

# REPORT TO COUNCIL

## City of Sacramento

915 I Street, Sacramento, CA 95814-2604  
www.CityofSacramento.org



CONSENT  
May 8, 2007

Honorable Mayor and  
Members of the City Council

**Title:** Folsom Boulevard Streetscape Master Plan (PN: TY86)

**Location/Council District:** The Folsom Boulevard Streetscape Master Plan focuses on the Folsom Boulevard corridor from Power Inn Road to Watt Avenue. Location Map – Exhibit A of Resolution. (District 6)

**Recommendation:** Adopt a **Resolution** accepting the Folsom Boulevard Streetscape Master Plan.

**Contact:** Ryan Moore, Senior Engineer, 808-8279; Tim Mar, Supervising Engineer, 808-7531.

**Presenters:** None

**Department:** Transportation

**Division:** Engineering Services

**Organization No:** 3435

### Description/Analysis

**Issue:** The Folsom Boulevard Streetscape Master Plan identifies improvements for the Folsom Boulevard corridor with the intent of providing improved circulation, enhanced aesthetics, and an improved environment for economic vitality.

**Policy Considerations:** The action requested is consistent with the City's Strategic Plan goals of improving public safety, enhancing livability and expanding economic development.

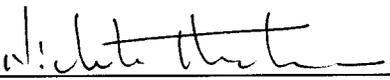
**Environmental Considerations:** The requested action is not subject to the provisions of the California Environmental Quality Act (CEQA) under its general rule (Section 15061(b)(3)) that CEQA applies only to project that have the potential for causing a significant effect on the environment.

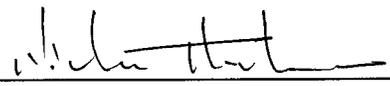


**Rationale for Recommendation:** Acceptance of the Folsom Boulevard Streetscape Master Plan will put in place a planning document which demonstrates the City's readiness to pursue improvements on the corridor when future funds become available for design and construction. This document will also provide a roadmap for the conditioning of future development projects on the corridor.

**Financial Considerations:** The project has a current budget of \$240,000 (\$200,000 in Major Street Construction Tax, Fund 209, and \$40,000 from the General Fund, Fund 101). The estimated total cost to implement the proposed improvements is approximately \$38 million. No funding recommendations are proposed as part of this report.

**Emerging Small Business Development (ESBD):** None, since no goods or services are being procured with this action.

Respectfully Submitted by:   
Nicholas Theocharides  
Engineering Services Manager

Approved by:   
Jerry Way  
for Director of Transportation

Recommendation Approved:

  
RAY KERRIDGE  
for City Manager

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**Attachment 1**

**Background Information:**

Folsom Boulevard between Watt Avenue and Power Inn Road is comprised of approximately 1.5 miles of four-lane roadway near the eastern Sacramento City limit. This section of Folsom Boulevard has developed without a comprehensive plan. Property adjacent to the road is currently utilized for a variety of purposes including industrial, public utilities, strip commercial, big box retail, commercial office, trailer parks and automotive sales. The presence of different businesses that have been established incrementally over the years without a comprehensive plan has created a corridor that is lacking in functionality and aesthetics.

Sacramento Regional Transit has three Light Rail stations located directly to the south of Folsom Boulevard. In the western portion of the project area, Highway 16 and Folsom Boulevard are coincident. The corridor currently does not have landscaping, appropriate lighting, sidewalk or other pedestrian facilities in many places.

In 1999 and 2000, a group of local property and business owners participated in a series of workshops focused on image enhancement. The workshops identified image enhancement priorities, design concepts and implementation strategies. The result was a conceptual design document titled "Folsom Boulevard Image Enhancement Strategy". This document, along with a community outreach program for the current Master Plan project, will be a cornerstone of the development of the Streetscape Master Plan.

In November of 2005 the City of Sacramento Department of Transportation began work on the Folsom Boulevard Streetscape Master Plan, as a continuation of the Image Enhancement Study.

