

## Background

A set of changes to State statutes related to Accessory Dwelling Units (also known as ADUs, granny units, or secondary units) took effect January 1, 2020, and limit the ability of local jurisdictions to regulate ADUs. Specifically, any local regulations that include more restrictive standards than the State statutes are null and void.

To comply with the new State statutes, the Sacramento County Board of Supervisors adopted a Zoning Ordinance Amendment on December 16, 2020 that updated general ADU standards to match those of the State statute. Clarifying language was also added to Chapter One of the Sacramento County Zoning Code, specifying that State ADU regulations override all more restrictive regulations within areas governed by Special Planning Area (SPA) and Neighborhood Preservation Area (NPA) Ordinances.

### **1.7.3.A. Controlling Ordinance [AMENDED 1-15-2021]**

1. Where the provisions of this Code differ from the provisions established within an area controlled by a project-specific zoning ordinance, the regulations of the project-specific zoning ordinance shall control, except as specified in 1.7.3.A.2.
2. Language of this Code shall supersede any more restrictive language within Titles IV, V, and VI regarding Accessory Dwelling Units or Junior Accessory Dwelling Units.

## Applicable ADU Standards

This memo is to inform property owners and any other interested parties that the regulations found in this SPA or NPA document related to ADUs, if more restrictive than the State statute, shall be void. Further, the standards found in the Sacramento County Zoning Code, Sections 3.2.5, 3.9.3.D, and 5.4.5.B are to be utilized for determining zoning compliance.

**Approved January 28, 2021**

**Leighann Moffitt, Planning Director  
Office of Planning and Environmental Review**

## Background

On January 1, 2025, AB 2362 (Wilson, 2024) took effect, requiring local jurisdictions to regulate thrift retail stores the same as nonthrift retail stores. Jurisdictions may still regulate limited aspects of a thrift store’s operations, as outlined in State law, to prevent the creation of nuisances.

Certain Special Planning Area (SPA) ordinances have been identified as imposing additional use permit requirements and/or use regulations on thrift stores that are not applied to nonthrift stores.

## Applicable Thrift Store Standards

All thrift stores within the following SPAs must only be subject to regulations applicable to retail stores of the same size as specified in the SPA:

- Courtland (504-100)
- North Highlands Town Center (504-600)
- Fulton Avenue (504-700)
- Old Florin Town (610-010)
- Fair Oaks Boulevard Main Street (611-10)
- North Watt Avenue Corridor Plan (612-10)
- Fair Oaks Boulevard Corridor Plan (6.7.3.A)

## North Watt Avenue Corridor Plan SPA Interim Guidance

In compliance with AB 2362, in the North Watt Avenue Corridor Plan SPA, the thrift store use category is removed from Section J the Land Use Table. Thrift stores continue to be **permitted by right** as a “General retail or department store” use in the North Watt Avenue Corridor Plan SPA.

Use (1) Use, Service or facility	Residential Mixed Use 1 (RMU-1)	Residential Mixed Use 2 (RMU-2)	Commercial Mixed Use (CMU)	Transit Oriented Development Zone (TOD) Use Standard			Use Standard
				Subdistrict 1	Subdistrict 2	Subdistrict 3	
<b>J. General Merchandise Sales</b>							
<del>Thrift Store</del>	P	P	P	P	P	P	
Building material and Lumber Sales	P	P	P	P	P	P	
General retail or Department Store	P	P	P	P	P	P	

Todd Smith  
 Planning Director, Planning & Environmental Review

# North Watt Avenue Corridor Plan

Adopted Plan  
August 21, 2012

By Resolution:  
2012-0012

Amended September 19, 2024

*Prepared for*

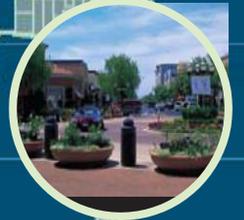
County of Sacramento



*Prepared by*

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Zoning Code of Sacramento County  
Title VI, Chapter 12, Article 1  
612-10





# ACKNOWLEDGEMENTS

## SACRAMENTO COUNTY

### Board of Supervisors

Phil Serna, District 1  
Jimmie Yee, District 2  
Susan Peters, District 3  
Roberta MacGlashan, District 4  
Don Nottoli, District 5

### Community Development Department

Lori Moss, Director  
Leighann Moffitt, Planning Manager  
Tricia Stevens, Principal Planner  
Co-Project Manager for Corridor Plan  
Judy Robinson, Principal Planner  
Surinder Singh, Senior Planner  
Nick Pascoe, Planner III

### Neighborhood Services Department

Mark Manoff, North Service Area Manager  
Co-Project Manager for Corridor Plan

### Department of Transportation, Division of Planning

Dan Shoeman, Division Chief  
Dean Blank, Principal Engineer



## SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Greg Wessel, Development Manager  
Patrick Hanafee, Senior Redevelopment Planner



## CONSULTING FIRMS

### EDAW Inc.

Allen Folks, Vice President  
Jeff Goldman, Principal  
Dawn Einwalter, Associate  
Anh Thai, Associate

### Fehr and Peers

Jeffrey Clark, Senior Associate  
Lauren Hilliard, Transportation Planner

### Seifel Consulting Inc.

Libby Seifel, President  
Abbie Conlee, Senior Consultant

### Mogavero Notestine Associates

Mike Notestine, Principal  
David de la Pena, Architect





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1

# INTRODUCTION





# 1 INTRODUCTION

## 1.1 EXECUTIVE SUMMARY

The North Watt Avenue corridor is one of many commercial corridors in Sacramento County that reflect a historical pattern of development common throughout the county for several decades from approximately the 1950s through the present. These corridors typically represent a range of shopping and services arranged in strip centers extending along a thoroughfare. Commercial corridors were designed to emphasize the convenience of auto access, with stores and services visible to passing motorists on the street and parking located at the front. Purchasing goods and services has often meant driving to multiple destinations along the corridor. North Watt Avenue's unique development was influenced by its proximity to the former McClellan Air Base, which resulted in a preponderance of businesses serving the employees of that employment center.

The previous emphasis on auto-oriented development, which offers convenience for the motorist and visibility for the business owner, has also limited safe and pleasant access for nonmotorists such as bicyclists and pedestrians. At North Watt Avenue, pedestrians may cross the street at limited signalized intersections, while cyclists must contend with discontinuous lanes, in some cases riding on the shoulder of the street.

Recently, the County has also become increasingly aware of the role that commercial corridors like North Watt Avenue play in contributing to the creation of greenhouse gas emissions leading to global warming. According to the U.S. Environmental Protection Agency, transportation accounts for 29% of greenhouse gas emissions, including the majority of carbon dioxide emissions, the most prevalent greenhouse gas leading to global warming. Growing concern about the potential effects of global warming led the California State Assembly to adopt Assembly

Bill 32 in 2006, which is designed to limit greenhouse gas emissions to 1990 levels by 2020. Assembly Bill 32 directs the California Air Resources Board to work with local governments such as the County



*Pedestrians at the intersection of Watt Avenue and Antelope Road*



*Parking adjacent to street frontage on Elkhorn Boulevard*



*Streetscape improvements and new local bus transit stop on Watt Avenue*



*Priorities for the corridor were refined at a community meeting in 2007.*

of Sacramento (County) as active partners in the bill's implementation. The County is thus seeking ways to respond to Assembly Bill 32 and subsequent regulations by incorporating measures to reduce greenhouse gas emissions in all current and future planning efforts, including the *North Watt Avenue Corridor Plan* (Corridor Plan).

The County has already responded to the challenges posed by commercial corridors such as North Watt Avenue through its commitment to and implementation of extensive efforts to revitalize and beautify the corridor. The County has completed numerous approved plans on behalf of the North Highlands community and the North Watt Avenue corridor, including the *North Watt Beautification Master Plan*, *North Highlands Town Center Development Code*, the *North Highlands Community and Economic Development Strategy*, and the *McClellan/Watt Redevelopment Plan*, which is being implemented by the Sacramento Housing and Redevelopment Agency, as well as other countywide efforts, such as the General Plan and *Mobility Strategies for County Corridors*. The Corridor Plan thus builds on and supplements these previous planning efforts. Ongoing streetscape improvements have improved pedestrian and bicycle access and improved the appearance of the street with street trees, landscaping, and pedestrian facilities.

These planning efforts and those carried out on behalf of the Corridor Plan included extensive public outreach during which local residents, business people, and other participants expressed their goals and priorities for the North Highlands community and the Corridor Plan area. The priorities listed below were identified by the community and have directly influenced the development of the Corridor Plan and include a concern for:

- a greater variety of housing types;
- more efficient access to local destinations by walking, biking, transit, and driving;
- improved aesthetics along North Watt Avenue, including updated architecture, signage, and site planning;



- revitalization of vacant lots and vacant or underutilized buildings;
- incorporation of the aeronautic and agricultural history into design features (such as signage) to contribute to the visual expression of a positive community character; and
- new commercial centers, such as the North Highlands Town Center, that can better serve the community's needs for shopping, services, and entertainment, and strengthen local community by providing public gathering places.

The corridor Plan is also fortunate to have been guided by the General Plan, which identified goals for the commercial corridors. The General Plan recognizes that continued growth in the Sacramento region is best accommodated by adopting smart growth measures that concentrate urban development at major transportation nodes. A few of the important objectives identified in the General Plan that influenced the Corridor Plan are noted in the sidebar to the right.

As part of its efforts to revitalize underutilized areas, such as the North Watt Avenue corridor, the County created the Infi II Program in 2007 (see Appendix E for a more complete description). The Infi II Program is charged with promoting infill development forms that are consistent with County objectives, expediting the entitlement process, and ensuring that adequate infrastructure is in place to serve new development. Led by the infill coordinator, the program will be critical to implementing the type of development that supports the County's efforts to reduce greenhouse gas emissions and meet the objectives identified in the General Plan.

The Corridor Plan has thus been devised to implement new land use and transportation development that produce less greenhouse gas emissions than existing forms; builds on the priorities set by the community; and supports the County's commitment to revitalize its older commercial corridors. The Corridor Plan defines goals and objectives that will lead to the corridor's transition to a series of mixed-use urban villages and residential neighborhoods supporting the County's

## County of Sacramento General Plan

### Land Use Element Objectives

*New retail and employment opportunities in targeted corridors to support community economic health and vitality, and additional residential dwelling units to support these stores and jobs.*

\*\*\*

*Compact, mixed use developments concentrated in nodes around transit stops, in community centers, and along commercial and transportation corridors.*

\*\*\*

*High intensity, mixed use neighborhoods that provide a pedestrian environment and are closely linked to transit.*

\*\*\*

*Communities, neighborhoods, and single projects that promote pedestrian circulation and safety through amenities, good design, and a mix of different land uses in close proximity.*

\*\*\*

*Promote development in established communities that integrates well into the community*



*Urban design standards will guide the development of the district centers.*



*Long-term development should be designed in tandem with bus rapid transit.*

objectives for infill development. The development framework provides for an integrated land use and circulation program for the entire corridor, including North Watt Avenue and 34th Street, to better serve the needs of the North Highlands community.

To accomplish this, the Corridor Plan includes the following elements:

- new transit-oriented, mixed-use urban villages at the Elkhorn District Center and Triangle Gateway District Center that are designed to support the future implementation of bus rapid transit;
- design standards and guidelines for the district centers that promote urban development forms (including reduced parking ratios, street frontage requirements, and increased densities and intensities);
- design standards and guidelines for mixed-use residential areas that will result in attractive, walkable neighborhoods;
- a near-term circulation alternative that protects the County's investment in improvements on Watt Avenue and enhances its efficiency;
- long-term circulation alternatives that provide for a full range of mobility alternatives, including bus rapid transit;
- a circulation system that accommodates neighborhood electric vehicles, bicycles, and pedestrians in on-street lanes, off-street, multi-use trails, and pedestrian walkways;
- preservation of creek corridors and creation of new parks and open space areas that will contribute to the sustainability of the community and a higher quality of life for residents and visitors.

