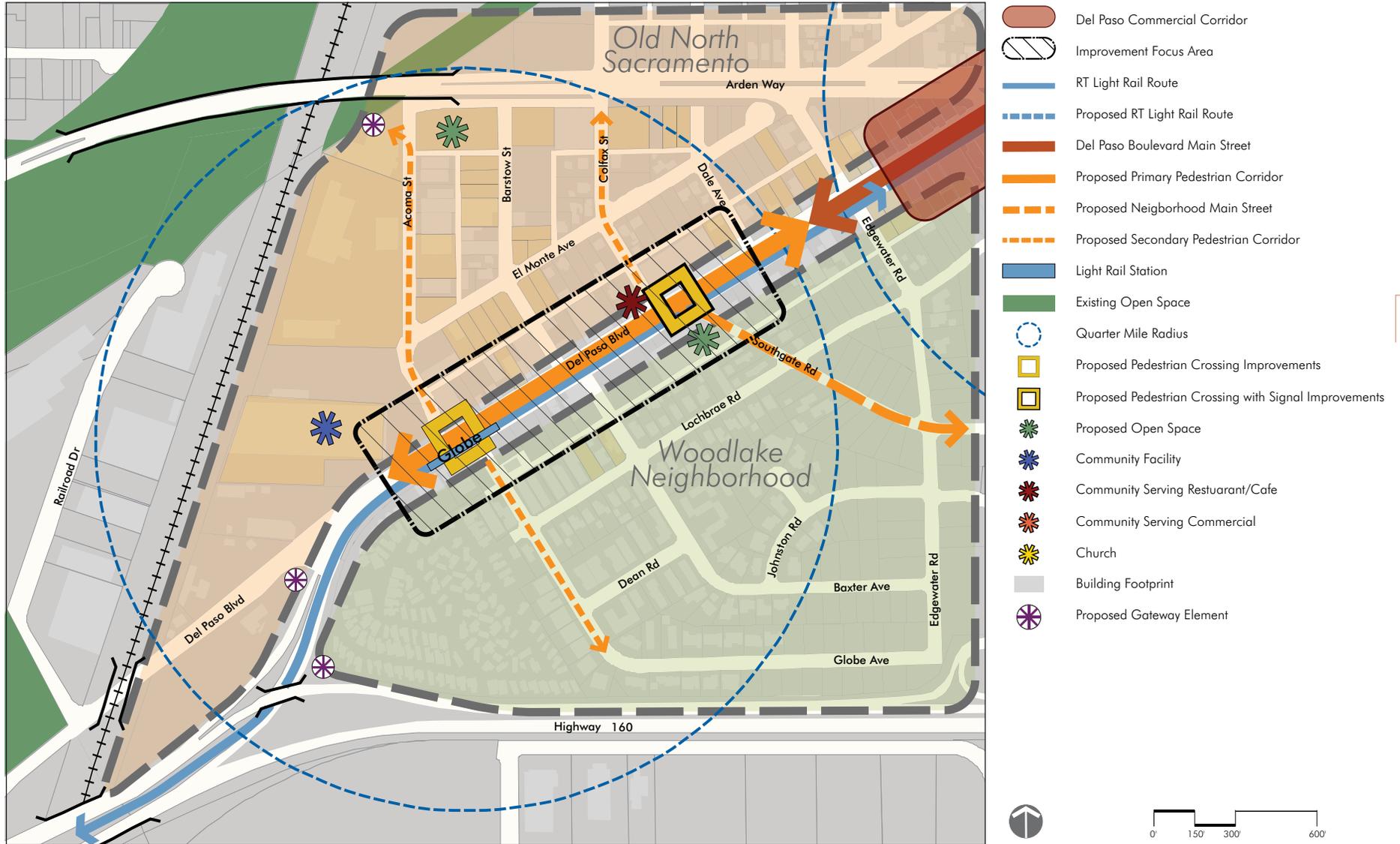


FIGURE 4.3 GLOBE DEVELOPMENT FRAMEWORK





Potential long term articulation of Southgate Node

PUBLIC REALM

The public realm framework is built upon the concept of a series of interconnected major and minor nodes. Pocket plazas at the four street corners of the station linked with special paving on sidewalks, crosswalks, and the station platform, creates the major node at the station. At the same time, vertical streetscape elements, sculptural features, and well-articulated streamlined buildings emphasize and celebrate this important node in North Sacramento.

