

CHAPTER

three

Planning Framework

The joy and pain of urban existence, the comfort or hardship of it, its efficiency or failure are influenced by the wisdom or the thoughtlessness with which streets are platted

Charles Mulford Robinson

The Width and arrangement of streets. A study in Town Planning. (The Engineering News Publishing Company, 1911).

CHAPTER THREE

planning framework

in this chapter

CULTIVATE UNIQUE IDENTITY AND
SENSE OF PLACE FOR EACH STATION

MAXIMIZE TRANSIT ORIENTED DE-
VELOPMENT POTENTIAL

ENHANCE AND HUMANIZE THE PUB-
LIC REALM

BUILD UPON SYNERGY OF EXISTING
RESOURCES

PROVIDE DEVELOPMENT INCENTIVES

A FRAMEWORK OF PLANNING STRATEGIES IS ESSENTIAL in guiding urban design and development in the area. This chapter describes the five overarching planning strategies specific to this project area.

CULTIVATE UNIQUE IDENTITY & SENSE OF PLACE FOR EACH STATION

Utilize and respect the context of existing natural and man-made environments to create a unique identity and sense of place distinct to each station area.

ACTIONS:

1. Identify and articulate the distinctive role and identity of each station area based on its nearby context and potential opportunities such that:
 - *Globe Station is the western bookend that serves as the gateway to not just North Sacramento, but also regional destinations such as the American River Parkway trailheads.*
 - *Arden/Del Paso Station is the multi-modal transit gateway to Del Paso Boulevard, North Sacramento's "main street."*
 - *Royal Oaks Station is the eastern bookend of North Sacramento drawing on its proximity to the major Sacramento County destinations of Arden Fair Mall and Cal Expo.*
2. Reinforce the distinguishing sense of place through the design and nature of use of new built and open spaces within each station area. Utilize both past and modern ideas as cues to articulate the public and private realm. A modern interpretation of the streamlined moderne architectural style in new buildings within the Globe Station area can contrast with the industrial aesthetic of the buildings within the Royal Oaks Station area. Similarly, the landscaping along streets within the Globe Station area can contrast with the formal urban planting along arterials running through the other two stations.



Globe as gateway to North Sacramento & American River Parkway Trailhead at the end of Acoma (above)

