CHAPTER *one*

# Design Guidelines

We must look at streets as complex community settings that serve a variety of functions-not simply as channels for moving traffic and emergency vehicles. Streets are also environments used for walking, bicycling, and jogging, for socializing, and for children's play. They are staging places for community interaction and neighborhood development. As such, their design requires an understanding of social behavior, architectural and urban design, landscape architecture, and general planning. Their domain lies more in the design fields than in engineering.

Michael Southworth and Eran Ben Joseph

Streets and the Shaping of Towns and Cities (Island Press, 2003), 140

CHAPTER ONE

# design guidelines

**in this chapter**

1. SITE DESIGN AND PLANNING OF THE PRIVATE REALM

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2. SITE DESIGN AND PLANNING OF THE PUBLIC REALM

2A. OVERARCHING GUIDELINES

2B. STREET DESIGN

2C. STATION PLAZAS

These design guidelines are a tool to ensure that built and open spaces are conceived and constructed in accordance with the urban design concept described in the previous chapters. The guidelines will be used to inform design processes and produce the highest caliber transit-oriented development.

The guidelines are meant to be a flexible, yet effective means of enhancing the character of some of the distinctive areas in the study area, including DixieanneNeighborhood and Del Paso Corridor. A range of implementation options are provided, and a concerted effort has been made to avoid prescriptive guidelines that would stifle design creativity. Additional studies would be necessary to evaluate the significant and unavoidable traffic impacts that would result from the proposed public realm streetscape improvements.

Specific Site Design and Planning Guidelines have been divided into the following categories:

1. Site Design & Planning of the Private Realm
2. Site Design & Planning of the Public Realm

These design guidelines build to a significant degree upon previous documents including the 2006 North Sacramento Residential & Commercial Design Guidelines and the North Sacramento Community Plan.

## 1. SITE DESIGN AND PLANNING OF THE PRIVATE REALM

The "private realm" consists of buildings on individual, privately-owned lots and parcels. Ample freedom and flexibility are necessary components of designing buildings in the private realm. However, there are certain aspects of building and site design that have a direct affect on the "public realm," or the surrounding public context, and should therefore be directed by guidelines.

While previous documents have focused on general guidelines for residential and commercial buildings in North Sacramento, the private realm guidelines in this document focus on the following:

1. **Transit-oriented buildings** that include high intensity development with a wide mix of uses;
2. **Market-friendly building prototypes,** including row houses, town homes, and mixed-use buildings. New building prototypes such as live-work loft and flex units which are more suitable to the industrial character of this section of North Sacramento, are also explored; and
3. **Context sensitive development** that addresses the historic flavor of buildings and patterns of development.

The implementation of many of these guidelines would require future zoning changes as well as changes to the North Sacramento Design Guidelines to reflect the character and intensity of development associated with transit-oriented developments. Guidelines which have such implications for existing regulations and documents are indicated by a blue design guideline number (ex. **Ai-1**).

The first section of the private realm design guidelines focuses on the aspects of building design that will impact the overall character of the development within the transit areas. These include building layout, on-site parking, and overall facade articulation. The second section focuses on the design guidelines of the individual building prototypes.

## 1Ai Building Orientation and Layout

**1Ai-1** Orient buildings such that the primary active building façades and key pedestrian entries of the buildings face the street.

**1Ai-2** Encourage corner buildings to actively address both streets with pedestrian friendly entries.

**1Ai-3** Encourage maximum building edges and open spaces, such as front yards and outdoor restaurant seating, to front onto sidewalks to encourage pedestrian activity.

**1Ai-4** Provide parking in the side and rear of lots to minimize passive pedestrian edges.

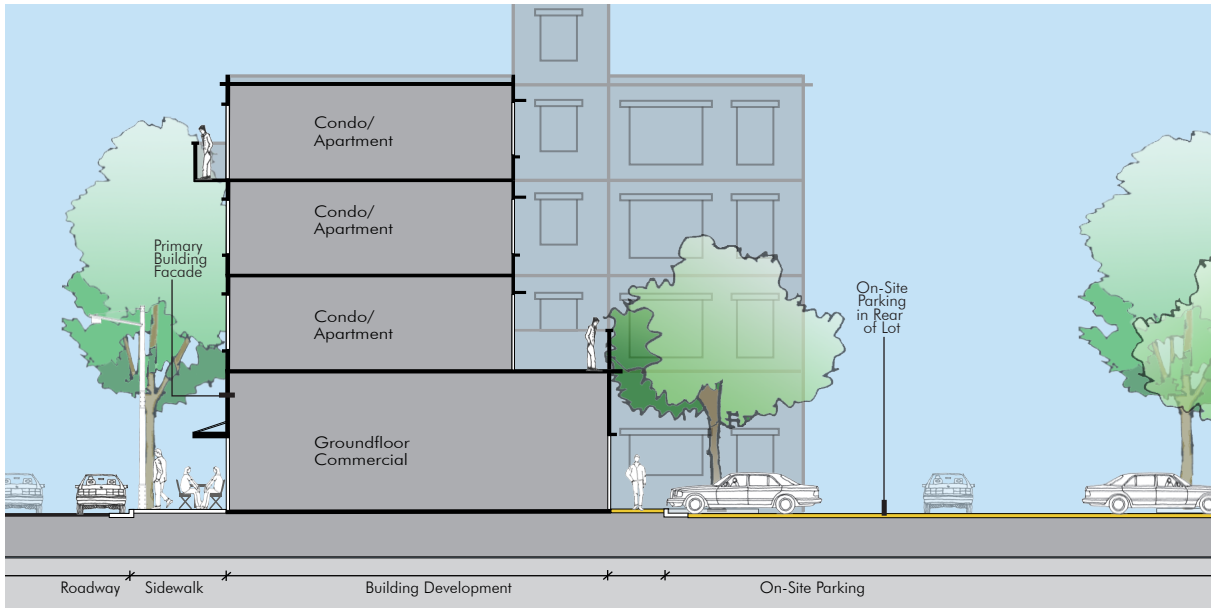
**1Ai-5** Orient new buildings so as to minimize exposure to the southwest and west sun to minimize undesirable heat gain of buildings.

**1Ai-6** Explore new developments, especially residential and mixed-use residential developments, that are configured around open to sky courtyards that are contextually appropriate to the Sacramento climate.

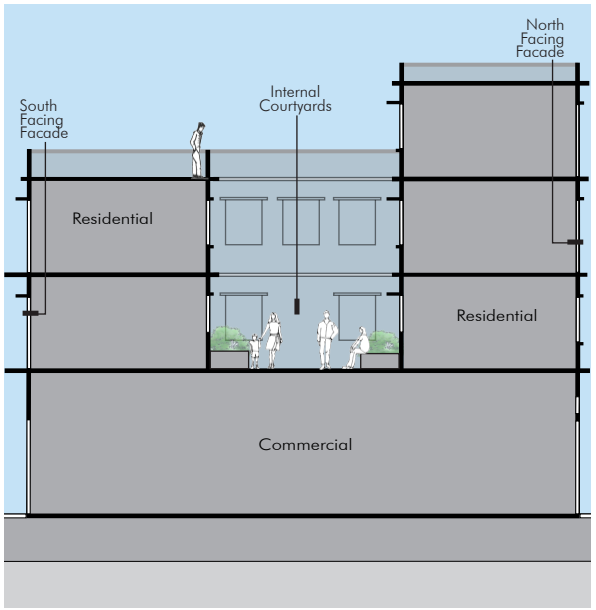
**1Ai-7** Encourage buildings, especially individual residential units, to have access to sun and air on at least two sides to encourage adequate light and ventilation.

*Pedestrian friendly outdoor restaurant seating*





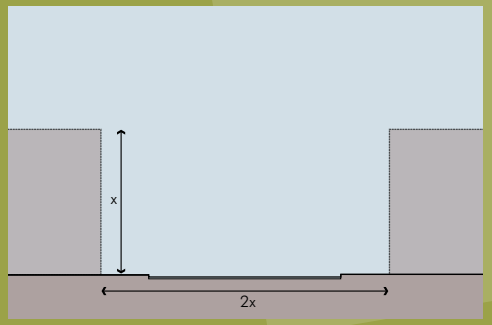

**1Ai-1, 1Ai-4**




**1Ai-6, 1Ai-7**

## 1Aii Building Massing and Scale

Buildings should provide a sense of enclosure and definition to enhance the pedestrian experience, unless there is need to respect existing context or other overarching considerations. Street definition is best provided when the ratio of street width to building heights is approximately 1:2.






**1Aii-1** Encourage larger scale buildings along major arterial roads like Del Paso Boulevard and Arden Way and finer grain buildings along local streets like Canterbury Road and Boxwood. Buildings along major streets should be four to five stories high and two to three stories along local streets.

**1Aii-2** To the greatest extent possible, require a two-story minimum for all buildings along all major arterial and collector streets.

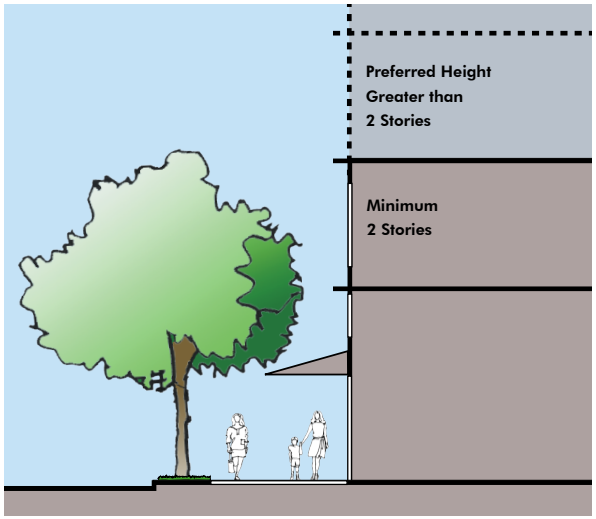
**1Aii-3** Provide higher intensity development immediately adjacent to the transit stations.

**1Aii-4** Respect the adjoining residential developments with the massing and scale of new developments.

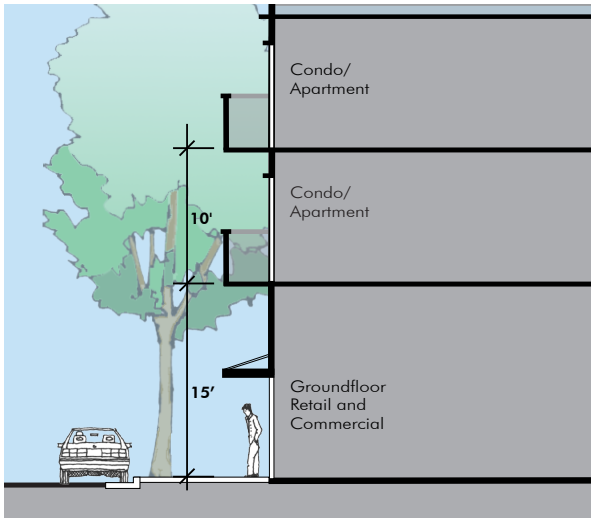
**1Aii-5** Encourage target residential density of about 35 du/ac. Ensure minimum density of 15 du/ac along major arterial corridors.

**1Aii-6** Provide F.A.R that encourages strong and prominent retail and commercial space on the ground floors of buildings fronting arterials and collectors.

**1Aii-7** Encourage heights of 15 to 20 feet floor to floor for commercial uses and 10 feet for residential floors.




1Aii-2




1Aii-7

## 1Aiii Setbacks and Stepbacks

**1Aiii-1** Build up to the right-of-way along major pedestrian friendly streets like Del Paso Boulevard (for mixed use buildings with ground floor commercial and retail) to allow buildings to provide strong street definition and an active edge along the sidewalk.

**1Aiii-2** Provide exceptions to the above guideline where constrained right-of-way produces ADA deficient sidewalks. Allow buildings setbacks of up to 10 feet for pedestrian easements that help create tree shaded pedestrian sidewalks.

**1Aiii-3** Provide 10 to 15 feet front setbacks for buildings with residential uses on the ground floor.

**1Aiii-4** Include tree plantings along the alley to screen and soften the impact of new multi-story buildings on existing residential, and to create a more pedestrian-friendly environment along alleyways

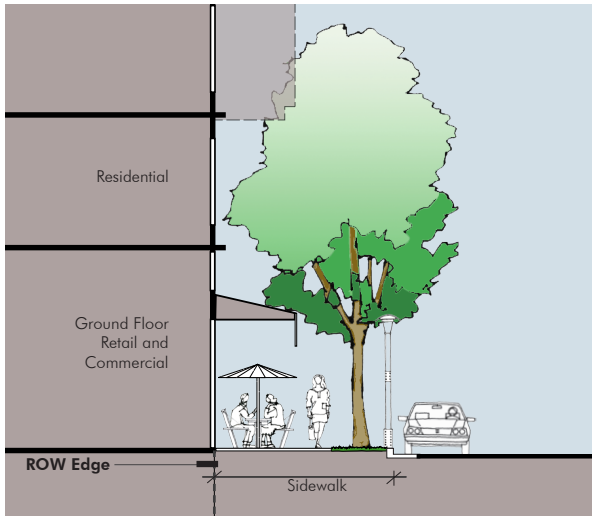
**1Aiii-5** Allow stepbacks at two stories and above.

**1Aiii-6** Incorporate pedestrian friendly elements including balconies and front porches within front setbacks.

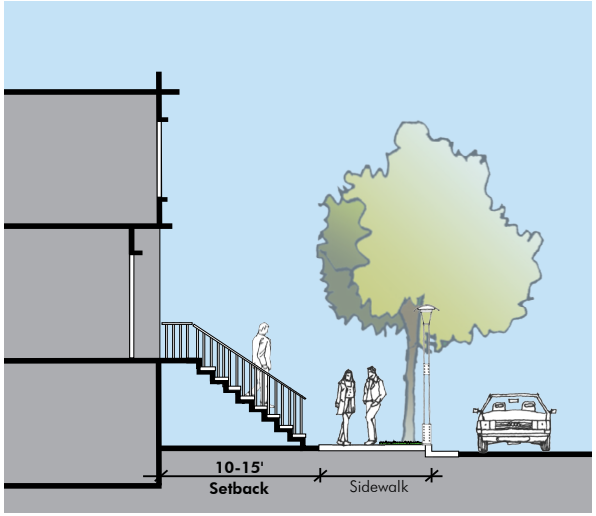
**1Aiii-7** Allow commercial signage to extend up to five feet into setbacks and wide sidewalks.

**1Aiii-8** Ensure fences and shrubs in front of new residential uses are no more than three feet tall.

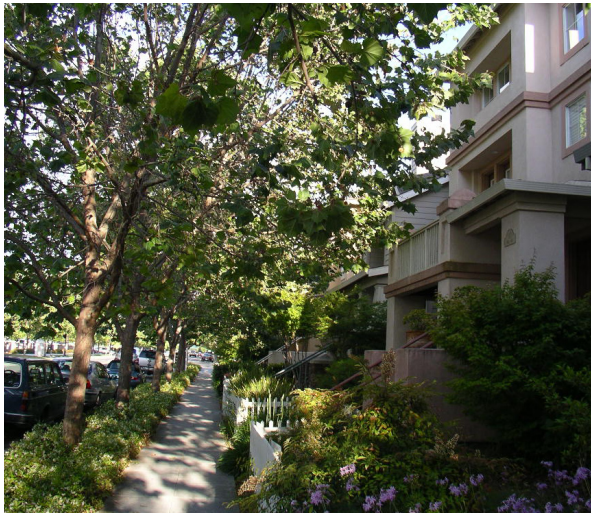
*Pedestrian engaging building built up to the right-of-way*




**1Aiii-1**

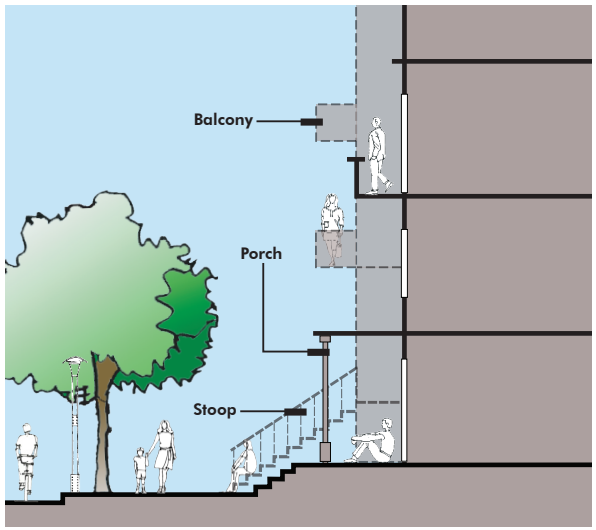



**1Aiii-3**



*Pedestrian friendly residential setbacks*

## 1Aiv Building Character and Façade Articulation




1Aiv-2

**1Aiv-1** Prioritize articulation of facades along Del Paso Boulevard and other key pedestrian friendly corridors identified in the Urban Design Concept Plan.

**1Aiv-2** Utilize building elements such as cornices, lintels, sills, balconies, awnings, porches, stoops, etc to enhance building facades.

**1Aiv-3** Incorporate vertical and horizontal architectural elements to mitigate long unbroken building facades.

**1Aiv-4** Encourage the use of materials, forms and colors on buildings that provide visual interest to the pedestrian and contribute to the street edge.

**1Aiv-5** Require all ground floor retail and first floor office uses to have non-reflective glass windows fronting onto major pedestrian streets. When windows face southwest and west, frame them with protruding vertical and horizontal shading elements such as lintels, sills, etc to provide required protection from glare.

**1Aiv-6** Mark key commercial and mixed use buildings with unique roof silhouettes to celebrate their importance and establish them as landmarks along the corridor.

**1Aiv-7** Articulate and accentuate roofs of key residential buildings, especially at street corners and entry of developments.