A minor node at Southgate Road, which serves as the residential main street, complements the major gateway node along Del Paso Boulevard. In the long term, a potential

new open space at this intersection would also help to further strengthen this node.

In order to maximize public funds, the public realm improvement focuses on high visibility strategic areas that include the station, and streetscape improvements along Del Paso Boulevard and Acoma Street. Existing 12-foot sidewalks with mid-block bulbouts along Del Paso Boulevard will allow for outdoor seating for cafés and restaurants, similar to Uptown Café. A shared pedestrian and bike path along the west edge of Acoma St. will provide an enriching experience for users going to the trailhead for the American River Parkway and other trails.

FIGURE 4.4 - DEL PASO BOULEVARD LOOKING NORTHEAST

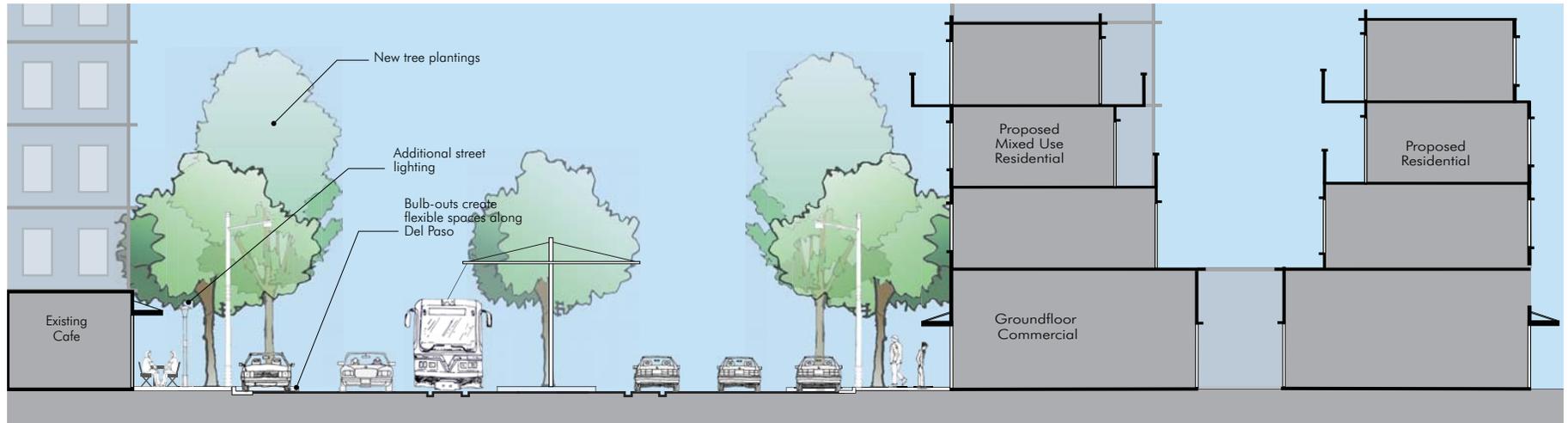


FIGURE 4.5 GLOBE ILLUSTRATIVE





A six-foot planter space separates non-motorized travelers from truck and automobile traffic. At the same time, distinctive native planting within integrated storm water planter space provides the street and the northern edge of the station with a unique sense of identity.