The remainder of this chapter outlines the vision, context, and background of the Corridor Plan, and define the general principles guiding the implementation of the document.

## 1.2 CORRIDOR PLAN VISION AND PURPOSE

### 1.2.1 Vision Statement

*The Corridor Plan is a comprehensive guide to the implementation of the community's vision for a vibrant, economically healthy corridor that enhances the quality of life in North Highlands and the greater Sacramento region.*



*Infi II growth will include residential uses served by nearby parks and open space.*

### 1.2.2 Intent and Purpose of the Corridor Plan

The Corridor Plan is intended to guide infi II growth and public improvements along North Watt Avenue and throughout the Corridor Plan area within a planning horizon of 20 years. The document has been crafted from the generous input of community residents, business representatives, and agency staff and is based on their goals and priorities.

The Corridor Plan recognizes the importance of Watt Avenue as a regional resource serving multiple jurisdictions and represents a comprehensive planning strategy promoting high-quality infi II growth, transportation choices, and infrastructure improvements for the Corridor Plan area. The Corridor Plan identifies existing features suitable for preservation and enhancement, such as creek corridors traversing the area. Strategies for redevelopment of vacant and underutilized properties are suggested to increase employment and housing opportunities.

The Corridor Plan seeks to achieve these goals by emphasizing the following principles:

- concentration of higher density/intensity mixed-use employment and residential infi II development at the district centers (Elkhorn, North Highlands Town Center, and Triangle Gateway) and establishment of new residential mixed-use neighborhoods in districts outside the district centers;



*Creek corridors will be preserved and enhanced for public use.*



*Mixed-use development will be concentrated in the district centers.*



*The interconnected circulation system will offer multimodal transportation opportunities.*

- redevelopment of vacant and underutilized properties to promote the economic viability of the area;
- an interconnected circulation system with multimodal transportation opportunities to support community and regional mobility and access;
- coordination with McClellan Business Park to encourage the continued growth of the regional employment center;
- preservation and enhancement of natural resources to promote long-term sustainability of the community;
- promotion of the area's existing character to create a sense of place and attract regional visitation;
- provision of adequate infrastructure to support the proposed development; and
- endorsement of exemplary and sustainable urban design and construction resulting in high-quality buildings and an inviting public realm supporting a high level of pedestrian activity.

These principles are discussed in more detail in Section 1.6, "Guiding Principles."

## 1.3 REGIONAL AND LOCAL CONTEXT

### 1.3.1 Regional Location and Significance

Watt Avenue is a major thoroughfare connecting future communities (Placer Vineyards and Riolo Vineyards) in Placer County with the Sacramento County communities of Vineyards, Antelope, North Highlands, Arden Arcade, and Elk Grove (see Figure 1.1, “Regional Context”). It also crosses three major east-west highways, Interstate 80 (I-80), Business I-80, and U.S. Highway 50 (U.S. 50), as well as the American River. Only one street, Sunrise Boulevard to the east, affords similar regional access via surface streets.

The Corridor Plan area consists of approximately 750 acres distributed along a 4-mile segment of Watt Avenue north of I-80 to Antelope Road in the unincorporated community of North Highlands (see Figure 1.1, “Regional Context”).

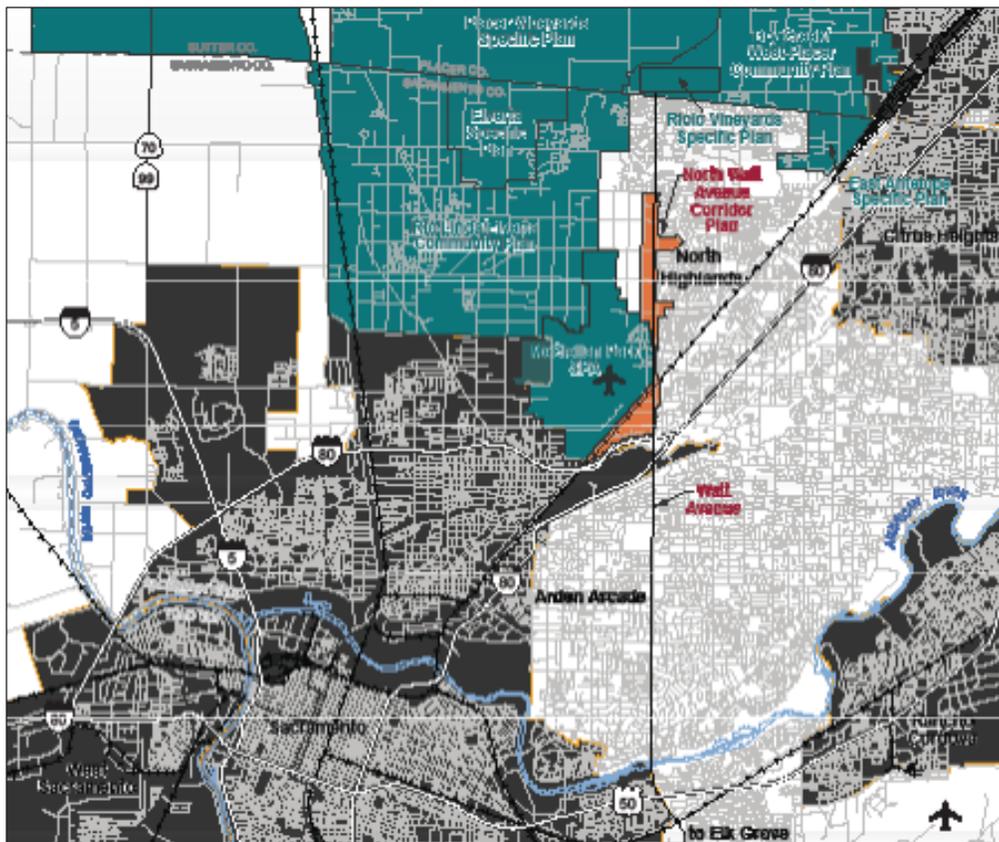


Figure 1.1—Regional Context



*The Aerospace Museum of California, located on Freedom Park Drive is a local landmark.*



*Historic neighborhoods are being revitalized to serve residents at McClellan Business Park.*

### 1.3.2 Local Context

The Corridor Plan area is bordered on the west by McClellan Business Park and the area known informally as “West of Watt.” Established single-family residential neighborhoods in the North Highlands community border the Corridor Plan area on the east (see Figure 1.2, “Corridor Plan Area and Local Context”).

Major landmarks in the Corridor Plan area include the Aerospace Museum of California, which opened in 2007, and the County’s North Service Center near Freedom Park Drive and Watt Avenue. The North Highlands Community Center and North Highlands Recreation and Park District offices are located on the east side of Watt Avenue near Freedom Park Drive.

The existing character of the Corridor Plan area has also been influenced by McClellan Air Force Base (now decommissioned and renamed McClellan Business Park) and the subsequent establishment and growth of the North Highlands community. McClellan and other important planning jurisdictions in and near the Corridor Plan area are discussed in the following sections, including the McClellan/Watt Redevelopment Area, Corridor Plan Area of Influence, and West of Watt.

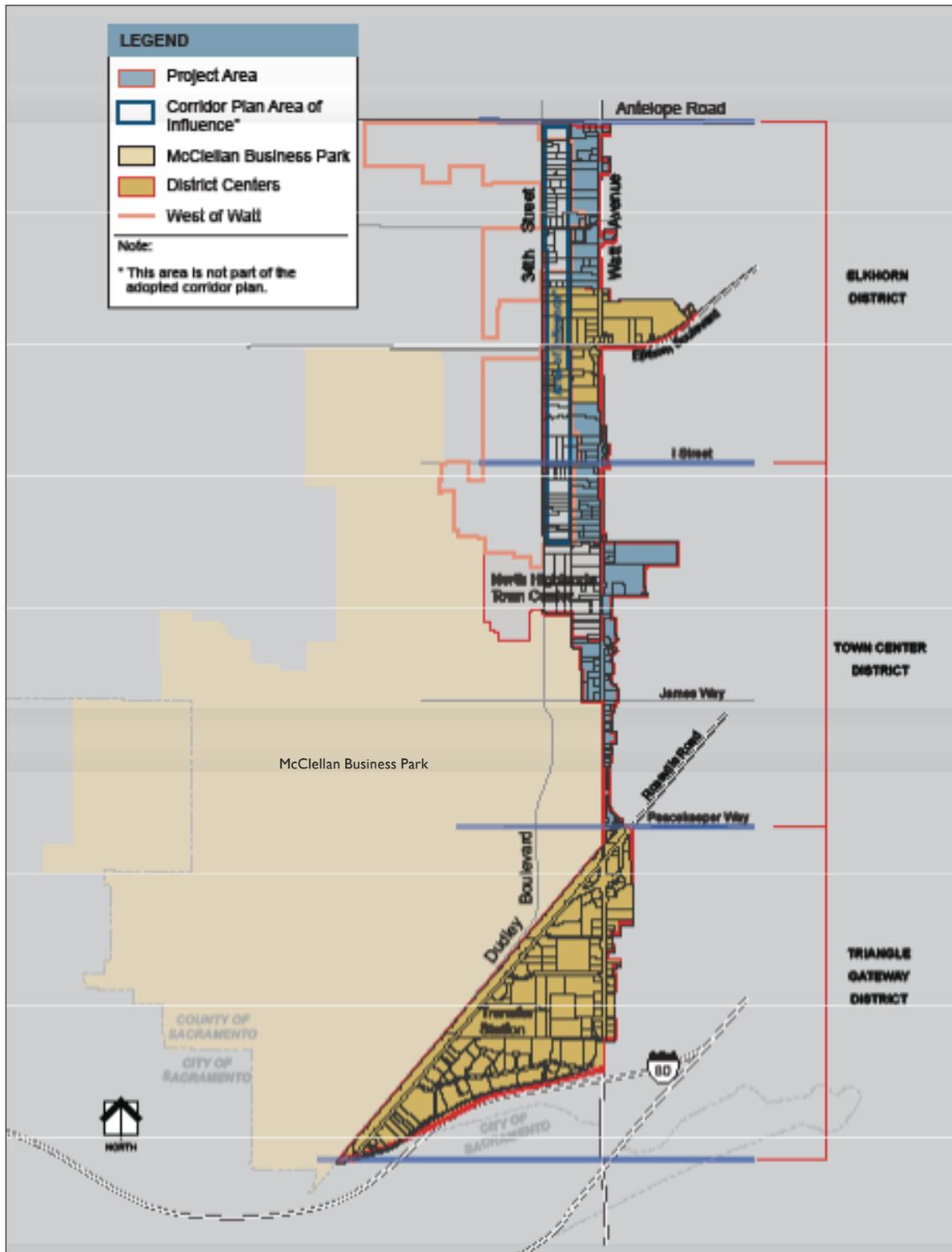


Figure 1.2—Corridor Plan Area and Local Context



Figure 1.3—McClellan Business Park



Corporate office at McClellan Business Park

## McClellan

McClellan Air Force Base, formerly called the Sacramento Air Depot and McClellan Field, opened on September 8, 1936, and was intensely developed through 1941 in preparation for U.S. involvement in World War II. During the war, the base served as the primary supply depot on the west coast and employed 17,652 civilians and 4,250 military personnel (page 8 of the *North Watt Avenue Beautification Master Plan*). After World War II, McClellan Air Force Base continued to serve as one of five major U.S. depots providing repair and maintenance services for military aircraft, as well as supporting activities such as electronics manufacturing, software development, scientific research, and supply logistics, thus playing a major role in Sacramento's regional economy.

