

# SECTION TWO: Concepts, Goals, and Principles

**Section Two presents concepts, goals, and principles that frame a new vision for Auburn Boulevard – a vision of connected districts fronted by tree-lined streetscapes and visually appealing buildings. The Boulevard Plan imagines a series of existing and new places. This section provides the policy framework that is the basis for standards, guidelines, and actions required to implement the community’s vision for Auburn Boulevard.**

## 2.1 Concepts, Goals and Principles Introduction

Section 2 provides the structure for *The Boulevard Plan*. It gives policy-level direction for detailed planning and implementation activities.

### 2.1.1 Auburn Boulevard’s Planning Elements

Section Two includes concepts, goals, and principles organized according to four categories:

- 2.2 Land Use
- 2.3 Circulation
- 2.4 Community Design
- 2.5 Streetscape Design

Each of the four categories includes text and a diagram that lay out the overall concepts for the Auburn Boulevard corridor, focusing on the four districts. The goals and principles for each of the categories set out the overarching policy direction for the future of Auburn Boulevard corridor.

### 2.1.2 Concepts, Goals and Principles Purpose

Section 2 provides the basic rationale and policy framework for *The Boulevard Plan*. The concepts derive from the objectives established by the community and stakeholders in workshops and meetings. They inform the standards and guidelines in Sections 3 and 4.



*Above:  
The Boulevard Plan provides interwoven land use, circulation and design concepts that are to result in the creation of new places that reflect Citrus Height’s new position as a central place in the region.*

**Concept:** A concept is an organizational idea.

**Goal:** A goal is a general direction-setter. It is an ideal future end related to public health, safety, or general welfare. A goal is a general expression of community values and, therefore, may be abstract in nature. Consequently, a goal is generally not quantifiable or time-dependent.

**Principle:** A principle is an assumption, fundamental rule, or doctrine-guiding tenet.

## Concepts, Goals and Principles

*Figure 2.1 identifies parcels in the commercial corridor where the City's revitalization efforts will focus; major opportunity areas (e.g., Rusch Park Village Center and Gateway Commercial Center), constrained land, and land that will change less dramatically within the next 25 years (e.g., Rusch Park, the cemetery, the elementary and middle schools). Key land use concepts for each district are noted on the figure.*

## 2.2 Land Use

### 2.2.1 Land Use Concepts

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

#### Gateway District

The Gateway District is planned to become a business center and vertical mixed-use development with regional access and visibility. It will add jobs and tax base to the community while transforming the image of Citrus Heights. The Gateway Commercial Center will have a 100 to 150-room hotel and mid-rise offices organized around a central plaza or town square. Retail commercial buildings, townhomes, and residential mixed-use buildings will line both the east and west sides of Auburn Boulevard.

#### Rusch Park District

The land use concepts for the Rusch Park District emphasize creating a neighborhood main street district. Using townhouses, live-work units, commercial storefronts, and pedestrian-scale streets, the Plan links a main street to Rusch Park that is also visible from Auburn Boulevard. Residential uses are prominent in the Rusch Park Village Center. Townhouses and apartments are located on both the east and west sides of the Boulevard. Commercial uses frame side streets with storefronts and line the edges of a parking plaza and main street. Live-work units also face Main Street and Auburn Boulevard, adding an active residential dimension to the streets.

#### Lincoln 40 District

The Lincoln 40 District will continue to have small-lot commercial uses and strip centers with an emphasis on local and regional specialty independent businesses. The majority of the existing commercial buildings (especially the older buildings and underutilized parcels) will be renovated and all existing vacant parcels will have infill commercial development. Some of the existing commercial buildings will be replaced and/or expanded.

#### Sylvan Corners Village Square

The Sylvan Corners Redevelopment Concept Plan creates a “village center” by employing a variety of design and economic development features. Each element contributes to the area’s identity and function. The result will be a pedestrian-friendly shopping environment that re-establishes Sylvan Corners’ tradition as a social and commercial focal point.

### 2.2.2 Goal and Principles

LU Goal – To create a boulevard of vibrant districts and neighborhood centers that serve the commercial and social needs of the surrounding neighborhoods, the community of Citrus Heights, and the region.

#### Overall Land Use Principles

##### LUP 1. Distinctive Districts

Organize the future development of the Auburn Boulevard corridor within a framework of four distinctive districts: Gateway District, Rusch Park District, Lincoln 40 District, and Sylvan Corners Village Square District.



*Above:  
The Grand Oaks center was developed in 1958. The land use concepts envision redevelopment of this site into a mixed-use area with townhouses, apartments, and shops. It is to become a destination for surrounding neighborhoods while creating an infill housing opportunity along a transit corridor.*

## Concepts, Goals and Principles

### LUP 2. Neighborhood Centers

Develop village and commercial centers that provide social, commercial, and residential focal points for adjacent neighborhoods.

### LUP 3. District Implementation

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

### LUP 4. Gateway District: New Regional Address

Create a flagship business address for the Boulevard that is recognized around the region as a central and accessible place for convening, working, shopping, and living.

### LUP 5 Gateway District Uses

Approve uses, such as a hotel or, alternatively, mixed use office-residential or commercial-residential development (e.g., grocery store with condominiums) for the K-mart site that promotes the Gateway District as a distinctive, mixed use business address. Restrict uses such as big-box retail as well as other similar retail commercial uses that do not achieve this objective.

