SECTION THREE: Development Standards

Section Three provides the quantitative criteria for new investment identified by the Boulevard Plan. It includes development standards intended to supplement the City of Citrus Heights's Zoning Ordinance with an emphasis on how development will shape and activate public spaces and streets. In addition to standards for private development, it provides criteria for public streets.

3.1 Development Standards Introduction

Section Three presents the Boulevard's development standards for land use (i.e., uses, building heights and setbacks) and circulation (e.g., roadway improvements). This section builds upon the concepts, goals, and principles found in Section Two and provides the detailed quantified standards essential for implementation of the broader vision of this Plan.

3.1.1 Development Standards

The development standards in Section 3 provide quantitative direction for public and private investment in the Planning Area. They are measurable and are meant to establish maximum and minimum requirements.

3.2 Land Use
3.3 Overall Development Standards
3.4 Circulation

3.1.2 Purpose of Development Standards

The Plan works in combination with the Zoning Ordinance to specify development standards for the Auburn Boulevard corridor.





Above:
The land use standards for The Boulevard Plan define the type and amount of uses allowed. The Boulevard Plan will allow residential, commercial, and office uses.

3.2 Land Use

3.2.1 Land Use Diagram and Designations

The Boulevard Plan uses six residential, commercial, open space, and public land use designations to depict the proposed land uses within the Auburn Boulevard planning area. Each land use designation is defined in terms of allowable uses and density and intensity standards. The Land Use Diagram, Figure 3.1, shows the geographic distribution of the land use designations.

The descriptions of the six land use designations are taken verbatim from the Citrus Heights General Plan, which is the chief regulatory tool for land use within the city. The General Plan is a long-term legal document that sets out the policies and programs for physical development of the community.

The Boulevard Plan focuses primarily on the parcels and commercial uses

This diagram shows the General Plan land use designations within the Auburn Boulevard Planning Area.

Figure 3.1 Land Use Diagram (fold-out)

that front Auburn Boulevard. Most of these parcels along the corridor are designated as General Commercial, which allows for a variety of land uses including mixed-use, multi-family residential, and service and retail commercial uses. The General Commercial designation is implemented in the Zoning Ordinance through the Auburn Boulevard Commercial District (see Figure 3.3). The other five General Plan designations (Low, Medium, and High Density Residential, Open Space, and Public) are included in the Plan Land Use Diagram to show the surrounding land use context. No changes are proposed within these other land use designations.

The following are the six General Plan designations that appear on the Land Use Diagram on Figure 3.1:

General Commercial
This designation provides for retail uses, services, restaurants, professional and administrative offices, hotels and motels, mixed-use, multi-family residences, public and quasi-public uses, and similar and compatible uses. The floor area ratio (FAR) for nonresidential uses shall not exceed 0.6. Residential densities shall not exceed 20 units per net acre.

Low Density Residential
This designation provides for single family detached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 1-8 units per net acre. The FAR for nonresidential uses shall not exceed 0.4.

Medium Density Residential
This designation provides for single family detached and attached homes,





Above:
These residential projects reflect the range of densities anticipated in the Auburn Boulevard Planning Area. The top photo is of a townhouse project and the bottom photo is of an apartment project.

Residential Intensity
Standards of building intensity for residential uses are stated as the allowable range of dwelling units per net acre. Net acreage includes all land (excluding streets and rights-of-way) designated for a particular residential use, while gross acreage reflects land before streets and rights-of-way are dedicated. Net acreage is the standard typically used in zoning and is more applicable for areas that are largely developed.

Non Residential Intensity
Standards of building intensity for non-residential uses such as commercial and industrial development are stated as maximum floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel).

For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.

duplexes, triplexes, fourplexes, multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 9-20 units per net acre. The FAR for non-residential uses shall not exceed 0.5.

High Density Residential
This designation provides for single family attached homes, multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 21-30 units per net acre. The FAR for nonresidential uses shall not exceed 0.5.

Public
This designation applies to public and quasi-public facilities such as schools, hospitals, libraries, government offices, religious places of worship, meeting halls, and similar and compatible uses. The FAR shall not exceed 0.5.

Open Space
This designation provides for outdoor recreational uses, habitat protection, agriculture, drainage features, public and quasi-public uses, and other areas.

Right:
This table compares the existing General Plan designations with corresponding zoning districts.

Boulevard Plan Land Use Designation	Corresponding Zoning District
Residential	
Low Density Residential (1-8 Units/Acre)	Low Density Residential (RD-5, 7)
Medium Density Residential (8-20 Units/Acre)	Medium Density Residential (RD 10, 15, 20), Mobile Home (MH)
High Density Residential (20-30 Units/Acre)	High Density Residential (RD-25, 30)
Non-Residential	
General Commercial	Auburn Boulevard Commercial (ABC)
Open Space	Recreation (O)
Public	Recreation (O)

Figure 3.2 Land Use Designations

3.3 Overall Development Standards

The standards described in this Plan are intended to reinforce concepts and principles outlined in Section Two. The General Commercial (GC) land use designation, which is the focus of this Plan, is implemented by the Auburn Boulevard Commercial (ABC) Zoning District (see Figure 3.3). This Plan describes allowable land uses, heights, and setbacks within the Auburn Boulevard Commercial (ABC) District. Development standards for the ABC District are not included in the Zoning Ordinance. Instead, the Zoning Ordinance will contain a reference back to this Plan. Thus, this Plan acts as an extension of Citrus Height's Zoning Ordinance.

The use, height, and setback regulations for the other zoning districts that implement the other five land use designations are set out in the Citrus Heights Zoning Ordinance.

3.3.1 Permitted Land Use

The Boulevard Plan defines four planning districts, each with a different land use and economic focus. Two of the districts have subdistricts ("centers").

Figure 3.4 summarizes permitted uses in each district and subdistrict by land use designations as follows:

- Gateway District – Gateway Commercial Center (GCC)
- Gateway District – Outside the Gateway Commercial Center (Outside GCC)
- Rusch Park District – Rusch Park Village Center (RPVC)
- Rusch Park District – Outside the Rusch Park Village Center (Outside RPVC)
- Lincoln 40 District (L40)
- Sylvan Corners Village Square District (SCVS)

The following describes the permit types in Figure 3.3.