The McClellan Business Park was established as a major reuse project and designated the McClellan Special Planning Area following the decommissioning of the McClellan Air Force Base in 2001 (see Figure 1.3, "McClellan Business Park"). Throughout its existence, the proximity of McClellan Air Force Base to Watt Avenue prompted the development of businesses providing goods and services to base employees. The existing mix of businesses along North Watt Avenue currently displays an over-representation of fast food restaurants, auto services, and discount retail aimed at a lunchtime clientele.

The ongoing conversion of McClellan to civilian use and the accompanying growth in employment is influencing the nature of businesses along Watt Avenue. At full reuse, McClellan Business Park is anticipated to accommodate 35,000 new jobs, which will generate a significant demand for goods, services, and housing in its vicinity. New businesses on Watt Avenue have the opportunity to provide a more balanced mix of goods and services that support the growing employment base at McClellan Park and residents of the North Highland community.

Development at McClellan Park and the surrounding area community has also been constrained by aircraft noise, preventing the location of noise-sensitive receptors (housing) in areas of the plan affected by 60 dBA Ldn/CNEL noise contours or greater (the maximum exterior noise level standard for housing established in the General Plan). The 60 CNEL noise contour associated with aircraft operations is shown in Figure 1.4, "McClellan Park Noise Compatibility Map" (2002). The

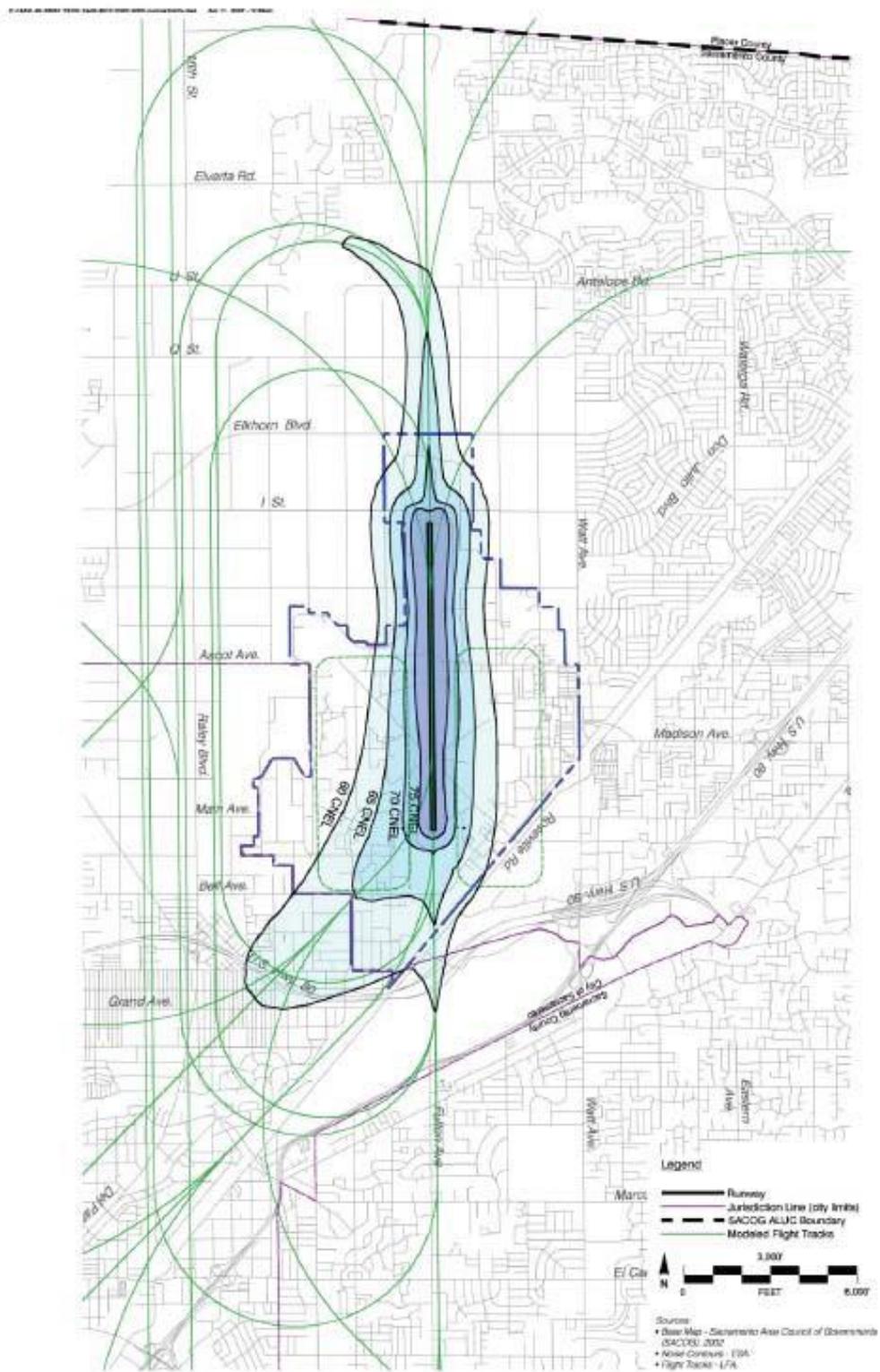
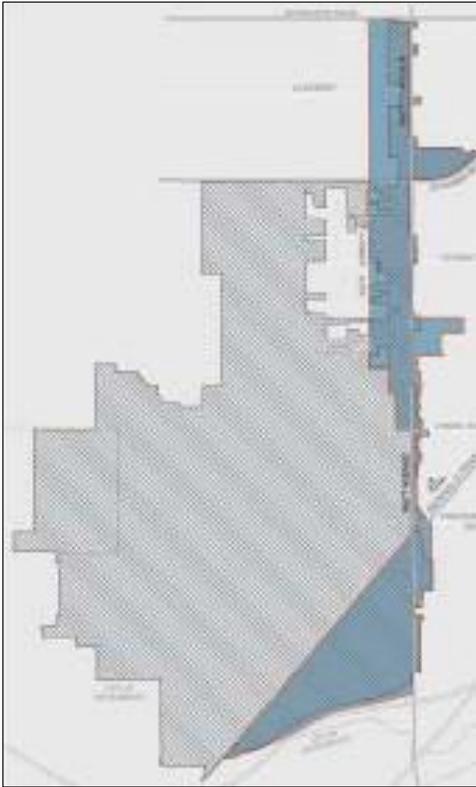


Figure 1.4—McClellan Park Noise Compatibility Map



**Figure 1.5—McClellan/Watt Redevelopment Area**



*McClellan Business Park offers goods and services that could be supplemented along North Watt Avenue.*

reduction in the extent of the noise exposure will open new areas of McClellan Park and the previously constrained North Highlands community, north of McClellan Park, to potential new residential and urban development. As shown in Figure 1.4, noise contours would still, however constrain lands on the southwest corner of the Corridor Plan Area.

### **McClellan/Watt Redevelopment Area**

The McClellan/Watt Redevelopment Area was established in 2000 by the Sacramento Housing and Redevelopment Agency (SHRA) and combines the former McClellan Air Force Base and the Watt Avenue Special Planning Area to allow integration of joint redevelopment opportunities in the two areas (see Figure 1.5, “McClellan/Watt Redevelopment Area”). The redevelopment plan intends to revitalize blighted properties along Watt Avenue through renovation and new construction to establish uses consistent with and supportive of the community vision and the employment center being developed at McClellan Business Park.

The goals of the Corridor Plan are consistent with the redevelopment strategy, which includes infrastructure investments to support higher development densities; improvements to public facilities and amenities such as parks and open space; revitalization of businesses focusing on reuse of existing commercial and industrial uses; infill development on vacant or underutilized lands; and an active housing program to provide housing for all income levels through renovations of existing units and new construction. Implementation of these goals for the Corridor Plan and redevelopment area should occur in tandem.

## Corridor Plan Area of Influence

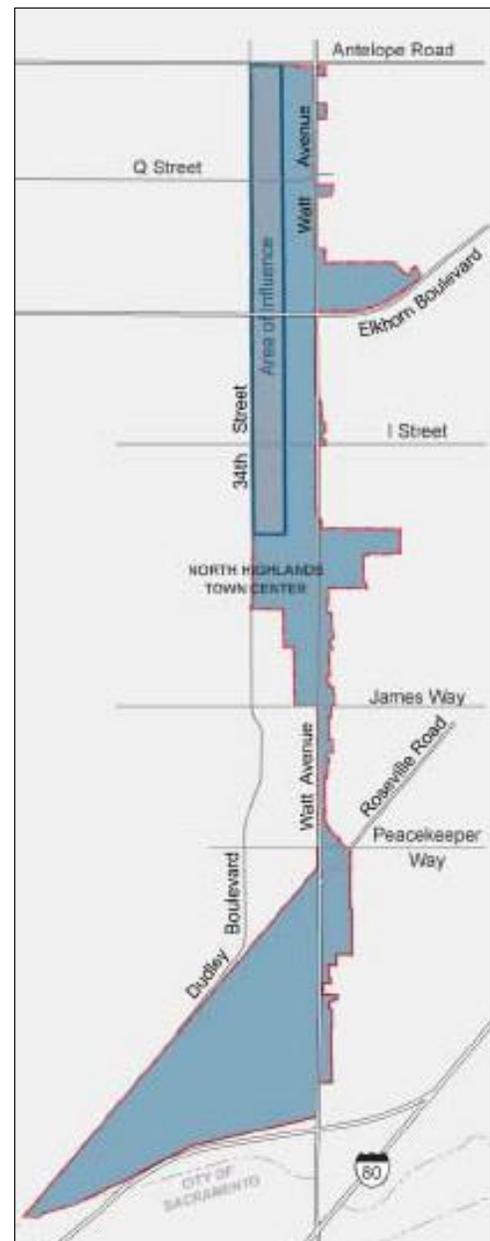
Parcels on the east side of 34th Street have been designated by the County as the Corridor Plan Area of Influence (see Figure 1.6, “Corridor Plan Area of Influence”) in recognition of the area’s proximity to the Corridor Plan area. The Area of Influence consists of large lots with single-family homes, some vacant lots, and scattered light industrial and warehouse uses.

The Area of Influence is located within the Urban Services Boundary (USB) established in the *County of Sacramento General Plan*. Areas within the USB may be subject to incorporation into master plans (such as the Corridor Plan) “for the provision of public services and infrastructure to the urban area”.