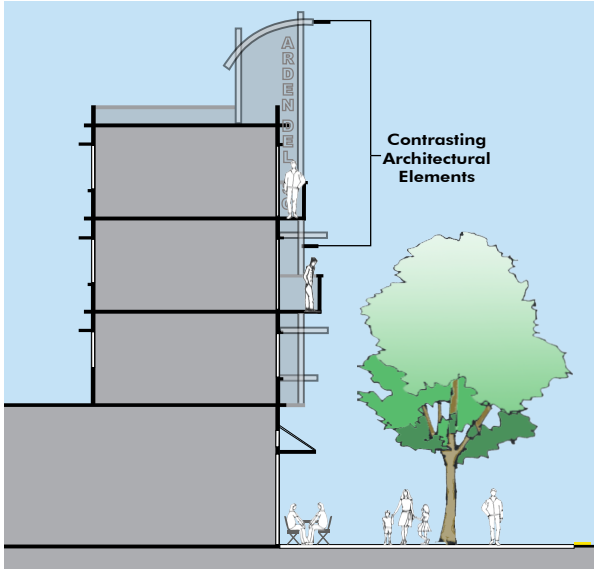
*Pedestrian engaging building facades incorporating vertical and horizotal elements, color, and different materials*

## 1Aiv Building Character and Façade Articulation (continued)

**1Aiv-8** Respect the past Art/Streamline Moderne architectural style along Del Paso Boulevard by not replicating or imitating the architecture, but continuing its essence, which was inspired by technology and the emerging love affair America had with machines. Simple and functional architecture that highlights the juxtaposition of strong architectural elements, such as contrasting strong horizontal and vertical lines with curving forms and complimenting subdued earthy base building colors with bright and dark colored trims.

**1Aiv-9** Interpret key signature elements of the Art/Streamline Moderne style in modern 21st Century building context, to create extremely pedestrian friendly and arresting building façades, by grouping windows to create strong horizontal lines, using doors made of large plate glass, and incorporating materials in innovative ways.

**1Aiv-10** Encourage architectural styles that use sustainable building practices and materials, and ecologically-sensitive design solutions, including solar panels, light shelves, and cool roofs.




1Aiv-8

*Juxtaposition of strong horizontal and vertical lines with curving forms*

*Ecologicaly sensitive building elements like solar roofs*

## 1B BUILDING PROTOTYPES - 1Bi Row Houses and Town Homes

Row houses and town homes are defined as multi-story single-family residential units and are currently the most market-friendly building prototype. Row houses generally front public streets, while town homes are located along internal pedestrian pathways and mews. (For further information on market-friendly building prototypes, see appendix.)



### *Orientation & Layout*

**1Bi-1** Maximize the number of units and building entries fronting the street to allow maximum "eyes on the street".

**1Bi-2** Configure residential developments so that the majority of units minimize exposure to the south-west and west sun while still allowing plenty of light and ventilation from at least two sides in each unit.

**1Bi-3** Allow one to two parking spaces per unit, preferably contained within each unit. Encourage tandem parking within residential units.

**1Bi-4** Provide parking in the rear of the lots accessed by existing alleys and new minimum 20 feet wide driveways.

### *Massing & Setbacks*

**1Bi-5** Allow densities of 15 to 40 du/ac for row houses and 25 to 40 du/ac for town homes.

**1Bi-6** Encourage two- to three-story buildings.

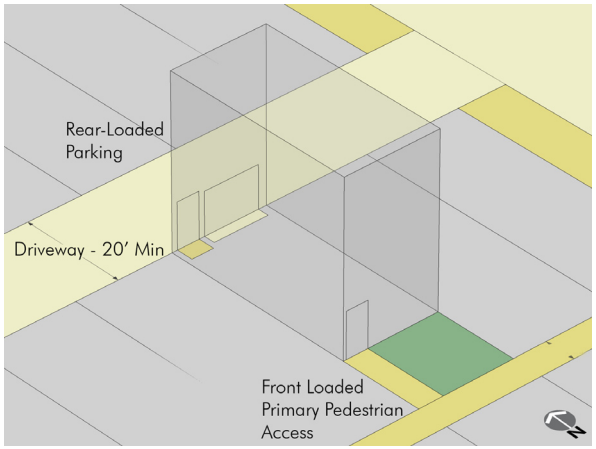
**1Bi-7** Ensure 10 to 20 feet deep front setbacks for each unit to allow for open spaces for gardening, barbecuing, etc

**1Bi-8** Where possible, provide variation in front setback depth to enrich the pedestrian experience.

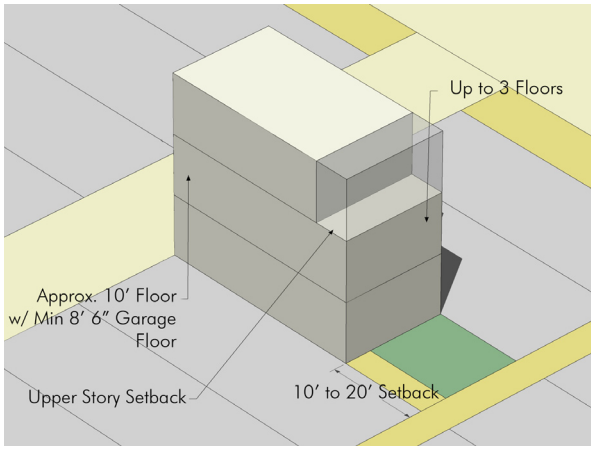
**1Bi-9** Explore minimum three feet wide side setbacks on at least one side for row houses.

**1Bi-10** Stepback upper floors to create opportunities for balconies.

*Townhomes entries fronting the street*




**1Bi-2, 1Bi-4**




**1Bi-6, 1Bi-7, 1Bi-10**

## 1Bi Row Houses and Town Homes (Continued)

### *Building Articulation*

**1Bi-11** Articulate the front facades with rhythm of windows and other elements, including porches, porticos, and balconies.

**1Bi-12** Where possible, provide variations in building elements, including roof silhouettes, proportion of fenestrations, and colors in adjoining residential units.

**1Bi-13** Allow upper story balconies to protrude four to six feet from the building edge.

### *Public-Private Interface*

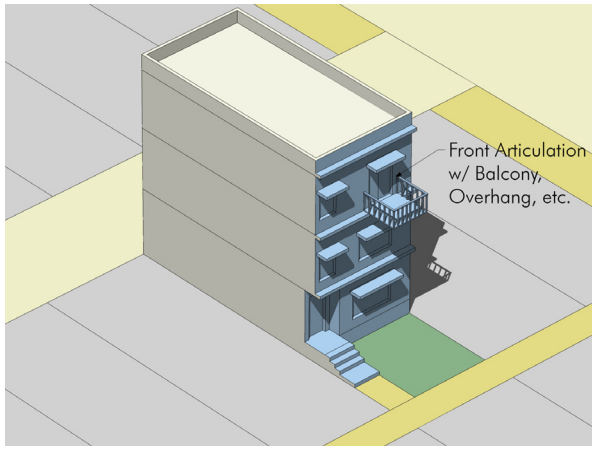
**1Bi-14** Design front setbacks to allow maximum opportunities for interaction between residents and neighbors.

**1Bi-15** Plant trees within front setbacks, three to five feet from edge of adjoining parcel line, to provide shade to pedestrians and residents.

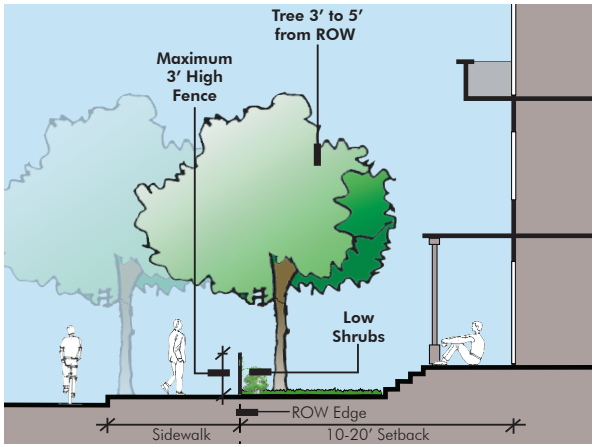
**1Bi-16** Allow porches and balconies within the front setbacks.

**1Bi-17** Articulate property edges with fences and landscaping. Ensure fences are no more than three feet high.

*Pedestrian friendly fences and frontyard landscaping*




**1Bi-11, 1Bi-13**




**1Bi-14, 1Bi-15, 1Bi-16, 1Bi-17**

## 1Bii Lofts & Live-work Units

Lofts and Live-work units allow for flexible spaces that can be used for both residential and non-residential purposes. This building prototype is well suited for the largely industrial sections of North Sacramento as the transit stations area transition into non-industrial mixed use residential neighborhoods.

### *Orientation & Layout*

**1Bii-1** Orient the flexible space component of the unit towards the public realm of streets and pedestrian pathways to optimize business visibility.

**1Bii-2** Ensure orientation of the glazed double height built spaces to face north to minimize glare and heating of the building.

**1Bii-3** Allow one to two parking spaces per unit, located within each unit and/or in shared parking lots in the rear of the development. Encourage tandem parking.

### *Massing & Setbacks*

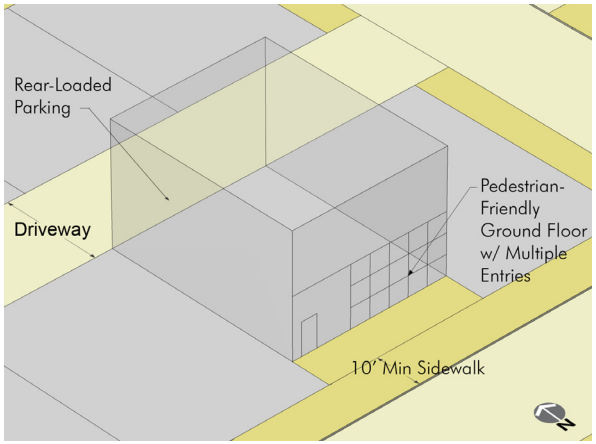
**1Bii-4** Allow densities of 15 to 30 du/ac.

**1Bii-5** Encourage floor-to-floor heights of about fifteen feet.

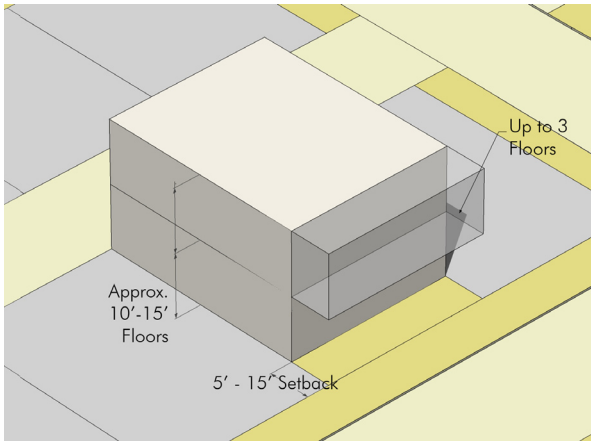
**1Bii-6** Allow five to fifteen foot wide front setbacks to provide privacy. Allow the setbacks to accommodate architectural elements, including colonnades and awnings.

**1Bii-7** Encourage the street facing facades to be vertical with little or no stepbacks.

*Edgy industrial character of live-work lofts*




**1Bii-1, 1Bii-2, 1Bii-3**




**1Bii-5, 1Bii-6**

## 1Bii Lofts & Live-work Units (continued)

***Building Articulation***

**1Bii-8** Design the front façade of live work units to reflect the simple and functional, yet edgy, character of industrial buildings.

**1Bii-9** Articulate the front facades with big double height windows, awnings, saw tooth roofs, etc.

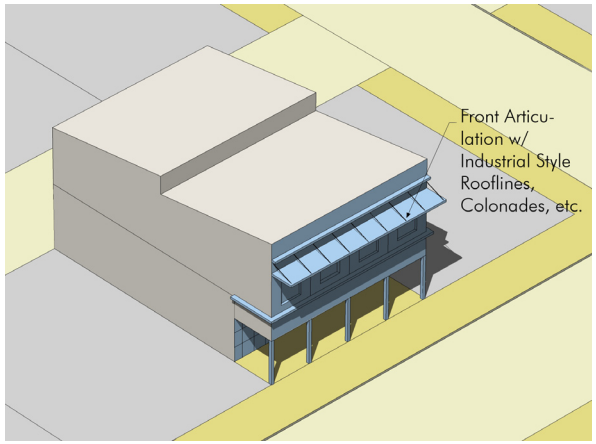
**1Bii-10** Allow upper story balconies to protrude four to six feet from the building edge.

***Public-Private Interface***

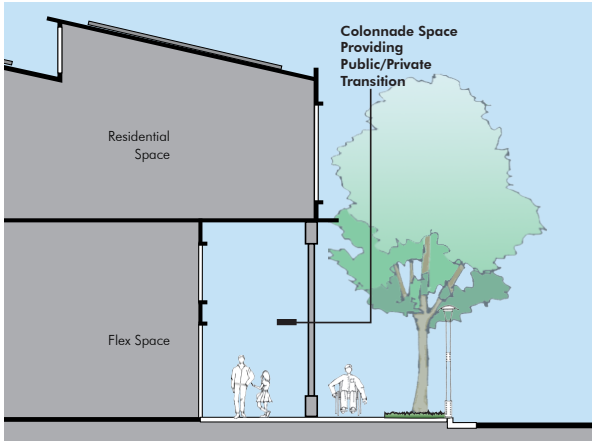
**1Bii-11** Accommodate elements, such as colonnades in the front setbacks, that provide flexibility to be used as residential oriented porches or business entry alcoves, whichever best suits the use of the live-work unit.

**1Bii-12** Allow awnings and signage to protrude within front setbacks.

*Multi-story live-work lofts articulated with double height windows and baconies*




**1Bii-8**




**1Bii-11**

## 1Biii Mixed-Use Buildings

Mixed-Use buildings are defined as multi-story residential developments with ground floor retail and commercial and condominiums and/or apartments above. Primarily located along major arterial roads and collector streets, mixed-use developments are vital in creating walkable transit friendly communities.

### *Orientation & Layout*

**1Biii-1** Create a strong building edge along the street to maximize visibility of the commercial uses, which in turn provides eyes on the street.

**1Biii-2** Include adjacent on-street parking to fulfill on-site parking requirements for the retail component of the building.

**1Biii-3** Provide parking in the rear of the lot, preferably accessed by side roads, and existing alleys and new minimum 20 feet wide driveways.

**1Biii-4** Articulate driveways and parking lots with special paving and trees. Setback building three to five feet beyond the minimum width of the driveway to allow for small canopy trees.

### *Massing & Setbacks*

**1Biii-5** Target minimum density of 25 du/ac for residential and 0.25 F.A.R. (floor area ratio) for commercial and retail.

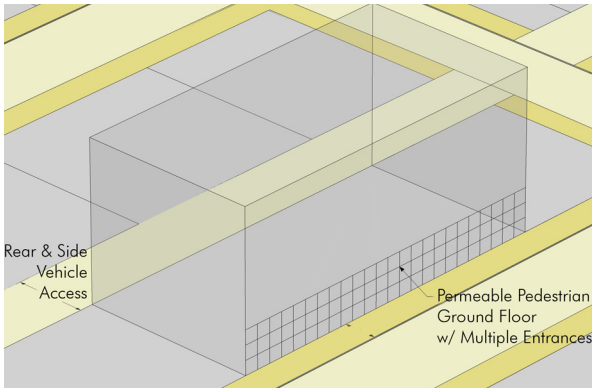
**1Biii-6** Allow buildings to be four to five stories high. Ensure buildings are at least two stories.

**1Biii-7** Locate the majority of the building façade and commercial building uses of the building along the edge of sidewalk.

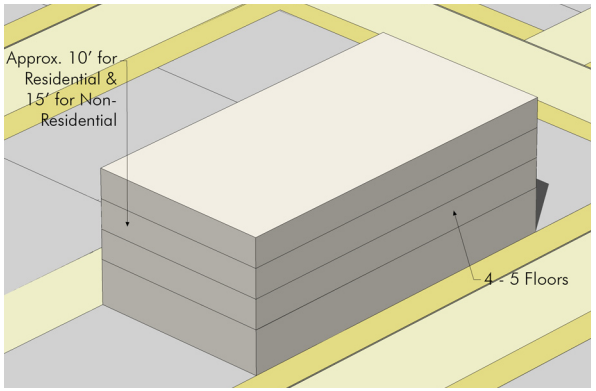
**1Biii-8** Allow 10 to 15 feet front setbacks for ground floor residential units that front the streets.

**1Biii-9** Step back the massing of the building development such that it is at it highest intensity along major street, and at its lowest when adjacent to existing residential development.

*Driveway and parking lot articulated with special paving*




**1Biii-1, 1Biii-3**




**1Biii-6**

## 1Biii Mixed-Use Buildings (continued)

### *Building Articulation*

**1Biii-10** Maximize the number of building entries, especially of office and retail businesses, along the façade fronting the major street. Emphasize primary entry of buildings (e.g. entrance lobby) with vertical elements.

**1Biii-11** Where possible, locate pedestrian-oriented entries of the upper floor residential units along the street facing façade.

**1Biii-12** Articulate the front facades with rhythm of windows, both along the ground floor and upper residential floors.

**1Biii-13** Ensure that the ground floor is as transparent as possible to connect the pedestrians and the building users.

### *Public-Private Interface*

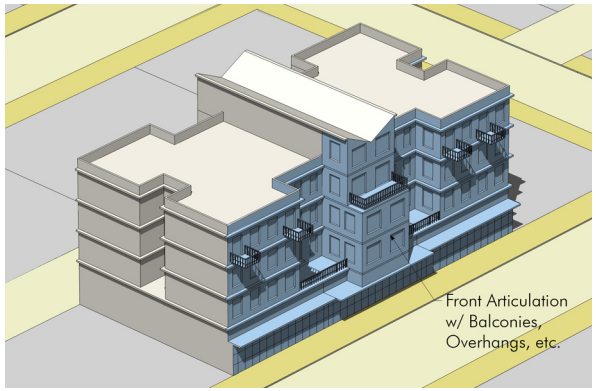
**1Biii-14** Allow residential balconies and commercial awnings and signage to protrude four to six feet from the building edge into the sidewalk realm.

**1Biii-15** Landscape front setbacks of the street facing ground floor residential component of the mixed-use buildings.

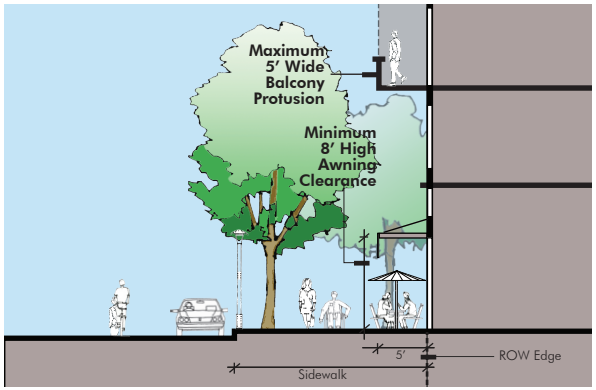
**1Biii-16** Provide privacy for first floor office and residential units by allowing them to be three feet above the sidewalk level.