### LUP 6. Rusch Park District: New Social and Economic Center

Create a mixed-use, transit-oriented village center in the Rusch Park District that provides a variety of housing types, neighborhood commercial services, pleasant walkable streets, and small gathering places that are connected to Rusch Park and adjacent residential neighborhoods.

### LUP 7. Lincoln 40 District: Continuing Highway Commercial

Reinforce business opportunities for smaller parcels and related land use.

### LUP 8 Grocery Store

Recruit a grocery store for the southwest corner of Auburn Boulevard and Antelope Road in the Lincoln 40 District, on the “main street” of the Rusch Park Village Center, or as part of a mixed-use development at the K-mart site in the Gateway District Commercial Center.

### LUP 9. Sylvan Corners Village Square: Re-establishing a Civic and Social Focal Point

Reestablish Sylvan Corners as a distinctive focal point of civic, social, and commercial activities.

### LUP 10. Long-Term Vision

Require new uses to reflect the City’s long-term vision for the Boulevard, while ensuring that existing uses are not displaced in the near term by planning or regulatory activities, including allowing upgrading and minor remodeling of existing non-conforming uses.

### LUP 11. Auburn Boulevard as a Destination

Develop vibrant commercial, recreational, and civic places that will make Auburn Boulevard a destination.

### LUP 12. Infill Housing

Integrate infill housing into Auburn Boulevard’s commercial frontage and adjacent neighborhoods.

### LUP 13. Connected Districts and Neighborhood Centers

Design all new development to provide strong functional links among the Boulevard’s districts and neighborhood centers, to adjacent neighborhoods,



*Above:  
The Gateway District will be anchored  
by the redevelopment of the commercial  
property along I-80. It is to be  
transformed into a business address  
organized around an urban park.*

and to the community of Citrus Heights and the region.

**LUP 14. Flexibility in Capturing Market Opportunities**

Maintain flexibility in pursuing projects and responding to evolving market conditions.

**LUP 15. Variety and Quality of Open Space**

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

**LUP 16. Lot Consolidation**

Consolidate lots where necessary or appropriate to facilitate efficient redevelopment of property.

**LUP 17. Mitigation Measures**

Implement the environmental mitigation measures identified in Appendix 9.

## 2.3 Circulation

### 2.3.1 Circulation Concepts

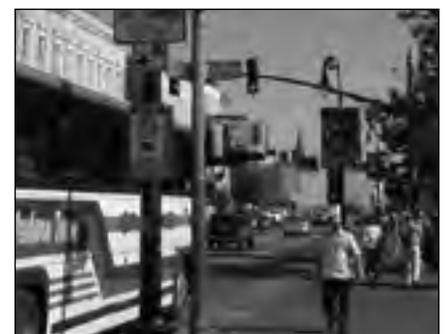
Figure 2.2 shows the major circulation concepts for the Auburn Boulevard corridor, including the location of permitted turning movements, enhanced transit stops, existing and future traffic signals for both automobiles and pedestrians, enhancement and repair of local side streets, potential roadway realignments, parcels that would likely generate considerable pedestrian activity, and private streets. Figure 2.3 addresses the broader circulation context by showing the connectivity of the Boulevard to Interstate 80, major thoroughfares, and local school sites. The following summarizes the circulation concepts for the four districts.

#### Gateway District

The Gateway District is uniquely positioned to take advantage of excellent regional access from Interstate 80, a regional and local bus transfer stop, and Auburn Boulevard transit. The pedestrian connections between the regional transfer stop and the mixed-use buildings, townhomes, and commercial area are an important feature of the plan. Auburn Boulevard, its side streets, and new internal streets will have pedestrian amenities and features. It will be a pedestrian-oriented district with good transit and regional access. To enhance pedestrian and motorist safety, Auburn Boulevard will have a median and turning lanes that limit left turns to principal intersections. Existing and future commercial development will have consolidated driveways and improved pedestrian facilities and landscaping.

#### Rusch Park District

The Rusch Park District will be one of Auburn Boulevard's primary transit centers and pedestrian destinations. It will have bike lanes, enhanced transit facilities and streetscape features, wide sidewalks, storefronts, and residential edges that enhance pedestrian connections to surrounding neighborhoods. An enhanced transit stop at the southwest end of the district will provide access to neighborhoods, the Village main street, and the park. Antelope Road, which is located in the center of the Planning Area, provides a western connection to Interstate 80.



