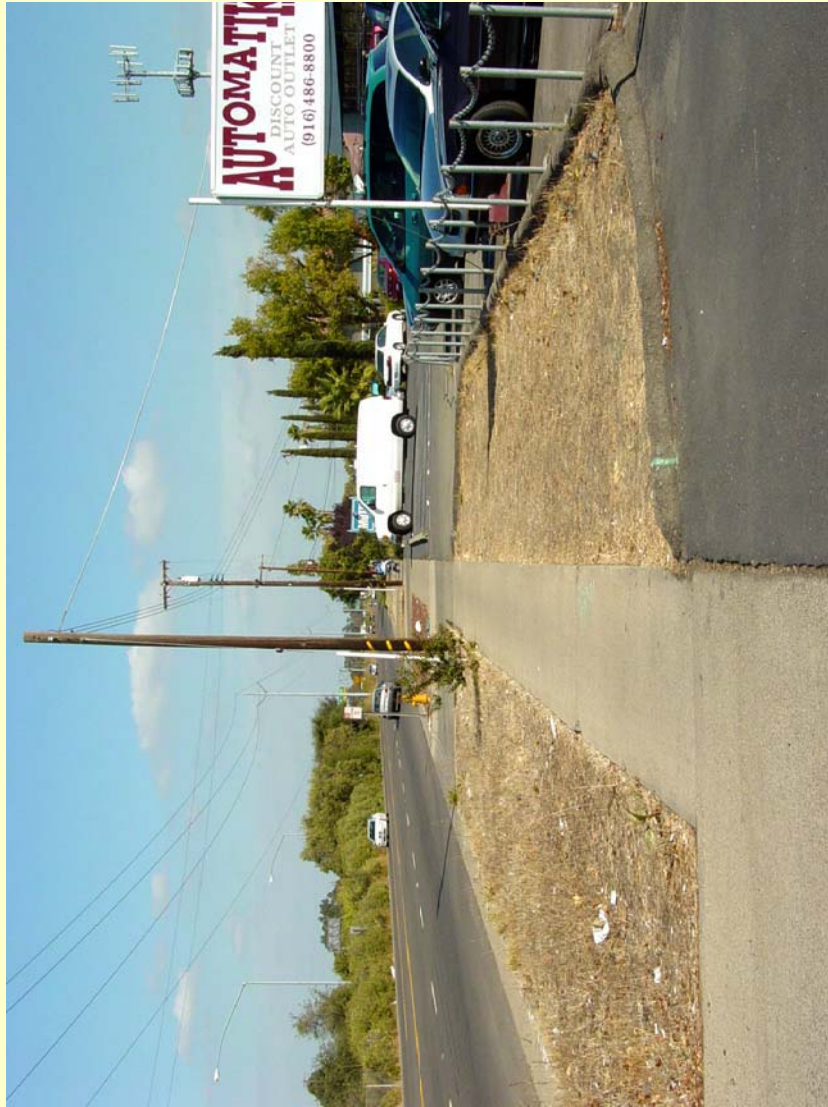
Aesthetic Goals

Promote visibility from the freeway



Workshop Number One Aesthetic Goals

Encourage consistent maintenance



Workshop Number One

Aesthetic Goals

Design ideas should:

- Be quality designs that will hold up over time
- Be compatible with Fulton Avenue
- Provide character to Auburn Boulevard
- Include large and small features
- Not be trendy



Workshop Number One

Functional Goals

Provide Accessibility and Safety

- Meet ADA requirements
- Provide access to bus stop on north side
- Provide access to driveways
- Provide bike lanes per the Bikeway Master Plan
- Provide adequate street lighting
- Continue detached widened sidewalk

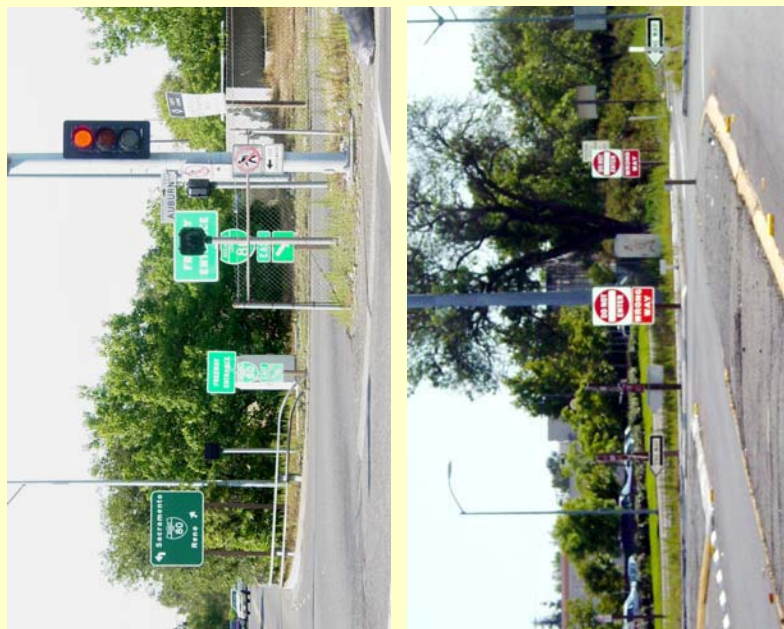


Workshop Number One

Functional Goals

Improve traffic safety and functionality

- Provide access for delivery vehicles
- Allow left turn access into properties
- Provide U-turn capability at intersections
- Slow traffic to acceptable speeds
- Make general navigation more clear

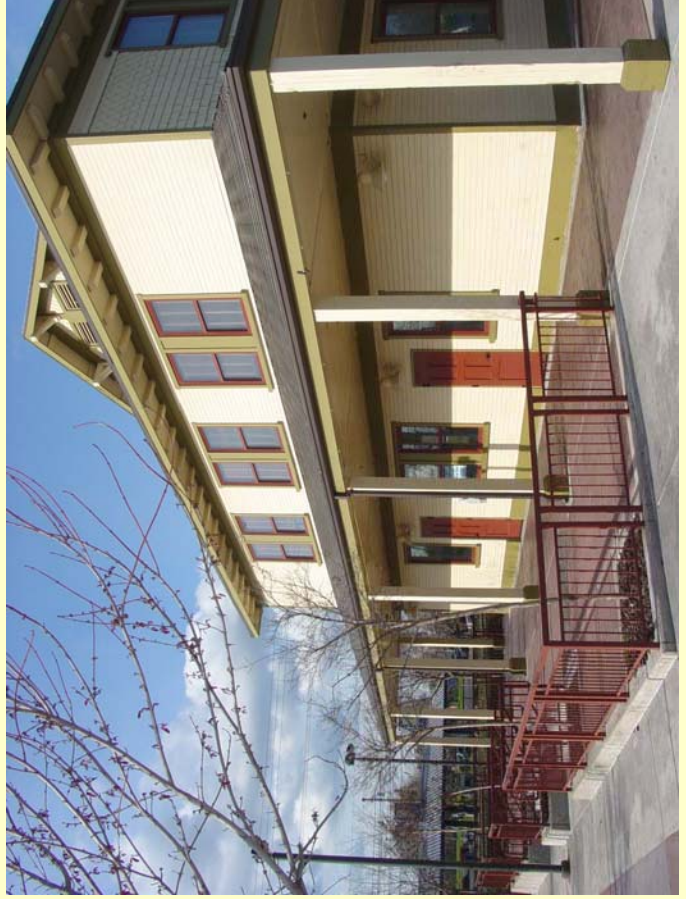


Workshop Number One

Planning Goals

Encourage variety

- Design diversity – create character
- Business diversity – plan for uses to change
- Allow flexibility



Workshop Number One

Goals of the Special Planning Area

- Enhance Retail Sales Opportunities
- Expand Community Services
- Enhance the portal to the Arden Arcade Community
- Create a sense of Place/Identity
- Enhance Traffic Safety



Workshop Number One

Planning Goals

Streamline approval process

- SPA Ordinance to provide guidance
 - Architectural design
 - Landscaping
 - Lighting
 - Parking and circulation
- Design standards will define appropriate design
- Designs compatible with the design standards will receive accelerated approval process



Workshop Number One

Planning Goals

Provide Coordination

- Coordinate public and private projects
- Avoid duplicating or conflicting projects
- Coordination between public jurisdictions



Workshop Number One

Land Use

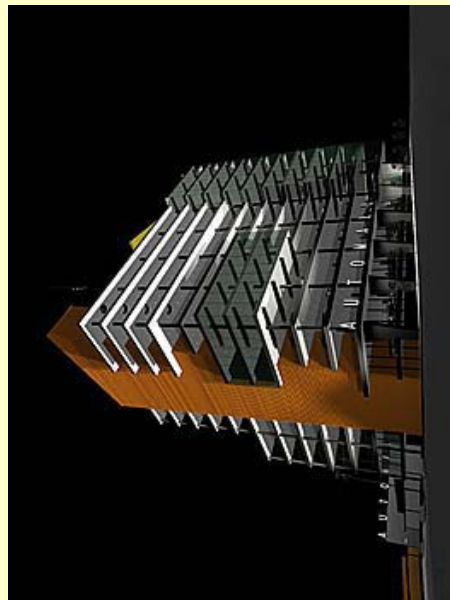
- Mix of land uses
- Compatibility among uses
- Supporting and complementary uses
- Economic viability