- Permitted Use (P) – Permitted uses are allowed by right without the need for discretionary review by the Community Development Director, Planning Commission, or City Council.
- Minor Use Permit (MUP) -- Minor Use Permits are approved or disapproved by the Community Development Director. The Community Development Director may choose to refer any Minor Use Permit application to the Planning Commission for hearing and decision.
- Use Permit (UP) – Use Permits require discretionary approval by the Planning Commission. The Commission shall conduct a public hearing on an application for a Use Permit prior to a decision on the application.
- Not Permitted (--) Uses not allowed under any condition within the subarea or district identified.
- Special Permit (S) -- Uses requiring special permits (e.g., business selling alcoholic beverage or itinerant vendors) must follow detailed requirements described in the Zoning Ordinance.





Above:
The top photo has a FAR of 0.30 and a surface parking lot. The bottom photo shows a project with a FAR of 0.60 that requires a parking under the building or in a structure. The Boulevard Plan allows a commercial FAR of 0.60.

3.3.2 Heights and Setbacks

The physical form of each district is to reflect land use, social, and image criteria established by the Plan. The setbacks and heights identified by the

This map identifies the boundary of the new Auburn Boulevard (ABC) districts.

Figure 3.3 Zoning Districts Map (fold-out)

Plan include “allowable” and “required” standards. The “allowable standards” specify maximum amounts. For example, buildings in a certain district may be allowed to be up to two stories tall. The “required standards” specify exact amounts. For example, a street setback would include an exact front yard setback to align buildings to create a uniform edge.

Setbacks

Where possible, building setbacks are intended to establish a consistent walking edge along Auburn Boulevard and connecting side streets, especially in the Rusch Park and Gateway Districts. The setbacks are established from the property line locations based on right-of-way width standards identified in Figures 2.5 and 3.8.

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

Transition between new development and existing residential uses requires setbacks and height standards that protect the visual and audio privacy of residents.

Allowable Heights

The allowable building heights for each district reflects their economic function and community context. The Gateway District is a regional-serving site with freeway visibility and within a primarily multi-family rather than single-family context. Therefore, it has a four-story allowable height. The Rusch Park District is intended to be a mixed-use residential district in a single-family context. Allowable heights in this district are higher along Auburn Boulevard and two stories or three stories along side streets. However, the allowable height is only two stories where the property abuts existing single-family residential lots. The Lincoln 40 and Sylvan Corners Village Square Districts are primarily smaller-scale commercial areas where two-story development is allowed.

3.3.3 Standards for Landscaping, Parking, and Signs

General development standards for landscaping, parking, and signs are set out in Chapters 106.34, 106.36, and 106.38 in the City’s Zoning Ordinance. Development within the ABC District shall comply with these standards, except where they are modified/superseded by the provisions of this Specific Plan.

Figure 3.4: Allowable Uses

Land Use*	PERMIT REQUIRED BY AREA					
	Gateway District		Rusch Park District		L40	SCVS
	GDCC	Outside GDCC	RSVC	Outside RSVC		
INDUSTURY, MANUFACTURING & PROCESSING						
Artisan/craft product manufacturing	P	P	P	P	P	P
Contract construction service - Indoor	P	P	P	P	P	P
Contract construction service - Outdoor storage	—	—	—	—	P	UP
Contract construction service - Outdoor work area	—	—	—	—	P	UP
Food & beverage product manufacturing	MUP	P	MUP	P	P	MUP
Furniture & fixtures manufact., cabinet shop	—	—	—	—	MUP	MUP
Industrial research & development	MUP	MUP	MUP	MUP	MUP	MUP
Laboratory-Analytical testing	MUP	MUP	MUP	MUP	MUP	MUP
Laundry plant	—	—	—	—	P	—
Manufacturing/processing-Light	—	—	—	MUP	P	—
Manufacturing/processing-Medium	—	—	—	—	UP	—
Manufacturing/processing-Heavy	—	—	—	—	—	—
Media production	—	MUP	MUP	MUP	P	MUP
Printing and publishing	P	P	P	P	P	P
Recycling-Small collection facility	—	UP	—	UP	UP	UP
Storage - Outdoor	—	—	—	—	UP	—
Storage - Personal storage facility (mini-storage)	—	—	—	—	UP	—
Storage- RV, boats	—	—	—	—	UP	—
Storage- Warehouse, indoor storage	—	—	—	—	P	—
Wholesaling and distribution as an accessory use	MUP	MUP	MUP	MUP	MUP	MUP
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES						
Adult entertainment business	—	—	—	—	—	—
Bingo parlor	UP	UP	UP	UP	UP	UP
Cardroom	—	—	—	—	—	—
Commercial recreation facility - Indoor, major	MUP	MUP	MUP	MUP	MUP	MUP
Commercial recreation facility - Indoor, minor	P	P	P	P	P	P
Conference/convention facility	MUP	UP	—	—	—	—
Fitness/health facility	P	P	P	P	P	P
Library/museum	P	P	P	P	P	P
Meeting facility, public or private	UP	UP	UP	UP	UP	UP
Park, playground	P	P	P	P	P	P
School - College, University	UP	UP	UP	UP	UP	UP
School - Elementary, middle, secondary	UP	UP	UP	UP	UP	UP
School - Specialized education/training, minor	P	P	P	P	P	P
School - Specialized education/training, major	MUP	MUP	MUP	MUP	MUP	MUP
Sports & entertainment assembly facility	UP	UP	UP	UP	UP	UP
Studio - Art, dance, music etc.	P	P	P	P	P	P
Theater	P	P	P	P	P	P
RESIDENTIAL USES						
Emergency shelter	—	—	—	S	S	S
Home occupation	P	P	P	P	P	P
Live/work Unit	MUP	MUP	MUP	MUP	MUP	MUP
Residential component of a mixed-use project	MUP	MUP	MUP	MUP	MUP	MUP
Multi-family housing in a mixed use structure	MUP	MUP	MUP	MUP	MUP	MUP
Multi-unit dwelling	P	P	P	P	P	P
Small lot housing product	S	S	S	S	S	S