*Above:  
Auburn Boulevard will transform from an automobile dominated boulevard into a multi-modal corridor with bicycle, pedestrian, and transit-friendly features.*

# Concepts, Goals and Principles

*This diagram shows the features of Auburn Boulevard's overall transportation concepts. It shows enhanced transit stops, new traffic signals, street alignments, and the location of pedestrian destinations.*

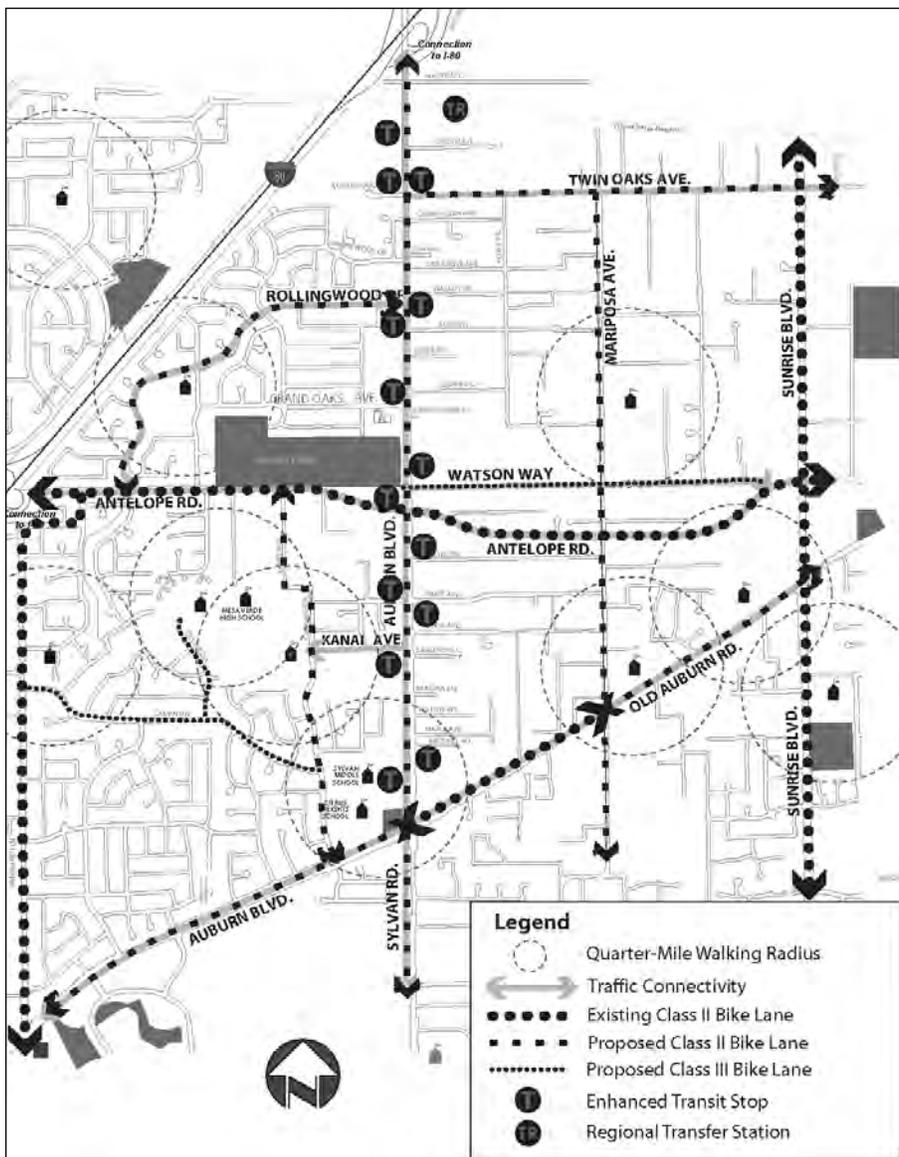
**Figure 2.2 Circulation Concepts (fold-out)**

Lincoln 40 District

The Lincoln 40 District will include cross-lot driveway access where it is possible to link parcels. This is to reduce the impact of driveways on pedestrian walkways, improve automobile safety, and increase the number of parking spaces. A landscaped median will direct left turns and access to consolidated driveways and connections.

Sylvan Corners Village Square District

The City made roadway improvements in the Sylvan Corners Village Square District following the adoption of the Sylvan Corners Roadway and Intersection Improvement Plan. The roadway improvement project widened and added turning lanes to the Auburn Boulevard/Sylvan Road intersection. The widening required acquisition of right-of-way and relocation of existing driveways. The sidewalks are wider and include a planting strip edge to increase separation between traffic and pedestrians. Sylvan Corners Village Square’s crosswalks are enhanced with special paving treatment. In addition, the design of the Village Square provides an overall calming effect on



**Figure 2.3 Circulation Context**



Above:  
These photos show two different existing edge conditions—the top is along Auburn Boulevard and the bottom is Twin Oaks Avenue. The street design concepts intend to make the walking environment more like the lower photo.

Left:  
This diagram shows the transportation context for the planning area. It indicates connector streets, location of schools, and bike lanes.

## Concepts, Goals and Principles

traffic.

### 2.3.2 Circulation Goal and Principles

CIRC Goal 1 – To create an attractive, safe, efficient, well-connected corridor for pedestrians, bicyclists, automobiles, and transit that emphasizes the local service role of Auburn Boulevard over its function for regional access.

#### Overall Circulation Principles

##### CP 1. Pedestrian Priority

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

##### CP 2. Pedestrian Comfort

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

##### CP 3. Pedestrian/Automobile Buffer

Wherever possible, develop landscaped strips between sidewalks and the Boulevard to buffer pedestrians from vehicular traffic.

##### CP 4. Pedestrian Connections to Surrounding Neighborhoods

Create inviting pedestrian connections (through sidewalk improvements, additional landscaping, and street trees) and commercial uses that draw people from surrounding neighborhoods to the Boulevard.