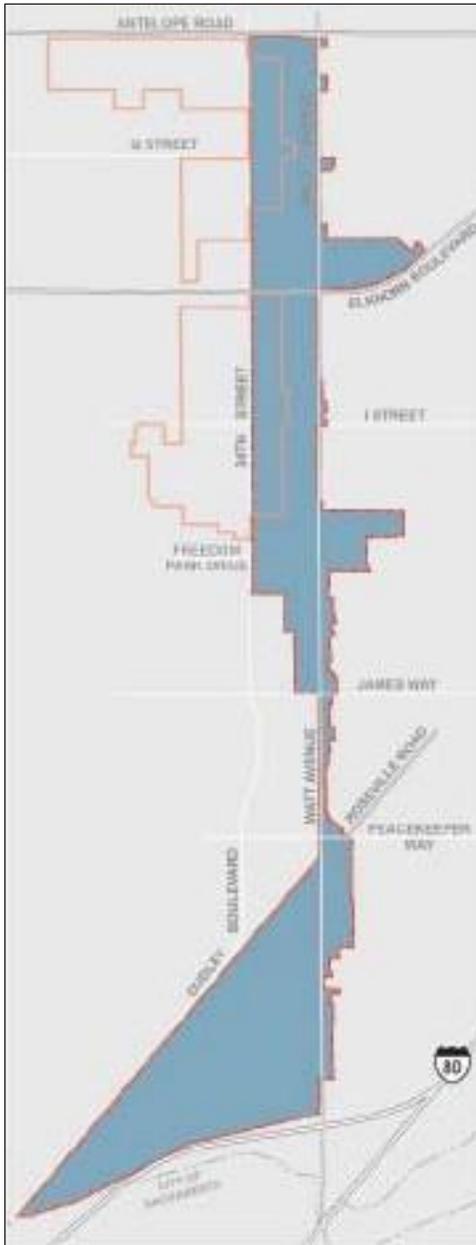
The inclusion of the Area of Influence in the Watt Avenue Corridor planning process provides for the orderly implementation of street, sewer, water and other infrastructure improvements. The inclusion of the Area of Influence in the Corridor Plan can also help to address some of the goals identified during the public outreach process, such as the provision of new trails, parks, and local access streets. The Area of Influence is therefore included on maps and diagrams in the Corridor Plan, however this plan does not modify the General Plan designations or zoning for this area. Concept plans for this area included in the Corridor Plan are shown for illustrative purposes only and do not represent binding entitlements to development.



*Existing conditions at the intersection of I and 34th Streets are typical of the Corridor Plan Area of Influence*



**Figure 1.6—Corridor Plan Area of Influence**



**Figure 1.7—West of Watt Urban Development Area**

## West of Watt

The General Plan has identified West of Watt, located west of the Corridor Plan area and north of McClellan Business Park, as an Urban Development Area (see Figure 1.7, “West of Watt Urban Development Area”). Like the Area of Influence, existing land uses in West of Watt consist of single-family homes on large parcels, vacant lands, and limited light industrial uses.

By designating West of Watt as an Urban Development Area, the County has recognized the area’s significant growth potential. The General Plan notes that Urban Development Areas “...will be converted to urban uses to accommodate the growth that is projected to occur during the 25 year planning period”. The large quantity of vacant and underutilized parcels in West of Watt present substantial opportunities for residential infill development. Because these homes are likely to be served by businesses, infrastructure, and services in the Corridor Plan area, projections have been made for West of Watt that may guide future planning efforts, as required by the General Plan.

The Corridor Plan does not master plan West of Watt, which will be defined by a separate master plan. However, because some of the goals and policies in the Corridor Plan address issues of community-wide concern, including land use densities and transit access along 34th Street, the Corridor Plan makes some general recommendations that are applicable to West of Watt and may be further refined in subsequent planning.



*View from 34th Street into West of Watt*

## 1.4 CORRIDOR PLAN DISTRICTS

The Corridor Plan area encompasses varied development patterns and land uses across a large, diverse area. For planning purposes, the Corridor Plan has been subdivided into three distinct districts (Elkhorn, Town Center, and Triangle Gateway) based on smart growth principle that promote higher residential densities and nonresidential intensities that support transit. The North Highlands Town Center has already been defined by the approved *North Highlands Town Center Development Code*, which is separate from but consistent with the Corridor Plan. The *North Highlands Town Center Development Code* and Corridor Plan will act as complementary documents with consistent standards and guidelines.

This section provides a brief overview of each district and district center, which are described in more detail in Chapter 2, “Land Use,” and Chapter 3, “Urban Design.” The Elkhorn and Triangle Gateway Districts Centers are defined by the higher densities (greater than 25 dwelling units per acre [du/ac]) and intensities (floor area ratios at .5 or greater) necessary to support transit within a convenient walking distance (typically one-quarter mile). The two district centers have also been designed with an active public realm that includes convenient bicycle and pedestrian access and a variety of parks and plazas. These district centers and districts are briefly summarized below and described in more detail in Chapter 2, “Land Use,” and Chapter 3, “Urban Design.”

*...a high-density, high-intensity district center will be the heart of each district...*



*Streetscape improvements on Watt Avenue will be extended to Antelope Road.*

## 1.4.1 Elkhorn District and Elkhorn District Center

### Elkhorn District

The Elkhorn District will be a residential mixed-use neighborhood with predominantly medium-density residential uses (15-25 du/ac) representing a variety of housing types (see Figure 1.8, “Elkhorn District and District Center” for the location). Opportunities for limited ground-floor commercial/retail and office uses will be available at the intersections of collector streets (such as Q and I Streets) and North Watt Avenue or 34th Street.

As residential development progresses, new local streets must be constructed to ensure neighborhood access. These streets must be based on a modified grid system that provides local access but does not compromise the use of Watt Avenue and 34th Streets as the primary north-south routes. A central north-south paseo and multi-use trails along creek corridors are envisioned to provide local and regional pedestrian and bicycle access.

The streetscape improvements initiated on Watt Avenue will be continued north to Antelope Road, and will include widening the street to six lanes and adding sidewalks, street trees, and transit facilities. Streetscape and transportation improvements are described in Chapter 4, “Circulation.”

### Elkhorn District Center

The Elkhorn District Center is envisioned as an urban mixed-use center serving as the employment, transportation, commercial/retail, and service hub of the Elkhorn District. The Commercial Core will be focused along Elkhorn Boulevard between Watt Avenue and 34th Street and may be extended to the corners of the two intersections. This approach will encourage a modified main street setting with enhanced pedestrian access and amenities. Locating infill development along Elkhorn will also minimize ingress and egress on Watt Avenue and 34th Street, enhancing safety and the efficiency of traffic movement.

New housing (25-40 du/ac) will be combined with office uses and neighborhood-serving commercial/retail in a walkable setting with an active public realm. The Elkhorn District Center will continue to be served by local bus transit, which will be expanded to include bus rapid transit service.

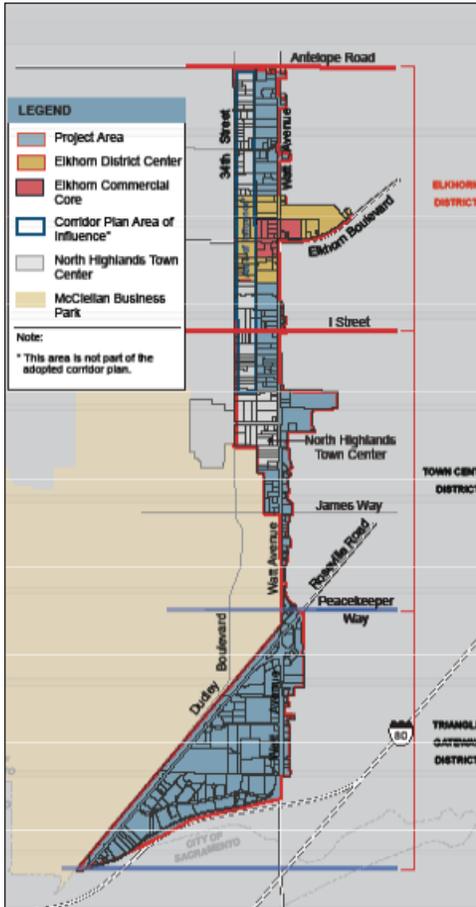


Figure 1.8—Elkhorn District and District Center



Elkhorn Boulevard, site of the Elkhorn District Center

## 1.4.2 Town Center District and North Highlands Town Center

### Town Center District

The Town Center District includes those areas outside of the North Highlands Town Center, and like the Elkhorn District, will be a predominantly residential mixed-use district (see Figure 1.9, “Town Center District and North Highlands Town Center” for the location). The portion of the district south of the Town Center can also accommodate higher density residential, mixed use, and commercial/retail development providing essential goods and services to North Highlands residents and employees of McClellan Business Park.

Access is available via the existing street grid, including Freedom Park Drive, Palm Drive, James Street, and Peacekeeper Way. To minimize trips, traditional auto access to Watt Avenue should be supplemented by transit and creative and varied local transportation options, which could include a local shuttle system, neighborhood electric vehicles, and light-duty vehicles, such as electric bicycles. Standard bicycle lanes and trails and pedestrian walkways would also be essential to local circulation and are required.

### North Highlands Town Center

Located along Freedom Park Drive, the North Highlands Town Center is guided by the *North Highlands Town Center Development Code* and envisioned as a mixed-use center providing employment, services, and housing to local residents and employees of McClellan Business Park. The Town Center also offers regional attractions, such as the Aerospace Museum of California. The development code also provides for improvements to Freedom Park Drive and upgrades to existing local streets.

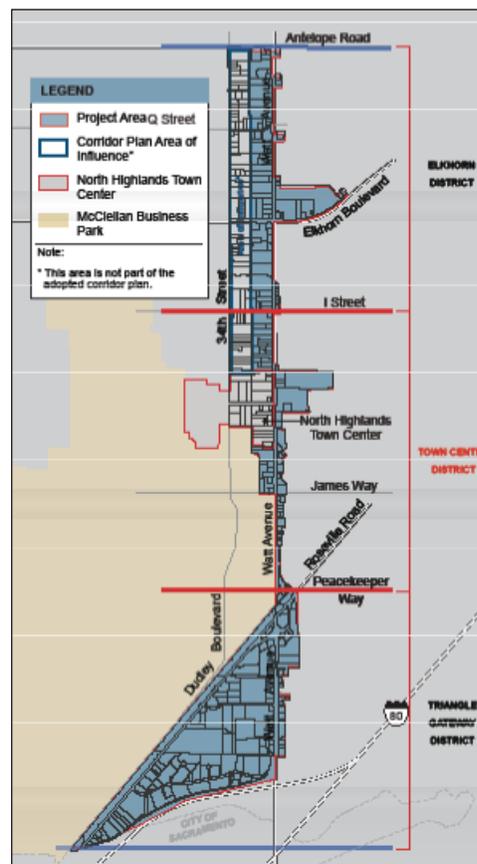
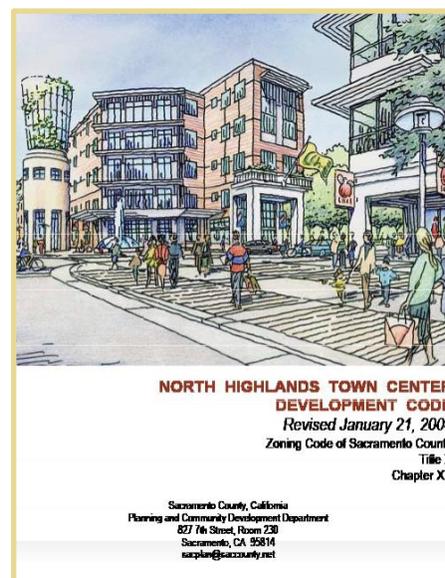


Figure 1.9—Town Center District and North Highlands Town Center



The North Highlands Town Center Development Code will guide the





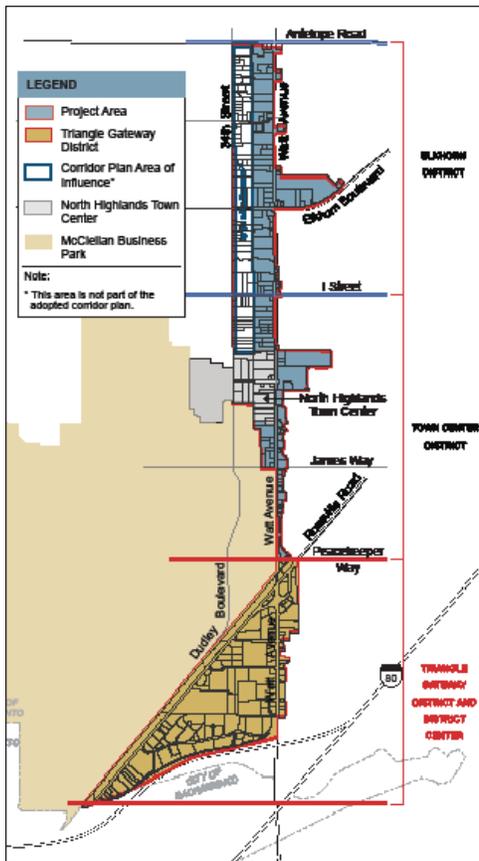


Figure 1.10—Triangle Gateway District



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Triangle Gateway district uses should complement those found in McClellan Business Park.