Figure 3.4: Allowable Uses

Land Use*	PERMIT REQUIRED BY AREA					
	Gateway District		Rusch Park District		L40	SCVS
	GDCC	Outside GDCC	RSVC	Outside RSVC		
RETAIL TRADE						
Accessory retail uses	P	P	P	P	P	P
Alcoholic beverage sales	S	S	S	S	S	S
Artisan shop	P	P	P	P	P	P
Bar	UP	UP	UP	UP	UP	UP
Brew pub/tavern	S	S	S	S	S	S
Building/landscape materials sales	—	MUP	—	MUP	MUP	MUP
Construction and heavy equipment sales and rental	—	—	—	UP	P	—
Convenience store	S	S	S	S	S	S
Drive-through retail	UP	UP	UP	UP	UP	**UP
Drug store, pharmacy	P	P	P	P	P	P
Farm supply and feed Store	—	—	—	—	P	—
Fuel dealer (propane, etc.)	—	—	—	—	—	—
Furniture, furnishings and appliance store	P	P	P	P	P	P
General retail	P	P	P	P	P	P
Groceries, specialty foods	P	P	P	P	P	P
Mixed-use project	S	S	S	S	S	S
Night club	UP	UP	UP	UP	UP	UP
Office supporting retail	P	P	P	P	P	P
Outdoor display sales	MUP	P	MUP	P	P	MUP
Public auction, flea market	—	—	—	—	—	—
Restaurant, café, coffee shop	P	P	P	P	P	P
Retail complex	P	P	P	P	P	P
Smoking paraphernalia establishment	—	—	—	—	—	—
Warehouse retail	P	P	P	P	P	P
Wood yard (firewood sales)	—	—	—	—	—	—
SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL						
ATM- Outdoor	MUP	MUP	MUP	MUP	MUP	MUP
ATM- Within a building	P	P	P	P	P	P
Bank, financial services	P	P	P	P	P	P
Business support services	P	P	P	P	P	P
Medical services - Doctor office, clinic, or urgent care	P	P	P	P	P	P
Medical services - Extended care	UP	UP	UP	UP	UP	UP
Medical services - Hospital	—	—	—	—	—	—
Medical services - Laboratory	—	P	—	P	P	P
Medical services - Medical cannabis dispensary	—	—	—	—	—	—
Medical services - Substance abuse treatment clinic	—	—	—	—	—	—
Office	P	P	P	P	P	P

Figure 3.4: Allowable Uses

Land Use*	PERMIT REQUIRED BY AREA					
	Gateway District		Rusch Park District		L40	SCVS
	GDCC	Outside GDCC	RSVC	Outside RSVC		
SERVICES-GENERAL						
Adult day care	P	P	P	P	P	P
Catering service	P	P	P	P	P	P
Car wash	—	—	—	—	UP	UP
Child day care center	MUP	MUP	MUP	MUP	MUP	MUP
Drive-through service	—	MUP	—	MUP	MUP	MUP
Equipment rental-Outdoor	—	—	—	UP	UP	—
Equipment rental-Indoor	—	—	—	UP	UP	—
Kennel, animal boarding	—	—	—	—	UP	—
Lodging-Bed & breakfast inn (B&B)	P	P	P	P	P	P
Lodging-Hotel or motel	MUP	UP	UP	UP	UP	UP
Massage Therapy	P	P	P	P	P	P
Maintenance service - client site services	—	—	—	P	P	—
Mortuary, funeral home	—	UP	—	UP	UP	UP
Personal services	P	P	P	P	P	P
Personal services- Restricted	—	—	—	—	—	—
Public facilities	—	—	—	—	—	—
Repair service-Equipment, large appliances, etc.	—	—	—	—	UP	—
Veterinary clinic animal hospital	P	P	P	P	P	P
TRANSPORTATION, COMMUNICATIONS & INFASTRUCTURE						
Ambulance, taxi & specialized transportation dispatch facility	—	—	—	—	—	—
Broadcasting studio	P	P	P	P	P	P
Freight terminal	—	—	—	—	—	—
Parking facility, public or commercial surface	UP	UP	UP	UP	UP	UP
Parking facility, public or commercial structured	UP	UP	UP	UP	UP	UP
Pipeline, utility transmission or distribution line	UP	UP	UP	UP	UP	UP
Telecommunication facility	S	S	S	S	S	S
Utility facility	UP	UP	UP	UP	UP	UP
Utility infrastructure	P	P	P	P	P	P
VEHICLE SALES AND SERVICES						
Auto parts sales with no installation services	P	P	P	P	P	P
Auto parts sales with installation services	***	***	***	***	***MUP	***UP
Auto/vehicle sales or rental	***	***	***	***	***UP	***
Auto/vehicle sales, wholesale-2 cars or less at any time	—	P	—	P	p	P
Auto/vehicle sales, wholesale-3 cars or more cars, other vehicles	—	—	—	—	—	—
Mobile home, boat, or RV sales	***	***	***	***	***UP	***
Service Station	—	UP	—	UP	UP	UP
Vehicle services-Major repair/body work	***	***	***	***	***UP	***
Vehicle services-Minor maintenance/repair	***	***	***	***	***MUP	***UP
Vehicle storage	—	—	—	—	—	—
Vehicle support services	—	—	—	P	P	—

***Definitions for Land Uses are found in Chapter 106.80 of the Zoning Code**

**Only one stand-alone drive-through retail use allowed within the Sylvan Corners Village Square

***No new Vehicle Sales/Rental or Repair uses are permitted on sites without a history of those uses (with the exception of the Lincoln 40 and Sylvan Corners Village Square District with a UP or MUP) Sites that can demonstrate they have historically been used for Vehicle Sales/Rental, or Repair are permitted to resume a form of automotive uses if the applicant demonstrates a historic use of the property through one of the following means:

1. Existing Roll-up garage/service doors
2. Existing Automotive lifts
3. Exisitng Display area for vehicle sales
4. Historical photos/aerial images
5. A previous business license for a related use