##### CP 5. Bicycle Access

Establish Class II bicycle lanes along Auburn Boulevard and enhance access from residential streets connecting to Auburn Boulevard.

##### CP 6. Transit Access

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

##### CP 7. Enhanced Transit Stop

Install bus turn outs and/or shelters at every bus stop along Auburn Boulevard with the configuration determined by the General Services Department based on site constraints.

##### CP 8 Sidestreet Improvements

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

##### CP 9. Remove Center Turn Lanes

Enhance driver and pedestrian safety by replacing center turn lanes or “suicide lanes” with medians and left turn pockets.

##### CP 10. Left Turn Movements

Enhance driver and pedestrian safety by giving priority for left turning movements off Auburn Boulevard to public streets over private streets and driveways.

##### CP 11. Intersection Realignment

Realign and signalize intersections that are offset and pose safety hazards, such as Grand Oaks and Cripple Creek Road, Rollingwood Boulevard and Walnut Drive, Kanai Avenue and Carleton Lane, and Linden Avenue and the entrance to the K-Mart property.



*Above:*

*These photographs show some of the charming residential neighborhoods adjacent to Auburn Boulevard. The traditional residential and commercial buildings near Sylvan Corners (top) and the quiet rural residential lane (bottom) are vestiges of Citrus Height's past. The Boulevard Plan emphasizes better land use and design transition between these areas and new investment.*

CP 12. Driveway Consolidation

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

CP 13. Speed Reduction

Reduce speeds along Auburn Boulevard by coordinating traffic signals.

CP 14. Joint/Shared Parking

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

## 2.4 Community Design

### 2.4.1 Community Design Concepts

Figure 2.4 illustrates the overall urban design framework concept for the Boulevard. It identifies character areas, social and physical focal points, and district entries.

#### Gateway District

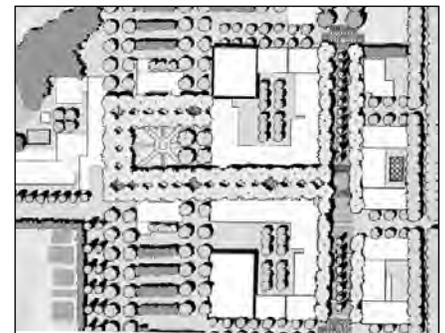
The District is organized around a plaza and a pedestrian-friendly street grid that extends across to both sides of Auburn Boulevard. The streets are intended to organize different residential, office, and commercial development projects as social and active edges to sidewalks. The plaza will be the forecourt open space for the hotel and a destination for office employees. Primary walking routes will be lined with retail storefronts. Parking lots will be placed behind or next to buildings.

The design of buildings and streetscape will have an urban, rather than suburban office park character. Buildings will enliven the street, have pedestrian-scale design features, and contribute to the composition and form of the plaza and streets. The hotel will be located at the end of the primary entry street as a landmark visible from both Auburn Boulevard and I-80.

The District will have its own unique streetscape elements. The landscaping along Auburn Boulevard will include a planting strip and closely spaced canopy trees. There will be a low-scale gateway monument sign on the north end of the median with a special pattern in the street paving creating an entry zone. Several side streets will also have planting strips and canopy trees along commercial office edges. Tree wells and vertical urban trees will be used in front of storefronts and outdoor eating and sitting areas. Accent landscaping including flowering trees, shrubs, and ground cover will be used to accentuate site entries and focal points. The plaza will be ringed with canopy shade trees, have a lawn, and paved areas for special events. Pedestrian-scale lighting and signage will be used throughout the district.

#### Rusch Park District

The center of the Rusch Park District is the mixed-use main street neighborhood – Rusch Park Village Center. The Village main street will be lined by one- to three-story developments with commercial uses surrounding a parking plaza along Auburn Boulevard. The Auburn Boulevard frontage will include three-story townhouses and one story commercial storefronts. The main street will have three-story live-work units and single story storefronts. Two-story townhouses will be set back 20 feet from adjacent single-family areas. The east side of Auburn Boulevard will have a mix of commercial and



Above:  
The Gateway District welcomes travelers and Citrus Heights residents to the city. The plan diagram and sketch above show the plaza and mixed-use frontage along Auburn Boulevard.