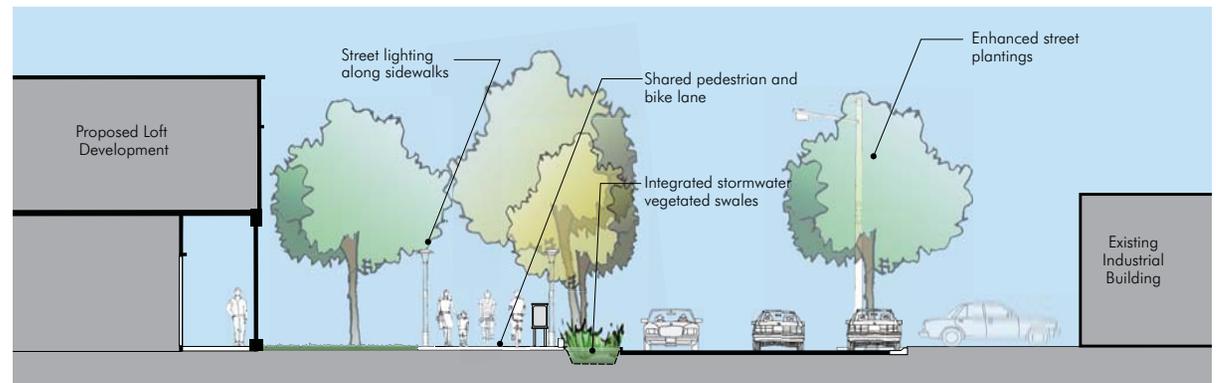
Constrained rights-of-way allow for minor streetscape improvements on residential streets such as Globe Avenue and Colfax Street Other streets, such as Southgate Road in the Woodlake Neighborhood, are maintained because its tree-lined streets provide a strong sense of enclosure.

Shared pedestrian and bike path



Detail of integrated storm water planter area

FIGURE 4.6 ACOMA STREET - CONNECTION TO TRAILHEAD



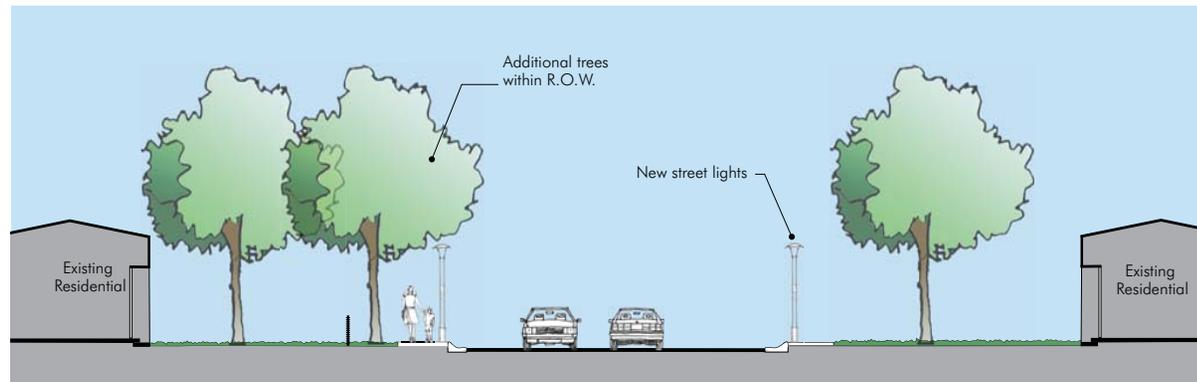
Circulation

The reconfigured Del Paso Boulevard is a multi-modal corridor along most of its length between Globe Station and Arden Way. However, in front of the station, a travel lane is eliminated to calm the traffic coming in and out of North Sacramento. This, in turn, builds on the City’s planned traffic-calming measures for Del Paso Boulevard south of Globe Avenue. On-street parallel parking is maintained along both sides of the street.