Design Response

Proposed Streetscape Master Plan and Special Planning Area

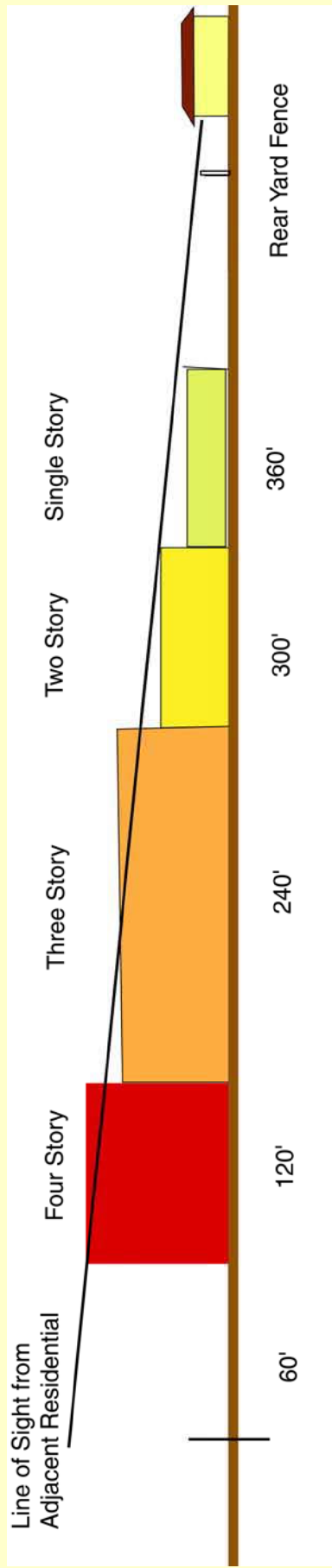
- Front setbacks deep enough to allow visible store fronts
- Higher buildings toward Auburn Blvd frontage
- Open up the center of parcels
- Share parking and driveways
- Architecture guidelines that emphasize modern style