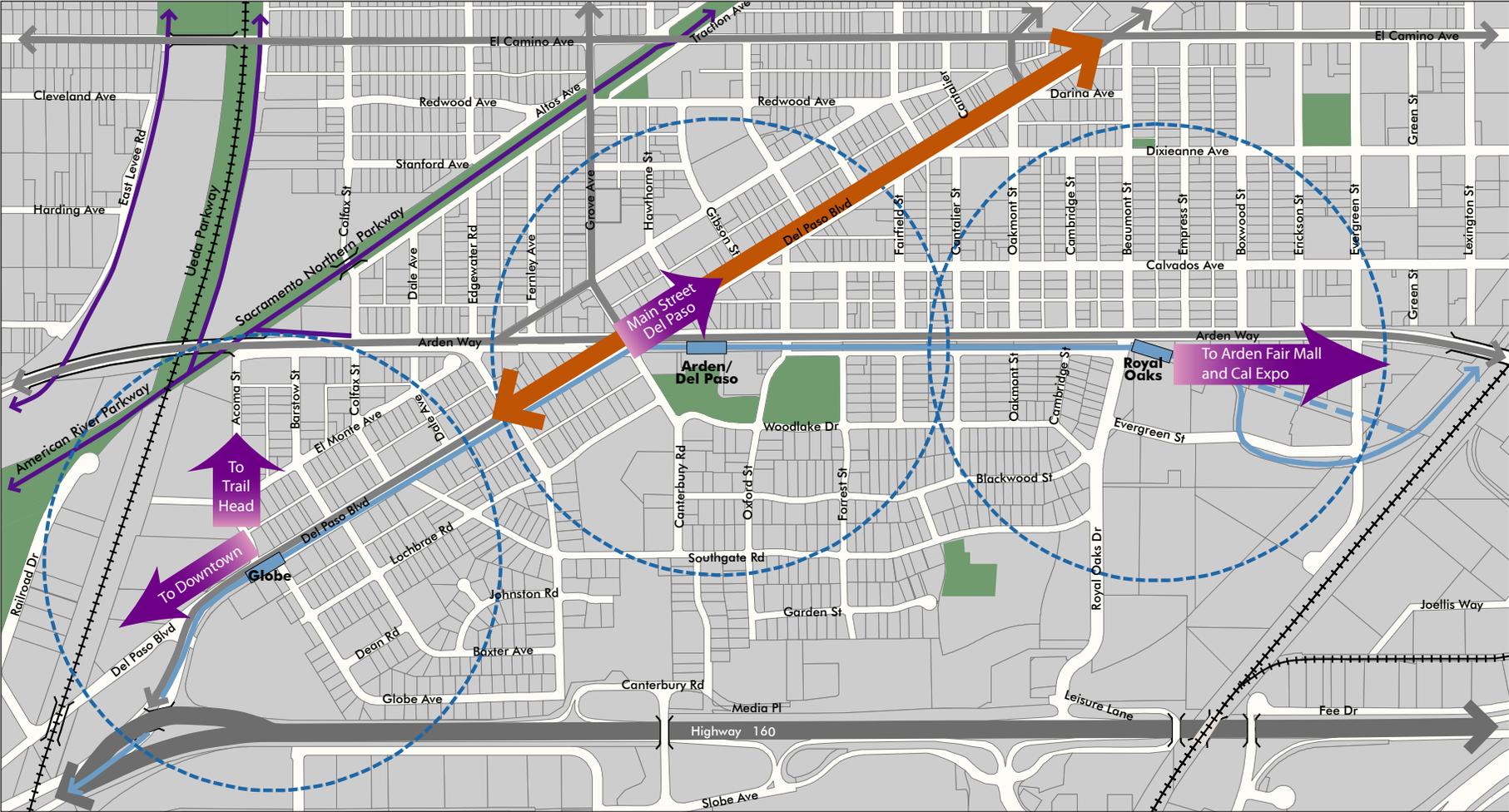


Arden/Del Paso as transit gateway to Main Street Del Paso Boulevard



Royal Oaks as the eastern bookend

FIGURE 3.1 IDENTITY & SENSE OF PLACE



MAXIMIZE THE TRANSIT-ORIENTED DEVELOPMENT POTENTIAL

Promote high density transit-oriented development to support the transit ridership and overall revitalization of this part of Sacramento.

ACTIONS:

1. **Allow proximity to transit (both light rail and buses) to create higher intensity market-friendly non auto-oriented buildings** that do not need traditional parking requirements, thereby reducing building costs and allowing more development to happen within existing lots and parcels.
2. **Utilize vacant and underutilized opportunity sites** to house a rich variety of different built and open space uses, thereby allowing a strong walkable and bikeable community to flourish. **Improve the**

physical environments at each station platform to make them more attractive to transit users by developing well conceived station plazas, aesthetically pleasing shelters, and canopy trees to provide shade.

3. **Realize convenient, seamless connections amongst all modes of transportation**, including light rail, buses, bicycle, and pedestrian facilities.



Pedestrian friendly environments along higher intensity residential development next to transit station