**Attachment 2****Executive Summary:**

Folsom Boulevard from Howe Avenue to Watt Avenue is a four lane arterial roadway with minimal landscaping, missing sidewalks, partial bike lanes, and is lined with heavy utility lines. With over 41,000 vehicles per day and three light rail stations, Folsom Boulevard is a vital east/west connection between Watt Avenue and Howe Avenue and is a key corridor for future development. Land use along the Folsom Boulevard Corridor is predominantly industrial on the south side with mixed commercial and residential on the north. The westernmost portion of the corridor includes a portion of State Route 16 which heads southerly at the Jackson Highway intersection.

The proposed improvements outlined in this plan are built upon the previous Folsom Boulevard Enhancement Study (FBES) which had created a comprehensive, multi-modal plan that will beautify the corridor and encourage future development in the area. The FBES also identified a need for improving pedestrian, bicycle, and motorist safety as well as improving the connectivity from Folsom Boulevard to the Sacramento Regional Transit (RT) facilities.

The goal of the Folsom Boulevard Streetscape Master Plan is to identify various improvements along the Folsom Boulevard Corridor, serve as tool for acquiring funding, and provide a phasing plan to implement the improvements as funding becomes available.

**Public Outreach**

The proposed improvements have been defined through a series of focus group meetings, a public meeting, business and home-owner association meetings, Project Development Team meetings, questionnaires, and meetings with the City of Sacramento councilmember for District 6. Based on the information received, there is an overwhelming support for the proposed improvements.

**Proposed Improvements**

Based on information received from the public outreach efforts, the following improvements were included in this plan:

- Addition of Bike Lanes
- Detached Sidewalks
- Landscaping / Hardscaping
- Signal Operation Improvements
- New Signal at Raley's Shopping Center
- PG&E Substation Screen Wall
- Utility Undergrounding

## **Project Phasing**

The results of the public outreach questionnaire presented at the public meeting and mailed to the business owners in the spring of 2006, were used to develop the phasing priorities, which resulted in the following Phases:

- Phase 1      Improvements between Notre Dame Drive and Julliard Drive  
                  (including a new signal at the Raley's Shopping Center driveway)
- Phase 2      Median Landscaping
- Phase 3      Sidewalk Planters
- Phase 4      Screen Wall at the PG&E Substation
- Phase 5      Curb and Gutter on the Southside of the Road
- Phase 6      Underground Overhead Utilities (except for high voltage lines)

## **Preliminary Cost Estimate**

The estimated cost for completion of the work detailed in this plan is \$37.8 million. Preliminary construction phasing recommendations provide six construction phases ranging in cost from \$0.9 million to \$10.6 million and include construction, project development, and Right of Way costs. All costs are presented in 2006 dollars.

## **Right of Way Acquisition**

The proposed detached sidewalks and planters will require Right of Way acquisition from three properties along the corridor.

## **Landscape Maintenance**

Maintenance of proposed landscaping will vary based on the location. Median landscaping and fencing will be maintained through City Landscaping and Lighting (L & L) funds. Planter landscaping and screen wall can be maintained by one of two options:

- 1) A City-initiated maintenance district in which the City collects a fee from owners to fund the maintenance of the proposed landscaping improvements. Such a maintenance district would require supporting votes from 50% of the local property owners.
- 2) The property owners can initiate their own maintenance district. The Folsom Boulevard Business and Property Owners Association (BPA), in coordination with the City, can form a Property-based Business Improvement District (PBID) to maintain the proposed improvements. The Folsom BPA would collect fees from its owners to fund the proposed landscaping improvements. The proposed landscaping would be maintained by City Maintenance forces through the PBID program.

**Attachment 3**

**RESOLUTION NO.**

Adopted by the Sacramento City Council

**ACCEPTING THE FOLSOM BOULEVARD STREETScape MASTER PLAN**

**BACKGROUND**

- A. The Folsom Boulevard Streetscape Master Plan covers the Folsom Boulevard corridor from Power Inn Road to Watt Avenue.
- B. A Streetscape Master Plan for the Folsom Boulevard Corridor (PN: TY86) was initiated in November of 2005 to provide a comprehensive plan for the desired streetscape improvements. The goal of the Streetscape Master Plan is to improve corridor amenities and overall aesthetics, including curb, gutter, sidewalk, bike lanes, and landscaping.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