Design Response

Proposed Streetscape Master Plan and Special Planning Area

- Allow up to 4 stories within 120 feet of street

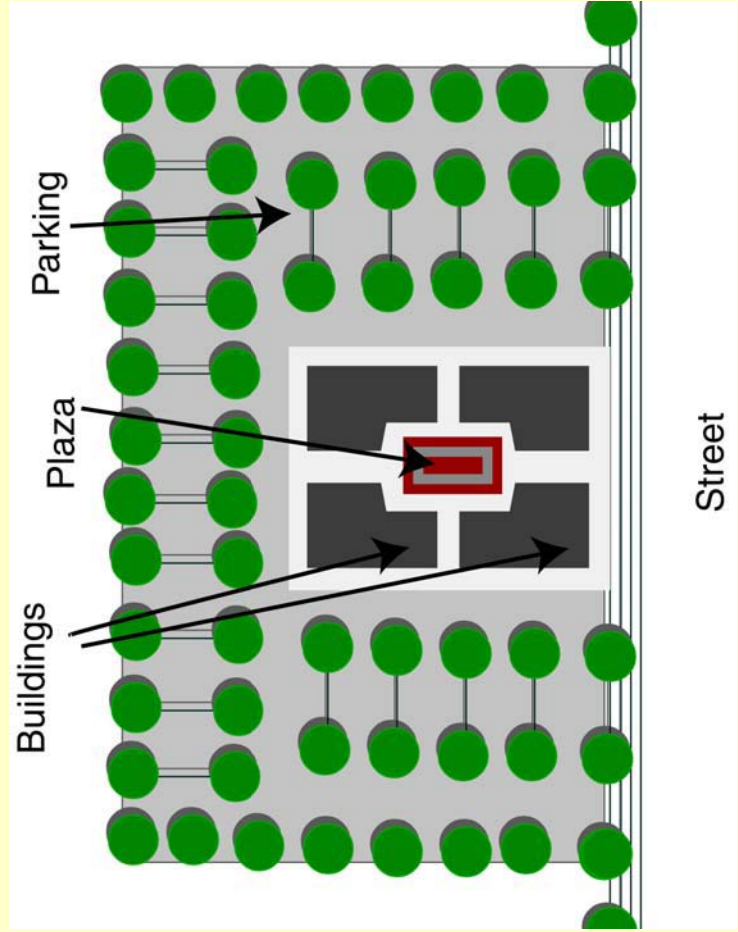




Design Response

Proposed Streetscape Master Plan and Special Planning Area

- Open up the center of parcels
- Share parking and driveways



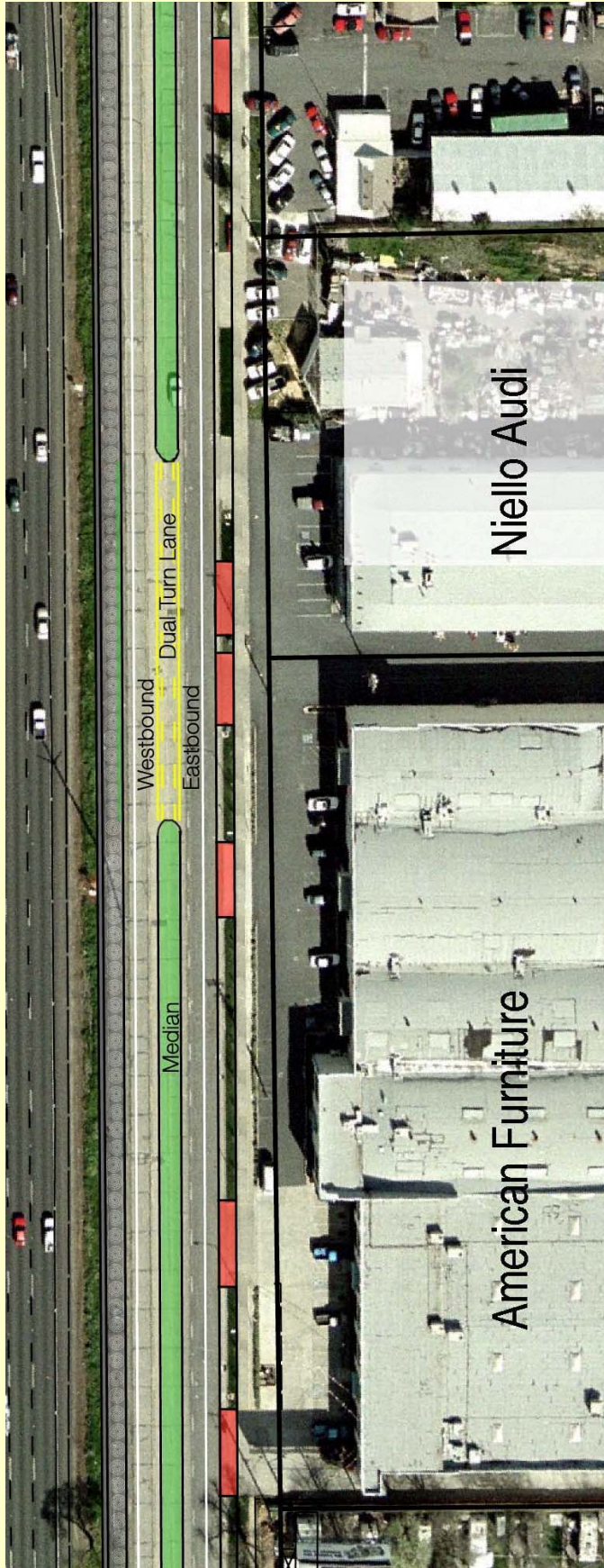
Design Response



Design Response

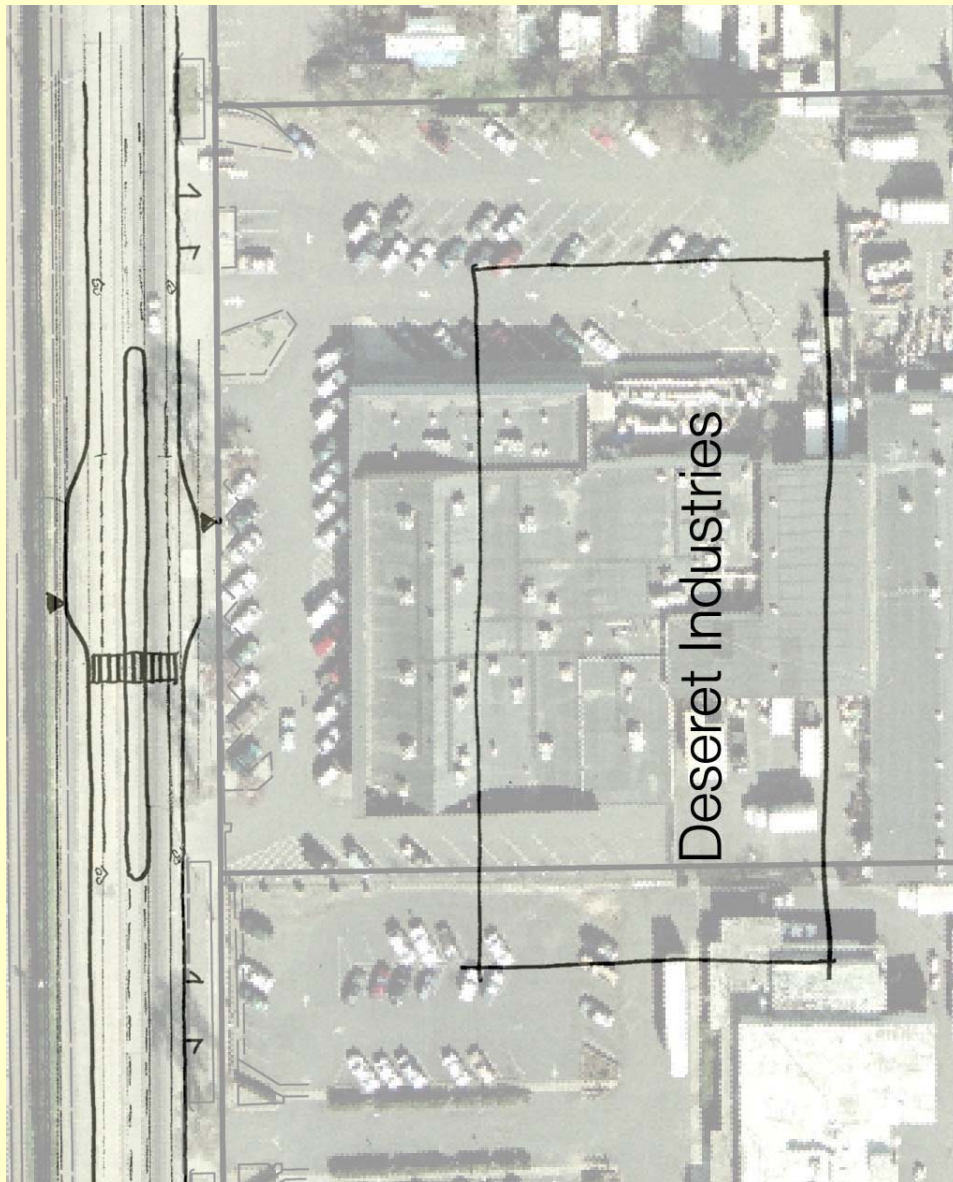


Design Response

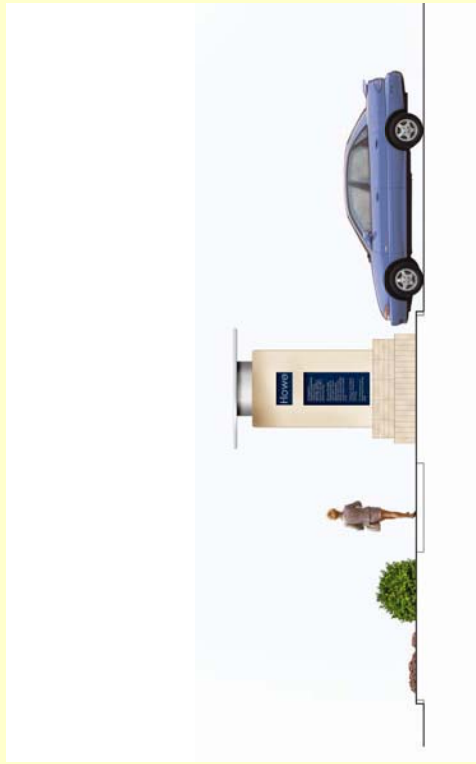




Design Response

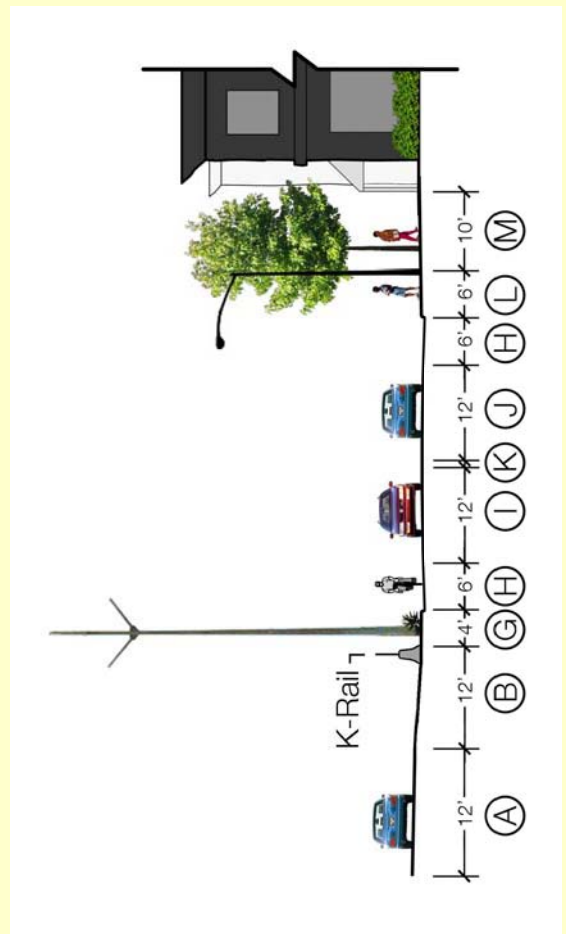
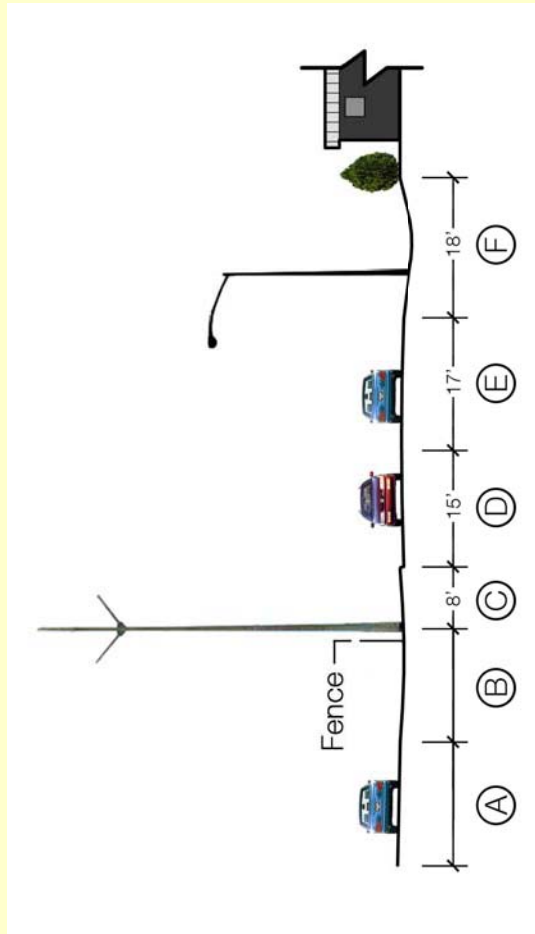


Design Response Signage



Design Response

Section A



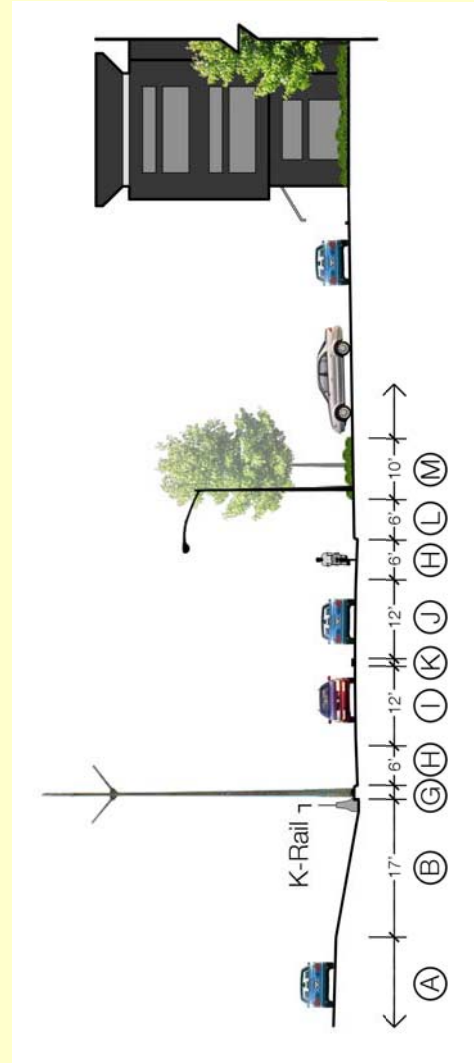
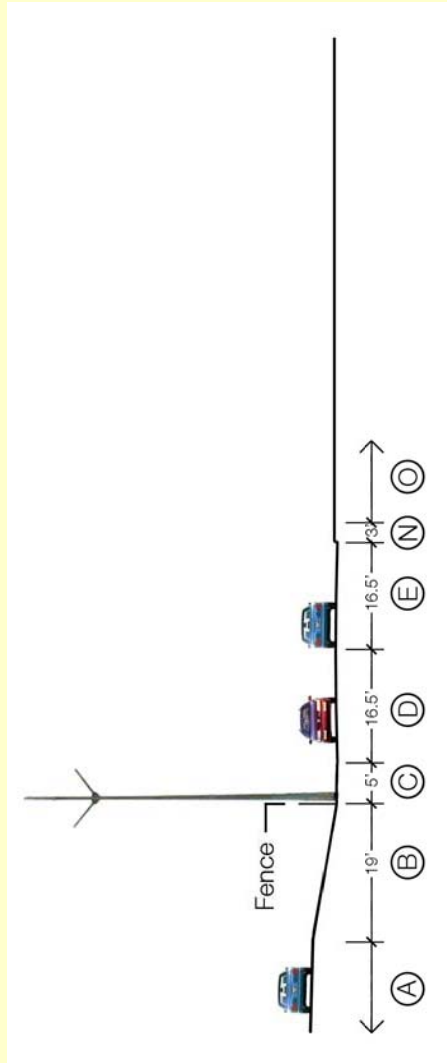
Legend

(A)	Eastbound Business 80
(B)	Highway Shoulder
(C)	Unimproved Roadside Shoulder
(D)	Westbound Lane
(E)	Eastbound Lane
(F)	Unimproved Street and Landscape Setback
(G)	Curb, Gutter and Enhanced Paving
(H)	6' Bike Lane
(I)	12' Westbound Lane
(J)	12' Eastbound Lane
(K)	Striped Divider
(L)	6' Sidewalk
(M)	10' Minimum Landscape Setback
(N)	3' Sidewalk
(O)	Vacant Parcel
(P)	2 Westbound Lanes
(Q)	2 Eastbound Lanes
(R)	10' Landscape
(S)	11' Median / Dual Turn Lane
(T)	Northbound Lane
(U)	Southbound Lane
(V)	12' Northbound Lane
(W)	12' Southbound Lane