Existing Globe Avenue

FIGURE 4.7 GLOBE AVENUE





Different mixed-use building prototypes



PRIVATE REALM

The mixed-use development, especially around the station, aims to create an active street life by providing pedestrian-friendly, ground-floor uses such as restaurant, cafes, and shops, which in turn will provide ‘eyes on the street’ and the station plaza. New buildings, especially those immediately around the station and along Del Paso Boulevard, should be four- to five-story, high-density buildings that maximize the station’s transit-oriented development potential and provide a strong sense of definition to the 100-foot-wide street. Development within the triangular neighborhood can continue to have a strong industrial feel by incorporating architectural elements such as saw tooth roofs, and by housing different uses, including live/work lofts and incubator businesses.



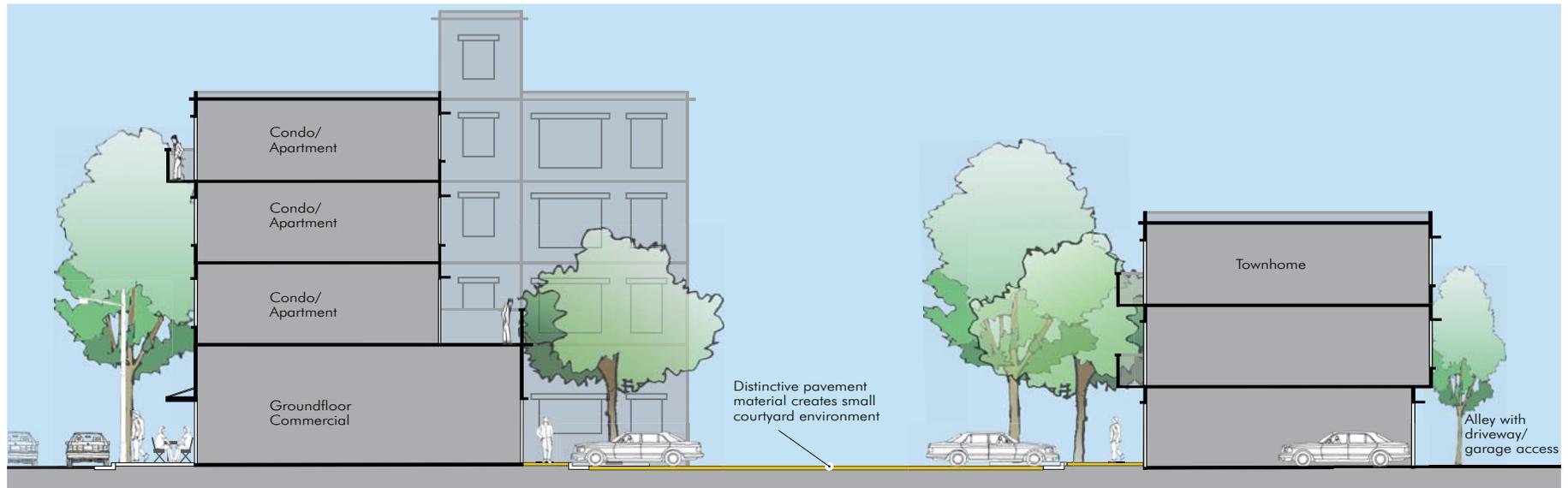
Mixed-use friendly building along transit corridor

While few buildings along Del Paso Boulevard speak to its historic past, new buildings can use their architectural articulation to reflect the Art Deco/Moderne character of the area. Curving forms, long horizontal lines, and strong vertical elements, especially at the corners of buildings, can be modulated to create a strong sense of place in a very modern context.



New development respecting Art Deco/Moderne character

FIGURE 4.8 GLOBE CATALYTIC SITE





Woodlake Park

ARDEN/DEL PASO STATION

VISION

The Arden/Del Paso Station area is largely built out and has limited development opportunities. The area consists of three distinct areas: Woodlake Neighborhood, Dixieanne Neighborhood, and North Sacramento's main street (Del Paso Boulevard between Arden Way and El Camino Avenue). While the station has the maximum transit usage amongst all the stations in North Sacramento and a wide variety of open space, it is also perceived as unsafe and unable to maximize its transit-oriented potential. Arden/Del Paso station area is envisioned as a safe and vibrant transit-oriented development area that aims to connect these three distinct anchors with a public realm

framework of strengthened pedestrian connections and revitalized open spaces.