### 1.4.3 Triangle Gateway District

Proximity to employment at McClellan Business Park, the Watt and Longview Light Rail Transit Stations, and potential future bus rapid transit along the corridor makes long-term development of the Triangle Gateway District as a transit-oriented development (TOD) particularly attractive (see Figure 1.10, “Triangle Gateway District” for the location). As a TOD, the district would be developed as an urban mixed-use area with housing, shopping, and employment in a walkable setting. Buildings would typically be multistory and front onto Watt Avenue, Roseville Road, Winona Way, and other local streets. New hotel and entertainment uses are also possible in the TOD. An internal network of new streets and urban greenways with bicycle, neighborhood electric vehicle, and pedestrian access will be constructed to encourage a range of mobility options.

At approximately 270 acres, the Triangle Gateway District represents different opportunities and constraints depending on the location within it. Three subdistricts have therefore been identified for the TOD, representing differences in land use, scale, and parking. Subdistrict 1, located at the northern tip, is not constrained by noise or proximity to the County’s transfer station, and thus represents one of the better opportunities for residential development. Subdistrict 2 takes advantage of several vacant properties and past land assembly to create a mixed-use district with ground floor commercial/retail frontage on Watt and internal local streets. Subdistrict 3 is designed to capitalize on its proximity to I-80 and the two light rail transit stations, and includes higher intensity office uses, with residential potentially located at the southeast corner of the district.

Development in the Triangle Gateway District will be enhanced by upgrades to bicycle and pedestrian connections to McClellan Business Park and the light rail transit stations, as well as long-term access to local bus transit and bus rapid transit.

## 1.5 EXISTING CONDITIONS ANALYSIS AND PUBLIC OUTREACH

To better understand the Corridor Plan area, the consulting team carried out extensive research and analysis of existing conditions, including studies of existing housing stock, traffic conditions, bicycle and pedestrian access, and market conditions, resulting in an *Existing Conditions Memorandum, North Watt Avenue Corridor Plan* (May 2007).

County planning staff and the consulting team also carried out extensive public outreach, which included meetings and workshops intended to identify the community's vision and goals for the future of North Watt Avenue. Initial stakeholder interviews were held with community representatives (Visions and the Community Planning Advisory Council [CPAC]), agency staff, and local business representatives. This was followed by a community open house (May 15-17, 2007) which explored the community's priorities for the Corridor Plan. A second community meeting (January 29, 2008) sought community response to a set of land use and transportation alternatives proposed for the Corridor Plan area. In addition to public outreach, regular team meetings were held with the Corridor Plan Steering Committee, Visions, and CPAC; the Project Management Team (including County planning staff and the consulting team); and the Technical Advisory Committee (with representatives from a wide range of County and regional agencies).

Both public and team meetings sought to identify a coherent vision for the Corridor Plan area, develop a range of solutions to recognized constraints, and set realistic, yet progressive, goals for the development of the area. The vision statement and guiding principles in the following section are derived from the creative involvement of numerous dedicated citizens, agency staff, and public officials.



*A Storefront Workshop was held May 2007.*



*Conceptual plans and a 3D modeling program were used at the Storefront Workshop to help the community envision the redevelopment of North Watt Avenue.*

## 1.6 GUIDING PRINCIPLES

The following principles are influenced by the public outreach process and are intended to guide the implementation of the Corridor Plan.

***Principle: 1.1 Concentrate development at three transit-oriented, mixed-use centers (Elkhorn District Center, North Highlands Town Center, and Triangle Gateway District) with land use densities and intensities sufficient to support regional transit.***

Each district center will serve as an activity hub with a unique character and mix of land uses. Higher density residential and higher intensity commercial/retail, office, and civic/public uses should be concentrated at the district centers to support local and regional bus rapid transit services. Residential and nonresidential uses should be mixed to encourage local pedestrian, bicycle, and light-duty vehicle access.



*This public plaza represents a scale and design suitable for the Elkhorn District Center.*

***Principle: 1.2 Revitalize vacant and underutilized sites to promote vibrant district centers and neighborhoods.***

Vacant and underutilized sites within the district centers should be given redevelopment priority to create local employment opportunities and promote the availability of a full range of goods and services. Neighborhoods outside of the district centers should be redeveloped with a variety of housing choices, with neighborhood-serving commercial and office uses anchoring important intersections.

***Principle: 1.3 Create a balanced circulation system with multimodal transportation opportunities serving local and regional users.***

Transit options, including local and bus rapid transit, should serve the district centers, which will be developed as transit-oriented developments. A network of automobile, bus transit, light-duty and low-speed vehicle, bicycle, and pedestrian routes will be available throughout the Corridor Plan area. New east-west streets and trails will be developed, with extensions of existing streets, where appropriate. Connections to the regional bicycle and pedestrian network will also be enhanced.

*Revitalize vacant and underutilized sites to promote vibrant district centers and neighborhoods.*



*Alternatives to the automobile will help to relieve congestion on Watt Avenue.*



*Public transit will play a large role in corridor transportation.*



*Office uses in the Triangle Gateway District should complement similar uses in McClellan Business Park.*



*Local creeks and drainageways will be preserved.*

***Principle: 1.4 Coordinate the development of the Corridor Plan area in conjunction with McClellan Business Park to foster a regional employment center offering a range of job opportunities.***

The North Highlands community is fortunate to include McClellan Business Park, which is a rapidly growing regional employment center. Employment opportunities that complement those in McClellan Business Park should be actively sought for the Corridor Plan area and located in the district centers, particularly the Triangle Gateway TOD. The County and the Sacramento Housing and Redevelopment Agency should seek to attract land uses that will serve both the North Highlands community and McClellan Business Park.

***Principle: 1.5 Preserve and enhance the quality of air, water, sensitive species habitat, and other natural resources within the Corridor Plan area to promote its long-term sustainability and that of the North Highlands community.***

Maintaining the long-term viability of environmental resources within the Corridor Plan area contributes to the overall quality of life for North Highlands residents and visitors and increases the sustainability of the community and the Sacramento region. The Corridor Plan identifies sustainability goals and policies, and should be implemented in a manner that effectively preserves and enhances finite local resources. Although much of the Corridor Plan area is already urbanized, opportunities to improve air and water quality; preserve open space, creeks, and drainageways; and protect sensitive species habitat should be actively pursued.

***Principle: 1.6 Promote the rich and varied character of the North Highlands community to encourage a strong, local sense of place and attract regional visitation.***

The history of North Highlands and the Corridor Plan area are intricately tied to McClellan Air Force Base and its evolution to McClellan Business Park, with McClellan’s aeronautic history celebrated at the Aeronautic Museum of California. More recent ethnic immigration to the North Highlands community, particularly from eastern Europe and Latin America, has added richness to the community’s character. The community should seek to develop these and other aspects of local character to create a sense of place that is both appealing to local residents and can serve to attract regional visitation.



*Musicland, specializing in Russian music, represents one of the many recent influences on community character.*

***Principle: 1.7 Endorse exemplary and sustainable urban design and construction techniques that will result in high-quality buildings and an inviting public realm.***

Well-designed buildings and an attractive public realm can attract users and entice additional development. The latest technology and design techniques should be incorporated into all buildings and landscaping to minimize energy and water use, while also ensuring the high quality construction of an aesthetically pleasing built environment.



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*High-quality materials and construction methods can contribute to an attractive public realm.*



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*Buildings and landscaping should incorporate technology that minimizes energy and water use.*

## 1.7 CORRIDOR PLAN ORGANIZATION

The vision and implementation of the Corridor Plan's goals and policies are addressed in six chapters, as described below.

### Chapter 1 – Introduction

Provides an overview of the Corridor Plan's purpose and gives a brief description of the districts and district centers. Includes a vision statement and guiding principles that will direct future development and improvements in the Corridor Plan area.

### Chapter 2 – Land Use

Gives a detailed description of the desired character for each district and district center. Defines proposed land use patterns and provides target densities and intensities. Recommends General Plan and zoning designations, including new mixed-use designations not included in the County's municipal code.

### Chapter 3 – Urban Design

Uses text and illustrative graphics to define the standards and guidelines for infill development in the Corridor Plan area.

### Chapter 4 – Circulation

Describes one short-term and three long-term alternatives for street improvements in the Corridor Plan area. Addresses auto, transit, neighborhood electric vehicle, bicycle, and pedestrian circulation and access.

### Chapter 5 – Public Realm Design

Addresses streetscape standards and improvements, landscaping and street trees, parks and open space, signage, and public art.



## 2 LAND USE





# 2 LAND USE

## 2.1 INTRODUCTION

This chapter focuses on recommended land use patterns intended to guide the transition of North Watt Avenue from an auto-oriented commercial district serving a former military base to a series of urban villages integrated with the North Highlands community and Sacramento region. To achieve that vision, it will be essential to put the concept of “corridor” in its proper place, as a description of the existing transportation and land use conditions along North Watt Avenue, which must be modified to better serve the community.

The approved *North Highlands Town Center Development Code* has already taken steps to support the transition of the existing character of North Watt Avenue to a more human-scaled town center focused along Freedom Park Drive. The North Highlands Town Center thus establishes the civic heart of the North Highlands community, which will include a mix of civic, commercial/retail, and residential land uses in a pedestrian-oriented setting.

Inspired by the Town Center, the Corridor Plan identifies two other areas along the corridor with the potential to become unique urban villages: the Elkhorn and Triangle Gateway District Centers. The economic success of these district centers will be enhanced if they display complementary, but unique, land use mixes and design characteristics. In addition, the district centers will include higher density and intensity land uses, access to local and regional transit, and connections to a network of streets and trails serving cyclists and pedestrians.

The Elkhorn District is located north and south of the Elkhorn District Center, and the Town Center District is located north, east, and south of the North Highlands Town Center. These districts represent good opportunities to create new residential neighborhoods with a variety of housing types, particularly in the area north of the North Highlands Town Center, which has more vacant and underutilized property than

**AUGUST 2012**



*The Commercial District in the Elkhorn District Center should include public gathering areas such as this plaza.*



*The Triangle Gateway District Center will ultimately be designed as a transit-oriented development, with commercial mixed-use development.*





*Housing in the Elkhorn and Town Center Districts could include townhouses.*



*Housing in the district centers will include condominiums and apartments at densities supportive of bus rapid transit.*

the area south of the Town Center. These new neighborhoods could be supported by nonresidential neighborhood-serving uses such as corner cafes and beauty salons. Such residential neighborhoods are needed to increase the variety of available housing in North Highlands, which is currently limited to mainly single-family detached units on the east side of North Watt Avenue; to fulfill the General Plan vision for growth in the area; and to support potential demand for housing from McClellan Business Park employees.

The districts and district centers and subdistricts are depicted in Figure 2.1, “North Watt Avenue Corridor Land Use Plan,” shown on the following page, with associated density ranges and FARs for each area. The designated land use areas are described in the following sections, and accompanied by land use goals and policies that support their development. The chapter concludes with an analysis of existing land use designations (Sacramento Area Council of Governments [SACOG]), and County General Plan and zoning designations) and proposed designations that will support new development. This chapter is intended to be used in conjunction with Chapter 3, “Urban Design,” which includes development standards and design guidelines for each of the proposed mixed-use zones.