Design Response

Section B

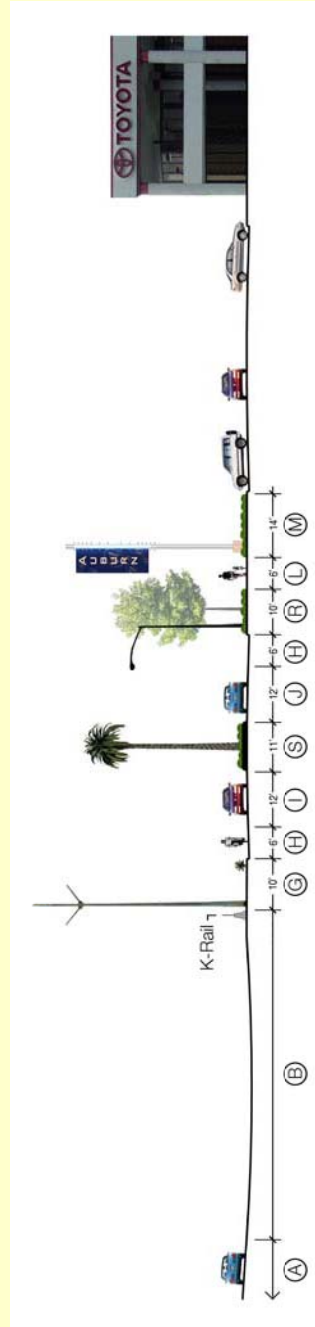
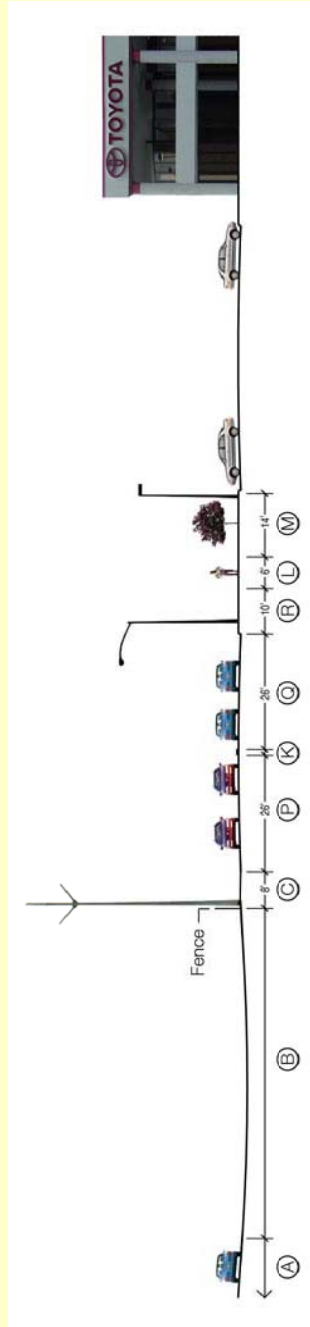


- Legend**
- (A) Eastbound Business 80
 - (B) Highway Shoulder
 - (C) Unimproved Roadside Shoulder
 - (D) Westbound Lane
 - (E) Eastbound Lane
 - (F) Unimproved Street and Landscape Setback
 - (G) Curb, Gutter and Enhanced Paving
 - (H) 6' Bike Lane
 - (I) 12' Westbound Lane
 - (J) 12' Eastbound Lane
 - (K) Striped Divider
 - (L) 6' Sidewalk
 - (M) 10' Minimum Landscape Setback
 - (N) 3' Sidewalk
 - (O) Vacant Parcel
 - (P) 2 Westbound Lanes
 - (Q) 2 Eastbound Lanes
 - (R) 10' Landscape
 - (S) 11' Median / Dual Turn Lane
 - (T) Northbound Lane
 - (U) Southbound Lane
 - (V) 12' Northbound Lane
 - (W) 12' Southbound Lane



Design Response

Section C



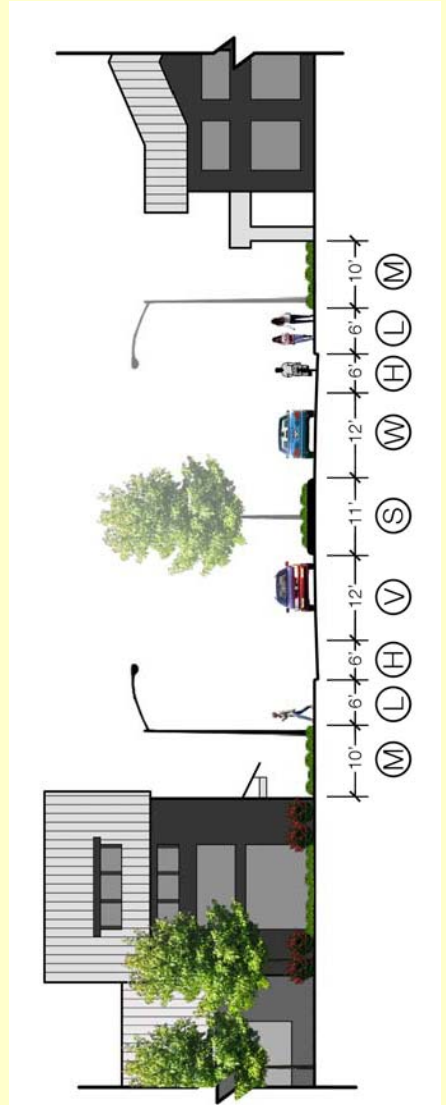
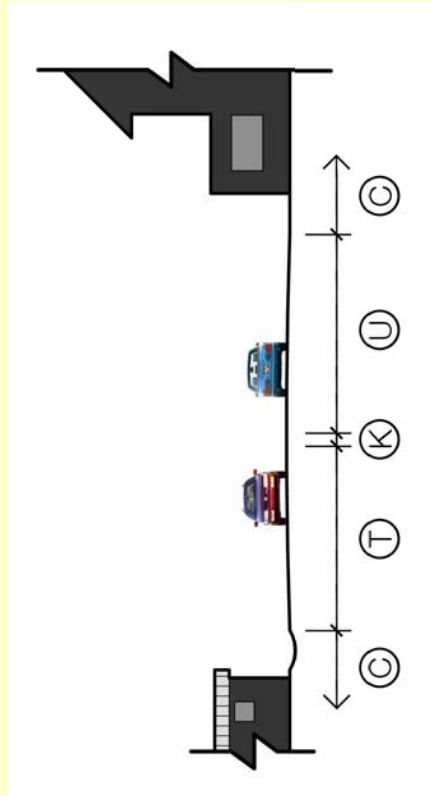
Legend

- A Eastbound Business 80
- B Highway Shoulder
- C Unimproved Roadside Shoulder
- D Westbound Lane
- E Eastbound Lane
- F Unimproved Street and Landscape Setback
- G Curb, Gutter and Enhanced Paving
- H 6' Bike Lane
- I 12' Westbound Lane
- J 12' Eastbound Lane
- K Striped Divider
- L 6' Sidewalk
- M 10' Minimum Landscape Setback
- N 3' Sidewalk
- O Vacant Parcel
- P 2' Westbound Lanes
- Q 2' Eastbound Lanes
- R 10' Landscape
- S 11' Median / Dual Turn Lane
- T Northbound Lane
- U Southbound Lane
- V 12' Northbound Lane
- W 12' Southbound Lane



Design Response

Section D

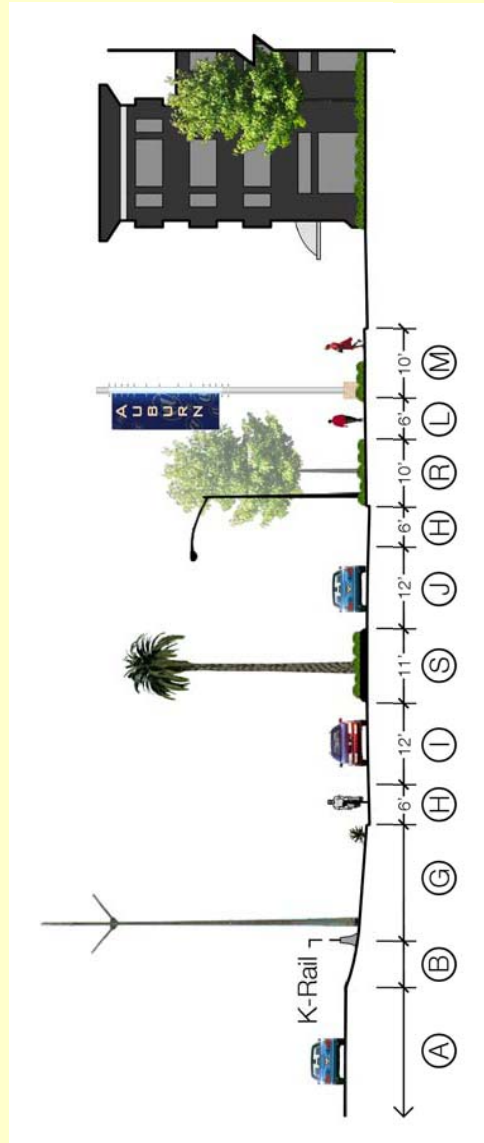
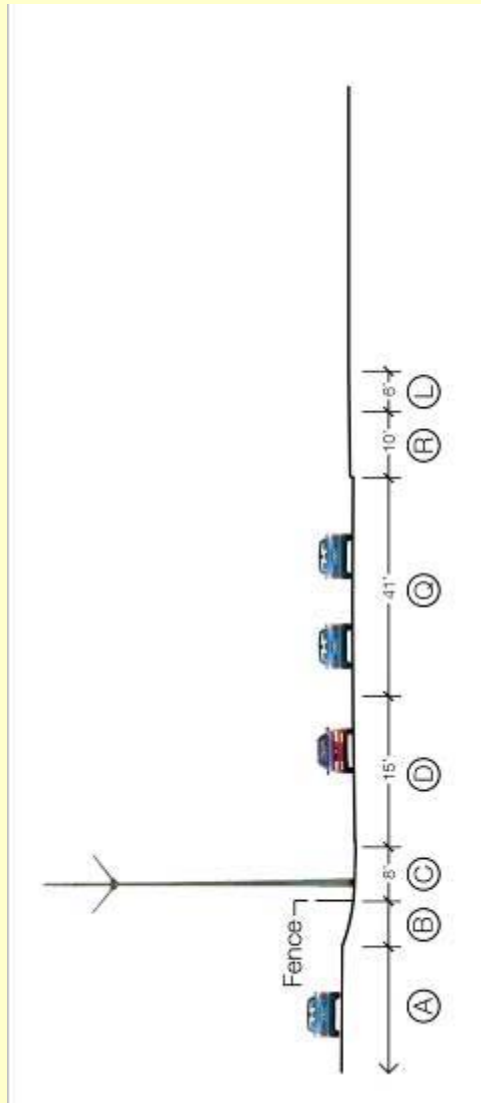