*Well articulated mixed-use building with multiple building entries and rhythm of fenestrations fronting the street*

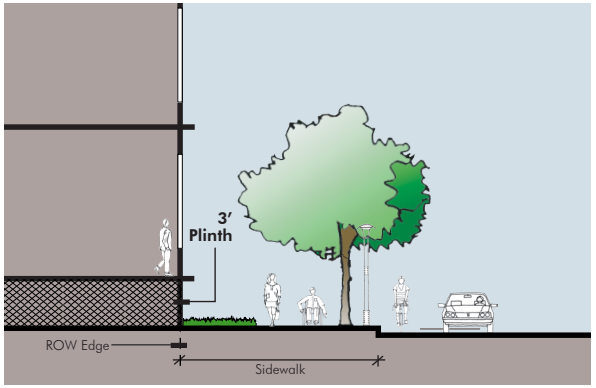





**1Biii-12**




**1Biii-14**




**1Biii-16**

## 1Biv Commercial Buildings

Commercial buildings are envisioned as multi-story developments and are primarily located along major arterial roads such as Del Paso Boulevard and Arden Way.

### *Orientation & Layout*

**1Biv-1** Orient the primary façade of commercial buildings along the major streets.

**1Biv-2** Provide two parking spaces per 1000 square feet of commercial space to reflect the transit friendly, non-auto oriented character.

**1Biv-3** Allow parking requirements for the retail component of commercial buildings to be provided by adjacent on-street parking.

**1Biv-4** Provide parking in the rear of the lot.

**1Biv-5** Explore integrated stormwater drainage facilities, such as swales for the rear parking lots.

### *Massing & Setbacks*

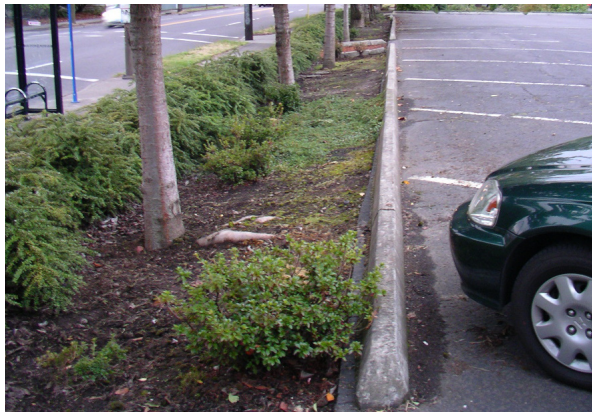
**1Biv-6** Target minimum F.A.R of 0.5.

**1Biv-7** Allow buildings to be four to five stories high. Ensure at least two two-story buildings.

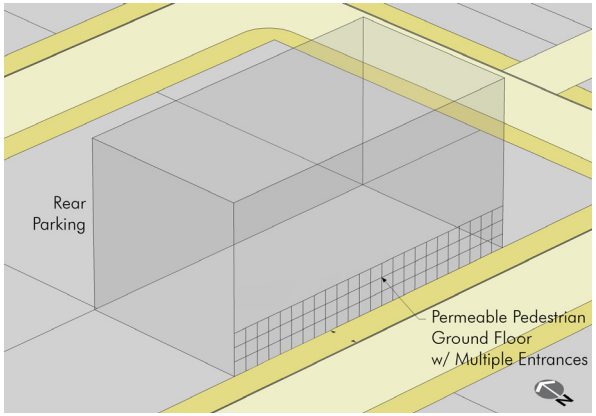
**1Biv-8** Locate the majority of the building façade and commercial building uses of the building along the edge of the sidewalk.

**1Biv-9** Allow stepbacks after the second floor to ensure that buildings provide a minimum amount of definition to the street.

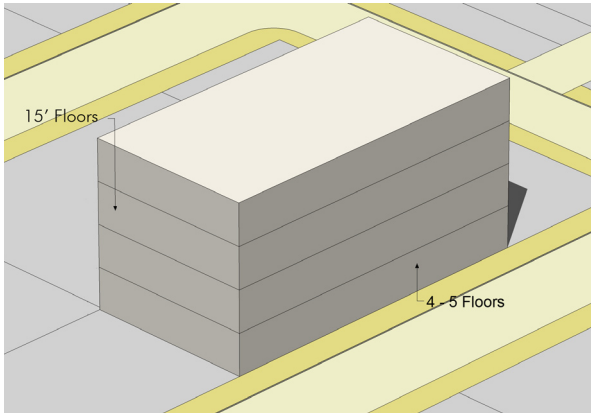




*Integrated storm water drainage facility for parking lot*




**1Biv-1, 1Biv-4**




**1Biv-7**

## 1Biv Commercial Buildings (continued)

***Building Articulation***

**1Biv-10** Maximize the building entries along the primary street façade. Emphasize the primary entry of buildings.

**1Biv-11** Break the mass of some of the long and larger commercial buildings with architectural design including vertical elements and minor setbacks.

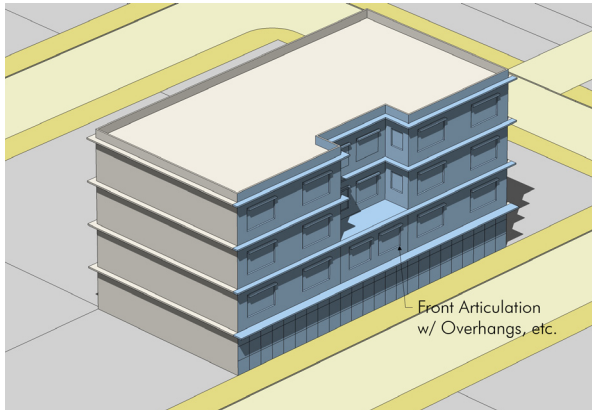
**1Biv-12** Emphasize the front facades with rhythm of fenestrations (doors and windows), both along the ground floor and upper residential floors.

***Public-Private Interface***

**1Biv-13** Provide privacy for first floor commercial uses by allowing them to be built three feet above the sidewalk level while ensuring ADA access to primary building entries.

**1Biv-14** If possible, provide opportunities for seating and gathering within the building façade, minor building setback and sidewalks adjacent to the building.

*Seating and gathering opportunities along the building facade*




**1Biv-11, 1Biv-12**

*First floor elevated by 3 feet provides privacy for building users*

## 2. SITE DESIGN AND PLANNING OF THE PUBLIC REALM

The intent of these design guidelines is to reclaim the existing "auto-oriented" public realm for the pedestrian. The public area under discussion includes the right-of-way along arterials (Del Paso Boulevard and Arden Way), collectors and local streets (including Acoma, Globe, and other north-south streets), mid-block alleys, and usable open spaces, such as parks, pocket parks, and plazas.



The enhancement of the public realm is also the most effective way to create a variety of social gathering places that are integral to improving the quality of life in the area. Overall, reclaiming the public realm will provide greater opportunities for residents, commercial and retail users, and visitors to experience spontaneous meetings, recreate, and enjoy the unique character of existing and new neighborhoods.

The design guidelines focus on two primary components of the public realm: streets[1] and usable public spaces, such as plazas. The design guidelines for the individual streets focus on the configuration of the public roadway, the pedestrian environment, and the interface between public and private realm.

The guidelines reflect the community's vision and build upon existing documents, including the Sacramento Bike Master Plan and Sacramento Pedestrian Master Plan, while taking into account the constrained right of way of existing arterials and local streets of North Sacramento.

This section begins with overarching guidelines dealing with typical widths of roadways, sidewalks, pedestrian realm character, etc. and is followed by detailed design guidelines for key streets and plazas and transit stations. The order in which the street sections are presented is based on the station area. In cases in which a street transects more than one station area, the street is discussed within the station area that the street has the greatest presence. However, some streets, such as Arden Way, are discussed in two station areas.

1 Additional studies, beyond the scope of this project, would be needed to study any significant and unavoidable traffic impacts caused by the streetscape improvements.

## 2Ai Roadway

**2Ai-1** Ensure 12 feet wide travel lanes for arterial streets. Where right-of-way is constricted, allow 11 feet wide travel lane for the middle travel lane next to a turn lane.

**2Ai-2** Ensure 12 feet wide travel lanes next to parking lanes and raised curbs on arterial streets. Where constrained, allow 11 feet wide travel lanes next to raised curbs. Allow 11 feet wide travel lanes next to bike lanes.

**2Ai-3** Ensure eleven feet wide travel lanes for local streets. Where right-of-way is constricted, allow ten feet wide travel lanes for local access streets.

**2Ai-4** Maintain existing eighteen to twenty feet wide shared use roadways for local streets in the Woodlake and Dixieanne neighborhoods.

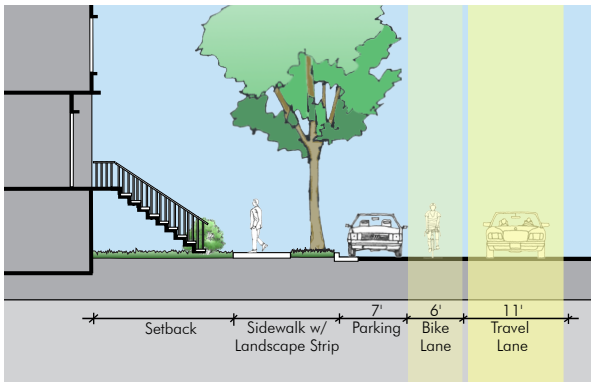
**2Ai-5** Provide 12 feet wide turn lanes along arterial roads. Where right-of-way is constrained, allow 11 feet wide turn lanes.

**2Ai-6** Ensure 8 feet wide parking lanes along arterial and collector streets for on-street parallel parking.

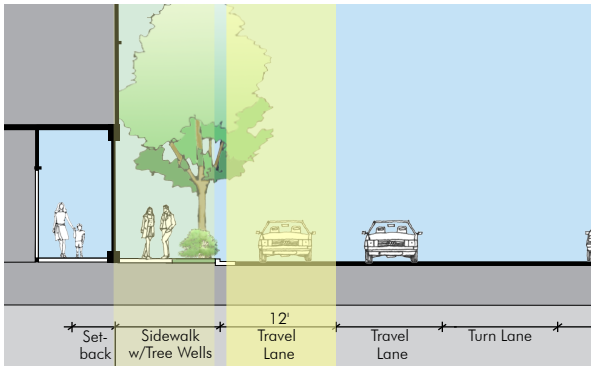
**2Ai-7** Ensure 7 feet wide parking lanes along local streets.

**2Ai-8** Provide 6 feet for dedicated bike lanes along roads. Bike lanes next to curbs will include the 2 feet wide gutter.

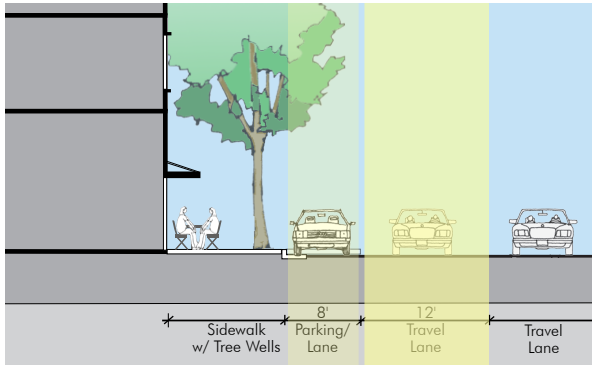
**2Ai-9** Where right-of-way is constrained, especially along local streets, explore including Class III bike routes. (Class III Bike Route indicates an on-street roadway recommended for bicycle travel that provides for shared use with automobiles.)



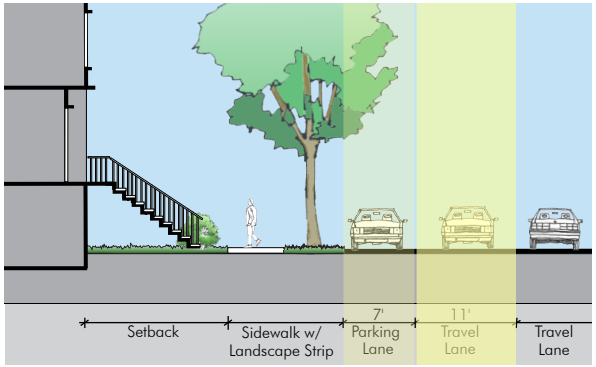

**2Ai-7, 2Ai-8 (Local Street)**



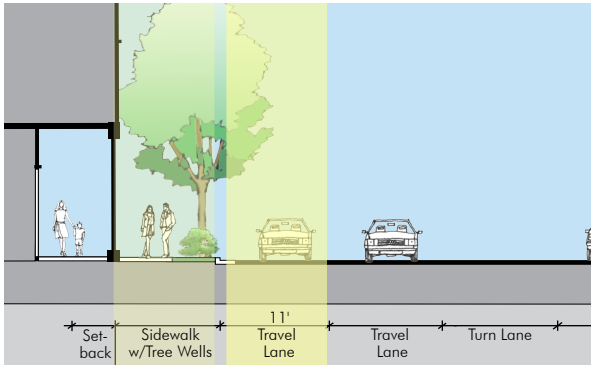

**2Ai-2 (with unconstrained Arterial Street**




**2Ai-1, 2Ai-6 (Arterial or Collector Street)**

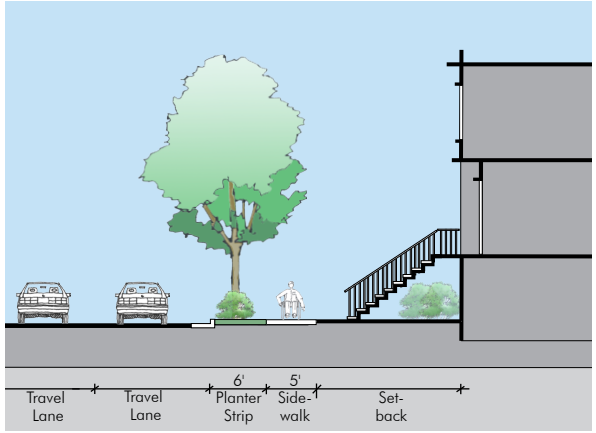



**2Ai-3, 2Ai-7 (Local Street)**



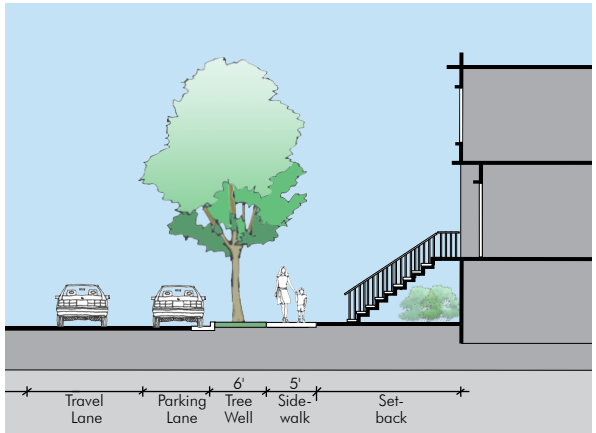

**2Ai-2 (with constrained Arterial Street ROW)**

## 2Aii Pedestrian Realm




**2Aii-1, 2Aii-6, 2Aii-7, 2Aii-8**






**2Aii-6, 2Aii-7**

**2Aii-1** Ensure continuous ADA accessible five feet wide pedestrian pathways along all streets.

**2Aii-2** Provide six feet wide sidewalks excluding curb-along major pedestrian corridors, such as Del Paso Boulevard.

**2Aii-3** Where right-of-way is constrained, provide minimum six feet wide sidewalks (including curb) along major pedestrian corridors.

**2Aii-4** Explore pedestrian easements within private realm to provide wider ADA accessible sidewalks along with trees and landscaping amenities to the pedestrian realm.

**2Aii-5** Where right-of-way is constrained for local streets, maintain existing shared use of roadway by pedestrians and automobiles.

**2Aii-6** Locate planter strip between sidewalks and travel lanes to provide a safety buffer for pedestrians from fast moving traffic. Allow tree wells to be used instead of planter strips in cases where there are parking or bike lanes next to sidewalks.

**2Aii-7** Provide six feet wide planter strips and tree wells along streets. Where right-of-way is constrained, explore five feet wide planter strips and tree wells.

**2Aii-8** Landscape planter strips with shade-providing trees and shrubs.

**2Aii-9** Strengthen the planter strip with structural soil.[2]

**2Aii-10** Provide pedestrian-oriented and automobile-oriented street lighting along major pedestrian corridors.

**2Aii-11** Provide pedestrian-friendly streetscape amenities, including seating, garbage cans and public art, at key nodes along major pedestrian corridors.

2 Research has shown that trees do poorly in urban environments, especially when roots are deprived of adequate oxygen and moisture. Therefore, provide Cornell University Structural Soil two to three feet deep and a minimum ten feet wide under paving in narrow medians and under all sidewalks, in lieu of standard aggregate base.

## 1A iii Public-Private Interface

**2Aiii-1** Ensure strong connections between the private and the public realm to create safe, comfortable and enriching pedestrian experience.