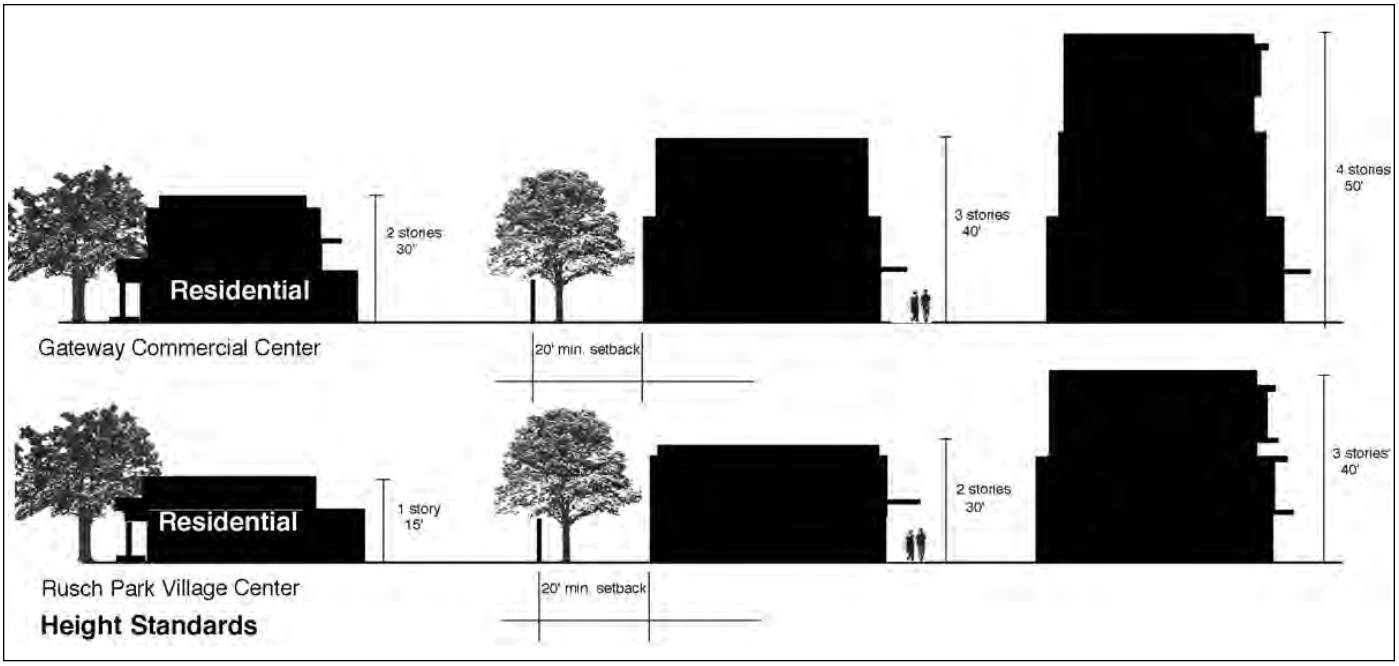
Figure 3.5: Building Setbacks

Setbacks	Gateway District		Rusch Park District		Lincoln 40 District	Sylvan Corners
	Gateway Commercial Center	Outside Gateway Commercial Center	Rusch Park Village Center	Outside Rusch Park Village Center		
Auburn Boulevard Frontage	5' setback for commercial and residential mixed-use, 20' setback for residential uses	5' setback for commercial and residential mixed-use, 20' setback for residential uses	5' setback for commercial and residential mixed-use, 20' setback for residential uses	5' setback for commercial and residential mixed-use, 20' setback for residential uses	5'-15' setback for commercial	5' setback for commercial
Side Street Frontage	5' setback for commercial and residential mixed-use, 20' setback for residential uses	5' setback for commercial and residential mixed-use, 20' setback for residential uses	5' setback for commercial and residential mixed-use, 20' setback for residential uses	5' setback for commercial and residential mixed-use, 20' setback for residential uses	5'-15' setback for commercial	5' setback for commercial
Transition to Existing Residential	20' setback minimum for commercial and residential uses	1 story–10' 2 story–15' setback minimum for commercial and residential uses (1)	20' setback minimum for commercial and residential uses	1 story–10' 2 story–15' setback minimum for commercial and residential uses (1)	20' setback minimum (1)	20' setback minimum (1)

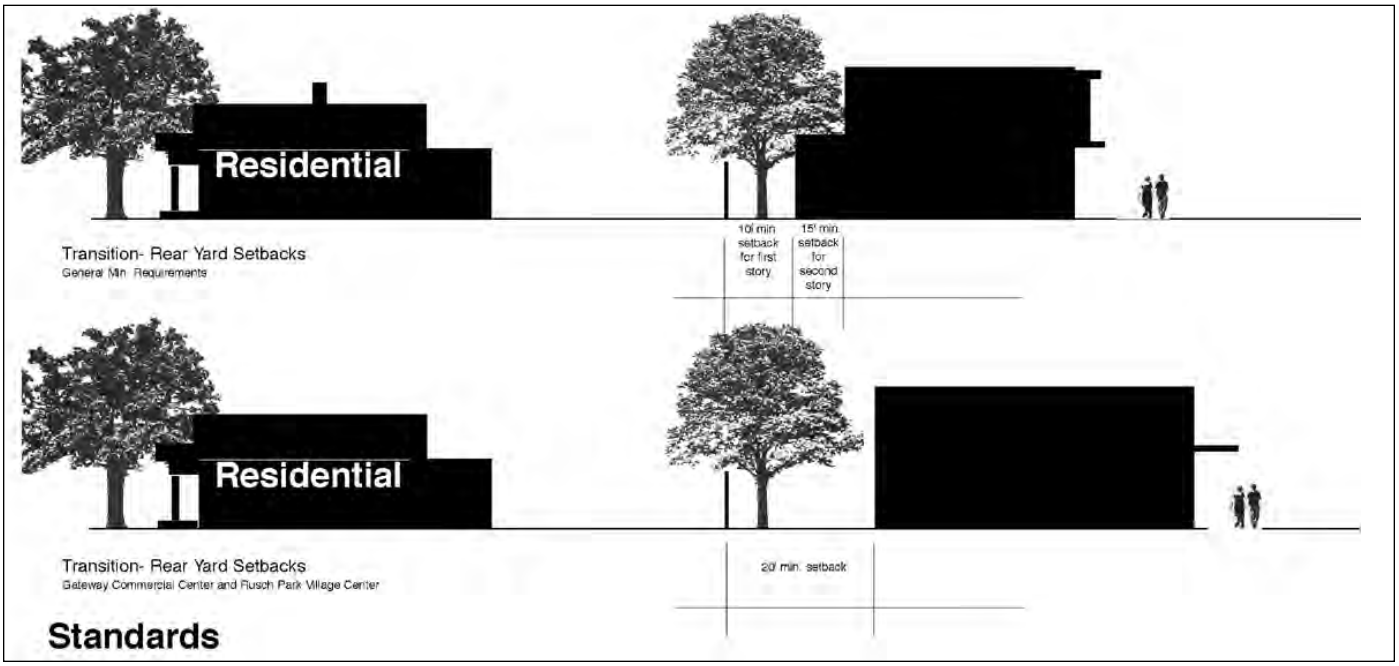
Notes:
(1) Setback only required when adjacent to residential or open space zone.