- Legend**
- (A) Eastbound Business 80
 - (B) Highway Shoulder
 - (C) Unimproved Roadside Shoulder
 - (D) Westbound Lane
 - (E) Eastbound Lane
 - (F) Unimproved Street and Landscape Setback
 - (G) Curb, Gutter and Enhanced Paving
 - (H) 6' Bike Lane
 - (I) 12' Westbound Lane
 - (J) 12' Eastbound Lane
 - (K) Striped Divider
 - (L) 6' Sidewalk
 - (M) 10' Minimum Landscape Setback
 - (N) 3' Sidewalk
 - (O) Vacant Parcel
 - (P) 2 Westbound Lanes
 - (Q) 2 Eastbound Lanes
 - (R) 10' Landscape
 - (S) 11' Median / Dual Turn Lane
 - (T) Northbound Lane
 - (U) Southbound Lane
 - (V) 12' Northbound Lane
 - (W) 12' Southbound Lane



Design Response

Section E



Legend

- (A) Eastbound Business 80
- (B) Highway Shoulder
- (C) Unimproved Roadside Shoulder
- (D) Westbound Lane
- (E) Eastbound Lane
- (F) Unimproved Street and Landscape Setback
- (G) Curb, Gutter and Enhanced Paving
- (H) 6' Bike Lane
- (I) 12' Westbound Lane
- (J) 12' Eastbound Lane
- (K) Striped Divider
- (L) 6' Sidewalk
- (M) 10' Minimum Landscape Setback
- (N) 3' Sidewalk
- (O) Vacant Parcel
- (P) 2 Westbound Lanes
- (Q) 2 Eastbound Lanes
- (R) 10' Landscape
- (S) 11' Median / Dual Turn Lane
- (T) Northbound Lane
- (U) Southbound Lane
- (V) 12' Northbound Lane
- (W) 12' Southbound Lane



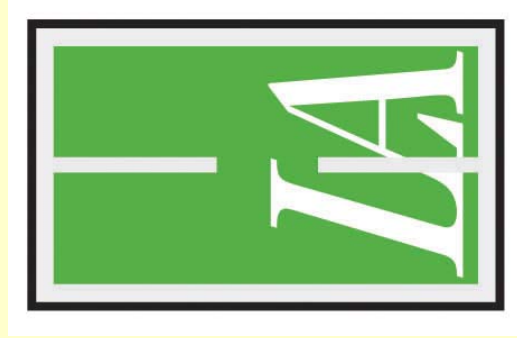
Design Response Perspective 1



Design Response Perspective 2



The vision to anticipate that which may
come to be.



The creativity to realize what
is envisioned.





Auburn Boulevard
 Special Planning Area & Streetscape Master Plan
 County of Sacramento





Auburn Boulevard
Special Planning Area & Streetscape Master Plan
County of Sacramento

The HJA Group Landscape Architects & Planners, Inc.
1800 Third Street, Suite 300 / Sacramento, California 95814
916.447.7400 / 916.447.8030 Fax / www.hjagroup.com





Auburn Boulevard
Special Planning Area & Streetscape Master Plan
County of Sacramento





Auburn Boulevard
 Special Planning Area & Streetscape Master Plan
 County of Sacramento

The HLA Group Landscape Architects & Planners, Inc.
 1800 The Street, Suite 300 / Sacramento, California 95814
 916.447.2822 / 916.447.2070 / www.hla.com



Auburn Boulevard

Special Planning Area and Streetscape Master Plan

Auburn Boulevard Stakeholders Meeting

March 29, 2006

1:00pm

Agenda

Welcome / Introductions

Review of Progress and Outcome of Public Charrette

Round Table Discussion

Planning Options

Streetscape Options

Next Steps

Adjourn



Troy Givans
County of Sacramento
700 H Street, Room 7650
Sacramento, CA 95814-1280
916.874.2413
givanst@saccounty.net



Donna Melendez
Sacramento Housing and
Redevelopment Agency
600 I Street, Ste. 250
Sacramento, CA 95814
916.440.1399 x1279
dmelendez@shra.org



Christine Anderson
The HLA Group
1990 Third Street, Ste. 500
Sacramento, CA 95814
916.447.7400
canderson@hlagroup.com



MEETING MINUTES

Project Name: Auburn Boulevard Special Planning Area (SPA) & Streetscape Master Plan
Auburn Boulevard Stakeholders (ABS) Meeting

Project Number: 53505.07

Meeting Date: March 29, 2006

Meeting Time:

Attending: See sign in sheet

Recorded By: Susan Collopy

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Summary of Meeting:

Divergent Issues, need resolution: Bike lanes and number of traffic lanes

Review Design Response/Make some decisions.
Shared driveways/Shared rear access. Will not be mandated.
Building height- up to 4 stories (Can we go higher?).

Reaction to higher buildings:

Surprised, developer friendly
What would be the uses?
Bigger Scale, intrigued

Consensus on higher building – OK to go for it. No negative responses at charrette

Setback at Auburn – need a standard front setback if buildings move forward, blocks views of existing buildings - don't plan to move the setback forward unlike current urban planning.

Need to clarify buildings @ rear property line – compatibility issues
One storey only.

Slide w/graph shows no buildings at property line plan view shows buildings @ edge.

Landscaping along the setback- liked, could provide identity for the district.

Bus stop/Median Issues:

Move bus stop to Morse Avenue instead of mid-block. Signalize Morse – it is on a list to be signalized.

Coordinate bus stop locations w/RT.

- Median, land width traffic flow issues
- Medians – trucks need to have access
- Medians are along term goal – strategically place them – Look into 5 years, 10 years down the road? Can't really plan for them right now.

Goal: To reduce the number of driveway cuts.



**Concern that first documents don't show median location, need to be designed later, once street has evolved. Define median.

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Bike lane

Consider 1 wide bike lane with a curb, class 1 bike lane?

Bike Master Plan – Update pending. This would be the place to address the issue of whether or not to have a bike lane on Auburn Blvd.

Consensus: Against the Bike Lane.

Bus Stops

1. Existing bus stop at Desert Industries might move to Morse Ave.
2. Bus turn outs would be desirable.

K-Rail

Main issue to business owners:

- Not a priority
- if want, development to occur, improve visibility from freeway
- accelerate this process, will accelerate development.
- Supervisor Peter's office is trying to get proposed landscape improvements on Caltrans ROW to move forward.
- 5 years out? County & Caltrans are working together to move this forward.

K-Rail costs \$300 LF x 2.1 miles.

Signage

- Locations are not finalized yet
- Need a timeline for when would it happen
- Who would pay for signs?
- Transportation fund
- Grants
- Sup. Peters could provide input

Any signage should say Auburn Blvd. not just Auburn to avoid confusion with the town of Auburn. Business owners want to signage allowed on the building.

Bell Avenue off-ramp

Hazardous, no plans to modify interchange, can't correct, note that it is a problem!
2 lanes east of Fulton, lanes go from 2 down to 1 lane, each side of the street, traffic concerns.

Proposed plans has: 1 lane each way (many concerns), *-Solution is not determined yet.*



Funding for Project:

-Plan first, then review funding options, use plan to help get funding could create TBID

**Aware to aesthetics concerns w/K-Rail

K-Rail – if landscaped on both sides, then less graffiti

Consensus on street monuments and signs? Ok, like signs, the large sign is a bigger priority.

Primary issues that are not resolved are: **concerns about the number of traffic lanes proposed, proposed median locations, and the proposed signage requirements.

1990 Third Street
Suite 500
Sacramento, CA
95814
916.447.7400
fax 916.447.8270
www.hlagroup.com

Approval Document
Conditions of Approval

**COUNTY OF SACRAMENTO
INTER-OFFICE CORRESPONDENCE**

August 28, 2008

TO: PLANNING AND COMMUNITY DEVELOPMENT

FROM: CYNDI LEE, Clerk
Cyndi Lee
Board of Supervisors

SUBJECT: **06-CZB-ZOB-0695** - (ARDEN ARCADE/BRANDT)
**COMMUNITY PLAN AMENDMENT AND ZONING ORDINANCE
AMENDMENT**

VARIOUS OWNERS - Applicant: County of Sacramento - Located immediately south of the Capital City Freeway, between the Marconi Curve on the west and Watt Avenue on the east, in the Arden Arcade community and the City of Sacramento. (Peters)

The Board of Supervisors, meeting in regular session July 23, 2008 certified the Final Environmental Impact Report as adequate and complete.