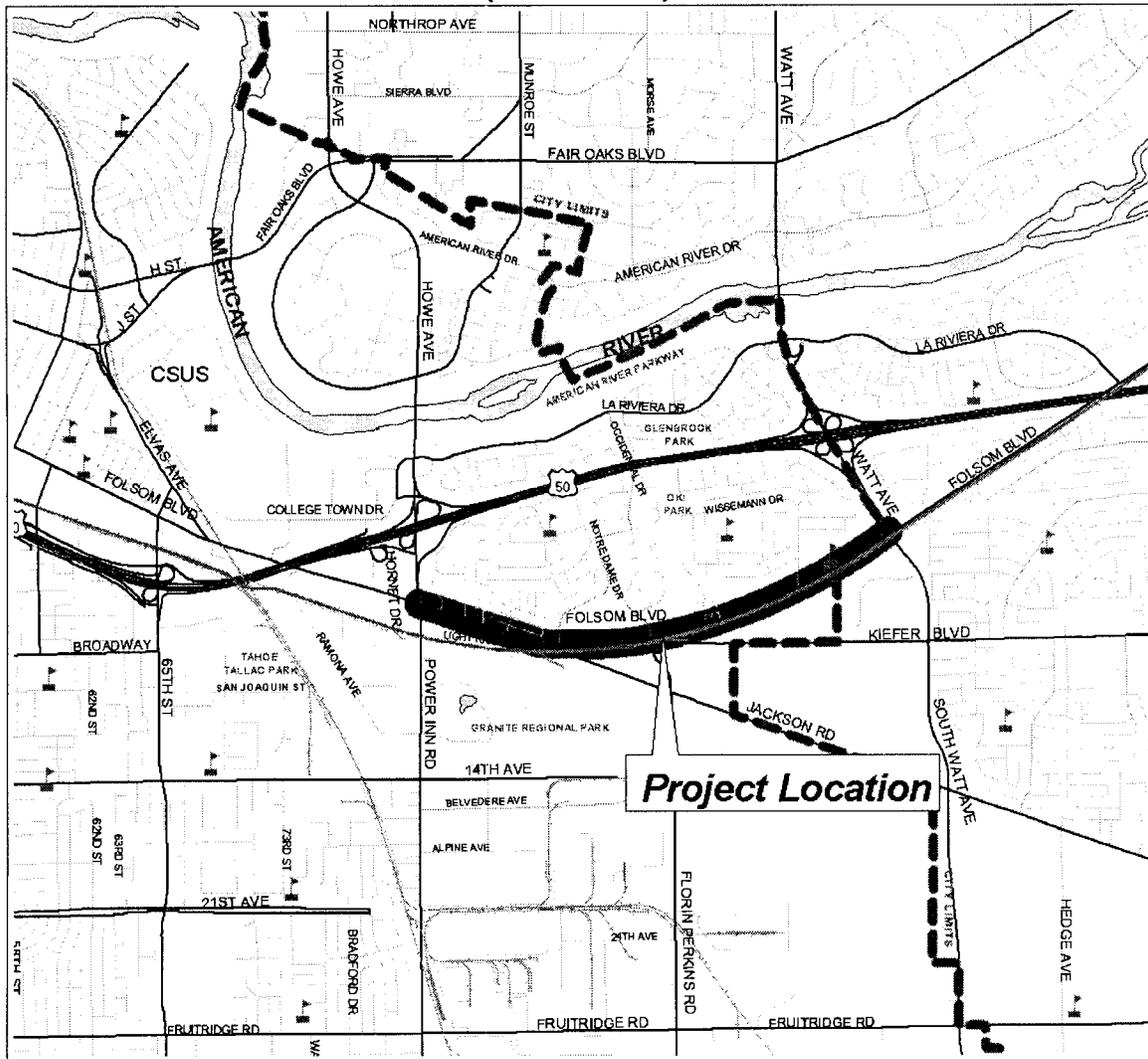
Section 1. The Folsom Boulevard Streetscape Master Plan is accepted.

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Exhibit A: Map of the Folsom Boulevard corridor from Power Inn Road to Watt Avenue  
(PN: TY86) – 1 page

EXHIBIT A

Location Map for  
Folsom Boulevard Streetscape Master Plan  
(PN:TY86)



Department of  
**TRANSPORTATION**  
City of Sacramento

Map Contact: S Tobin  
Map Date: March, 2006

1000 0 1000 2000 Feet