# Concepts, Goals and Principles

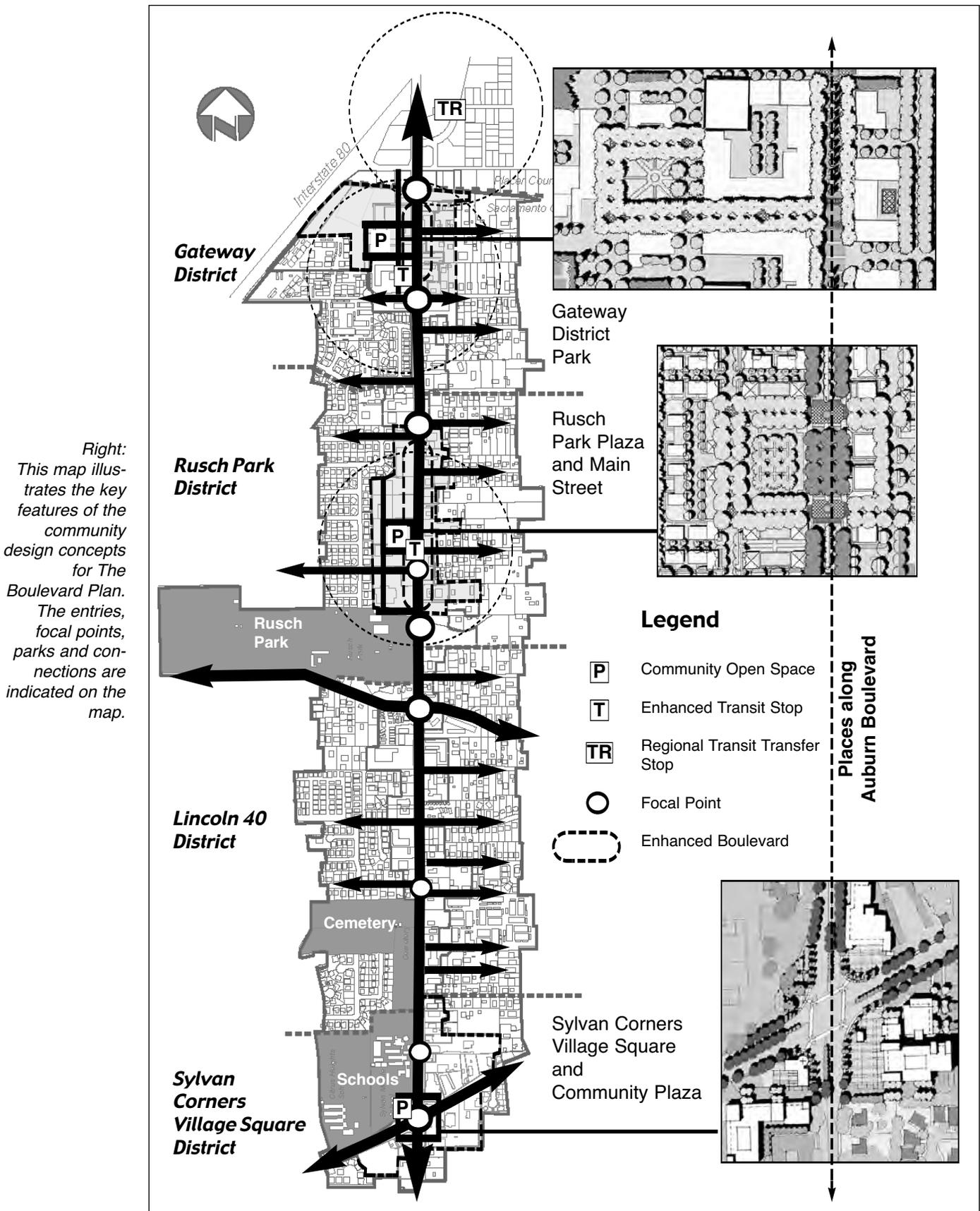


Figure 2.4 Urban Design Concept



*Left:  
This sketch shows the park space in  
the Gateway District.*

residential frontage with two-story apartments and one-story commercial storefronts. Parking lots and driveways will be accessed along the rear of the sites allowing stronger pedestrian connection and interest along the street.

Auburn Boulevard will feature a landscaped median, pedestrian-scaled lighting, and an overall graphic identity and signage theme. Landscape treatment will provide an impression that cross streets extend across Auburn Boulevard. Canopy trees will be found on every street providing shade and a sense of enclosure and spatial definition. Vertical urban street trees will be used in front of storefronts and outdoor sitting areas. Accent landscape, such as flowering trees and shrubs, will be planted at site entries and public spaces and used to screen parking areas.

### Lincoln 40 District

The site planning, architectural, landscape, and signage design will define the District's unique identity while also trying to unify it. The roadway project will consolidate driveways and provide an opportunity to landscape the sidewalk and street edges. Over time, the District will evolve into a district of interconnected storefronts and lots. Building design and site planning will reflect the District's traditional pace and scale by emphasizing the existing pattern of small lots. Parking will be screened by landscaping. Canopy trees and planting will reduce the visible parking and roadway surface. An overall graphic and signage program will celebrate the Lincoln Highway/Highway 40 history.

### Sylvan Corners Village Square District

The urban design concept for the Sylvan Corners Village Square District stresses the creation of a shopping district. The goal is to establish a walking destination that has interconnected groups of storefronts and parking lots. Former storefronts will be restored and others added when new projects are developed. A coordinated storefront renovation, signage and streetscape package will further add to the continuity and creation of a larger business and shopping destination.

The urban design concept reintroduces the idea of Sylvan Corners Village Square as a meeting place and focal point for the community by introducing



*Above:  
Auburn Boulevard does not have a  
well-defined walking environment. The  
Boulevard Plan envisions creating a  
continuous sidewalk and landscaped  
edge to the street on the public and  
private side of the property lines.*

## Concepts, Goals and Principles

*Right:  
Rusch Park Plaza is to become a  
pedestrian destination and social and  
economic focus for new and existing  
neighborhoods.*



a "village square" concept to organize streetscapes, landscapes, site designs, and storefront orientations around a centralized location. The Village Square overlaps all corners of the intersection as pedestrian-scaled space defined by storefronts and streetscape. Within the Square, streetscape features will be "urban" in character, reinforcing a desired pedestrian scale. Storefronts of existing and future buildings will form the edge of the Village Square. Parking lots and landscapes are designed as "plazascapes" with paving patterns, signage, and lighting that extend through the Village Square and across the street from storefront to storefront.