The Board of Supervisors, meeting in regular session August 13, 2008, adopted the findings of fact and statement of overriding considerations and took the following actions on the above referenced matter:

COMMUNITY PLAN AMENDMENT

Approved a Community Plan Amendment by Resolution No. **2008-0850** from LC (Limited Commercial), AC (Auto Commercial), GC (General Commercial), TC (Travel Commercial), BP (Business Professional) and RM-1 (Mobilehome Park) to SPA (Special Planning Area) for approximately 108.4 acres, subject to the findings recommended by staff.

REZONE

Approved a Rezone by Ordinance No. **SZC-2008-0023** from LC (Limited Commercial), AC (Auto Commercial), GC (General Commercial), TC (Travel Commercial), Business Professional (BP) and RM-1 (Mobilehome Park) to SPA (Special Planning Area) for approximately 108.4 acres, subject to the findings and conditions recommended by staff.

Zoning Code of Sacramento County
FINAL DOCUMENTS
WEST AUBURN BOULEVARD
06-CZB-ZOB-0695
Various

ZONING ORDINANCE AMENDMENT

Approved a Zoning Ordinance Amendment by Ordinance No. SZC-2008-0023 to add the West Auburn Boulevard Special Planning Area. The SPA also contains the Streetscape Master Plan. The primary goals of the SPA Ordinance and the Streetscape Master Plan are to:

- a. Create a strong, recognizable community identity;
- b. Provide a safer and more effective environment for pedestrians, bicyclists, motorists, and business owners;
- c. Increase visibility to West Auburn Boulevard from passing traffic on the Capital City Freeway;
- d. Promote infill and commercial development by supporting existing businesses with business improvement projects;
- e. Recommend land uses, policies and improvements that will encourage a variety of business ventures and strengthen the competitiveness of the Plan area;
- f. Strengthen urban form by providing an enhanced edge to the Arden-Arcade community; and
- g. Reinvest in retail and service components that service the regional and local communities.

Note: The SPA document also includes property located within the City of Sacramento. This portion of the SPA will be processed separately by the City of Sacramento.

Note: The project will require an override of the County General Plan Comprehensive Land Use Plan (CLUP) Policies to allow the proposed range of uses within the approach/departure safety zone of McClellan Airport. Approval of this project will require a two-thirds vote by the Board of Supervisors.

CL:am

Attachments: Resolution No. 2008-0850
Ordinance No. SZC-2008-0023

cc: In-House
Owner
Applicant

RESOLUTION NO. 2008-0850

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA,
AMENDING THE ARDEN ARCADE COMMUNITY PLAN
Assessor's Parcel Nos. Various**

WHEREAS, the County of Sacramento has adopted the Arden Arcade Community Plan for the purpose of guiding the County of Sacramento, relative to the development of said community; and

WHEREAS, on June 10, 2008, public hearings have been held before the Arden Arcade Community Council; and

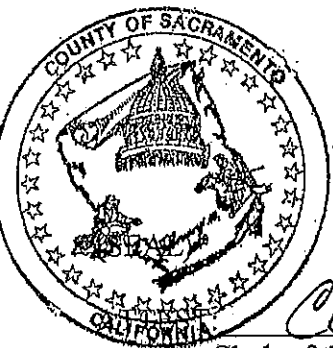
WHEREAS, the Arden Arcade Community Council forwarded its recommendation of approval to this Board.

NOW, THEREFORE, BE IT RESOLVED that the Arden Arcade Community Plan is amended as shown on Exhibit "1" attached to corresponding Rezone Ordinance SZC-2008-0023.

BE IT FURTHER RESOLVED that the Clerk of the Board of Supervisors is directed to endorse said Community Plan to show that such plan has been amended, and that such amendment has been approved by the Board of Supervisors.

On a motion by Supervisor Peters, and seconded by Supervisor Dickinson, the foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 13th day of August, 2008, by the following vote, to wit:

- AYES: SUPERVISORS: Dickinson, MacGlashan, Peters, Yee, Nottoli
- NOES: SUPERVISORS: None
- ABSTAIN: SUPERVISORS: None
- ABSENT: SUPERVISORS: None



Cynthia Lee

 Clerk of the Board of Supervisors

James R. Yee

Chairman of the Board of Supervisors
 of Sacramento County, California

In accordance with Section 26108 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

AUG 13 2008
 By *Alison Murphy*

 Deputy Clerk, Board of Supervisors

FILED

AUG 13 2008

BOARD OF SUPERVISORS
 BY *Cynthia Lee*

 CLERK OF THE BOARD

Control No.: 2006-CZB-ZOB-0695
West Auburn Boulevard Special Planning Area

ORDINANCE NO. SZC-2008-0023

**AN ORDINANCE OF THE BOARD OF SUPERVISORS
OF SACRAMENTO COUNTY AMENDING THE
ZONING CODE OF SACRAMENTO COUNTY,
ORDINANCE NO. 83-10, AS AMENDED,
CHANGING THE LAND USE ZONE OF CERTAIN PROPERTY AS SHOWN IN
EXHIBIT "1" OF THIS REPORT**

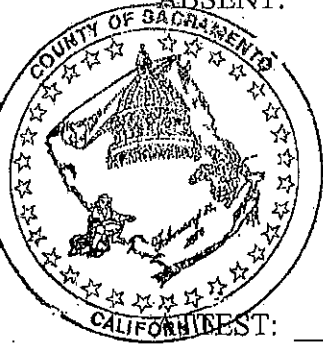
The Board of Supervisors of the County of Sacramento, State of California, ordains as follows:

SECTION 1: Section 101-116 of the Zoning Code of Sacramento County, Ordinance No. SZC 83-10, as amended, is hereby amended to change the land use zone of the property described in Exhibit "1" (Community Plan Amendment and Rezone) attached hereto and incorporated herein as though set forth in full ("Subject Property").

SECTION 2: This ordinance shall take effect and be in full force on and after thirty (30) days from the date of its passage, and before expiration of fifteen (15) days from the date of its passage, it shall be published once with the names of the members of the Board of Supervisors voting for and against the same, said publication to be made in a newspaper of general circulation published within the County of Sacramento, State of California.

On a motion by Supervisor Peters, seconded by Supervisor Dickinson, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 13th day of August, 2008, by the following vote, to wit:

AYES: Supervisors, Dickinson, MacGlashan, Nottoli, Peters, Yee
NOES: Supervisors, None
ABSENT: Supervisors, None



Juanita R. Yee

CHAIRPERSON, Board Of Supervisors
County of Sacramento, California

Cyrci Lee

In accordance with Section 26103 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

AUG 13 2008

By

Alyson Murphy
Deputy Clerk, Board of Supervisors

FILED

AUG 13 2008

BOARD OF SUPERVISORS

BY

Cyrci Lee
CLERK OF THE BOARD

Control No.: 20060695
Type: CZB-ZOB**A D D E N D U M #1**For the Agenda of:
July 23, 2008
Agenda Item No. 9

TO: BOARD OF SUPERVISORS

FROM: PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: WEST AUBURN BOULEVARD SPECIAL PLANNING AREA ORDINANCE AND STREETScape MASTER PLAN

CONTACT: *Troy Givans, Principal Planner, 874-2413, givanst@saccounty.net*
Tricia Stevens, Principal Planner, 874-6141, stevenst@saccounty.net

Overview:

The West Auburn Special Planning Area (SPA) area is within the Arden Arcade Community Special Sign District and the Interstate-Business Route 80 Special Sign Corridor. The SPA Ordinance currently requires that signage in the SPA area conform to the requirements of both the Special Sign District and Corridor, except for specific exemptions listed in *Section Four: "M" (Signs and Graphics)* of the Ordinance. This addendum changes the language to remove the requirement that projects in the SPA area conform to the Special Sign Corridor regulations. Staff believes that these regulations are overly restrictive for this business area. The Special Sign District regulations will provide adequate commercial signage and maintain the requirements for quality monument signage.

In addition, a number of other modifications to the document have been made and are included in the attached Errata Sheet (Attachment "A"). Of note, Table 3.2 (Permitted Land Uses) now includes a footnote regarding uses not permitted in the Neighborhood Connectivity Zones and one that places additional restrictions on noise related to auto uses. In addition, Table 3.2 now specifies uses that would fall under the "General Merchandise" category (J) but would not be permitted. These changes are to the September 2006 Public Review Draft contained within the EIR.

Staff Recommendations:

Staff is recommending **APPROVAL** of the proposed project as revised.

WEST AUBURN BOULEVARD

06-CZB-ZOB-0695

Various

- A. **Recommended Conditions:** *These conditions integrate Mitigation Measures from the Draft EIR and will be included as an appendix to the SPA.*
1. Widen the northbound and eastbound approaches and re-stripe the westbound approaches to the Auburn Boulevard/Fulton Avenue intersection to provide the following lane configurations:
 - a. One left-turn lane, two-through lanes, and a right-turn lane on the northbound approach;
 - b. Two left-turn lanes, two-through lanes, and a right-turn lane on the eastbound approach;
 - c. One left-turn lane, two through lanes, and a right-turn lane with overlap phasing on the westbound approach.