Figure 3.6: Allowable Heights and FAR

Setbacks	Gateway District		Rusch Park District		Lincoln 40 District	Sylvan Corners
	Gateway Commercial Center	Outside Gateway Commercial Center	Rusch Park Village Center	Outside Rusch Park Village Center		
Auburn Boulevard Frontage	4 stories 50'	3 stories 40'	3 stories 40'	3 stories 40'	2 stories 30'	2 stories 30'
Side Street Frontage	3 stories 40'	2 stories 30'	3 stories 40'	2 stories 30'	2 stories 30'	2 stories 30'
Transition to Existing Residential	3 stories 40'	2 stories 30'	2 stories 30'	2 stories 30'	2 stories 30'	2 stories 30'
Maximum Floor Area Ratio (FAR)	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50	Commercial 0.60 Residential 0.50



Above:
These site sections illustrate allowable building heights in the Gateway Commercial Center and Rusch Park Village Center areas. Note how the buildings step down in height when adjacent to existing residential uses.



Above:
These site sections illustrate rear yard setbacks transitions to single-family lots for general conditions (top) and for the Gateway Commercial Center and Rusch Park Village Center areas (bottom).

3.4 Circulation

3.4.1 Circulation Diagram

This Plan seeks to improve pedestrian/motorist safety by limiting left-turn movements, reducing the number of driveways, and creating a better balance among transportation modes (i.e., automobiles, transit, bicyclists, and pedestrians), while allowing for future growth in the area. The City's most important policy tool for ensuring that roadways are properly upgraded and maintained is the roadway classification system and its associated standards. This section describes the street and roadway system, as defined by the General Plan, and improvements proposed to the system.

Roadways serve two functions: to provide mobility and property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access and pedestrian safety, particularly in residential areas. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; arterials emphasize high mobility for through traffic; and collectors attempt to achieve a balance between both functions. The hierarchy of the functional classifications within the Auburn Boulevard corridor consists of arterials, collectors, and local residential streets as described in Figure 3.7.

Arterials

The Boulevard Plan Planning Area contains four arterial roadways: Auburn Boulevard, Sylvan Road, Old Auburn Road, and Antelope Road. All four of these arterials are moderate-speed (i.e., 40 to 45 mph) through streets that provide intra-community travel and access to the countywide highway system. The four arterials are five-lane roads (four travel lanes and one central turning lane) and have a capacity of 20,000 – 35,000 average daily trips.

Collectors

Collectors emphasize a balance between mobility and access. Collector streets provide relatively low speed travel within and between neighborhoods and are intended to transfer traffic from local residential streets to an arterial. A collector street is designed to better accommodate bicycle and pedestrian activity than arterials while still serving the needs of the motoring public. The Planning Area has two collector streets: Twin Oaks Avenue and Rollingwood Boulevard.

Local Streets

The primary purpose of local streets is to provide property access. Local streets provide one lane in each direction for motorized and bicycle traffic. A majority of the existing local streets along Auburn Boulevard are public; however, there are eight private streets on the east side of Auburn Boulevard and one private street on the west side.

3.4.2 Roadway Standards

The roadway standards for Auburn Boulevard vary along the 1.75-mile corridor. Figure 3.8 shows three different roadway standards along Auburn Boulevard ranging from 88 to 100 feet. The Boulevard is widest (100' right-of-way) within the Gateway Commercial Center and the Rusch Park Village Center. These segments have a six-foot sidewalk and six foot landscaping strip on both the east and west sides of the Boulevard. The roadway standards adjacent to Sylvan Cemetery and the northern part of the middle school property are the narrowest at 88 feet and include a five-foot sidewalk on the west side of the Boulevard and six-foot sidewalk and five-foot planting strip on the east side. The rest of the Boulevard has a right-of-way of 94 feet with six-foot sidewalks and a five-foot planting strip on both sides of the Boulevard.

3.4.3 Roadway Improvement Standards

The Boulevard Plan proposes several roadway improvements to improve motorist and pedestrian safety, improve level of service, and make the corridor more desirable and attractive to shop, work, and live. A key focus of this plan is to minimize the roadway improvement's impact on property and business owners along the corridor. The following are the City's qualitative and quantitative roadway improvement standards for Auburn Boulevard:

Turning Movements

Eliminating Auburn Boulevard's central "suicide lane" is a major priority for the City due to the high number of accidents, some fatal, that have occurred as a result of left turns from this lane. Establishing landscaped central medians with left-turn lanes and u-turn opportunities will significantly enhance traffic safety for both motorist and pedestrians but will limit left-turn access to some businesses. *The Boulevard Plan* includes the following set of criteria for determining the location of left-turn pockets and u-turn opportunities. *The Boulevard Plan* ensures that left-turn lanes and u-turn opportunities are spaced at reasonable intervals to allow reasonable access to businesses while achieving safety objectives. Figures A.6.1 through A. 6.6 in Appendix 6 show the conceptual access control and median treatments for the following six segments: 1) between city limits and Twin Oaks Avenue; 2) between Twin Oaks Avenue and Rollingwood Boulevard; 3) between Rollingwood Boulevard and Rusch Park entrance; 4) between Rollingwood Boulevard and Sycamore Drive; 5) between Sycamore Drive and Carlton Lane; and 6) between Carlton Lane and Old Auburn Boulevard. The City shall implement the following standards:

U-Turn Movements

- Permit u-turn movements at all signalized intersections and at the Rusch Park entrance.
- Provide a maximum spacing of approximately 1,200 feet from signalized intersections for u-turns at unsignalized locations
- Provide a minimum spacing of approximately 650 feet from signalized intersections or at key locations, such as Rusch Park, for turns at unsignalized locations.

- Permit u-turn movements at gull-wing median locations, except where right-of-way constraints exist (e.g., along the frontage of the cemetery).

Left-Turn Movements

- Provide left-turn lane pockets with a minimum 150 feet of vehicle storage.
- Provide left-turn lanes serving inbound traffic at the cemetery and Rusch Park with 200 to 250 feet of vehicle storage.
- Maintain left-turn movements from Auburn Boulevard onto cross streets at public streets that provide access to Mariposa Avenue (or beyond) to the east. Left-turn movements also should be maintained for cross-streets providing access to the west of Auburn Boulevard.
- Eliminate left-turn access at private streets.
- Limit left-turns out from cross-street onto Auburn Boulevard if the cross street is within approximately 650 feet of a signalized intersection.