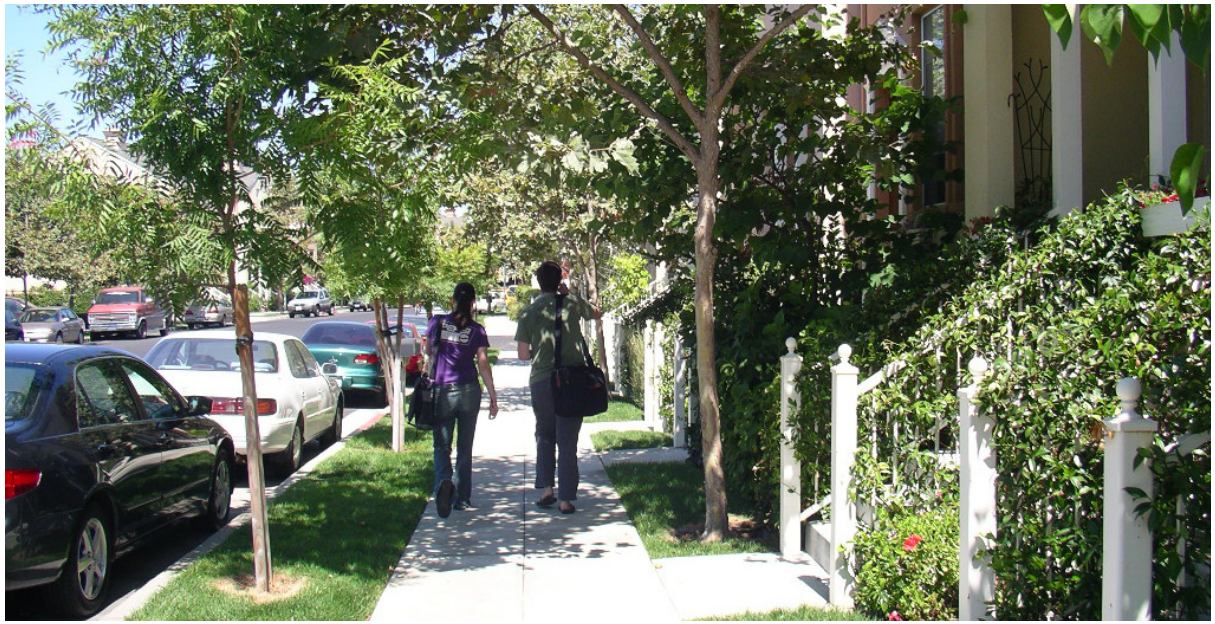
**2Aiii-2** Where the right-of-way is too constrained to accommodate trees along sidewalks, ensure trees within the adjacent private lots. Plant trees three to five feet from the edge of the sidewalk within private lots.

**2Aiii-3** Ensure fences are no higher than three feet to allow meaningful connection between the private and pedestrian realm.

**2Aiii-4** Explore mitigating blank walls with murals and landscaping.

**2Aiii-5** Allow outdoor seating for restaurants and cafes and displays for businesses provided there is a minimum five feet wide sidewalk clearance for pedestrians.

*Outdoor seating and shop display respecting the needs of pedestrians and ADA access*



*Pedestrian friendly public-private interface*

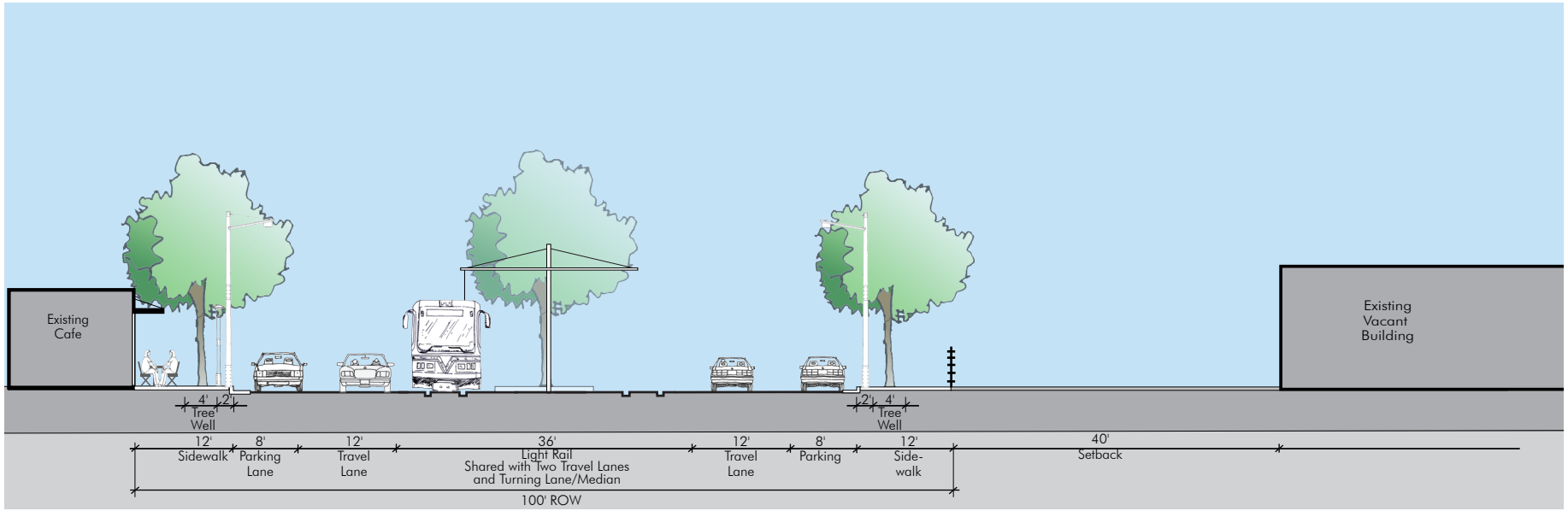
## 2B STREET DESIGN - 2 Bi Del Paso Boulevard

The guidelines in this section focus on Del Paso Boulevard between Globe Avenue and Arden Way. The area north of Arden Way is currently being developed through another project.

The roadway configuration of Del Paso Boulevard changes to accommodate the light rail station in the middle of the road at Globe Avenue and Acoma Street. The area along Del Paso Boulevard north of Southgate Road has two lanes of traffic in either direction with one lane shared between automobiles and light rail.



**Del Paso - Existing Section Looking Northeast**



## 2Bi Del Paso Boulevard (continued)

***Roadway***

**2Bi-1** Maintain existing roadway configuration between Southgate Road and Arden Way with two twelve feet wide (or more) travel lanes in either direction and one turn lane near intersections.

**2Bi-2** Allow eight feet wide on-street parking on either side of the road, especially adjacent to commercial properties.

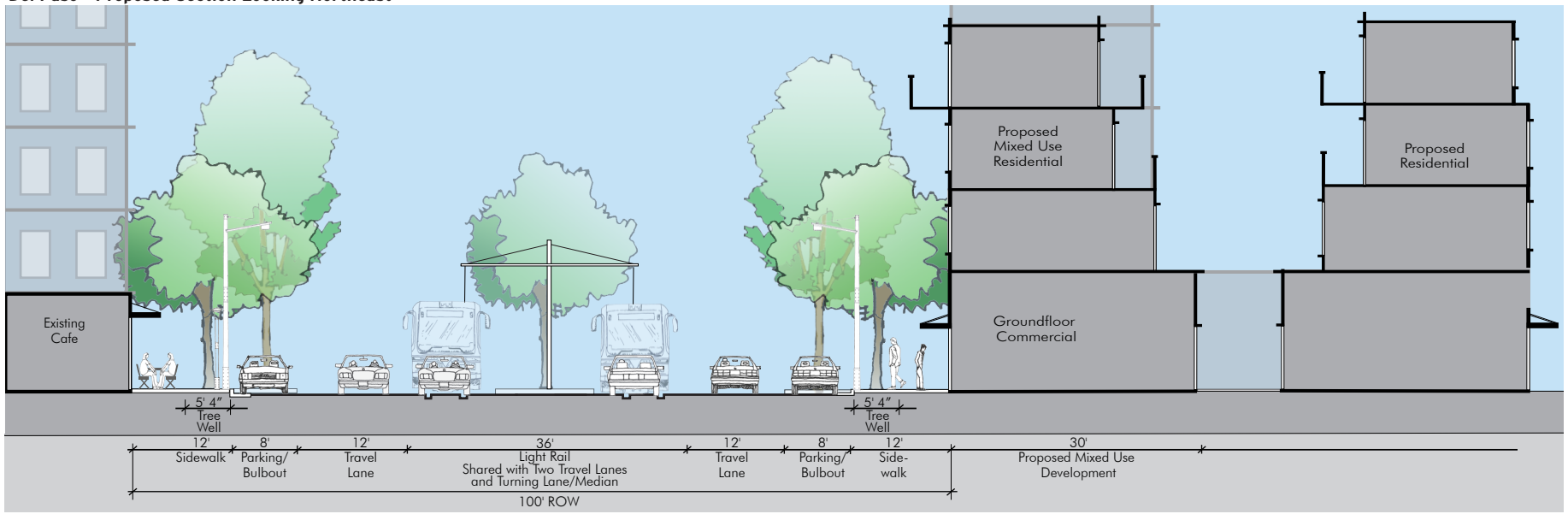
**2Bi-3** Explore expanding the length of center medians, landscaped with appropriate trees and shrubs, without negatively impacting the left turn lanes.

**2Bi-4** Maintain and strengthen crosswalks across Del Paso Boulevard.

*Maintain existing Del Paso Blvd roadway configuration between Southgate Road and Arden Way*

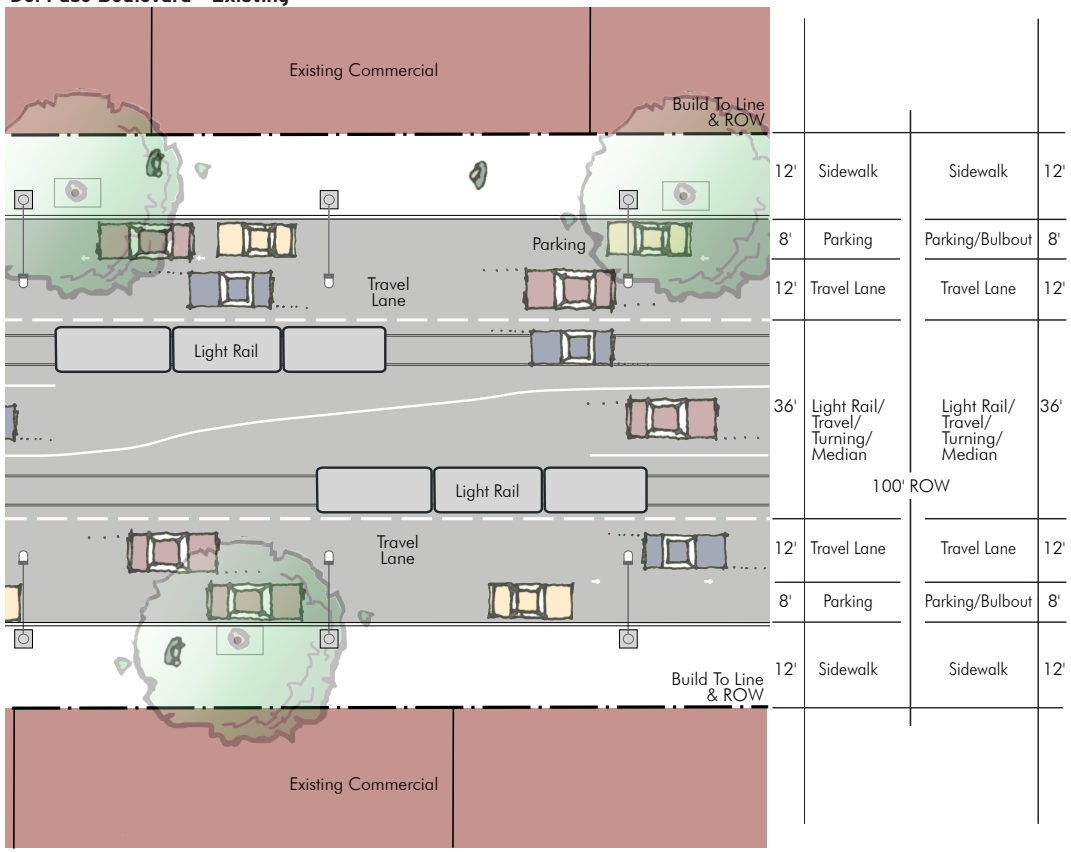


**Del Paso - Proposed Section Looking Northeast**

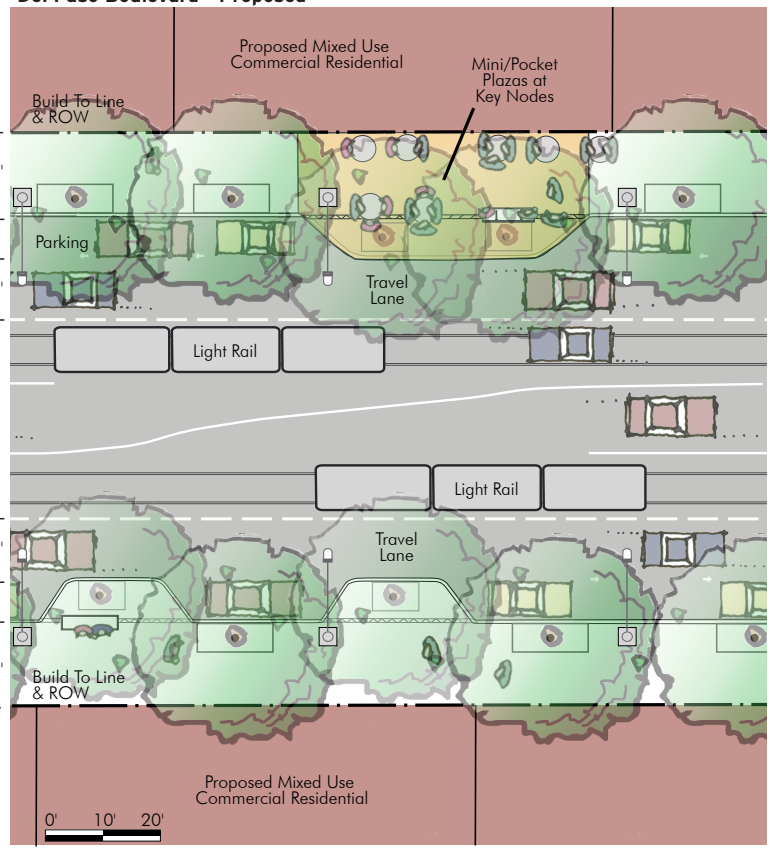


## 2Bi Del Paso Boulevard (continued)

**Del Paso Boulevard - Existing**




**Del Paso Boulevard - Proposed**



## 2Bi Del Paso Boulevard (continued)

***Pedestrian Realm***

**2Bi-5** Maintain existing twelve feet wide sidewalks on either side of the road for the section of the street in which the light rail tracks are in the middle of the road (between Southgate Road and Arden Way).

**2Bi-6** Where right-of-way is constrained, provide pedestrian easements on the south side of Del Paso Boulevard to create twelve feet wide sidewalks with tree wells.

**2Bi-7** Allow for minimum six feet wide tree wells.

**2Bi-8** Create mini/pocket public plazas at key nodes along the corridor by reclaiming a portion of the parking lane. Articulate the node with trees, special paving and seating.

**2Bi-9** Provide a variety of seating (temporary and permanent) at key nodes.

***Public-Private Interface***

**2Bi-10** Encourage buildings to build along the ROW line for most of the corridor.

**2Bi-11** Where right-of-way is constrained by the existence of the transit station in the middle of the road, allow buildings to be setback to allow for twelve feet wide, tree-lined sidewalks.

**2Bi-12** Explore the use of elevated first floors and colonnades to provide a buffer space for privacy of building users.

*Existing outdoor seating along Del Paso Boulevard*

*Seating at nodes created by reclaiming a portion of parking*

*Elevated first floor providing privacy for building users*

## 2Bii Acoma Street

Acoma Street is a short street between Del Paso Boulevard and the Arden/Garden overpass. Primarily industrial uses front the east edge of the street. Except for the SETA building, vacant or underutilized uses exist along the west edge of the street.

No sidewalks exist on the eastern edge of the road. A narrow intermittent four feet wide sidewalk exists on the west side of this constrained fifty feet wide street right-of-way.

The design guidelines for Acoma Street aim to create a strong pedestrian- and bike-friendly connection between Del Paso Boulevard, the light rail station and the trailheads of multiple trails including the American River Parkway.

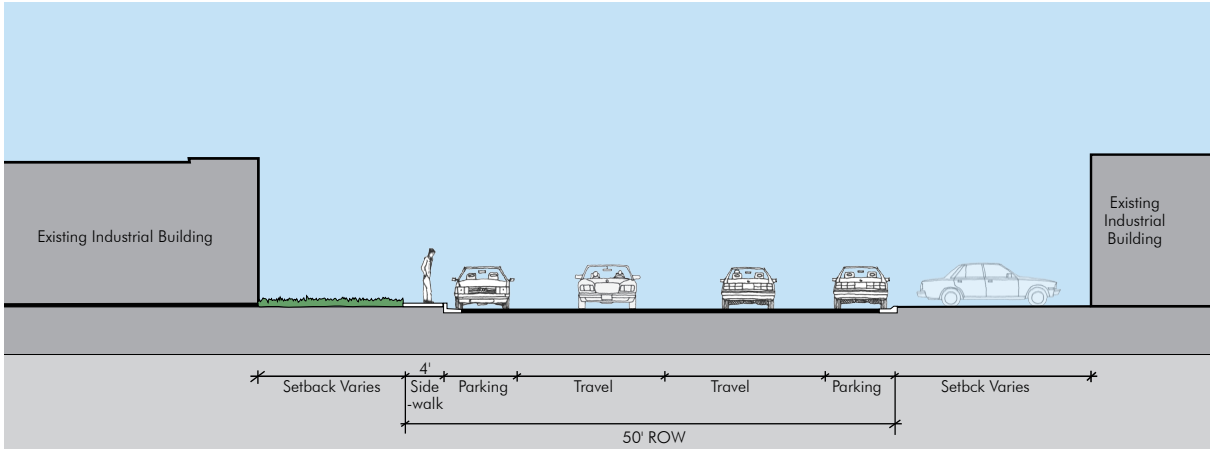
***Roadway***

**2Bii-1** Maintain two eleven feet wide travel lanes; one in either direction.

**2Bii-2** Allow a seven feet wide on-street parking lane on the east side of the road.

*Northern end of Acoma Street at the trailhead*

**Acoma Street - Existing Section Looking North**



## 2Bii Acoma Street (continued)

***Pedestrain & Bike Realm***

**2Bii-3** Create a fifteen feet wide shared pedestrian and bike path along the western edge of the street separated from the roadway by a storm water drainage planter.

**2Bii-4** Plant native, sustainable trees and shrubs in the drainage planter that reflect the natural character of the nearby American River Parkway.

**2Bii-5** Allow occasional tree-wells within bulbouts in between on-street parking spaces to provide valuable shade for the streetscape user.