The inclusion of the Area of Influence in the Watt Avenue Corridor planning process provides for the orderly implementation of street, sewer, water and other infrastructure improvements. The inclusion of the Area of Influence in the Corridor Plan also helps to address some of the goals identified during the public outreach process, such as the provision of new trails, parks, and local streets. The Area of Influence is therefore included on maps and diagrams in the Corridor Plan; however, this plan does not modify the General Plan designations or zoning for this area. Concept plans for this area included in the Corridor Plan are shown for illustrative purposes only and do not represent binding entitlements to development.

The Residential Mixed Use 1, Residential Mixed Use 2, Commercial Mixed Use and Transit Oriented Gateway designations on the Land Use Plan (Figure 2.1 on page 2-5) reflect the overall objective of increasing the flexibility of uses. The Plan does not require or mandate a particular land use. For example, the Residential Mixed Use RMU (yellow) area does not mandate that a residential component be



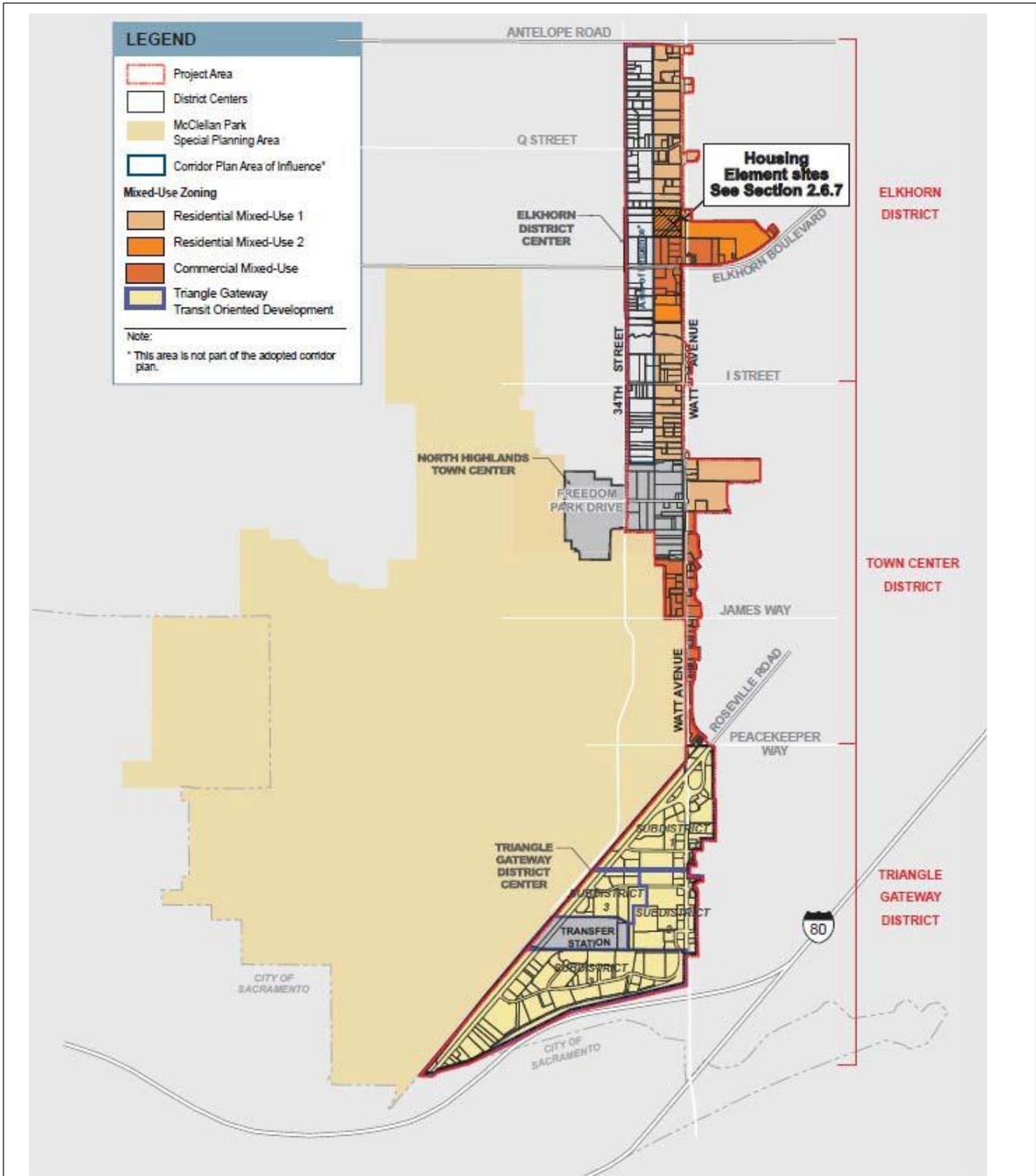


Figure 2.1—North Watt Corridor Land Use Plan



Aviation and industrial uses are accommodated in the Core Aviation/Industrial District.

Industrial District with the potential to also serve rail and airport services.



A variety of community support uses including Serna Village, a residential apartment development, are located in the East McClellan District.



Electronics and light industrial uses are currently present in the South McClellan District.

included in a new development, but provides the flexibility to include residential development in areas that was previously not allowed. Additionally, the Plan does not mandate mixed-use development or higher density residential units to be built on an entire project site. The allowed uses contained in the Land Use Tables shall prevail. Project design to meet Plan objectives will be the major focus of the project review.

The exact boundaries of the North Watt Avenue Corridor Plan area are reflected in Figure 2.2 as shown on the next page. Several of the exhibits in this document do not reflect the exact boundaries of the plan area and are intended to be conceptual in nature.

## 2.2 MCCLELLAN BUSINESS PARK DRAFT LAND USE PLAN

As noted, much of the Corridor Plan area is adjacent to the McClellan Business Park to the west. The Corridor Plan has been devised to complement the land use plan for McClellan Business Park, which is governed by the *McClellan Airforce Base Final Reuse Plan (2000; or Reuse Plan)* and *McClellan Park Special Planning Area (2002; or SPA)*. Zoning in the McClellan SPA comprises four main land use districts:

- Core Aviation/Industrial District;
- East McClellan District;
- South McClellan District; and
- West McClellan District.

These districts, supporting subdistricts, and land uses are described in detail in the Sacramento County Zoning Code Section 511-10, “*McClellan Park Special Planning Area.*”

The closure of the McClellan Air Force Base in 1995 and conversion into a modern industrial business park as well as ever changing market conditions has continued to shape development at McClellan Park. The type of land uses and development originally envisioned in the Reuse Plan and SPA has continued to evolve and become more defined, resulting in the need to modify the current SPA district boundaries and introduce new land use subdistricts. Figure 2.3, “McClellan Business

Park and Corridor Plan Districts,” on the following page shows the interface of the McClellan Business Park and Corridor Plan. At the

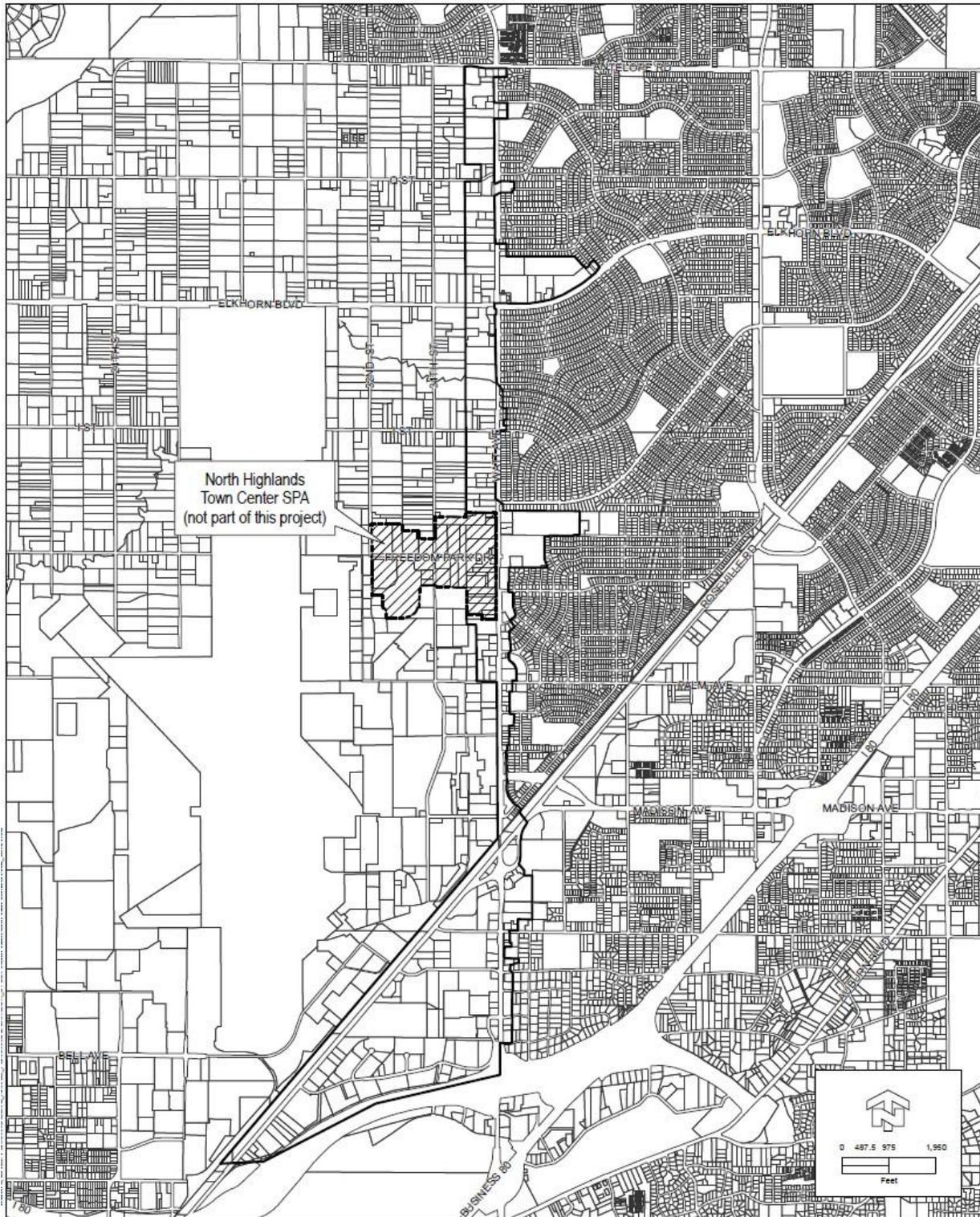


Figure 2.2—Boundaries of the North Watt Avenue Corridor Plan Area





*Light industrial and office park uses are currently present in the West McClellan District with the potential for the introduction of rail and airport services.*

time of development of this Corridor Plan, proposed amendments to the McClellan Park SPA include:

- Expanding and revising the Community Support Subdistrict within the East McClellan District to permit the development of a mixed-use office/retail center at the southwest corner of Peacekeeper Way and Watt Avenue; and
- Rezoning portions of the Core Aviation/Industrial District and West McClellan District to an Industrial Subdistrict permitting more industrial (M2) uses. Rail service is proposed to be extended into the subdistrict and is anticipated to support additional rail and airport services at McClellan Park.

The Corridor Plan recognizes the importance of McClellan Park as an important regional employer. Land uses and development along North Watt Avenue have been designed to complement and not compete with development at McClellan Park. Watt Avenue is as important commercial and residential infill opportunity area that will provide additional needed housing and services to McClellan Park and the surrounding community. Enhanced gateways along the Corridor Plan area will also serve to define the identity of the Corridor Plan area and the McClellan Park.