Above:
Auburn Boulevard is a busy four-lane street with a "suicide" turn lane. The circulation standards establish new traffic access controls and roadway dimensions that will reduce conflicts between turning and merging cars, pedestrians, and bicycles.

Driveway/Curb Cut Consolidation

Auburn Boulevard has 120 driveways (aka., curb cuts) along the 1.75-mile Specific Plan corridor or 32 driveways per mile (on one side of the street) – one of the highest frequencies for an arterial road in the region. The high frequency of driveways inhibits traffic flow and creates significant safety concerns for both motorists and pedestrians. *The Boulevard Plan* proposes to reduce the number of driveways by consolidating them in a manner that improves vehicular movement across parcels and increases the number of parking spaces. Reducing the number of driveways will limit access to some businesses; however, it is necessary to maintain safe conditions for motorist and pedestrians. The City's goal is to achieve a frequency of 15 to 20 driveways per mile (on one side of the Boulevard), similar to comparable corridors in the region including Howe Avenue and Arden Way. The City shall implement the following standards:

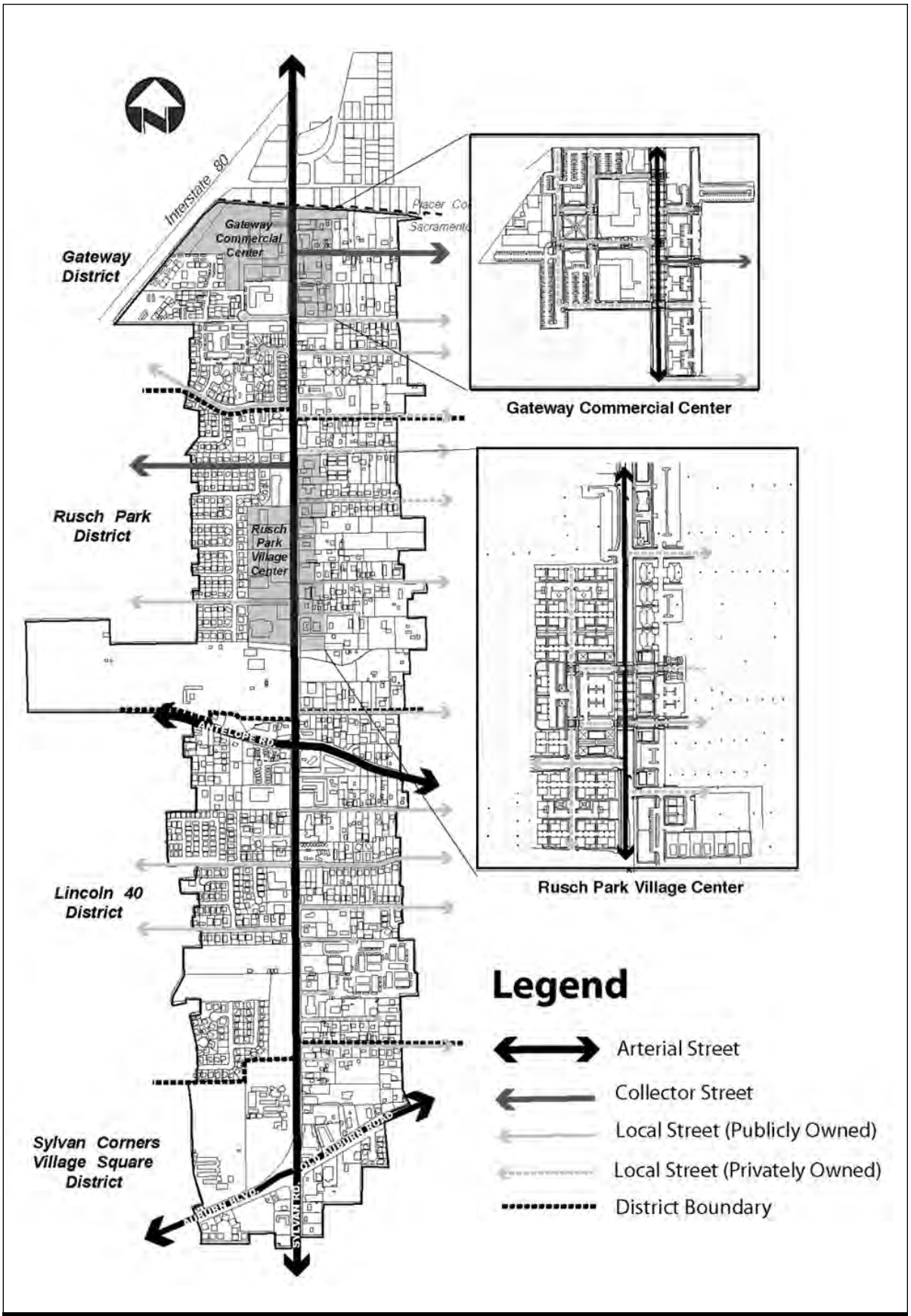
Benefits of Limiting Left Turn Movements:

- *Increases pedestrian safety*
- *Decreases pedestrian/vehicle conflicts*
- *Improves level of service along Auburn Boulevard*

- Where appropriate, consolidate driveways and provide cross-parcel access.
- Require a minimum driveway spacing of 150 feet for driveways on same property.
- Allow only one driveway on Auburn Boulevard for parcels 150 feet wide or less.
- Allow a second driveway for parcels greater than 150 feet wide.
- For second driveway access on corner lots, require that the second driveway be on the side street. On mid-block lots, require driveways to be spaced a minimum of 100 feet apart (175 to 200 feet desired spacing if parcel size allows).
- Allow only one driveway within 150 feet of Auburn Boulevard to be provided on side streets. For larger commercial parcels, require a 400-foot driveway spacing.

Pedestrian Access, Safety, and Comfort

The Boulevard Plan places a heavy emphasis on pedestrian comfort and safety. *The Boulevard Plan* calls for the expansion of the Auburn Boulevard right of way to allow for wider sidewalks, bike lanes, and planting strips. In certain locations, the City will need to acquire several feet of private property



Right: This diagram identifies roadway types that relate to dimensional criteria. The Plan identifies four types of streets.