**2Bii-6** Create mini/pocket public plazas at the two ends of the mixed-use pathway.

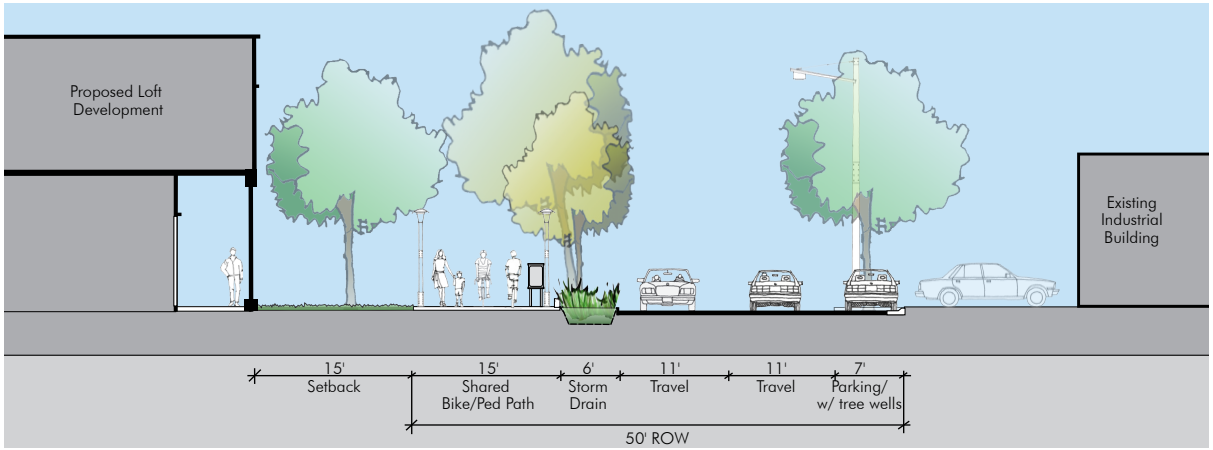
***Public-Private Interface***

**2Bii-7** Provide fifteen feet setbacks along the western edge of the street to allow for landscaped buffers between the pathway and new mixed-use residential development.

**2Bii-8** Encourage trees within the setback to provide additional shade and enclosure to the pedestrian and bicyclists.

*Shared pedestrian and bike path*

**Acoma Street - Proposed Section Looking North**



*Integrated storm water drainage planter along roadway*

## 2Biii Globe Avenue

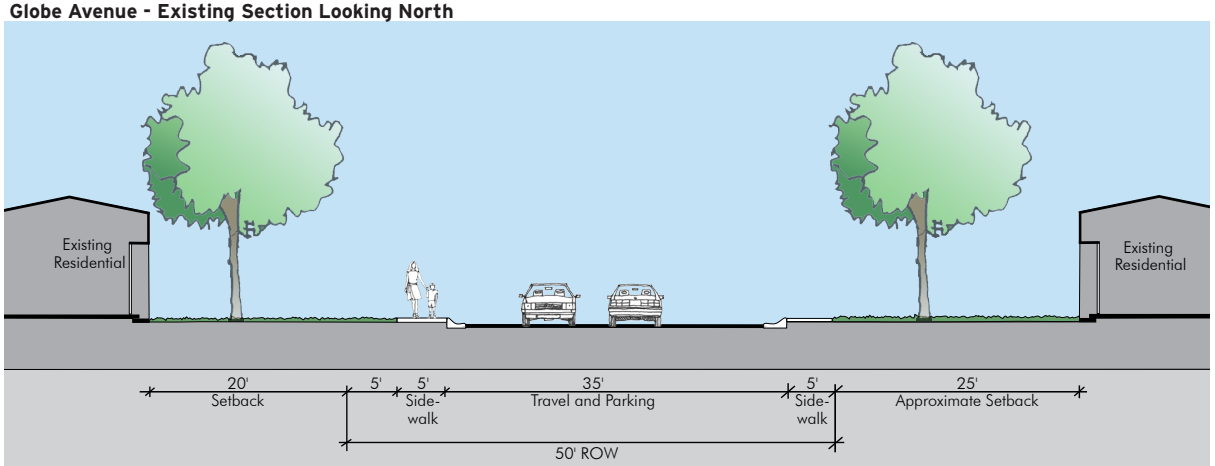
Globe Avenue is a 50 feet wide street with narrow five feet wide sidewalks on both sides of the street. Primarily multi-family and single family residential uses front both sides of the streets. However, the key intersection of Del Paso Boulevard and Globe Ave is marked by underutilized and vacant buildings that fail to maximize the transit oriented potential of the area.

***Roadway***

**2Biii-1** Maintain the existing configuration of the road with two travel and parking lanes on either side of the road.

*Existing Globe Avenue*

**Globe Avenue - Existing Section Looking North**



## 2Biii Globe Avenue (continued)

***Pedestrian & Bike Realm***

**2Biii-2** Plant trees along the west side of the street, within the existing right-of-way, to provide shade and sense of enclosure for all users of the street.

**2Biii-3** Create mini/pocket public plazas at the northern end of the street. Pave the north pocket plaza with paving similar to the transit plaza and the key node at Acoma Street.

**2Biii-4** Provide pedestrian-oriented street lighting to enhance pedestrian safety and the overall street experience.

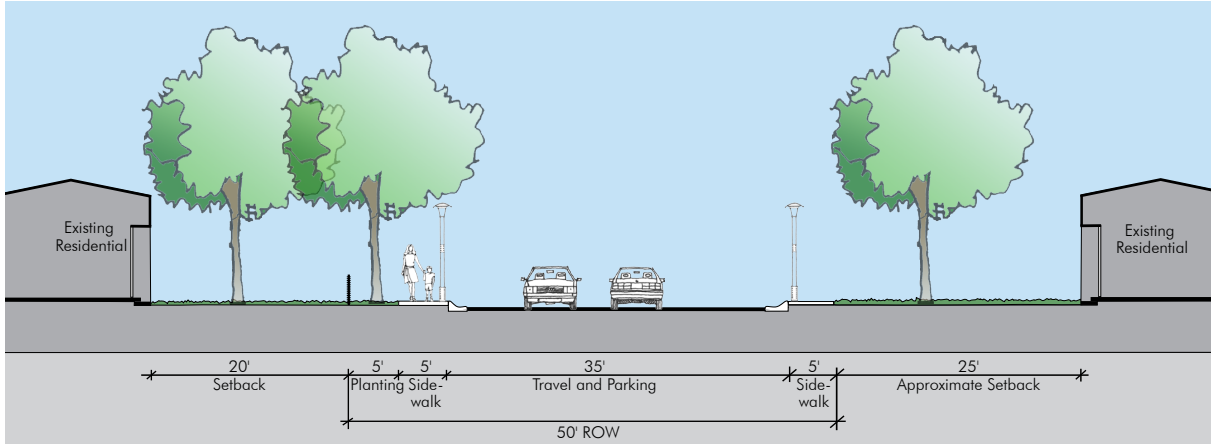
***Public-Private Interface***

**2Biii-5** Maintain at least 20 feet setbacks along the street to allow for gardens and front yards for new and existing residential uses.

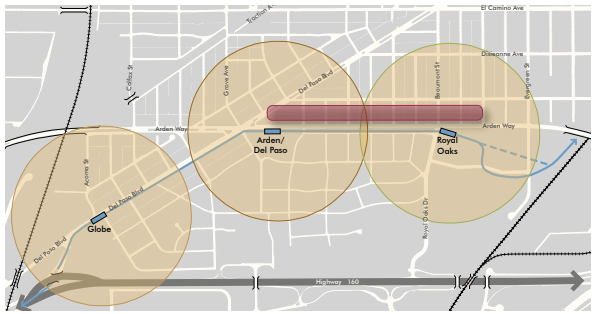
**2Biii-6** Allow for a shallower setback, a minimum of five feet deep, for the parcels facing Globe Avenue, between Del Paso Boulevard and the alley south of Del Paso.

*Trees provide shade and sense of enclosure for street users*

**Globe Avenue - Proposed Section Looking North**



## 2Biv Lea Way




Lea Way is a 20 feet wide alley/roadway with no sidewalks. The buildings along Lea Way have varying setbacks and have little or no connection to the street. The open space between the street and buildings is primarily commercial in nature and generally used for storage and parking.

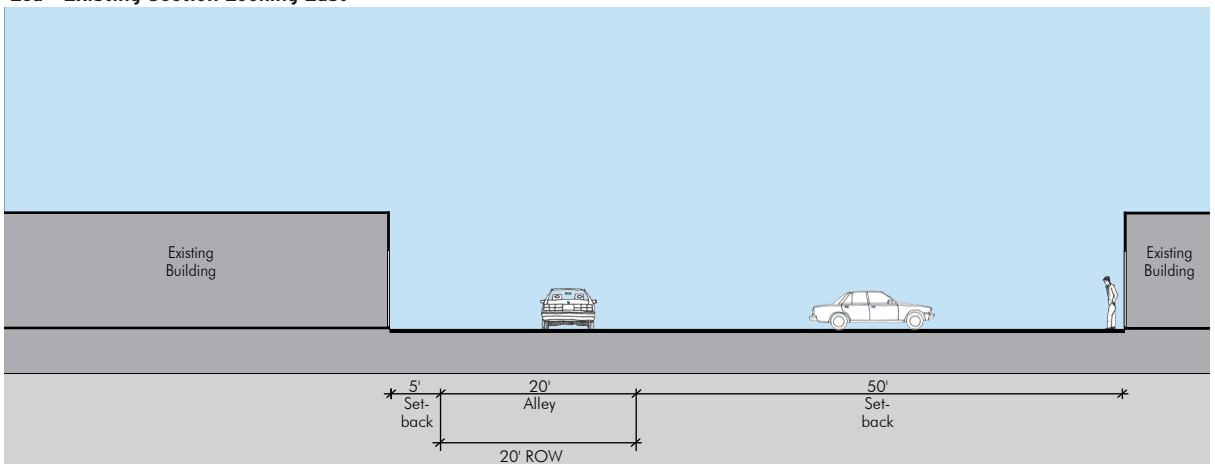
The opportunity to improve Lea Way comes with the development of multi-family residential and mixed-use development on one or both sides of the street as well development along Arden Way and Calvados. Proposed design guidelines for Lea Way could be explored for new alleys/driveways within new residential and mixed-use developments located in other parts of the study area.

***Roadway***

**2Biv-1** Maintain the existing 20 feet width of the road.

**2Biv-2** Continue the shared use of the roadway by pedestrian, bicyclists, and automobiles.

**Lea - Existing Section Looking East**



## 2Biv Lea Way (continued)

***Pedestrian & Bike Realm***

**2Biv-3** Explore the use of special pavers on the road, especially at key nodes, such as entrances to buildings, to enhance the pedestrian experience. Special paving may include permeable paving.

**2Biv-4** Provide pedestrian-oriented street lighting to enhance pedestrian safety.

***Public-Private Interface***

**2Biv-5** Encourage five feet setbacks to allow opportunities for planting trees with small canopies.

**2Biv-6** Where possible, design integrated storm water drainage planter strips on the sides of the road.

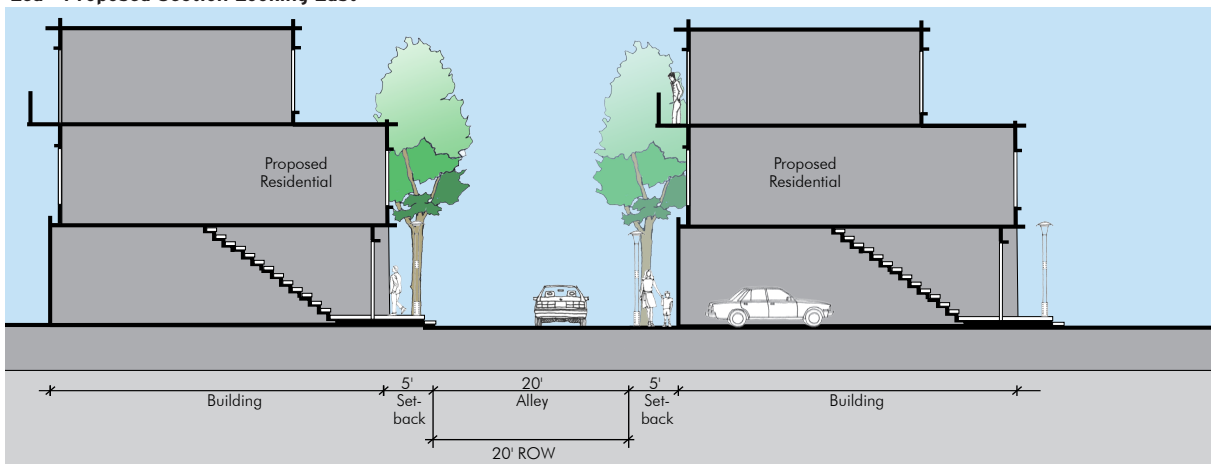
**2Biv-7** Provide pedestrian-friendly building entries in addition to garage doors

**2Biv-8** As new developments occur on the street, provide landscaping, including tree and shrubs to screen existing uses on the other side of the street that detract from the pedestrian experience.

*Strips of special paving along roadway enhances the pedestrian friendly experience*



**Lea - Proposed Section Looking East**



*Small canopy trees along narrow road*

## 2Bv Canterbury Road

Typical of most roads in the eastern section of Woodlake neighborhood, Canterbury Road is a shared roadway with narrow or no sidewalks. Canterbury Road is 50 feet wide. Canterbury Road between Arden Way and the mid-block alley between Del Paso Boulevard and Lochbrae Road is a one way southbound road, providing access into Woodlake neighborhood. A wide mix of uses including commercial, parking, civic and open spaces border the street.

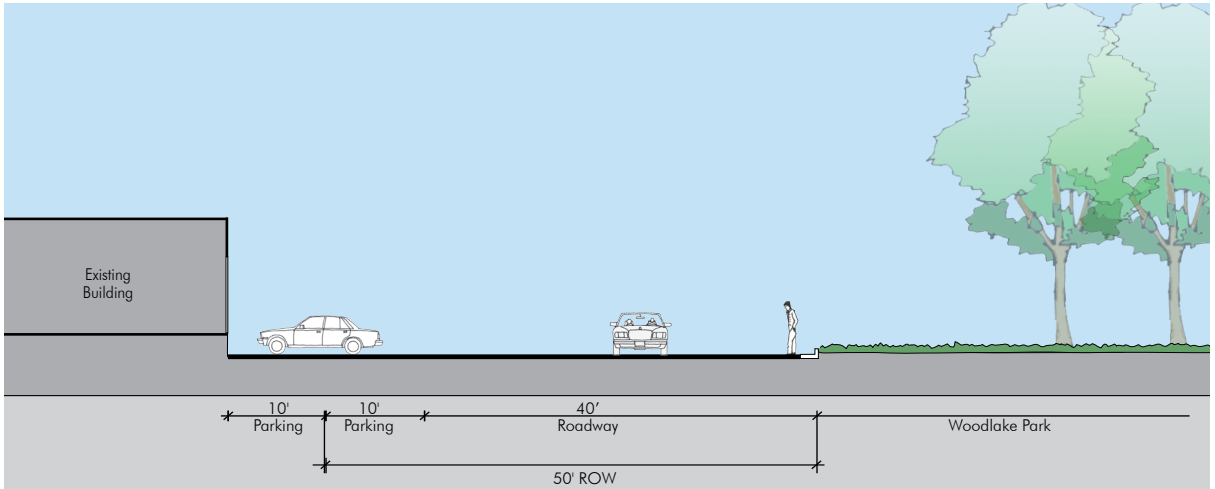
Proposed design guidelines for Canterbury Road focus on the section between Arden Way and Woodlake Drive. The remaining section of Canterbury Road is proposed to remain in its existing condition.

***Roadway***

**2Bv-1** Provide a 20 feet wide roadway for automobiles typical of the streets in Woodlake neighborhood.

**2Bv-2** Provide on-street parking on either side of the road. Include parallel parking on the western side and diagonal and/or 90 degree parking on the eastern side.

**Canterbury Road - Existing Section Looking North**



## 2Bv Canterbury Road (continued)

***Pedestrian & Bike Realm***

**2Bv-3** Where possible, continue the shared use nature of roadway for both pedestrian and bicycles, as seen in the section of Canterbury south of Woodlake Drive.

**2Bv-4** Provide special paved crosswalks at street intersections and alleys.

***Public-Private Interface***

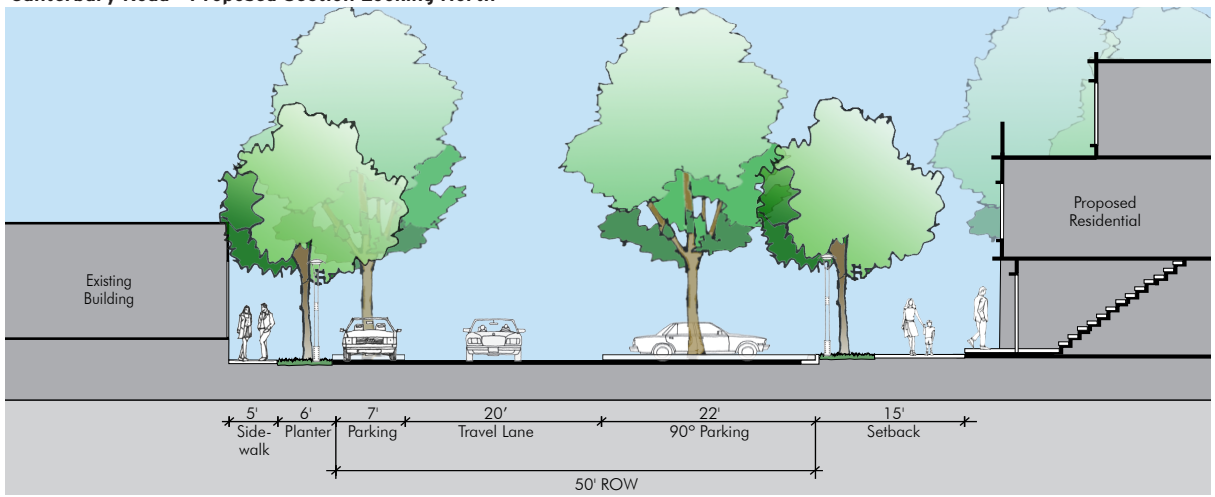
**2Bv-5** Maintain a minimum ten feet setback on the western side of the street. Explore pedestrian easements to include tree wells within the setback.