The northwest corner, currently an isolated traffic island, will be developed as a civic plaza with public art, landscaping, and a gateway connection to the community ball fields. The plaza will be reconnected to the community to become part of the Village Square and be a reminder of Sylvan Corners Village Square's cultural importance.

The urban design concept identifies "school zones" in front of Citrus Heights Elementary and Sylvan Middle School. In these areas, the streetscape will be reconfigured to include street trees and pavement designed to "calm" traffic while at the same time announcing the start of the Sylvan Corners Village Square District.

### **2.4.2 Community Design Goal and Principles**

CD Goal 1 – To create distinctive, high-quality living, working, and shopping environments that have attractive streetscapes, are pedestrian-scaled, and provide a sense of place and identity.

#### Overall Community Design Principles

##### CDP 1. Contribution to City-Building

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

##### CDP 2 Distinctive Districts with Overall Consistency

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



*Left:*  
Underway in 2002, Sylvan Corners roadway and streetscape improvements are transforming the image of this important place. This sketch shows potential development and site improvements on the southeastern corner of Sylvan Road and Auburn Boulevard.

### CDP 3. Inter-connected Development

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

### CDP 4. Streetscape

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

### CDP 5. Image Identity Elements

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

### CDP 6. Boulevard Gateway

Create a distinct “key” entry or gateway into Citrus Heights near Interstate 80 through the use of accent trees and landscaping, street furniture, unified thematic design, and architectural features/accents.

### CDP 7. Architectural Design

Design new projects to reinforce pedestrian orientation and comfort and to reflect Auburn Boulevard’s village scale and design themes.

### CDP 8. Buildings Fronting Street

Locate retail commercial buildings close to Auburn Boulevard and place parking to the rear of the buildings wherever possible in the Gateway District and Rusch Park District.

### CDP 9. Undergrounding Utilities

Remove overhead transmission lines, light poles, and other utilities along the entire Boulevard.

### CDP 10. Visual Impact of Parking

Minimize the visual impact of parking by locating it to the rear and sides of buildings and providing landscape screening.

### CDP 11. Signs

Remove unsightly commercial signs such as illegal A-frame and signs in dis-



*Above:*  
Signage in the districts are to serve directional, design and tenant needs. They are to work as an overall graphic identity and information system. This photo shows directional signage for pedestrians as part of the district's street furniture system.

## Concepts, Goals and Principles

repair that contribute to the visual clutter along the Boulevard. Limit A-frame signs to one for each parcel.

### CDP 12. Billboards

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

### CDP 13. Commercial/Residential Interface

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

### CDP 14. Cohesive Landscaping Elements

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

### CDP 15. Facade Improvements

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

### CDP 16. Public Art

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

### CDP 17. Lighting

Establish pedestrian-scaled and strategically-placed lighting along the Boulevard that promotes pedestrian safety and comfort and enhances architectural and site design concepts.

### CDP 18. Light Pollution

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

### CDP 19. Rusch Park Village Center Image

Reinforce the image of the Rusch Park Village Center as part of the Rusch Park landscape and open space system.

### CDP 20. Placement of Lights and Trees

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

### CDP 21 Variety and Quality of Open Space

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

## 2.5 Streetscape Design

### 2.5.1 Streetscape Design Concepts

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

### Gateway District

The Gateway District will be defined by its central plaza, which is entirely surrounded by a formal planting and commercial land uses. This plaza will have large, bold shade trees with a broad canopy, distinct form, and structure such as Common Catalpa. In the median, a contrasting columnar tree such as English Oak, will be planted for visual interest. The main street tree in this district will be Red Oak.

Secondary streets will be lined with medium-sized deciduous trees, in the north-south direction with Common Hackberry, and in the east-west direction with Katsura Tree to enhance street orientation and hierarchy and provide seasonal interest. Parking lots will be planted with broad canopy, evergreen trees, such as Evergreen Ash, to provide ample shade. Parking lots will also be screened with hedges or other screening combinations.

Street trees along Auburn Boulevard will be planted in tree wells with metal tree grates to reinforce the urban and commercial feel of the area. Tree grates will be of simple design, with cut-out rings to allow for tree growth and compatibility with American with Disabilities Act (ADA) requirements.

A community park across the street from the hotel will be a destination for the District. The park will be designed in the tradition of formal European public parks, and promote comfort and passive recreation. It will have ample built-in or fixed bench seating, shade trees, flowering shrubs, and lawns. A decorative water fountain will be part of the design as well. The park will be well lit at night.

Paving at the major intersections will be enhanced with differentiating pavement and/or color to reinforce the public square spatial arrangement. The paving will extend to the east-west limits of the project area between Linden Avenue and the county line. Its design will be coordinated with the graphic style of the District's signage.