The public faces of the Woodlake and Dixieanne Neighborhoods, especially along Arden Way between Del Paso Boulevard and Oxford St., are strengthened with transit-oriented, mixed-use buildings that provide a strong sense of identity and an overall sense of safety to the neighborhood residents and transit users. These improvements, in turn, increase the positive momentum along Del Paso Boulevard to successfully achieve the desired mix of uses and an active street life.

FIGURE 4.9 ARDEN/DEL PASO TRANSIT STATION LOOKING WEST

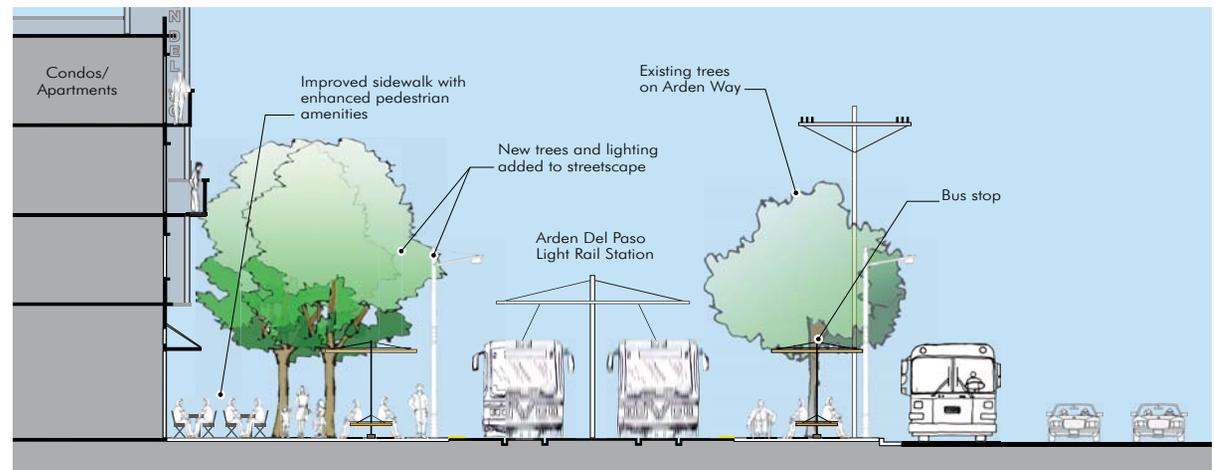
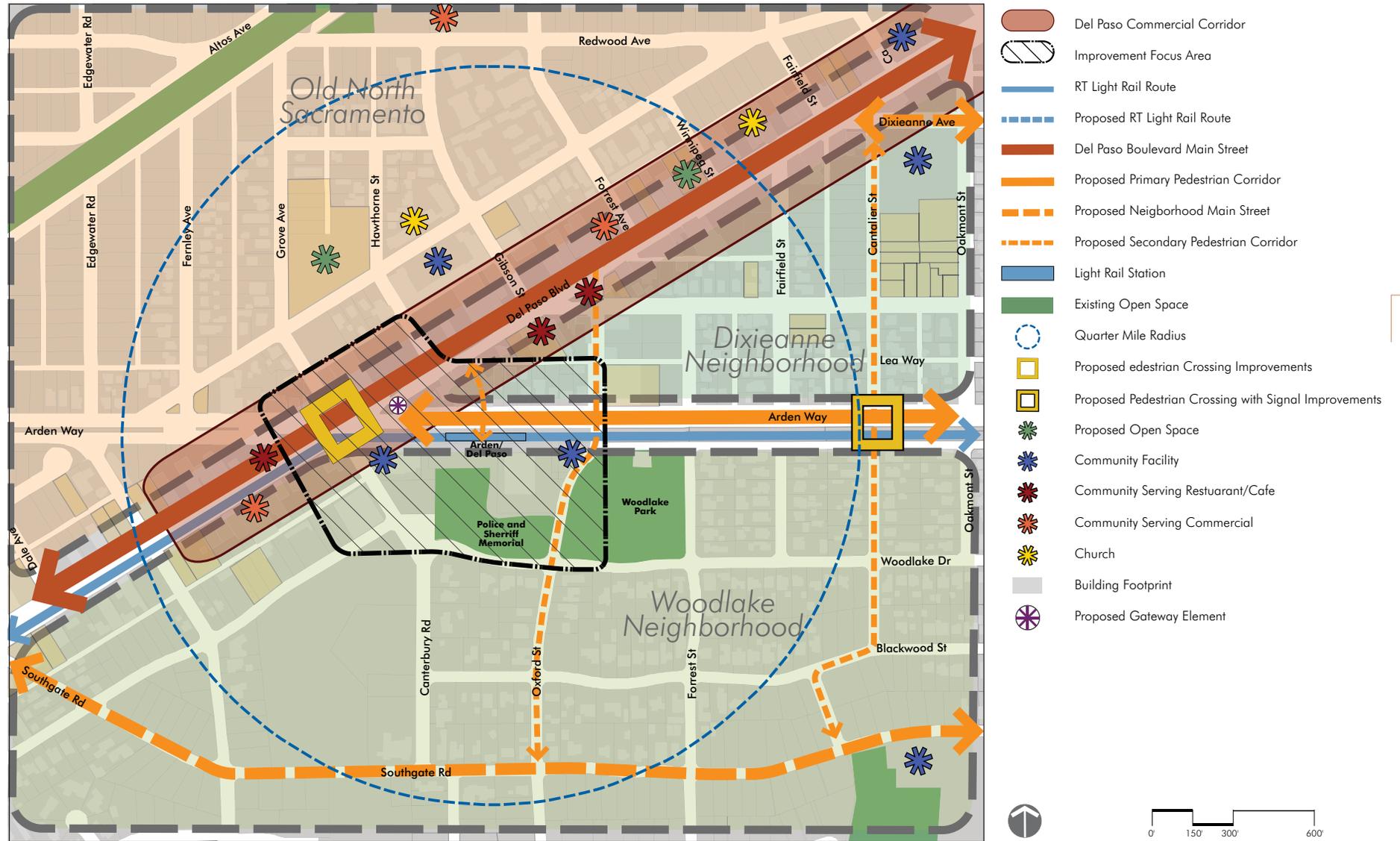


FIGURE 4.10 ARDEN/DEL PASO DEVELOPMENT FRAMEWORK





Police and Sheriff Memorial

PUBLIC REALM

The proposed redesign of the public realm creates a transit plaza around the station with a well-defined built edge that helps to activate the plaza and provides an opportunity for people to monitor the area throughout the day. The overall safety of the area is further improved by reconfiguring the underutilized area around the Police and Sheriff Memorial to create an active, identifiable and interactive building edge around this curving open space. The revitalized memorial includes strong pedestrian connections between the new transit plaza and the Woodlake residential areas.

A new diagonal crosswalk at the intersection of Arden Way and Del Paso Boulevard decreases the current physical and psychological distance between the transit station, the Woodlake Neighborhood, and the “main street” section of Del Paso Boulevard. A signalized, mid-block crosswalk across Arden Way dramatically reduces the convoluted path a pedestrian has to follow to go from the station to Del Paso Boulevard. The overall connectivity between the Dixianne and Woodlake Neighborhoods is further enhanced by adding a signalized pedestrian connection across Arden Way at Cantalier Street.

FIGURE 4.11 REVITALIZED POLICE AND SHERIFF MEMORIAL LOOKING WEST