**2Bv-6** Provide minimum fifteen feet wide setback on the eastern side of the street for new buildings associated with the potential revitalization of the area adjacent to the Fire Station and Sheriff & Police Memorial Plaza

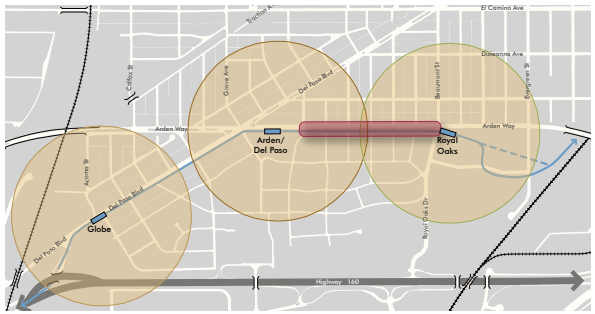
*Existing shared roadway experience in Woodlake Neighborhood*



**Canterbury Road - Proposed Section Looking North**



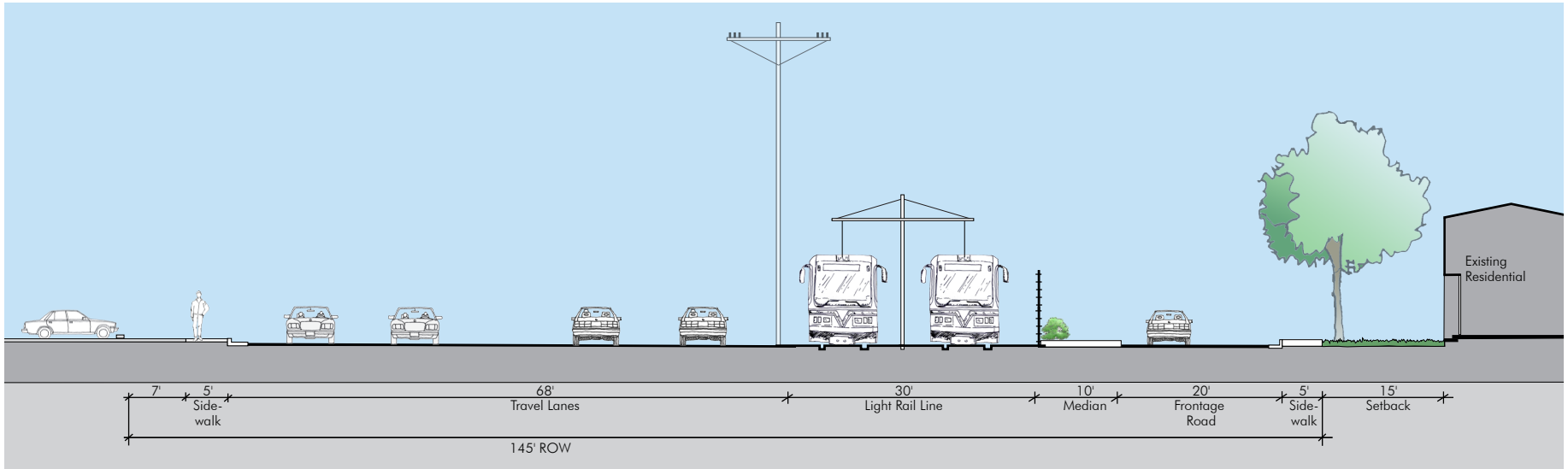
## 2B VI ARDEN WAY (BETWEEN OXFORD AND ROYAL OAKS)




Arden Way is an important arterial road of North Sacramento with fast moving traffic. Dual light rail tracks along the southern edge of the roadway are separated from the Woodlake Neighborhood by a high fence which negatively impacts the pedestrian connectivity between the Woodlake and Dixieanne neighborhoods. Narrow five feet wide sidewalks exist along the northern edge of the street. There are few and often no trees along the right-of-way between private parcels of the Dixieanne and Woodlake neighborhoods, which further contributes to this corridor being extremely unfriendly for pedestrians.

While the southern edge of the right-of-way within Woodlake Neighborhood is built out, immense opportunities exist to revitalize the edge of the Dixieanne neighborhood along Arden Way.

**Arden Way (between Oxford and Royal Oaks) - Existing Section Looking East**



## 2Bvi Arden Way (between Oxford and Royal Oaks) (continued)

***Roadway***

**2Bvi-1** Create a multi-way boulevard along the four blocks of this section of the arterial road. Maintain two lanes of eastbound traffic. For westbound traffic, compliment the one through-traffic lane with a primarily local access lane located adjacent to the parking lane on the north side of the street. Provide a turn lane near the intersections.

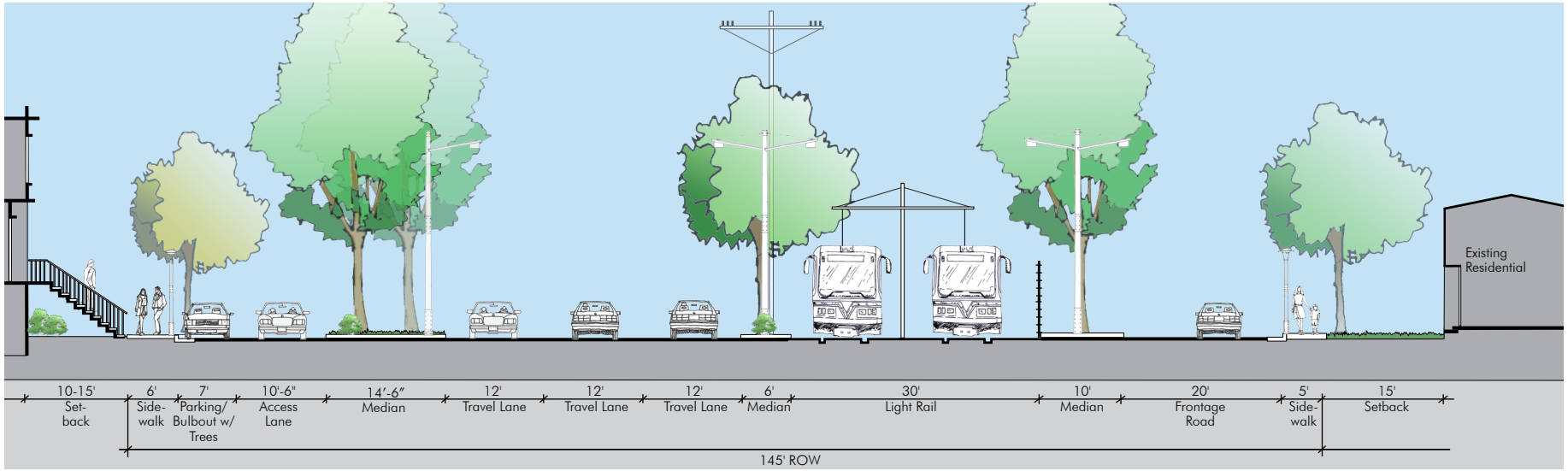
**2Bvi-2** Create a signalized intersection at Cantalier Street with crosswalks. Explore a pedestrian connection through the fence at this intersection to provide a valuable pedestrian connection between the Dixieanne and Woodlake neighborhoods.

**2Bvi-3** Provide three tree-lined medians along the length of the street. Ensure the tree canopies of the trees planted in the median between tracks and the eastbound traffic lanes are lower than the overhead utility lines.

**2Bvi-4** Connect north-south streets to the access lanes of the multi-way boulevard.

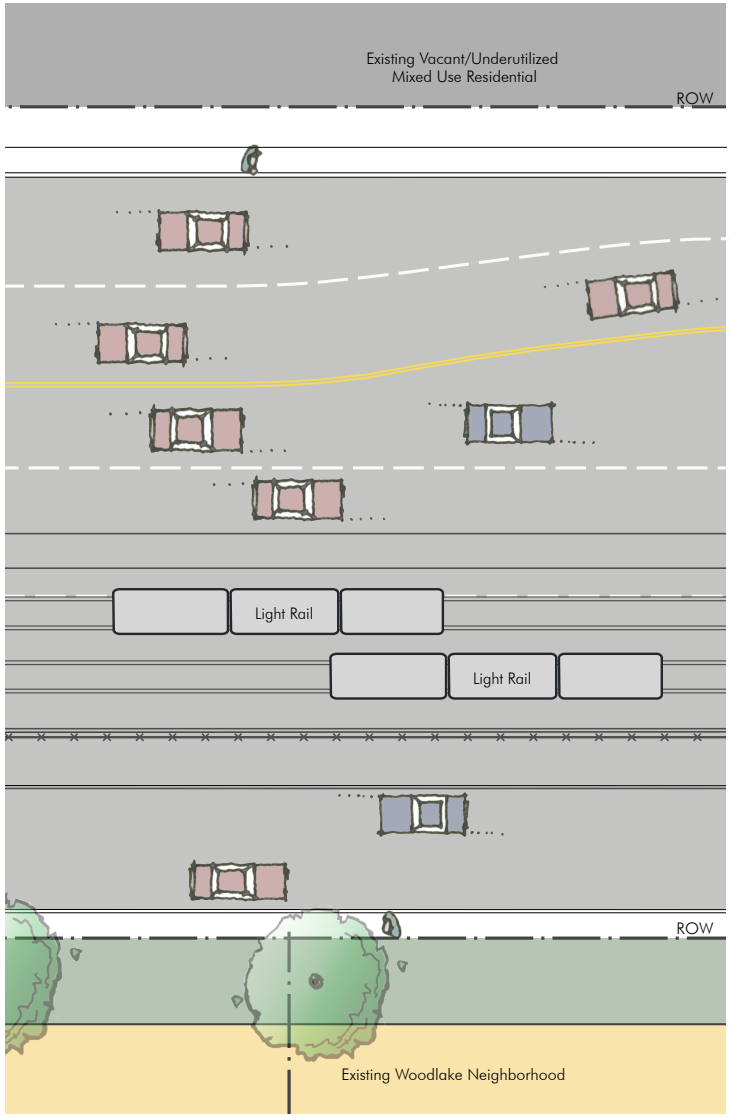
*Through travel lanes (top) and access lane (bottom) in a multi-way boulevard*

**Arden Way (between Oxford and Royal Oaks) - Proposed Section Looking East**



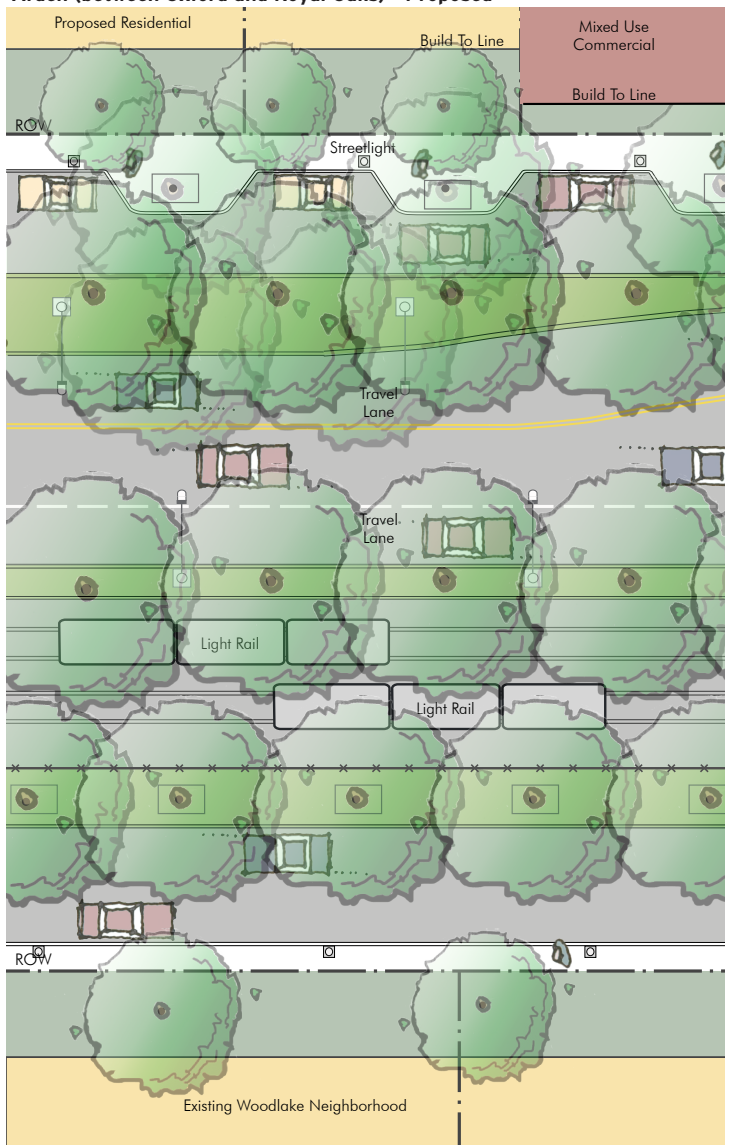
## 2B VI ARDEN WAY (BETWEEN OXFORD AND ROYAL OAKS) (CONTINUED)

**Arden (between Oxford and Royal Oaks) - Existing**




| | | | | |
|---|---|---|---|---|
| | | | Residential Setback | 15' |
| | | | Commercial Setback | 5' |
| 7' | | | Sidewalk | 6' |
| 5' | Sidewalk | | Parking Bulbout with Trees | 7' |
| | | | Access Lane | 10'-6" |
| | | | Median | 14'-6" |
| 68' | Travel Lanes and Turning Lane | | Travel Lane | 12' |
| | | | Travel Lane | 12' |
| | | | Travel Lane | 12' |
| 6' | Median | | Median | 6' |
| 30' | LRT | 145' ROW | LRT | 30' |
| 10' | Median | | Median | 10' |
| 20' | Travel Lane | | Existing Travel Lane | 20' |
| 5' | Sidewalk | | Sidewalk | 5' |
| | Existing Setback | | Existing Setback | |

**Arden (between Oxford and Royal Oaks) - Proposed**



## 2Bvi Arden Way (between Oxford and Royal Oaks) (continued)

***Pedestrian & Bike Realm***

**2Bvi-4** Ensure sidewalks along the north side of the multi-way boulevard to be at least six feet wide.

**2Bvi-5** Maintain the existing shared use of the roadway by pedestrians, bicyclists, and automobiles along the access lane on the southern edge of the boulevard. Extend this concept along the new access road on the north side.

**2Bvi-6** Enhance the pedestrian realm along the north side of the boulevard by paving the sidewalk and part of median along the north access road with a similar type of pavers. Provide pavers across the access road every 200 feet to further integrate the two edges of the access road.

***Public-Private Interface***

**2Bvi-7** Provide ten to fifteen feet setbacks along the northern edge of the street to allow for landscaped buffers between the sidewalk and new development.

**2Bvi-8** Plant trees three to five feet from the right-of-way into the setback to provide additional shade and enclosure to the pedestrian and bicyclists.

*Trees in private lots provide additional shade and enclosure*

*Shared use of access lane in multi-way boulevard*

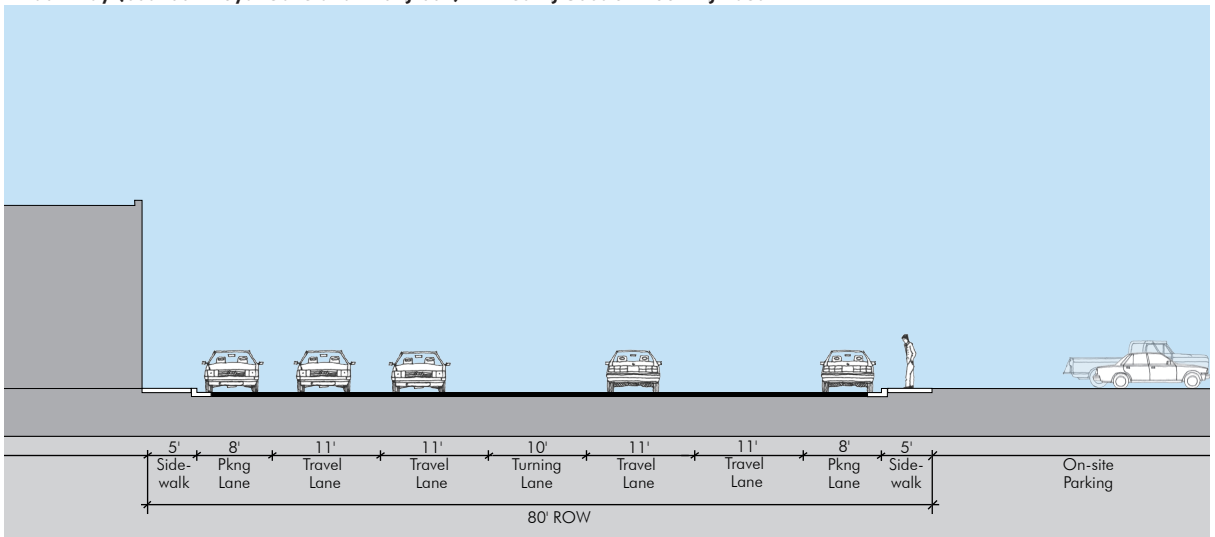
## 2B vii Arden Way (between Royal Oaks and Evergreen)

Arden Way continues its character as a high-volume fast-moving arterial road east of Royal Oaks Drive. With rail tracks leading into the Royal Oaks Station, its auto-oriented detrimental effects are more acutely felt on the area south of the street.

Narrow four to five feet sidewalks continue along both sides of the street without any shade-providing trees. Industrial, warehouse, vacant and underutilized buildings primarily front the street creating an undesirable public realm.

*Narrow sidewalks on Arden Way*

**Arden Way (between Royal Oaks and Evergreen) - Existing Section Looking East**



## 2Bvii Arden Way (between Royal Oaks and Evergreen) (continued)

***Roadway***

**2Bvii-1** Create a boulevard along the four blocks of this section of the arterial road with two twelve feet wide travel lanes of traffic on either side of the road. Provide a turn lane near the intersections.