### Rusch Park District

To enhance the beauty and uniqueness of this area along Auburn Boulevard, the most dominant tree in the Rusch Park District will be Valley Oak. It will be planted in the road median fronting the park. Its canopies will integrate canopies of existing trees in the park and along the sidewalks. Valley Oak will also be planted in the interior of the central plaza area, giving the neighborhood a clear identity and connection to the park. Trees at the central plaza area will be planted in tree wells with crushed rock mulch.

Chinese Elm street planting will reinforce the larger perimeter of the plaza. The Eastern Redbud will provide a flowering accent in the median. Secondary streets will be planted with Red Maple, giving the District ample shade, and seasonal interest. Grand Oaks Boulevard will be planted with Red Oak, appropriate to the street's name.

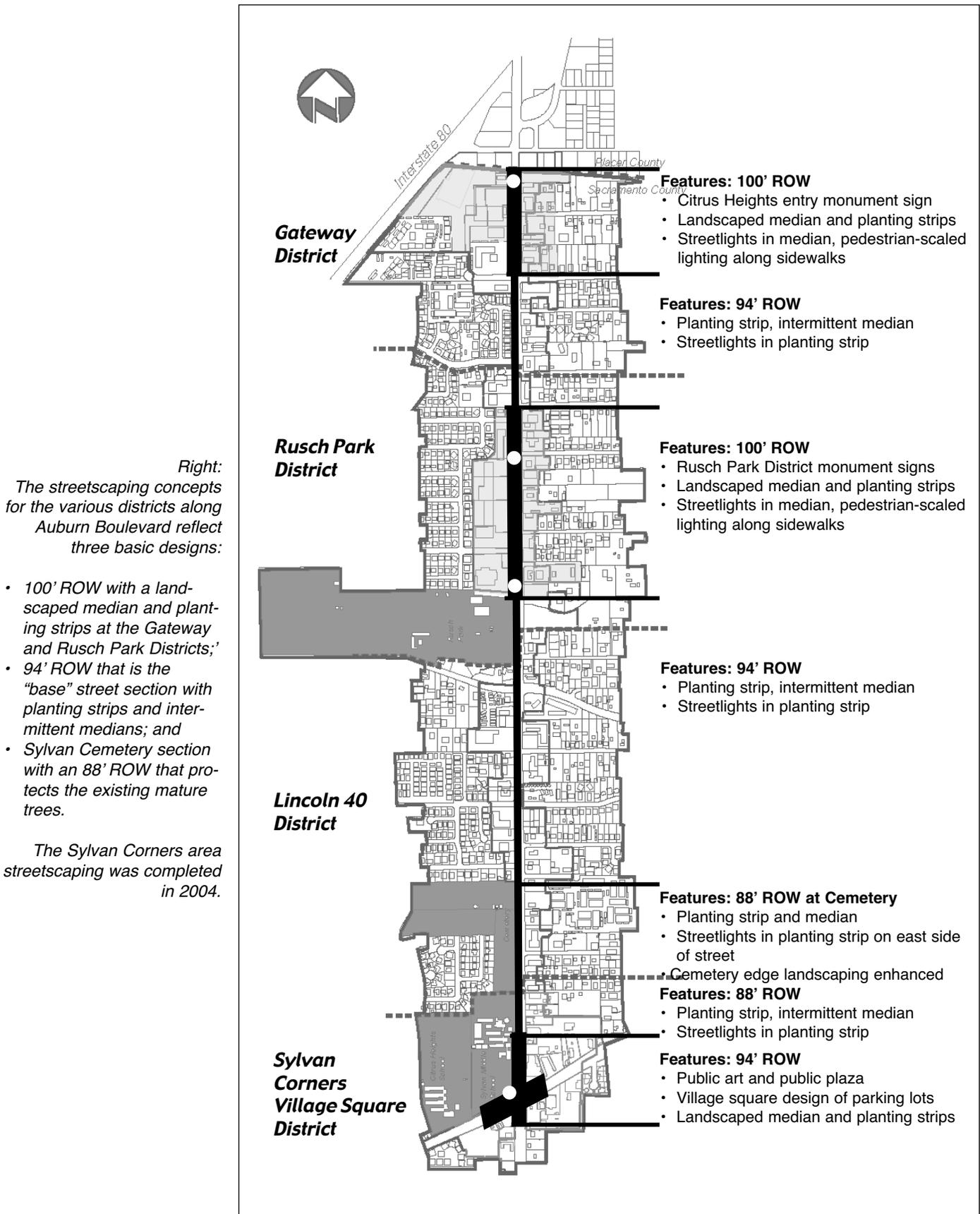
English Oak will be planted in the median from Rollingwood Boulevard to the north edge of the district road median to create a tall vertical accent adjacent to the broad canopy of London Plane Tree along the sidewalks on both sides. The existing London Plane trees along Cherry Glen Avenue, which have had their structure compromised by improper pruning, will be ultimately removed and replaced with new trees of the same species.

The sound wall between Sandalwood Drive and Bellbrook Court, which prevents street tree planting, will be softened by planting climbing vines. Typical



*Above:*  
These photographs are of wide sidewalks with canopy trees. The trees add shade, visual relief and define spaces. The design concepts use landscape to physically and visually tie Auburn Boulevard and surrounding neighborhoods together.