## 2.3 DISTRICTS AND DISTRICT CENTERS

The districts and district centers have been established to promote the development of urban mixed-use villages in the district centers, with nearby residential mixed-use neighborhoods in the districts. The districts include the Elkhorn, Town Center, and Triangle Gateway Districts. The district centers consist of the Elkhorn and Triangle Gateway District Centers identified in Figure 2.1. The North Highlands Town Center also functions as a district center, but is regulated by the approved *North Highlands Town Center Development Code*. Each district and district center is described in greater detail in the following subsections.

### 2.3.1 Elkhorn District and Elkhorn District Center

#### Vision

The Elkhorn District Center is envisioned as an employment and residential mixed-use center, with commercial/retail uses fronting onto Elkhorn Boulevard. Office and higher density residential development may be located above this commercial frontage and in the remainder of the district center. All development in the district center should be developed at sufficient densities and intensities to support local bus stops and one or more bus rapid transit stations. Areas north and south of the district center, within the larger Elkhorn District, will be primarily residential, with some limited neighborhood-serving nonresidential uses.

#### Location and Existing Conditions

The Elkhorn District is located between Antelope Road and I Street (see Figure 2.4, “Elkhorn District and Elkhorn District Center”). Because the east side of Watt Avenue is almost entirely built out with single-family homes, the Elkhorn District is primarily located on the west side of Watt Avenue. However, the district also extends to include the large vacant parcel and existing shopping center located at the northeast corner of the intersection of Watt Avenue and Elkhorn Boulevard (see photo at right).

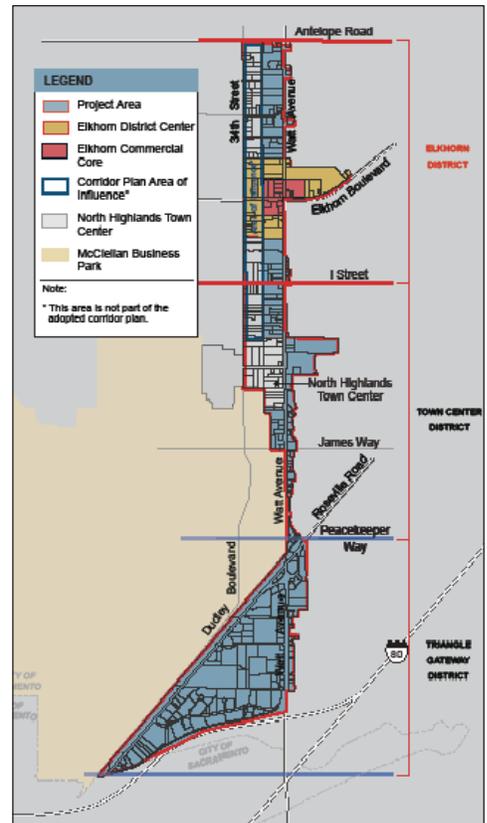


Figure 2.4—Elkhorn District and Elkhorn District Center



Existing shopping center at the northeast corner of Watt Avenue and Elkhorn Boulevard



### Elkhorn District Center - A Transit-Oriented Neighborhood Center



*Nonresidential uses should occupy the ground floor and front onto Elkhorn Boulevard in the commercial core.*



*Stores, restaurants, and other services should be linked by attractive pedestrian walkways and small plazas.*

Several advantages make the Elkhorn District Center particularly appealing for development as a mixed-use village providing employment, shopping, transportation, and services to local and community residents. The district center is strategically located at the intersections of Elkhorn Boulevard with 34th Street and Watt Avenue, making it easily accessible from nearby neighborhoods and potentially accessible from nearby communities such as Antelope, Vineyards, and Elverta. The area is served by local bus transit, and the long-term transportation alternatives identified in Chapter 4 emphasize the Elkhorn District Center's importance as a future site for bus rapid transit service (see Chapter 4, "Circulation," for a description of long-term transportation alternatives). The district center includes existing water and sewer infrastructure along Elkhorn Boulevard that is ready for extension into new development. The district and district center also encompass several large vacant or underutilized properties that could be assembled to create parcels of sufficient size to attract commercial developers.

With these advantages, the Elkhorn District Center has been designed with a commercial/retail core along Elkhorn Boulevard (see Figure 2.1). This concentration of commercial/retail development is intended to promote business visibility and access along Elkhorn Boulevard and reduce traffic ingress and egress along Watt Avenue and 34th Street, thus facilitating the efficiency of through-traffic and bus rapid transit on those important streets. Development in the commercial core must include ground floor uses fronting onto Elkhorn Boulevard to contribute to an active pedestrian shopping environment. Office or residential uses are permitted and may be located above or behind this commercial frontage if the requirement for ground floor nonresidential uses fronting Elkhorn Boulevard is met. Higher Floor Area Ratios (FAR) are recommended to promote bus rapid transit.

Higher density residential uses will be located throughout the district center. Residential uses may be in vertical formats or stand-alone buildings and should represent a variety of housing types, based on market demand.

Office uses may also be constructed throughout the Elkhorn District Center. Because there is a shortage of medical facilities in North Highlands and a desire for such services was expressed during the community outreach process for the Corridor Plan, medical offices are particularly encouraged in the Elkhorn District Center.

All land uses should be located in a walkable setting incorporating an active public realm with mini-parks, plazas, and greenways. Transit opportunities should be conveniently accessible from anywhere within the district center via bicycle and pedestrian pathways. New streets and greenways extending north and south from Elkhorn Boulevard must be created to provide access to blocks with businesses fronting onto Elkhorn Boulevard.



*Housing should offer convenient pedestrian connections to nearby transit stops.*



*Housing densities in the Elkhorn District Center should be sufficient to support bus rapid transit.*



*The paseo and other greenways will link destinations in the district.*



*New schools and other public facilities may be needed as the residential mixed-use area develops.*

### **Elkhorn District - New Residential Mixed-Use Neighborhoods**

The need for new housing in the Corridor Plan area and the abundance of vacant parcels in the Elkhorn District make the latter attractive for the creation of new mixed-use neighborhoods. Elkhorn District mixed-use neighborhoods, located north and south of the Elkhorn District Center, will consist of medium-density residential uses (10-20 du/ac). A variety of housing types is encouraged to meet a broad range of housing needs based on market conditions.

Small-scale, neighborhood-serving commercial/retail and office uses are permitted, but not required, at suitable intersections of local streets with North Watt Avenue and/or 34th Street (for example, I and Q Streets and new east-west streets). Nonresidential development at these intersections may be designed in horizontal or vertical formats, but must include ground floor commercial (retail, services, or professional office).

These neighborhoods must be served by new public facilities, potentially including schools, community centers, parks, and open space. New local streets will include sidewalks and on-street, Class II bicycle lanes to support cyclists and pedestrians. Greenways with Class I, multi-use trails along the creek corridors and paseo will also provide connectivity within these neighborhoods (see Chapters 4 and 5 for a complete description).

### **Elkhorn District Land Use Summary**

Table 2.1, "Elkhorn District Land Use Summary," summarizes the potential for different types of development in the Elkhorn District and District Center. Because the district is adjacent to the Corridor Plan Area of Influence and West of Watt, these have been concluded to fully consider the potential capacity of the area. However, the Area of Influence and West of Watt will be subject to additional analysis in future planning efforts. Based on the General Plan and SACOG projections, the table identifies the potential for 1,755 new residential units, 277,875 square feet of retail space, and 283,186 square feet of office space within the Corridor Plan area over an approximately 30-year time horizon. These and other land use projections in this chapter, are described in greater detail in Appendix B, "Market Projections").

Table 2.1: Elkhorn District Land Use Summary

Corridor Plan Area	Entire District		District Center		Remainder of District	
	% of Total	Dwelling Units or Square Footage	Dwelling Units or Square Footage	Acreage	Dwelling Units or Square Footage	Acreage
Residential Units	35%	2,363	945	24	1,418	55
Retail	75%	292,500	204,750	8	87,750	5
Office	70%	220,255	198,230	9	22,026	1
<b>Area of Influence</b>						
Residential Units	30%	2,025	810	27	1,215	49
Retail	25%	97,500	73,125	3	24,375	1
Office	30%	94,395	84,956	4	9,440	0
<b>West of Watt</b>						
Residential Units	35%	2,363	945	32	1,418	71
Retail	0%	-	-	-	-	-
Office	0%	-	-	-	-	-
<b>District Totals</b>						
Residential Units	45%	6,750				
Retail	30%	390,000				
Office	35%	314,650				
<b>Total Acreage</b>						
Available Acreage				144		225
Total Planned Acreage				121		205
Residential <sup>a</sup>				82		175
Nonresidential <sup>b</sup>				24		8
Other Uses <sup>c</sup>				14		23

a. Assumed 30 du/ac in district centers and 20, 25, and 30 du/ac in the remainder of districts for West of Watt, Corridor Plan Area of Influence, and Corridor Plan area, respectively. Projections assume 80% of residential unit growth in the market area will occur in the districts, with the remaining 20% occurring in West of Watt McClellan Business Park.

b. Assumed .50 FAR for both retail and office.

c. Other uses include parks, public open space, and other public uses. Assumed at 10% of available acreage.

Source: Seifel Consulting Inc.

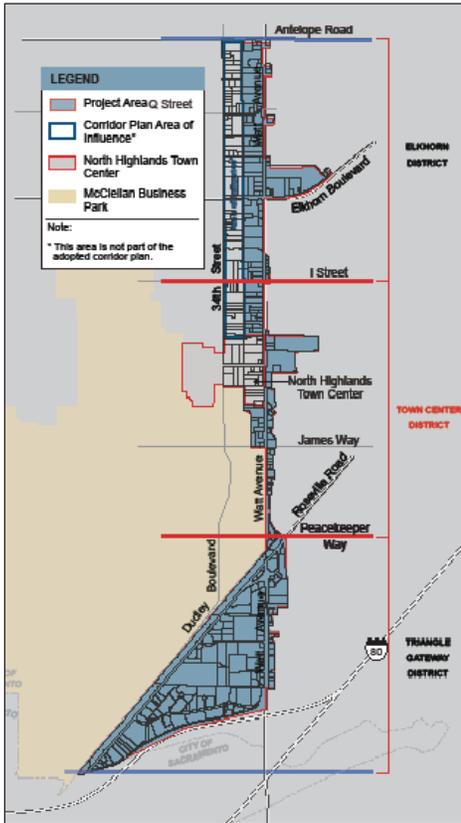


Figure 2.5—Town Center District and North Highlands Town Center

### 2.3.2 Town Center District and North Highlands Town Center

#### Vision

Envisioned as the civic heart of the North Highlands community, the North Highlands Town Center will include civic, commercial/retail, and residential uses located along Freedom Park Drive, as defined by the *North Highlands Town Center Development Code*.

The Town Center District is located north and south of the North Highlands Town Center. The area north of the North Highlands Town Center will include medium- to higher density residential uses, with some limited nonresidential development, in a manner similar to the Elkhorn District. The area south of the North Highlands Town Center will include intensive development due to its proximity to major gateways into McClellan Business Park at James Way and Peacekeeper Way.

#### Location and Existing Conditions

The North Highlands Town Center is located along Freedom Park Drive between Watt Avenue and 32nd Street, and is outside of and to the west of the Corridor Plan area (see Figure 2.5, “Town Center District and North Highlands Town Center”). The North Highlands Town Center contains several important community landmarks, including the Aerospace Museum of California and the North Sacramento County Community Service Center. The Town Center also includes



Existing streetscape condition at the North Highlands Town Center



The County's North Neighborhood Services Center is located in one of the existing commercial/retail centers in the North Highlands Town Center.

several large vacant parcels and significant reuse opportunities of existing commercial properties. The Town Center's proximity to McClellan Business Park, with access via Dudley Boulevard, makes it a convenient resource for employees wishing to access goods and services and an opportunity to provide housing.