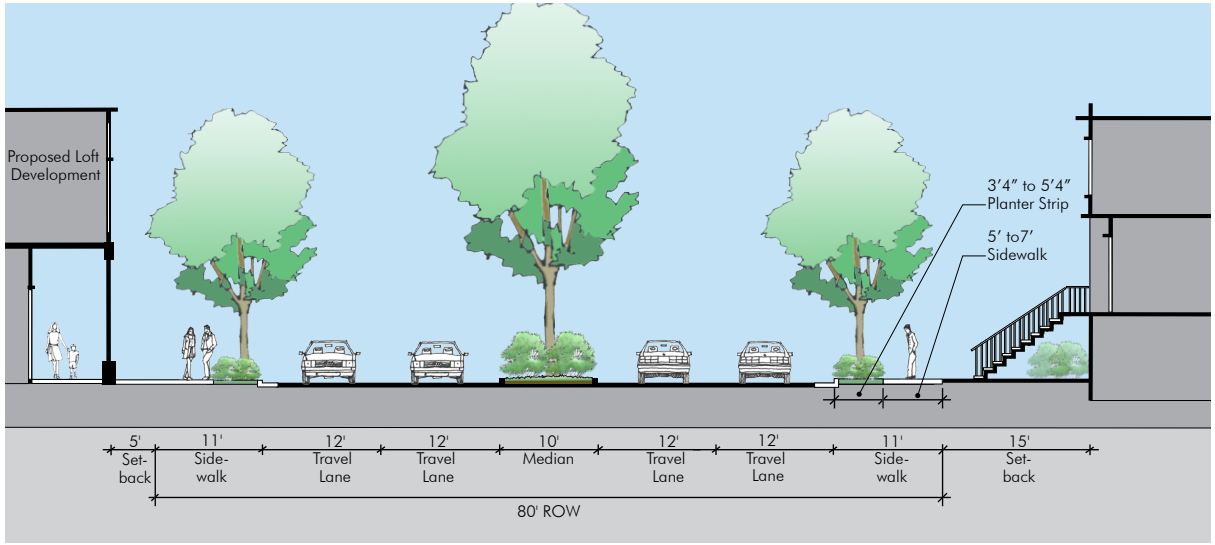
**2Bvii-2** Provide a central tree lined median in the middle of street.

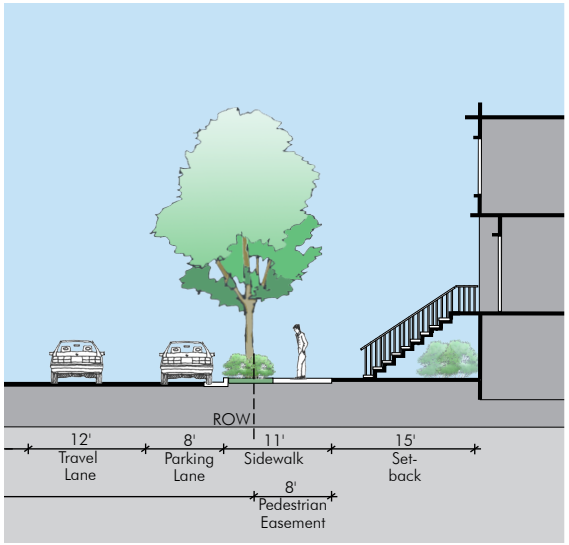
**2Bvii-3** Explore a signalized intersection at Boxwood Street. Enhance the pedestrian connection at this intersection with ten feet wide crosswalks, providing a valuable pedestrian connection between Dixieanne Neighborhood and new transit oriented development along the south edge of Arden Way.

**2Bvii-4** Explore eight feet wide on-street parking, provided pedestrian easements maintain the proposed pedestrian realm.

*Tree lined central median*

**Arden (between Royal Oaks and Evergreen) - Proposed Section Looking East**




**2Bvii-4**

## 2Bvii Arden Way (between Royal Oaks and Evergreen) (continued)

### *Pedestrian & Bike Realm*

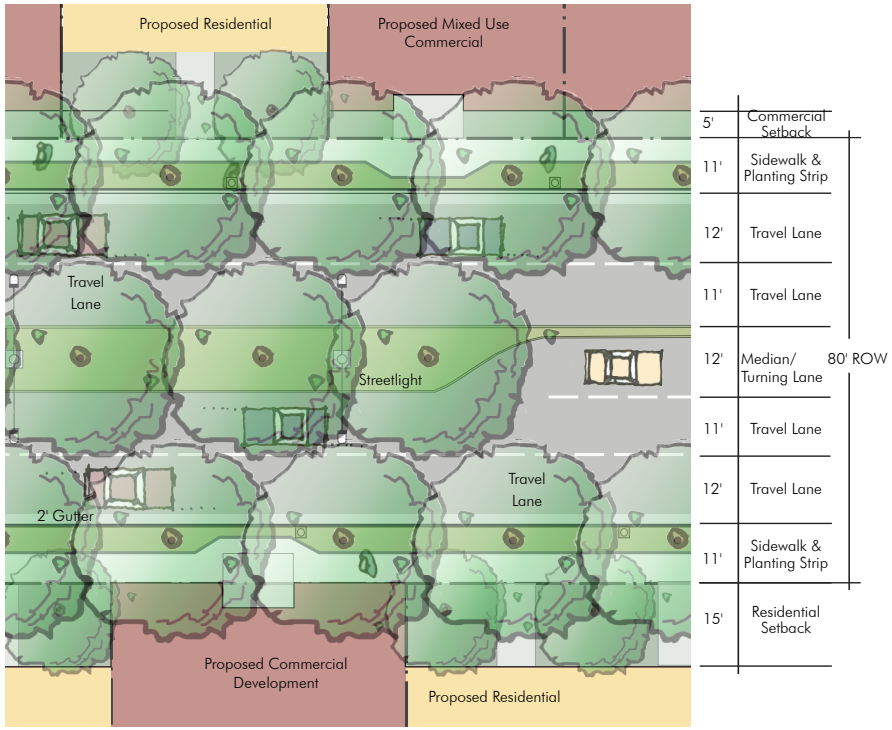
**2Bvii-5** Ensure at least five feet wide sidewalk along both sides of the street.

**2Bvii-6** Create a six feet wide planting strip (including curb) along the sidewalks to provide a tree-lined buffer between the pedestrian realm and fast moving traffic. The planting strip may decrease to four feet (including curb) to accomodate wider sidewalks at key locations.

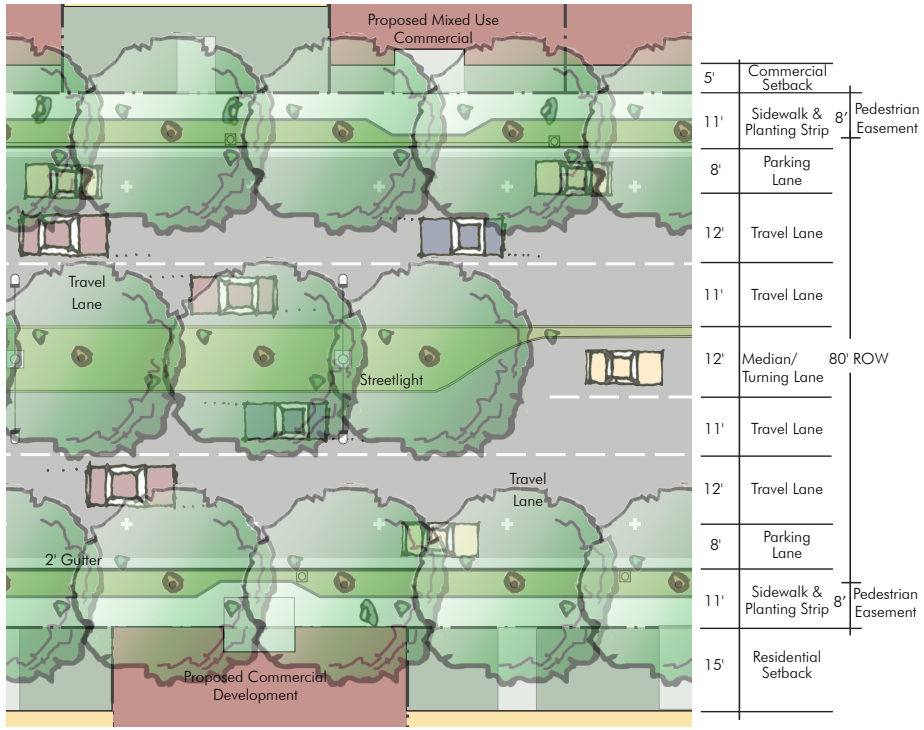
**2Bvii-7** Explore the use of dedicated pedestrian easements to provide parking lanes. A pedestrian easement eight feet wide could accomodate a parallel parking lane.



**Arden Way (East of Royal Oaks) - Proposed**




**Arden Way (East of Royal Oaks) - Proposed with Pedestrian Easements**



## 2Bvii Arden Way (between Royal Oaks and Evergreen) (continued)

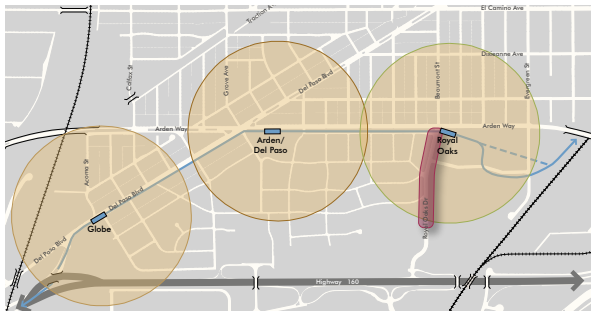
***Public-Private Interface***

**2Bvii-8** Provide setbacks along both sides of the street. Allow five feet setback for commercial uses and fifteen feet setbacks for residential uses.

**2Bvii-9** Where possible, encourage trees within the setbacks to provide additional shade and enclosure to the pedestrians.

*Tree-lined arterial road*

## 2Bviii Royal Oaks Drive




Royal Oaks Drive is a major north-south collector street connecting Arden Way to Highway 160. It also serves as a major route for bicyclists and pedestrians, especially children going to the nearby Woodlake Elementary School. Other key destinations along the route include a post office and the Royal Oaks Transit Station. Wide travel lanes in combination with narrow five feet wide sidewalks make this street unfriendly for both pedestrians and bicyclists.

Single and multi-family units front the western edge of the street. A mix of commercial and vacant properties along with vast parking lots front the eastern edge of the street.

***Roadway***

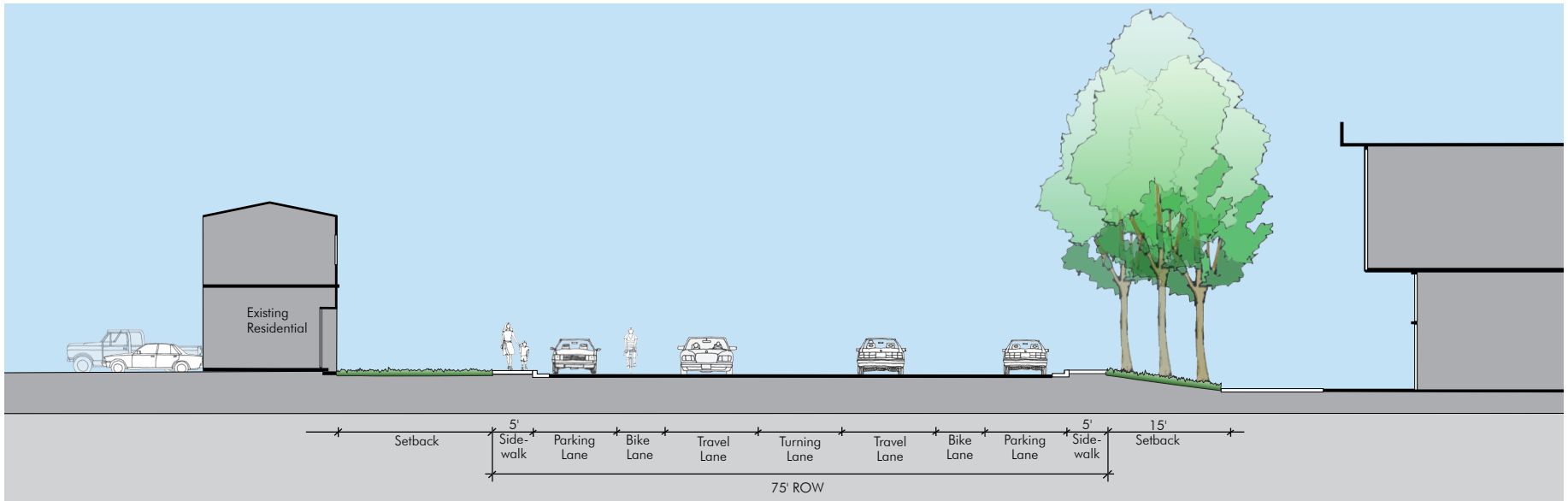
**2Bviii-1** Provide one eleven feet wide travel lane moving in either direction. Provide a twelve feet wide turn lane at the intersections.

**2Bviii-2** Provide a tree-lined twelve feet central median to calm traffic and provide shade to the street.

**2Bviii-3** Maintain a seven feet wide on-street parking lane on the western edge of the road.

**2Bviii-4** Provide six feet wide dedicated bike lanes on either side of the road.

**Royal Oaks Drive - Existing Section Looking North**



## 2Bviii Royal Oaks (continued)

***Pedestrian & Bike Realm***

**2Bviii-5** Widen existing sidewalks to eleven feet along both sides of the road.

**2Bviii-6** Locate tree wells within sidewalks to provide much needed shade to both pedestrians and bicyclists.

**2Bviii-7** Provide pedestrian-oriented street lights along sidewalks and automobile-oriented street lights along the central median.

***Public-Private Interface***

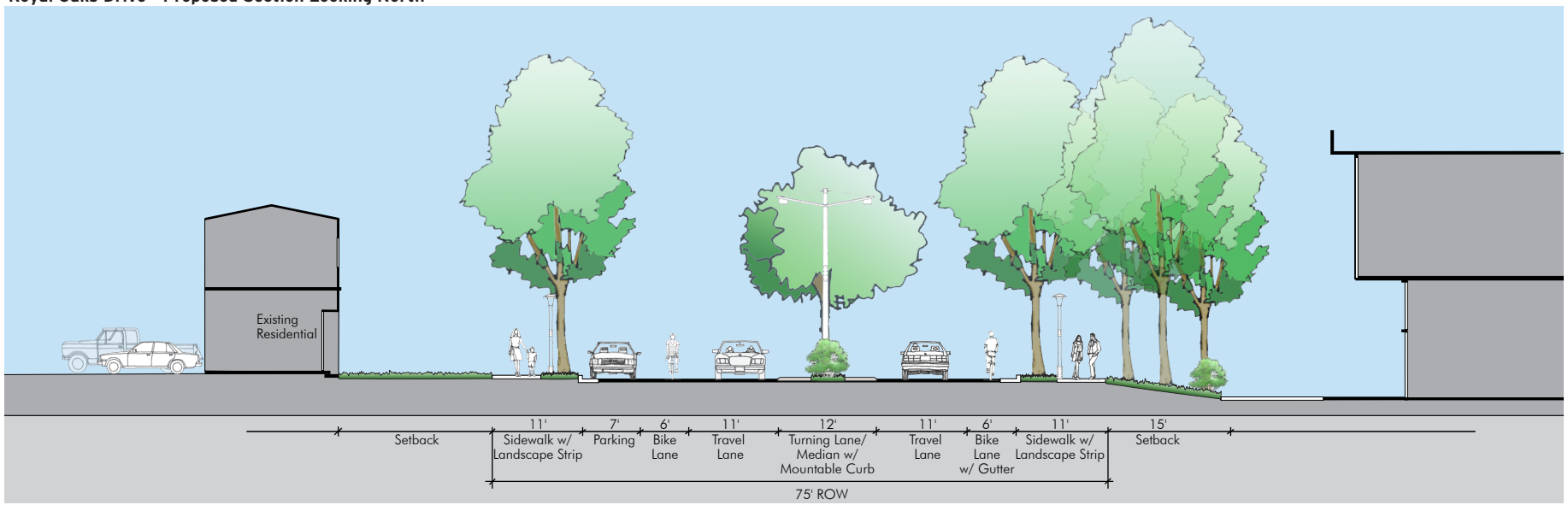
**2Bviii-1** Maintain the existing setback along the western edge of the road. Provide fifteen feet wide setbacks along the eastern edge of the road.

**2Bviii-1** Encourage trees within the setback to provide additional shade and enclosure to the pedestrian and bicyclists.

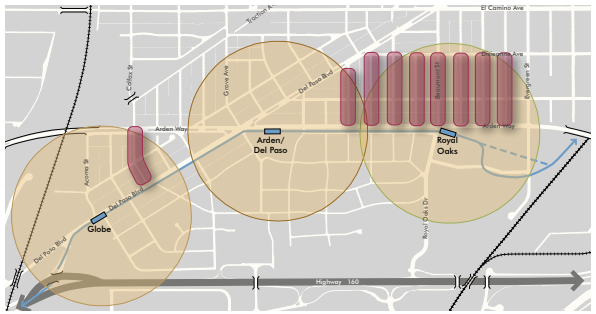
*Existing bike lane along Royal Oaks Drive*

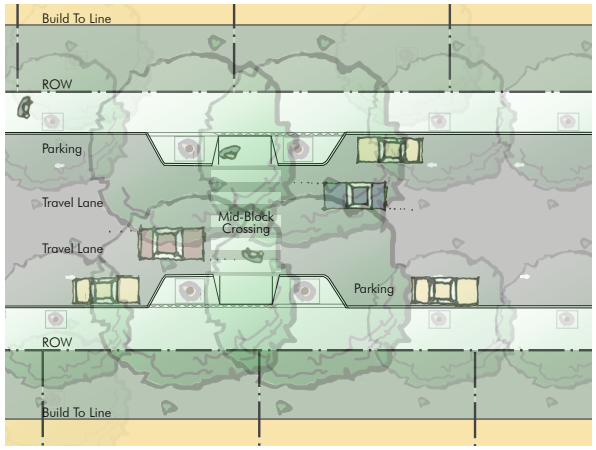


**Royal Oaks Drive - Proposed Section Looking North**



## 2Bix North-South Streets




*Mid-block crossing bulbouts*

*Existing north-south street in Dixieanne neighborhood*

Various local streets running north-south through the Dixieanne neighborhoods connect Arden Way and El Camino Avenue. Ranging between 50 and 60 feet in width, most of the streets are minimally defined by adjacent buildings. Intermittent street trees provide little shade to pedestrians.

Primarily single and multifamily units front both sides of the street. However, the two ends of street are characterized by underutilized commercial and vacant buildings.