Project Fair Share = 75% of project costs. Trigger- When daily traffic volumes on Auburn Boulevard between Bell Avenue and Fulton Avenue exceed 6,580 ADT and exceed 16,760 ADT on Auburn Boulevard between Fulton Avenue and Business 80 Eastbound Off-ramp (Watt Avenue).
 2. Install a traffic signal at the intersection of Auburn Boulevard/Morse Avenue. *Project Fair Share = 84% of project costs. Trigger- When daily traffic volumes on Auburn Boulevard between Fulton Avenue and the Business 80 Eastbound Off-ramps (Watt Avenue) exceed 12,900 ADT.*
 3. Install a traffic signal, northbound left-turn lane, and a southbound right-turn lane at the intersection of Fulton Avenue/Business 80 westbound ramps. The following measures shall be included in the design of the traffic signal:
 1. Advanced detection shall be placed on the ramp.
 2. Protocols shall be included in the traffic signal to allow for pre-emption of the signal system to clear the ramp when vehicle queues extend to the advanced detectors.

Project Fair Share = 42% of project costs.
 4. In order to reduce PM₁₀/dust emissions to less than significant levels, any/all new construction or improvement projects shall implement level three mitigation as defined by the Sacramento Metropolitan Air Quality Management District, which includes the following measures:
 - a. Keep soil moist at all times;

WEST AUBURN BOULEVARD

06-CZB-ZOB-0695

Various

- b. Maintain two feet of freeboard space on haul trucks;
 - c. Use emulsified diesel or diesel catalysts on applicable heavy-duty diesel construction equipment.
13. To ensure compliance with General Plan Noise Element standards of 65 dB Ldn or less for residential/transient lodging outdoor activity areas and 45 dB Ldn or less for residential/transient lodging interiors, the following measures shall apply:
- a. Any/all common outdoor activity areas shall be designed and attenuated such that after all applied shielding or buffering mechanisms noise levels are 65 dB Ldn or less.
 - b. Any/all new residential/transient lodging construction shall be designed and attenuated such that the interior noise level does not exceed 45 dB Ldn.

The above measures 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 standards cited above will be met.

14. Table 3.2, Footnote #6 shall be added to all applicable uses that may include service bays, automotive/boat/or motorcycle repair facilities, tire shops, machine shops, or where noise producing machinery is utilized. Additionally, the footnote shall be modified slightly to include car wash facilities and following this, the footnote shall be added to the Car Wash use on Table 3.2.
15. In order to minimize nuisance noise from loading dock operations on nearby residential receptors the following measures should be required for new construction or redevelopment in the SPA area:
- Restrict loading dock operations and truck arrivals and departures to the daytime hours.
 - Prohibit engine idling at loading docks.
 - Place noise attenuating barriers and landscaping around loading docks.

Or, if a deviations from the above are requested, then

- Provide an acoustical analysis, completed by a qualified acoustical consultant that demonstrates through noise attenuating measures that the

WEST AUBURN BOULEVARD

06-CZB-ZOB-0695

Various

General Plan Noise Element standards of 65 dB Ldn or less for outdoor activity areas and 45 dB Ldn or less for interiors is met at nearby residential receivers.

16. Prior to the issuance of any building or grading permits on APN 254-0020-039 (2300 Auburn Boulevard), APN 254-0020-030 (2540 Auburn Boulevard), and APN 254-0060-086 (3000 Auburn Boulevard), applicant shall consult with the Sacramento County Environmental Management Department (EMD), to obtain a site evaluation and to determine the need for a Soil Management Plan or a Health Risk Assessment. If said analyses are required, all site clean-up recommendations, in consultation with EMD, shall be completed prior to the issuance of any building or grading permit, unless EMD approves clearance due to extenuating circumstances.
17. Prior to execution of SMP improvement projects and redevelopment/development projects within the SPA area, the project proponent(s) shall submit an arborist report for the project impact areas when appropriate habitat exists. The report shall include the species, diameter, dripline, and health of the trees, and shall be prepared by an ISA certified arborist. The report shall include an exhibit that shows the trees and their dripline in proximity to the project improvements. The report shall identify any tree that will be removed and quantify the dripline encroachment from project equipment or facilities.
 - a. With the exception of the trees removed and compensated for through Part B below, all healthy native oak trees that are 6 inches dbh or larger on the project site, all portions of adjacent off-site healthy native oak trees that are 6 inches dbh or larger which have driplines that extend onto the project site, and all off-site healthy native oak trees that are 6 inches dbh or larger which may be impacted by utility installation and/or improvements associated with this project, shall be preserved and protected as follows:
 - (1) A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of each tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.
 - (2) Any protected trees on the site that require pruning shall be pruned by a certified arborist prior to the start of construction work. All pruning shall be in accordance with the American National

WEST AUBURN BOULEVARD

06-CZB-ZOB-0695

Various

Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines."

- (3) Prior to initiating construction, temporary protective fencing shall be installed at least one foot outside the driplines of the protected trees within 100 feet of construction related activities, in order to avoid damage to the tree canopies and root systems. Where encroachment occurs, temporary high visibility protective fencing shall be installed a maximum of one foot outside the work areas in order to minimize damage to the tree canopies and root systems.
- (4) Any removal of paving or structures (i.e. demolition) that occurs within the dripline of a protected oak tree shall be done under the direct supervision of a certified arborist. To the maximum extent feasible, demolition work within the dripline protection area of the oak tree shall be performed by hand. If the certified arborist determines that it is not feasible to perform some portion(s) of this work by hand, then the smallest/lightest weight equipment that will adequately perform the demolition work shall be used.
- (5) No signs, ropes, cables (except those which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the protected trees. Small metallic numbering tags for the purpose of preparing tree reports and inventories shall be allowed.
- (6) No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of protected trees.
- (7) No grading (grade cuts or fills) shall be allowed within the driplines of protected trees, except for the minimum required for construction and streetscape improvements.
- (8) Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of any protected tree.
- (9) No trenching shall be allowed within the driplines of protected trees. If it is absolutely necessary to install underground utilities within the dripline of a protected tree, the utility line shall be bored and jacked under the supervision of a certified arborist.

WEST AUBURN BOULEVARD

06-CZB-ZOB-0695

Various

- (10) The construction of impervious surfaces within the driplines of protected trees shall be stringently minimized. When it is absolutely necessary, a piped aeration system per County standard detail shall be installed under the supervision of a certified arborist.
 - (11) All portions of any masonry wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts set no closer than 10 feet on center. Any wrought iron fencing shall be similarly installed, with posts set no closer than 10 feet on center. Posts shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts in order to reduce impacts to the trees.
 - (12) Trunk protection measures, per Sacramento County standards, shall be used for all protected trees where development/construction activity, including installation of any masonry wall and wrought iron fence, occurs within 10 feet of the trunk of a tree.
 - (13) No sprinkler or irrigation system shall be installed in such a manner that sprays water or requires trenching within the driplines of protected trees. An above ground drip irrigation system is recommended.
 - (14) Landscaping beneath oak trees may include non-plant materials such as bark mulch, wood chips, boulders, etc. The only plant species which shall be planted within the driplines of oak trees are those which are tolerant of the natural semi-arid environs of the trees. A list of such drought-tolerant plant species is available at the Department of Environmental Review and Assessment. Limited drip irrigation approximately twice per summer is recommended for the understory plants.
- b. To the maximum extent feasible, all on-site healthy native oak trees shall be protected and preserved. Any substantial (>20%) encroachment and/or removal of native oak trees shall be compensated by planting native oak trees (valley oak/*Quercus lobata*, interior live oak/*Quercus wislizenii*, and blue oak/*Quercus douglasii*), equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Department of Environmental Review and Assessment. On-site preservation of native oak trees that are less than 6 inches (<6 inches) dbh, may also be used to meet this compensation requirement. Encroachment of over 20 percent within the dripline radius of native trees will require compensatory mitigation based on the percentage of encroachment

WEST AUBURN BOULEVARD

06-CZB-ZOB-0695

Various

multiplied by the dbh. Encroachment over 50 percent will require compensation for the entire tree.

Equivalent compensation based on the following ratio is required:

- one preserved native oak tree < 6 inches dbh on-site = 1 inch dbh
- one deepot seedling (40 cubic inches or larger) = 1 inch dbh
- one 15-gallon tree = 1 inch dbh
- one 24-inch box tree = 2 inches dbh
- one 36-inch box tree = 3 inches dbh

Replacement tree planting shall be completed prior to the issuance of building permits or a bond shall be posted by the applicant in order to provide funding for purchase, planting, irrigation, and 3-year maintenance period, should the applicant default on replacement tree mitigation. The bond shall be in an amount equal to the prevailing rate of the County Tree Preservation Fund.

Prior to the approval of Improvement Plans or building permits, a Replacement Oak Tree Planting Plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the Environmental Coordinator for approval. The Replacement Oak Tree Planting Plan(s) shall include the following minimum elements:

- (1) Species, size and locations of all replacement plantings and < 6-inch dbh trees to be preserved;
- (2) Method of irrigation;
- (3) The Sacramento County Standard Tree Planting Detail L-1, including the 10-foot deep boring hole to provide for adequate drainage;
- (4) Planting, irrigation, and maintenance schedules;
- (5) Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement oak trees which do not survive during that period.

WEST AUBURN BOULEVARD

06-CZB-ZOB-0695

Various

- (6) Designation of 20-foot root zone radius and landscaping to occur within the radius of oak trees < 6-inches dbh to be preserved on-site.

No replacement tree shall be planted within 15 feet of the driplines of existing oak trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement oak trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements (PUE, sewer, storm drains), under overhead utility lines, private yards of single family lots (including front yards), and roadway medians.

Oak trees <6 inches dbh to be retained on-site shall have at least a 20-foot radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding, utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and structurally sound for future growth, by an ISA Certified Arborist subject to Department of Environmental Review and Assessment approval.

If oak tree replacement plantings are demonstrated to the satisfaction of the Environmental Coordinator to be infeasible for any or all trees removed, then compensation shall be through payment into the County Tree Preservation Fund. Payment shall be made at a rate of \$325.00 per dbh inch removed but not otherwise compensated, or at the prevailing rate at the time payment into the fund is made.