Figure 3.7: Circulation Diagram

to improve the right-of-way. Figures A.6.1 through A. 6.6 in Appendix 6 show how far the expanded right of way overlaps properties along the entire Boulevard corridor. Additionally, the Plan builds on the principle that Auburn Boulevard should be a destination and not a regional bypass for Interstate 80. The Plan gives priority to trips that begin and end within the Planning Area over regional, through traffic. The City will implement the following standards to improve pedestrian and bicyclist access, safety, and comfort:

- Maintain a right-of-way width of 100 feet at Rusch Park Village Center

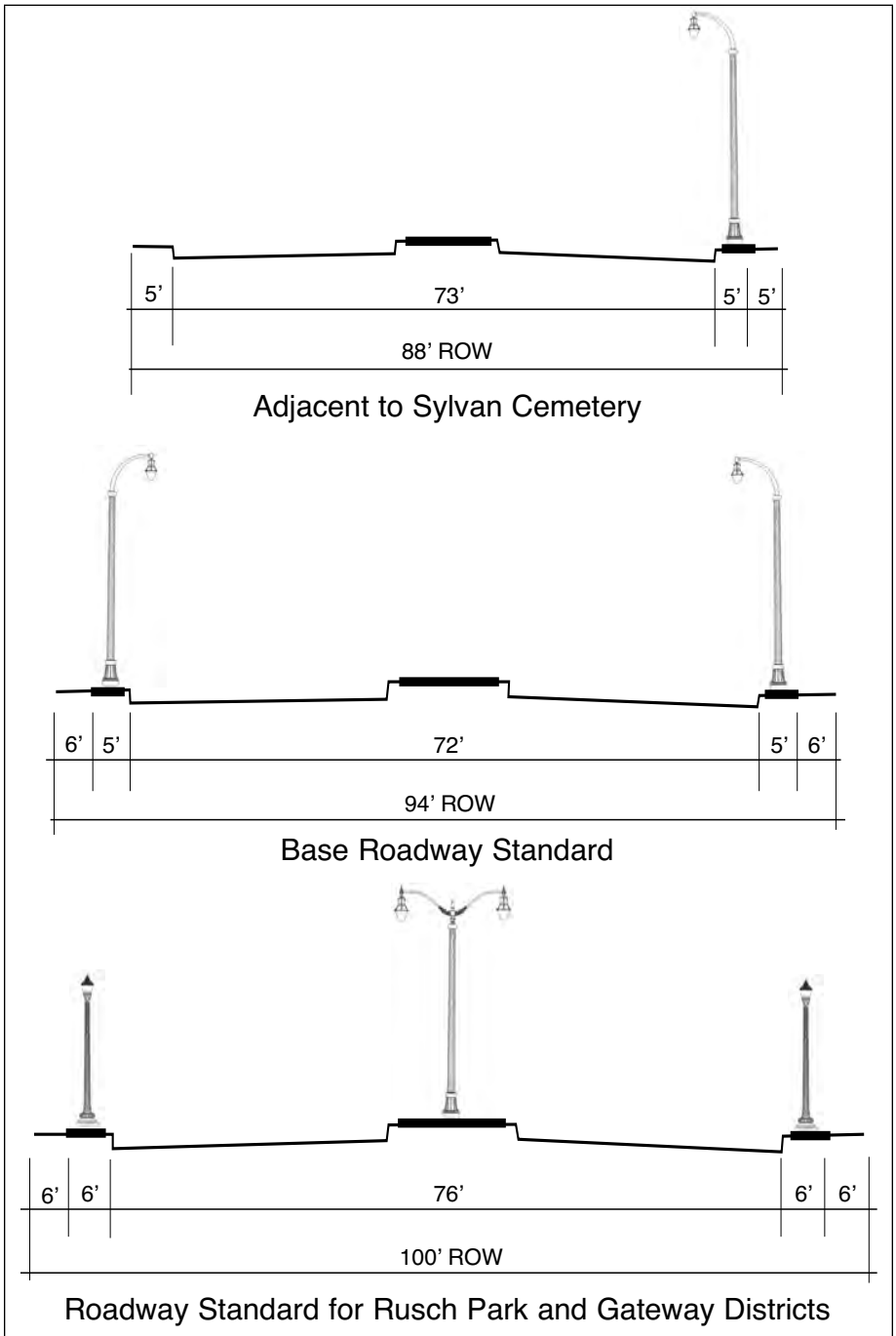


Figure 3.8: Street Cross Sections



Above:
Auburn Boulevard has more curb cuts than typically allowed for such a transportation facility. The standards provide for consolidation of curb cuts to make the road safer.

Left:
These street sections show the three dimensional standards for Auburn Boulevard. These variations reflect constraints and opportunities to widen the right-of-way to provide additional space for streetscaping.

Benefits of Pedestrian Improvements:
- *Improves pedestrian safety*
- *Decreases pedestrian/vehicle conflicts*
- *Increases on-site parking*
- *Creates shared handicapped parking opportunities*
- *Creates shared cross parcel access*

and Gateway Commercial Center, 94 feet along the majority of Auburn Blvd, and 88 feet along the cemetery frontage and between Sandalwood Drive and Auburn Oaks Court.
- Provide four-legged crosswalks at four-way signalized intersections (i.e., at Twin Oaks Avenue and potentially Grand Oaks Boulevard and Rollingwood Drive should they be aligned with Cedar Drive and Walnut Drive, respectively).
- Provide crosswalks on at least two legs at signalized three-way intersections (i.e. Grand Oaks Boulevard.).
- Synchronize traffic signals along Auburn Boulevard to facilitate travel at 35 mph north of Antelope Road to limit use of Auburn Boulevard as a thoroughfare and increase vehicle and pedestrian safety overall.

Linking Auburn Boulevard and Adjacent Residential Neighborhoods

One of the objectives of *The Boulevard Plan* is to create strong links between the existing and new business activity along Auburn Boulevard and the surrounding existing residential neighborhoods. The mix of new uses and the new urban design and streetscape improvements should induce more use of the Boulevard (e.g., retail uses, restaurants, cafes) by neighborhood residents. At the same time, the physical interface between commercial uses along Auburn Boulevard and the adjacent residential development needs to be designed to minimize nuisance issues. The City will implement the following standards to link Auburn Boulevard and adjacent residential neighborhoods:

Benefits of Wider ROW:
- *Increases pedestrian and bicyclist access and comfort*
- *Decreases pedestrian/vehicle conflicts*
- *Improves aesthetics from street trees and landscaping*

Benefits of Better Neighborhood Connections:
- *Reduces reliance on automobile trips*
- *Increases pedestrian safety and comfort*
- *Enhances community identity*

- Require frontage improvements on all public and private streets.
- Extend frontage improvements (sidewalk) one parcel deep on side streets or a maximum of 150 feet from Auburn Blvd. (on both sides of Auburn Boulevard).