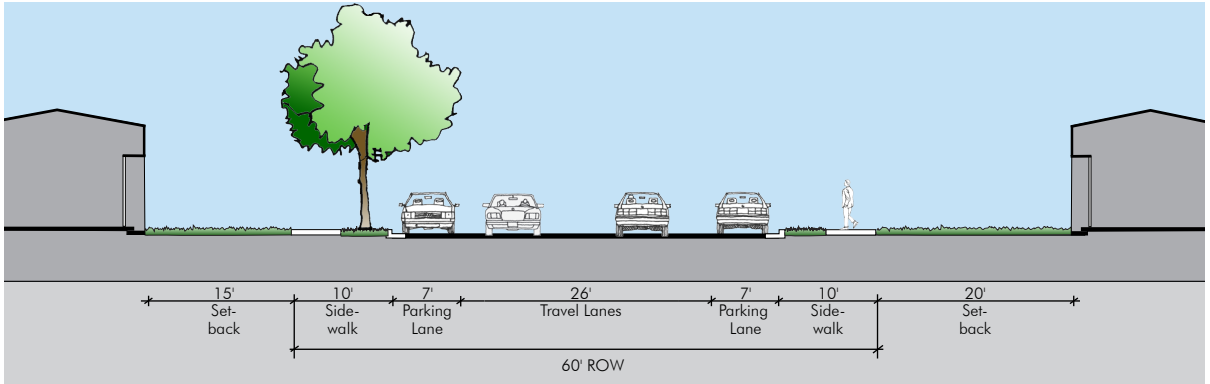
***Roadway***

**2Bix-1** Maintain existing configuration of the road with one travel lane in each direction and parking lanes on each side of the road.

**2Bix-2** Provide bulbouts at key locations, especially at mid-blocks, by removing a parking space.

**2Bix-3** Explore widening parking lanes to eight feet wide by narrowing existing travel lanes

**North-Sourth Streets - Existing Section Looking North**



## 2Bix North-South Streets (continued)

***Pedestrian & Bike Realm***

**2Bix-4** Provide Class III bike route signage along streets designated as such by the Bicycle Master Plan.

**2Bix-5** Plant a continuous row of trees on existing planting strips and add new tree wells where necessary. Where possible, increase the width of the planting strip around trees while maintaining a minimum five feet wide clear pedestrian pathway.

**2Bix-6** Pave special nodes at key building entrances and bulbouts to enhance the pedestrian street experience.

**2Bix-7** Plant trees at the bulbouts to create distinct markers. Design bulbouts to minimize reconfiguration of the roadway drainage.

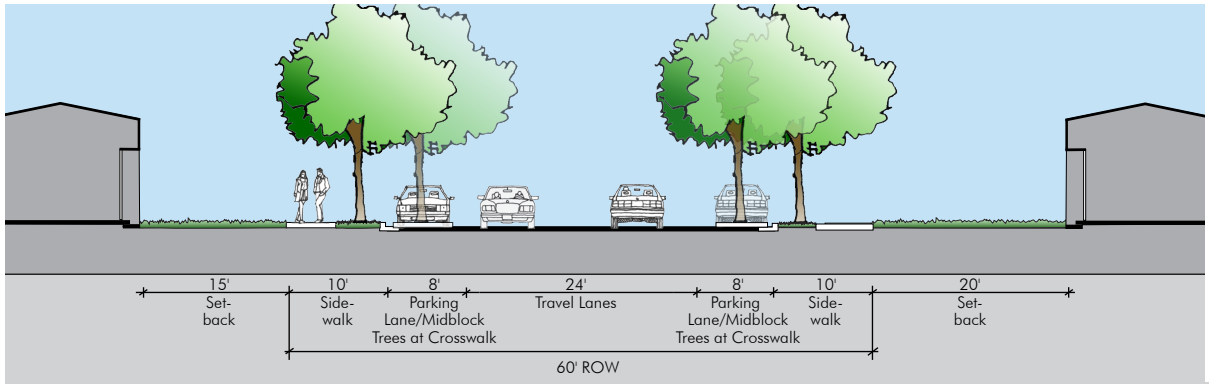
***Public-Private Interface***

**2Bix-8** Maintain setbacks along existing buildings.

**2Bix-9** Provide fifteen to twenty feet residential setbacks along new developments on either side of the street to allow for gardens and front yards.

*Bulbouts that minimize reconfiguration of existing drainage*

**North-South Streets - Proposed Section Looking North**

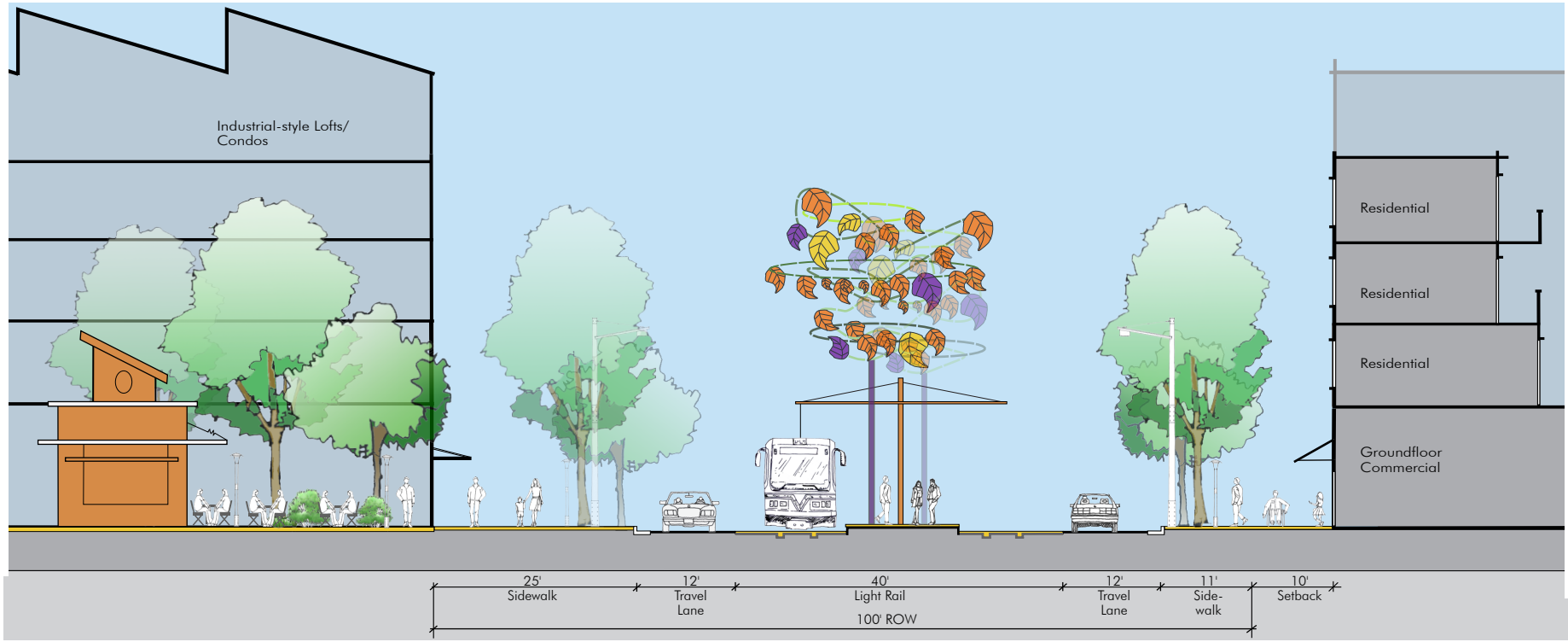


## 2C STATION PLAZAS - 2C1 GLOBE STATION PLAZA

Located in the middle of Del Paso Boulevard at the edge of North Sacramento, Globe Station provides a great opportunity to become the Gateway Station of North Sacramento.

While the opportunity to create an active vibrant plaza immediately adjoining the station platform is constrained, opportunity exists to create a non-traditional transit plaza that builds upon developing new buildings and open spaces at the corners of intersections of Acoma Street and Globe Avenue.

**Proposed Section Looking Northeast (South of Acoma Street)**



## 2Ci Globe Station Plaza (continued)

***Pedestrian & Bike Realm***

**2Ci-1** Provide special paving at the platform. Continue the paving along the crosswalks and into the new mini-entry plazas/nodes of the corner buildings at the intersections of Del Paso Boulevard and Acoma Street and Globe Avenue.

**2Ci-2** Calm traffic along the fast-moving lanes on both sides of the platform by paving the light rail and parking lanes in color and pattern similar to that of the platform.

**2Ci-3** Provide a strong vertical sculptural element at the station easily visible by automobiles and pedestrians, that celebrates the "gateway" character of the station.

***Public-Private Interface***

**2Ci-4** Ensure all new buildings at the intersections of Del Paso Boulevard and Acoma Street and Globe Avenue are four to five stories high so as to provide a strong sense of definition to the street and the station.

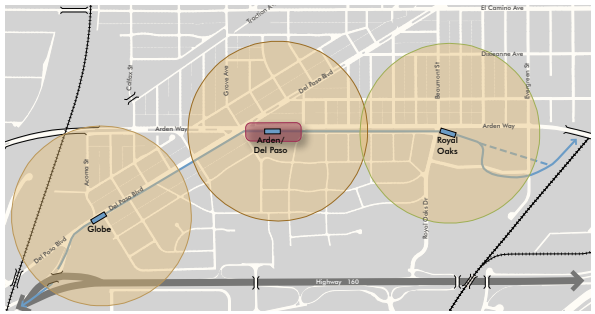
**2Ci-5** Incorporate signature elements into the building facades fronting the streets, including strong vertical elements, to strengthen the gateway character of this node.

**2Ci-6** Explore infilling existing parking spaces looking out to the station with buildings that will provide additional "eyes on the street" and further activate street life.

*Strong vertical sculptural element*

*Special paving on non-travel lanes mitigate impact of automobile*

## 2Cii Arden/Del Paso Station Plaza

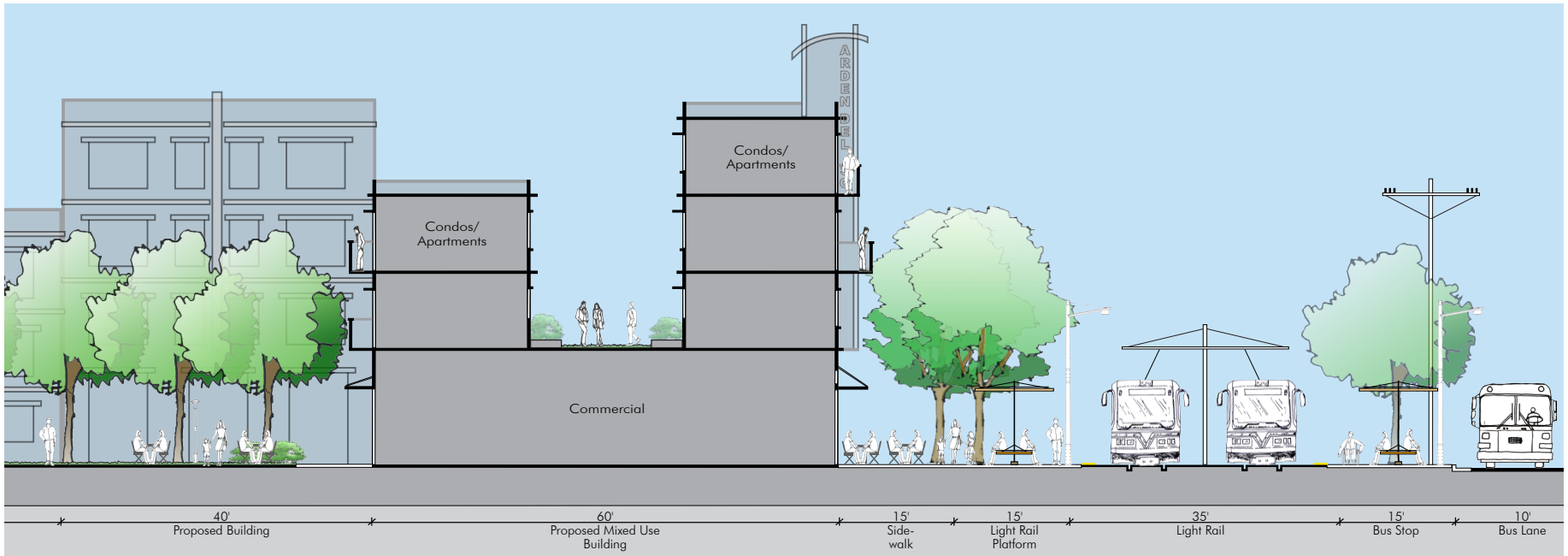



Arden/Del Paso Station is located at the southern end of Del Paso Boulevard, which is developing into the "Main Street" of North Sacramento. However, pedestrian unfriendly edges along existing open spaces, such as parking lots, and buildings, including those of the National Guard and the Fire Station, characterize the area. Fast-moving traffic along the wide arterial right-of-way of Arden Way and unsafe and inconvenient connections further increase the pedestrian-unfriendly environment.

The existing transfer station at the northeast end of the station is planned to move to Swanston Station, which will provide flexibility in redesigning the area around the transit area. Combined with long-term opportunities to develop the underutilized buildings around the transit station, Arden/Del Paso Station provides a great opportunity to create a vibrant pedestrian and transit-friendly gateway to the Main Street of North Sacramento.



**Proposed Section through Station Plaza Looking West**



## 2Cii Arden/Del Paso Station Plaza (continued)

***Pedestrian & Bike Realm***

**2Cii-1** Create a pedestrian and transit user-friendly plaza at the station. Utilize special paving to define the station area.

**2Cii-2** Improve pedestrian connections to the station by creating contiguous sidewalks leading to the station.

**2Cii-3** Enhance the existing crosswalks at the intersection of Arden Way and Del Paso Boulevard.

**2Cii-4** Explore new crosswalks to better connect the station to the mixed-use corridor along Del Paso Boulevard that include a diagonal crosswalk at the intersection of Arden Way and Del Paso Boulevard and a signalized pedestrian light mid block crosswalk from the middle of the station.

**2Cii-5** Strengthen the linear row of trees along the north and south edges of the station to provide a well shaded plaza that also helps create a safe and well defined pedestrian friendly buffer from auto-oriented Arden Way.

**2Cii-6** Explore providing temporary, convenient food facilities to activate plaza edges.

***Public-Private Interface***

**2Cii-7** In the event of a major development of the area around the station, ensure that all uses on the ground floor of the new buildings front the station to activate the plaza.

**2Cii-8** Reflect the mixed-use character along Del Paso Boulevard in the scale, mass and character of the buildings facing the station.

**2Cii-9** The back of these buildings, fronting Memorial Plaza, should be responsive to the more residential character of the Woodlake Neighborhood.

*Kiosks activating the transit plaza*

*Ground floor uses in mixed-use buildings activate transit plaza*

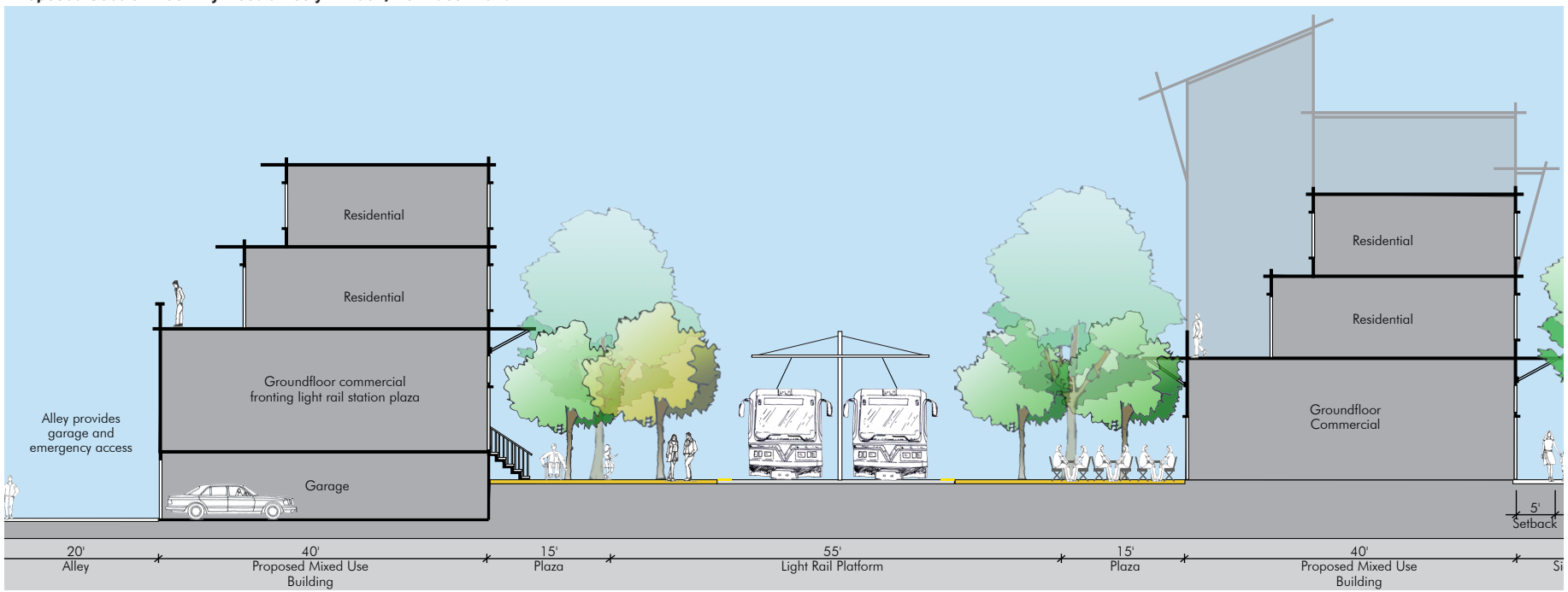
## 2 C iii Royal Oaks Station Plaza

The station at Royal Oaks is located at Arden Way and Royal Oaks Drive. Tall fences around vacant buildings and fast-moving traffic along Arden Way characterize the pedestrian realm.

New development along the underutilized and ill-defined area immediately around the station provides an opportunity to create a vibrant pedestrian-friendly public realm.



**Proposed Section Looking West through Arden/Del Paso Plaza**



## 2Ciii Royal Oaks Station Plaza (continued)

***Pedestrian & Bike Realm***

**2Ciii-1** Create a unique, identifiable plaza around the station.

**2Ciii-2** Utilize soft and hardscape elements including tree planting, special paving, and pedestrian lights to enhance the public realm.

**2Ciii-3** Strengthen the bus stop along Arden Way and the station by continuing the paving to the bus waiting area.

***Public-Private Interface***

**2Ciii-4** Encourage buildings along at least three sides of the plaza to create a safe and active transit user-friendly edge.

**2Ciii-5** Encourage an active building edge along the southern portion of the station.

**2Ciii-6** Ensure new buildings, especially along Arden Way, provide a signature architectural character to the plaza, thereby enhancing the station identity.

**2Ciii-7** Allow setbacks between buildings and the station to be used for the outdoor seating of cafés, restaurants, etc.

*Pedestrian & bike friendly public realm.*

*Special paving highlighting the transit plaza*