18. Install bicycle lanes on Auburn Boulevard along the westbound and eastbound sides of the street and provide an access network that links bike lanes to bike parking facilities.
19. Provide bike racks at a minimum of two locations within each block, equally spaced, and ensure that new developments provide patrons and employees with bike storage facilities.
20. Provide a pedestrian access network that connects redevelopment to all existing or planned pedestrian facilities contiguous within the project site.
21. Provide a pedestrian pathway through all parking areas that clearly defines a pathway between transit facilities and building entrances.

WEST AUBURN BOULEVARD

06-CZB-ZOB-0695

Various

22. Minimize barriers to pedestrian access and interconnectivity. Eliminate, where feasible, physical barriers such as walls or berms and slopes between residential and non-residential uses within the SPA area that impede bicycle or pedestrian circulation.
23. Construct bus shelters along the Boulevard at all transit stops.
24. Orient projects towards existing transit, bicycle or pedestrian corridors and reduce setback distances to below minimum standards.
25. Orient 75 or more percent of new homes and/or buildings to face either north or south (within 30 degrees of N/S).
26. Replace incandescent and mercury vapor street and parking lot lights with energy efficient alternatives and install new energy efficient alternatives where new street or parking lot lights are required.
27. Require sustainable landscaping such that 75% or more of the species within the landscape plan are considered drought tolerant species.
28. Require the installation of low-flow toilets in all new development and, where feasible, redevelopment along the Boulevard.

III. ATTACHMENT**A. Errata Sheet of Modifications to Auburn SPA Document**

This addendum report was prepared on July 16, 2008.

Newsletters and Public Mailings



ISSUE NO. 1

WINTER ■ 2006

Help Revitalize Auburn Boulevard

You can make a difference in the future of Auburn Boulevard by participating in a community planning process that will create a new look for the corridor.

Once "America's Main Street" and a major highway running from San Francisco to Atlantic City, Highway 40 helped define the golden age of the automobile. Art Deco diners and motels enabled cross country drivers to travel comfortably and conveniently. No longer designated as a highway, Auburn Boulevard today shows only hints of its glory days as Highway 40.

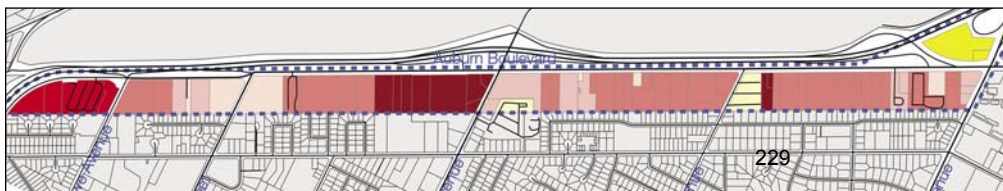
Now the Sacramento Housing & Redevelopment Agency and

the County of Sacramento are launching a planning and design initiative to shape development on Auburn Boulevard. Streetscapes and land use plans will pave the way for improved traffic flow, create an attractive commercial and community identity, and revitalize the corridor's economy.

Residents, businesses and property owners affected by improvements are urged to participate in the planning for Auburn Boulevard by attending the two design charettes described on page 2.

Come join the community planning process and help determine Auburn Boulevard's future.

Project Area



IN THIS

Issue



02 The Process



03 Storied Past, Bright Future



03 Get in Touch



04 Building Community

Community input process works...

Charlotte is held to present conditions and get ideas from residents, businesses and owners.



PLAN AREA ORDINANCE

uses land uses, building heights, requirements, recommended rural styles, and other guidelines community input.



community comments, the team creates a final plan and



GET IN TOUCH

In addition to the Auburn Boulevard Streetscape project designed to revitalize the area, the County is undergoing a process of decentralizing many services. The new service model is designed to provide residents and business owners of the Arden Arcade area with additional points of contact within the community and to provide more efficient public services. To coordinate this effort, the County has appointed a Service Area Manager for the Arden Arcade area to assist the community in accessing public services. To help in these efforts, a partial list of important contacts is listed here:

Service Area Manager
Bobbe Dworkis
876-5241

Sheriff Non-Emergency
874-5115

Abandoned Vehicles/Hazard & Nuisance
875-5656

Hazardous Waste Removal
875-5555

Sheriff Service Center
876-5700

Curb, Gutter & Sidewalk Maintenance
875-5171

Graffiti Removal Reporting
875-5151

Sewer Emergencies
875-6730

Storied Past, Bright Future

The Auburn Boulevard Redevelopment Area is a two-mile commercial corridor comprised of 118-acres in the County and City of Sacramento fronting the Capital City freeway. The Redevelopment Area was adopted in October 1992, in response to physical and economic deterioration, and illegal activity. In response to these conditions, the Agency and County successfully partnered with concerned property and business owners, residents, and other agencies to address the pressing health and safety issues.

Redevelopment initiatives tackled a number of the physical challenges impacting Auburn Boulevard. For example:

- A lack of sufficient water flow prohibited all new development on the corridor. In 2001, two miles of 12-inch water line were installed, funded by \$1.2 million of Community Development Block Grant (CDBG) funds;

- A new 67-room Hampton Inn and Suites replaced the old Rolling Green Motel; and

- The former Dodge City Inn was redeveloped into the 146-unit Ladi Senior Apartments.

With renewed private sector investment in new and existing corridor businesses, the future looks bright for Auburn Boulevard. The Streetscape Master Plan and Special Planning Area ordinance are the next critical elements of the corridor's redevelopment.

Combined, they will position Auburn Boulevard to attract new investment and to respond quickly to the changing needs of the business community. Vision, smart planning, strategic investment, and the continued partnership among the County, Agency, business and community leadership are the keys to success – a safe, attractive, competitive Auburn Boulevard.





Coming Events

- **Charette #1**, February 9, 2006
Thursday 6-8 PM
Clarion Hotel, Sycamore Room
Fulton Avenue & Auburn Boulevard
2600 Auburn Boulevard
Sacramento, CA 95821
- **Charette #2**, March 23, 2006
Thursday 6-8 PM
- **Community Presentations**
 - Draft Plan, May 2006
 - Approvals, Summer 2006

For More Information call
Troy Givans 874-2413



Building Community

Exciting changes are happening in your neighborhood and you can be part of them. Your fresh ideas can help determine how Auburn Boulevard between Howe and Watt Avenues can grow and improve. Creating a new Specific Plan Area Ordinance and Streetscape Master Plan is intended to:

- **Stimulate job growth**
- **Create a new identity**
- **Beautify the area**
- **Attract a wider variety of businesses**
- **Improve safety**
- **Stimulate Reinvestment**

What are your ideas for Auburn Boulevard? Think of other neighborhoods, other cities—what do you admire about them? What do you like about your neighborhood? What makes it special? What do you want to change the most? What types of

businesses would you like to see?

Two community charettes are scheduled so you can learn more about plans to improve Auburn Boulevard. You are invited to attend these meetings and share your opinions on the current conditions and how to improve them:

February 9, 2006: See maps, photos and hear some history of the area. Then share your ideas about what you like and what you want for Auburn Boulevard.

March 23, 2006: See draft plans for the recreated future of Auburn Boulevard and have a chance to make suggestions for the final plan.

Have your voice heard. Join the process to bring positive change to Auburn Boulevard.

Planning Auburn Boulevard

Join us at a Community Design Workshop



Thursday, February 9, 6-8 PM, 2006
Clarion Hotel, The Sycamore Room
2600 Auburn Boulevard, Sacramento

For more information call Troy Givans, County of Sacramento
Economic Development Department, 916-874-2413

Have your voice heard

Planning Auburn Boulevard

Join us at a Community Design Workshop




Thursday, March 23, 6-8 PM, 2006
Clarion Hotel, Sacramento
2600 Auburn Boulevard/Fulton Avenue

For more information call Troy Givans, County of Sacramento
Economic Development Department, 916-874-2413

Have your voice heard

Sacramento's

Auburn
BOULEVARD

ON U.S.
HIGHWAY 

Thursday

December 15, 2005

1:00 p.m.

Clarion Hotel

2600 Auburn Boulevard
Sacramento, CA 95821

SPECIAL PLANNING AREA AND STREETScape MASTER PLAN

Auburn Boulevard
Stakeholder Meeting

Thursday, December 15, 2005
1 p.m. to 2:30 p.m.


Clarion Hotel

Fulton Avenue & Auburn Boulevard
2600 Auburn Blvd
Sacramento, CA 95821



Sacramento's

Auburn
BOULEVARD

ON U.S.
HIGHWAY 

Thursday

February 2nd, 2006

1:00 PM

**Clarion Hotel
Sycamore Room**

2600 Auburn Boulevard
Sacramento, CA 95821

SPECIAL PLANNING AREA AND STREETSCAPE MASTER PLAN

Auburn Boulevard
Stakeholder Meeting

Thursday, February 2nd, 2006
1:00 PM to 2:30 PM

Clarion Hotel/ Sycamore Room

Fulton Avenue & Auburn Boulevard
2600 Auburn Boulevard
Sacramento, CA 95821

Auburn Boulevard
c/o The HLA Group
1990 Third Street, Suite 500
Sacramento, CA 95814





Have Your Voice Heard
PLANNING AUBURN BOULEVARD
Join Us at a Community Design Workshop

Auburn Boulevard
Community Design Workshop

Auburn Boulevard
c/o The HLA Group
1990 Third Street, Suite 500
Sacramento, CA 95814



Thursday, March 23, 6-8 PM, 2006
Clarion Hotel, Sacramento
Fulton Avenue & Auburn Boulevard
2600 Auburn Boulevard

For more information contact Troy Givans,
County of Sacramento Economic
Development Department, 916-874-2413