Enhanced Bus Stops

The Auburn Boulevard corridor provides many convenient transit facilities and services including five bus routes, 18 bus stops, and three bus turnouts. *The Boulevard Plan* seeks to build upon the existing system by providing enhanced bus stops, which include a bus shelter next to a bus turn-out. Bus turn-outs allow transit vehicles to load/unload passengers while minimizing impacts to the flow of traffic in the adjacent travel lane, while bus shelters protect transit riders from the elements. Placing enhanced bus stops at the Gateway Commercial Center and Rusch Park Village Center will improve transit ridership due to the concentration of new residents and employees in and around those areas.

- Upgrade all existing bus tops to enhanced bus stops, which includes a shelter and bus turn-out.
- Require future turn-outs to be located at least 80 feet after an intersection.
- Require bus turn-outs to be five feet wide and 125 feet long.
- Require bus pads to be seven feet by 28 feet
- Provide a bus shelter for the existing bus turn-out north of Auburn Oaks Court on the west side of Auburn Boulevard.
- Maintain existing bus turnouts and widen shoulders to eight feet at proposed bus turnout locations (e.g., Rusch Park).

- Provide enhanced bus turnouts and bus shelters at the major trip generators (i.e., the proposed Gateway Commercial Center and Rusch Park Village Center).

Benefits of Bus Turn-outs:
- *Reduces bus and automobile conflicts*
- *Provides more comfort and safety for transit riders*
- *Increases transit ridership*

Parking

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

- Provide opportunities for shared-use parking agreements between adjacent parcels when cross access easements are used and driveways are closed or when office buildings are located adjacent to entertainment-oriented uses (e.g., cinema, restaurants). Allow with a minor use permit, a parking reduction of 25 percent to reflect uses that have complementary demand patterns.

- Allow a 15 percent reduction in parking standards for uses that provide transit support facilities such as bike lockers, shower facilities, etc.

- Allow a parking reduction of 5 percent for uses that are located within 1,320 linear feet of a transit stop.

- Allow a parking reduction of 5 percent for uses that are active in nature:
  - Uses that provide outdoor dining and seating
  - Uses that provide pedestrian oriented storefront windows fronting Auburn Boulevard
  - Uses that provide an attractive outdoor display based on guidance from the City's retail assistance program

- Allow off-site parking subject to the following criteria:

  - The off-site parking is located less than 1,320 Linear Feet from the proposed use on the same side of the Boulevard as the intended user.

  - The off-site parking is located less than 1,320 Linear Feet from the proposed use on the opposite side of the Boulevard with a legal pedestrian crossing located within 300 LF from the intended user.

- Allow on-street parking on the side street fronting the applicant's parcel to be counted towards minimum parking requirements.



Above:
As a multi-modal corridor, the Boulevard Plan includes incentives for using transit. Parking for commercial and residential uses can be reduced if a demand reduction program is instituted for the development.

- Provide opportunities for on-street parking on interior commercial streets in the Rusch Park Village Center and Gateway Commercial Center.
- Prohibit on-street parking on Auburn Boulevard.
- Require wheel stops to prevent overhang of parked vehicles that may encroach into the sidewalk or planting strip.
- Require employee parking to the rear of businesses, where feasible, to provide adequate parking for patrons and visitors.
- Require pedestrian walkways within parking lots (down middle of parking field) plus crosswalks for larger commercial lots (e.g., within Rusch Park Village Center or Gateway Commercial Center).
- Encourage parking layouts that facilitate egress onto side streets where appropriate instead of on to Auburn Boulevard.
- Allow on-street guest parking for multi-family residential areas in the Rusch Park Village Center.
- For small lot parcels, allow the following exceptions to the parking standards in the Zoning Ordinance:
  -Allow up to 50 percent of all parking to consist of compact parking stalls (eight foot width and 16 foot length).
  -Utilize angled parking stalls with one-way drive aisles in lieu of 90-degree spaces where appropriate.
  -Encourage cross-parcel access easements to minimize driveway openings and increase parking on-site.
  -Reduce planter width from six feet to four feet to increase on-site parking.
  -Require a minimum parking aisle width of 18 feet for turn-around space for small lots.
  -Allow street frontage landscape to count for a portion of the required on-site landscaping.

3.5 Signage Standards

Each district has signage standards that reflect desired land use and urban design concepts. The Signage Standards (Figure 3.9) identify basic objectives and dimensions for district, site, building and tenant signs.Variables include the size of the building, facade length and the, type, and number of tenants. Besides the quantitative standards, the design guidelines for each district in Section Four provide overall qualitative direction for signage in each district.

Figure 3.9: Signage Standards

District	Objective	District Signage	Freestanding Signs	Maximum Building Signage	Maximum Window/Blade Signage
Gateway District	Signage concepts for a mixed-use district	Citrus Heights gateway sign, street light banners (1)	(4)	2 SF per 1 LF of building frontage	Blade signs 4 SF max. Window signs 4 SF max.
Rusch Park District	Signage concepts for multi-tenant commercial buildings	District entry signs, streetlight banners, wayfinding signage (1)	(4)	2 SF per 1 LF of building frontage	Blade signs 6 SF max. Window signs 4 SF max.
Lincoln 40 District	Signage concepts for single and multi-tenant commercial buildings	District Banners and directional signage (1)	Monument signs allowed (2)(3)	2 SF per 1 LF of building frontage	Blade signs 6 SF max. Window signs 4 SF max.
Sylvan Corners Village Square District	Signage concepts that support uniform standard for Village Square identity	Public art monuments, entry drive signs, banners (1)	(4)	2 SF per 1 LF of building frontage	Blade signs 6 SF max. Window signs 4 SF max.

(1)Coordinate with City of Citrus Heights

(2) Signage counts against cumulative allowable building signage area

(3) Reviewed on case by case basis

(4) Freestanding signs may be permitted for existing buildings subject to Director approval. Freestanding signs are not permitted for new development. Size of Freestanding sign shall be restricted as follows:

Cumulative Size of Buildings on Site	Maximum Size of Freestanding Sign
Less than 10,000 SF	20 SF
10,001 - 30,000 SF	30 SF
Greater than 30,000 SF	40 SF