## Concepts, Goals and Principles



Right:  
The streetscaping concepts for the various districts along Auburn Boulevard reflect three basic designs:

- 100' ROW with a landscaped median and planting strips at the Gateway and Rusch Park Districts;
- 94' ROW that is the "base" street section with planting strips and intermittent medians; and
- Sylvan Cemetery section with an 88' ROW that protects the existing mature trees.

The Sylvan Corners area streetscaping was completed in 2004.

Figure 2.5 Streetscape Concepts

understory planting will be drought resistant, high enough to screen parked cars, and include more native species than other districts.

Pedestrian passageways between residences will be enhanced by smaller park areas. These areas will provide conditions for comfort and rest – dappled shade, lawns, and garden style perennial border planting. Benches will be placed in these areas.

The central roadway area in the Rusch Park District will be paved with distinct, special paving to create a pleasant pedestrian-scale plaza that will help slow traffic down and make a strong connection between the east and west side of Auburn Boulevard.

### Lincoln 40 District

In the southern portion of the Lincoln 40 District the public right-of-way corridor is narrower than in the rest of the districts, and is flanked by a large number and variety of commercial uses on relatively small individual lots. This narrowed width, in combination with the designated land use, precludes the construction of a continuous mid-street median. The street trees will create a broad canopy that arch over the width of the Boulevard. Where possible, trees such as Valley Oak will achieve such effect.

At Sylvan Cemetery, a low retaining wall prevents the widening of sidewalk and street tree planting. Existing trees planted in the cemetery are well established and visually prominent, thus making up for the interruption in line of greenery. Opposite the cemetery, on the east side of the street London Plane trees will be planted in a continuous planting strip between sidewalk and curb as a unifying element of the Sylvan Corners and Lincoln 40 Districts. Understory planting will include shrubs and ground covers with a variety of color and texture to add visual interest at the ground level.

The intersection of Antelope Road and Auburn Boulevard will be enhanced by planting English Oak in both the east and west directions of Antelope Road to add a strong vertical element to the area. For continuity English Oak will be also planted in the street median segments that stretch from Antelope Road to Pratt Avenue.

Similarly, street light fixtures will be located in the planting strip and sidewalk and placed opposite each other on both sides of the Boulevard to reinforce a clear line and rhythmical pattern throughout the District.

Street furnishing will have a soft, residential feel and be a modern version of more traditional form. Benches will be made with warm materials such as wood. Trash receptacles will be easily accessible for both use and maintenance and match benches in style, form, materials, and color. All trees will be planted in a continuous planting strip between curb and sidewalk.

### Sylvan Corners

The Sylvan Corners Village Square District is the southern gateway into The Boulevard corridor. The landscape will reinforce the notion of a Village Square that spans the intersection of Old Auburn Road and Sylvan Road. It will bring together the commercial storefronts in the northeast, the southeast, and the southwest corners of the intersection. A large canopy tree Chinese Elm will frame the Village Square. The placement of the trees will reinforce the urban nature of the Village Square with the formal and geometric layout of the trees and supportive understory planting. The planting will articulate the strong paving pattern of the plaza and streetscape. Smaller, flowering



*Above:  
Landscaping concepts and guidelines call for screening parked cars along the edge of the street. These photographs show low walks and berms used in combination with shrubs and ground cover.*

## Concepts, Goals and Principles

accent trees, such as the Purple Leaf Plum, will be placed in the median and at the corners of the intersection to highlight the intersection. Flowering accent trees will be placed in the adjacent commercial parking lots to extend the influence of the Village Square.

An evenly-spaced row of the Chinese Elm will continue the canopy effect along the west side of Auburn Boulevard in front of Sylvan Middle School frontage, bridging across the median planting to the east side of Auburn Boulevard.

A cluster of Coast Live Oaks will be located in the northwest corner park of the intersection. The oaks will replace the existing Heritage Oaks that were removed during the realignment of the road.

Distinct street lighting for this Village Square will support pedestrian activity. Light levels will be higher in the Village Square and the spacing of the light fixtures will respect the geometry of the plaza and tree patterns. Fixed seating in the Village Square and at the park site will be a traditional style bench that will associate with the style of other site furnishings such as trash receptacles, bike racks, bollards and newspaper racks.

### 2.5.2 Streetscape Design Goal and Principles

SD Goal 1 – To create distinctive public and private streetscapes that contribute to the pedestrian comfort and thematic and aesthetic identity of each district.

#### Overall Streetscape Principles

##### SP1. Parks and Gathering Places

Design parks and gathering places in the Gateway and Rusch Park Districts to include landscaping and amenities that reflect their social and design importance.

##### SP2. Street Trees

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

##### SP3. Screening of Parking

Use understory planting, such as shrubs, bushes, and ground covers, to reduce the visual impact of extensive paved surfaces and screen parking lots.

##### SP4 Sound Walls

Plant climbing vines at the base of all existing sound walls and new sound walls to soften their visual impact and deter graffiti.

##### SP5. Paving Materials

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

##### SP6. Street Furniture

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

##### SP7. Bus Shelters

Provide well-designed bus shelters throughout the project area.

##### SP8. Sidewalks and Crosswalks

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