FIGURE 3.2 TRANSIT-ORIENTED DEVELOPMENT POTENTIAL



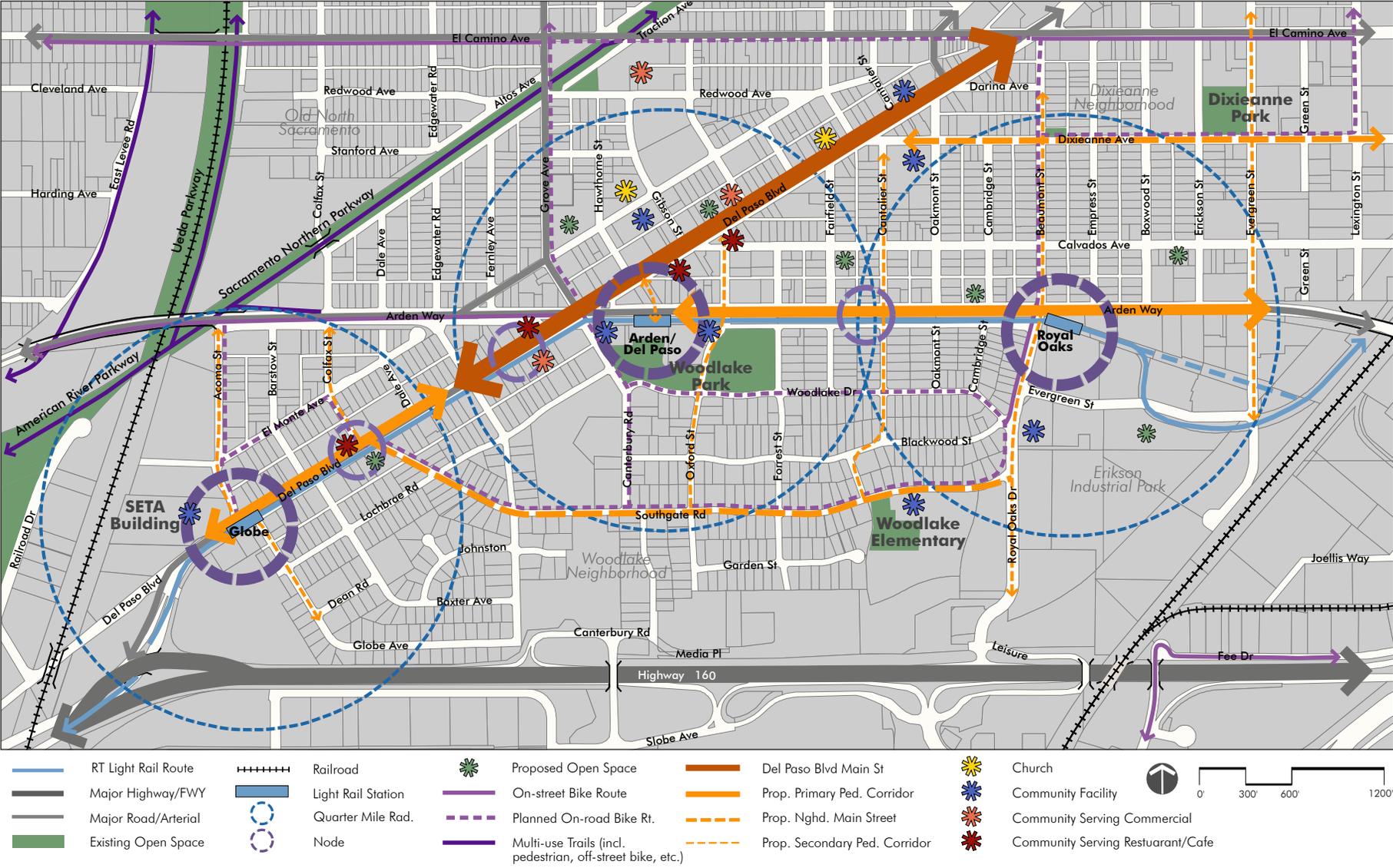
ENHANCE & HUMANIZE THE PUBLIC REALM

Improve and augment existing open space to create an active and identifiable human-scale public realm that will provide a safe and enriching experience for all users, including pedestrians, bicyclists, and people with disabilities.

ACTIONS:

1. **Improve the pedestrian experience** by creating safe, comfortable, and enriching primary pedestrian-friendly corridors with desirable built and open space edges that enhance and relate to the pedestrian experience.
2. **Articulate and remove barriers** to the network of pedestrian-friendly streets that range from residential main streets that run through entire neighborhoods and connect major destinations to secondary pedestrian corridors that connect different neighborhoods. Enhance this network with potential new pedestrian corridors that maximize the transit-friendly development potential
3. **Create and augment the existing bicycle framework** by:
 - *Developing and reinforcing new and existing dedicated bike connections to key bicycle destinations that include the multiple trailheads at Acoma and neighborhood elementary schools;*
 - *Creating Class III bike routes where the existing right-of-way or roadway is constrained, especially on all neighborhood main streets and collectors; and*
 - *Providing bike friendly amenities at major open spaces. Create safe and convenient bike connections between transit stations and bike lanes and routes.*
5. **Humanize the auto-oriented arterials** of Arden Way and Del Paso Boulevard by creating contiguous and shaded sidewalks well-connected with crosswalks.
6. **Maintain the shared roadway space** by pedestrians, bicyclists, and automobiles as seen on most streets in the Woodlake Neighborhood. Where possible, extend this unique characteristic along other local pedestrian oriented streets of the neighborhood.
7. **Create a variety of open spaces** that include pocket parks and plazas that serve the needs of both existing and future residential and commercial resources. Ensure all new and existing users are within 1/8th-mile walking distance of an open space amenity. Approximately five acres of new park land per 1000 new residents is to be provided within or in proximity to new residential development, and in no instances shall park land dedication fall below two and a half acres per 1000 new residents.
8. **Create a network of major and minor activity nodes, running through the three station areas** that build upon existing and new pedestrian-friendly buildings and open spaces.

FIGURE 3.3 PUBLIC REALM



BUILD UPON SYNERGY OF EXISTING RESOURCES

Leverage existing assets and resources that can be used to further enhance the three station areas and attract private investment.

ACTIONS:

1. **Maximize positive momentum along Del Paso Boulevard** by ensuring that new design concepts build upon the recent and planned improvements that have taken place along the resurgent main street of North Sacramento.
2. **Capitalize on the Woodlake and Dixieanne Neighborhoods**, with their stable population and strong economic base to locate new minor commercial corridors that in turn enhance the overall walkability and bikability of the project area.
3. **Strategically locate initial catalytic developments** such that they take maximum advantage of existing amenities including Woodlake Park, Woodlake Elementary School, the library, neighborhood restaurants and shops.



New developments at Arden/Del Paso Station



New streetscape improvements to Del Paso Boulevard

FIGURE 3.4 SYNERGY OF EXISTING RESOURCES



PROVIDE DEVELOPMENT INCENTIVES

Facilitate transit-oriented development by ensuring that development strategies are streamlined and all existing and potential new incentives for desired types of development are explored.

ACTIONS:

1. **Facilitate infill development** by assembling parcels that allow for design and construction efficiencies.
2. **Explore cost effective infrastructure improvements**, especially for storm water drainage, so that lack of basic essential utilities is no longer a disincentive for new development.
3. **Realign regulatory framework** to encourage transit oriented development by studying existing zoning guidelines and regulations, including parking standards, density, and height standards, that restrict high density mixed-use development.
4. **Provide financial incentives** by:
 - *The Redevelopment Agency purchasing and preparing sites for private development by clearing unwanted structures, remediating brownfields, etc., thereby reducing the risk and cost of these projects; and*
 - *Waiving development fees (e.g. fees for new water service).*



Integrated stormwater solutions along streetscape