Located between I Street and Peacekeeper Way, the Town Center District includes the F. C. Joyce Elementary School, the North Highlands Community Center, and the North Highlands Recreation and Park District's administrative offices located on the east side of Watt Avenue. Existing land uses in the district also include a patchwork of single- and multi-family residential uses, and existing food service, auto, commercial, and office uses, with operating businesses intermixed with underutilized and vacant buildings. The portion of the Town Center District north of the North Highlands Town Center includes several large vacant lots with development potential. The district becomes increasingly built-out south of the Town Center, and many properties will require reuse or redevelopment. However, these underutilized properties south of the Town Center benefit from proximity to McClellan Park on the west and established neighborhoods to the east.

### North Highlands Town Center

The design of the North Highlands Town Center makes the intersection of 34th Street and Freedom Park Drive a hub of commercial activity. Pedestrian accessibility is supported by traffic calming features, streetscape improvements, and pedestrian amenities. By focusing activity at this intersection, and nearby along Freedom Park Drive, the Town Center successfully plans for the creation of "a small-town style walkable center that is convenient, useful, safe, and attractive for pedestrians and lively, yet relaxed" (Development Code, page 12). This Main Street area is intended to include ground floor commercial, with residential above and along adjoining side streets. A Gateway District to the east will have a higher proportion of commercial/retail uses, while the area between 34th and 32nd Streets is intended for civic/public and office uses (see Figure 2.6, "North Highlands Town Center Land Use Districts" on the following page).



*The North Highlands Community Center is located on the east side of Watt Avenue.*



*The F.C. Joyce Elementary School is located adjacent to the community center.*

The Town Center anticipates the need to create opportunities for infill development to expand from the Watt Avenue corridor westward along local east-west streets, such as Freedom Park Drive, in a manner that creates pleasant, locally accessible central places. The Town Center gives new prominence to 34th Street, which intersects with Freedom Park Drive and serves as the primary north-south route through the Town Center. The prominence of 34th Street and the importance of development along east-west local streets have inspired and are consistent with the Corridor Plan.

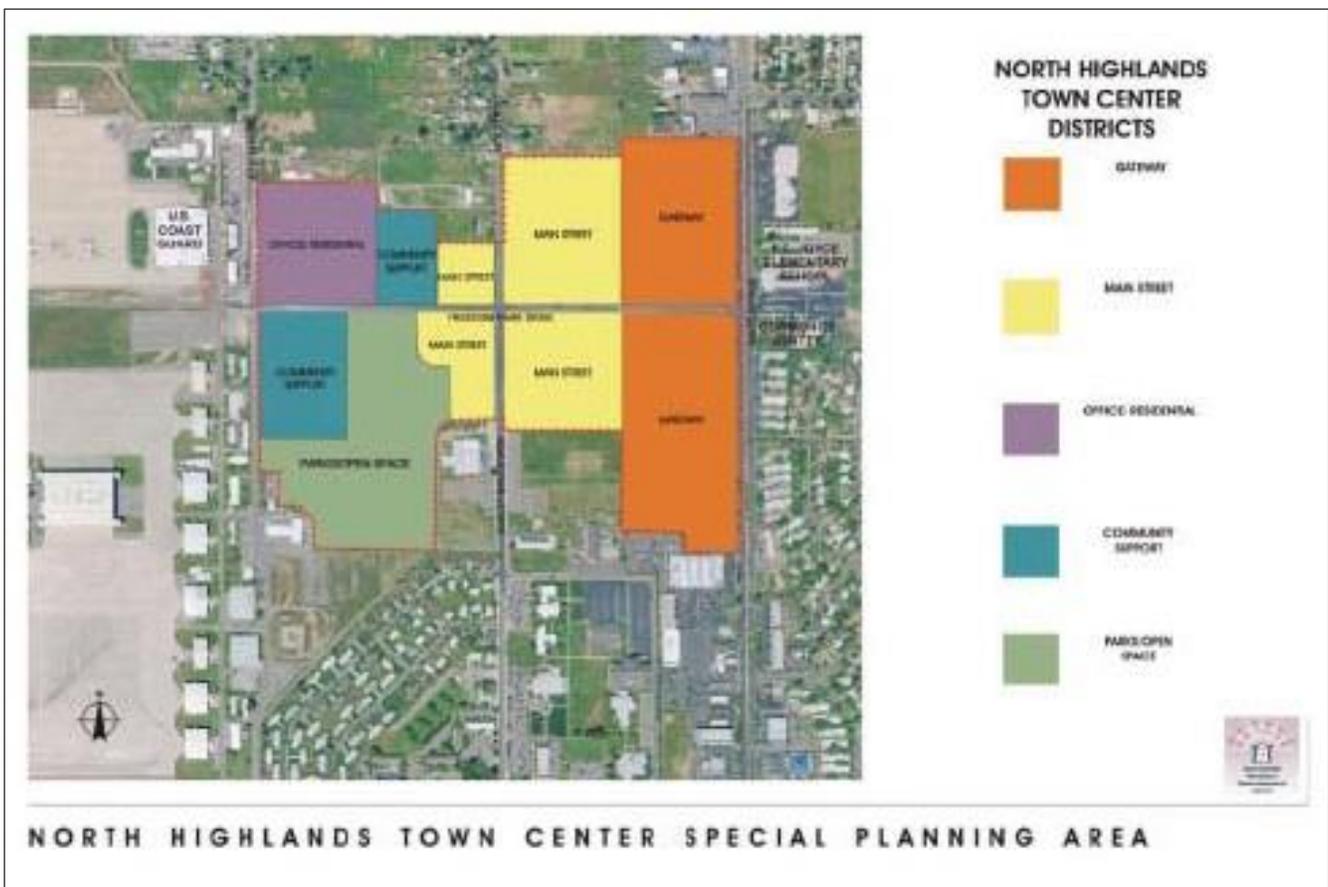


Figure 2.6—North Highlands Town Center Land Use Districts

**Town Center District - New Residential Mixed-Use Neighborhoods (North) and Commercial/Retail Mixed-Use (South)**

The Town Center District encompasses two rather distinct areas: the area between I street and the North Highlands Town Center and the area between the Town Center and Peacekeeper Way. The northern portion of the Town Center District is somewhat similar to the Elkhorn District, but with a greater proportion of existing commercial/retail uses along Watt Avenue. Like the Elkhorn District, development in this area should emphasize medium-density residential, with some reuse of existing buildings as residential, as feasible. As in the Elkhorn District, limited commercial/retail uses are permitted, but not required, at intersections of local streets on Watt Avenue and 34th Street. Civic and public uses may be constructed at suitable locations throughout the district.

The southern portion is a narrow commercial strip bordering McClellan Business Park to the west. The proximity of this area to McClellan makes it desirable for commercial/retail uses that can be accessed via James Way, Palm Avenue, and Peacekeeper Way, which are permitted at any intersection of these streets with Watt Avenue.

Opportunities to construct higher density infill housing in mid-block areas should be encouraged to reduce excessive commercial strung along Watt Avenue. Because this area is largely built out with many underutilized properties, the County and the Sacramento Housing and Redevelopment Agency (SHRA) must actively seek opportunities for redevelopment.

**Town Center District Land Use Summary**

Table 2.2, "Town Center District Land Use Summary," on the following page, summarizes the potential for development in the Town Center District and North Highlands Town Center. Based on the General Plan and SACOG projections, the table identifies the potential for 2,964 new residential units, 61,750 square feet of retail space, and 116,870 square feet of office space over an approximately 30-year time horizon. These estimates include projected growth in the North Highlands Town Center, which have been combined with projections for the Corridor Plan. These and other land use projections in this chapter, are described in greater detail in Appendix B, "Market Projections").

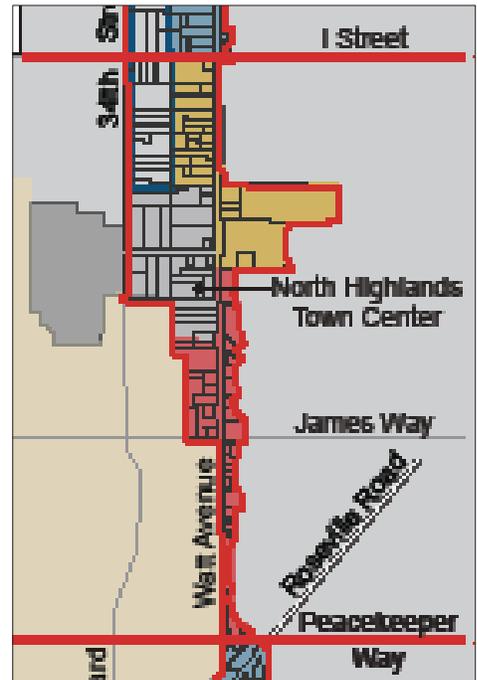


Figure 2.7—The Town Center District has two somewhat distinct areas.



Existing commercial strip area located south of the Town Center

Table 2.2: Town Center District Land Use Summary

Corridor Plan Area	Entire District		Town Center		Remainder of District	
	% of Total	Dwelling Units or Square Footage	Dwelling Units or Square Footage	Acreage	Dwelling Units or Square Footage	Acreage
Residential Units	25%	2,280	1,824	38	456	38
Retail	90%	292,500	29,250	1	263,250	12
Office	60%	134,850	26,970	1	107,880	5
<b>Area of Influence</b>		0				0
Residential Units	40%	2,280	1,140	-	1,140	46
Retail	10%	32,500	32,500	-		-
Office	40%	89,900	89,900	-		-
<b>West of Watt</b>						
Residential Units	35%	1,140			1,140	57
Retail	0%	-				-
Office	0%	-				-
<b>District Totals</b>						
Residential Units	35%	5,700		-		-
Retail	25%	325,000		-		-
Office	25%	224,750		-		-
<b>Total Acreage</b>						
Available Acreage				54		229
Total Planned Acreage				46		189
Residential <sup>a</sup>				38		141
Nonresidential <sup>b</sup>				3		17
Other Uses <sup>c</sup>				5		31

a. Assumed 30 du/ac in district centers and 20, 25, and 30 du/ac in the remainder of districts for West of Watt, Corridor Plan Area of Influence, and the Corridor Plan area, respectively. Projections assume 80% of residential unit growth in the Market Area will occur in the districts, with the remaining 20% occurring in McClellan Business Park and West of Watt areas not considered in this plan.

b. Assumed .50 FAR for both retail and office.

c. Other uses include parks, public open space, and other public uses. Assumed at 10% of available acreage, except for the 30.9 acre park space designated in the North Highlands Town Center District.

Source: Seifel Consulting Inc.

### 2.3.3 Triangle Gateway District

#### Vision

The Triangle Gateway District is envisioned as a transit-oriented development integrated with the regional transportation system and land uses at McClellan Business Park. Transit-oriented development (TOD) is a smart growth model that combines residential, employment, shopping, and services at sufficient densities (typically 10-20 du/ac minimum) and intensities (typically 0.4 to 0.65 minimum) with transit service (such as bus rapid transit or light or heavy rail) to reduce automobile dependence. The proximity of the Triangle Gateway District to regional employment opportunities at McClellan Business Park and regional transit access at the Watt Avenue light rail station suggest the long-term potential redevelopment of the district as a TOD. Bus rapid transit is proposed to provide future service through the Corridor Plan area.

There is no single formula for developing a successful TOD, and local conditions must be considered to determine a suitable land use mix. There is some agreement, however, that successful TODs typically include a significant portion of higher density housing and job opportunities within walking distance of transit. The Triangle Gateway District has no residential uses, and established residential uses in the area are limited to existing single-family neighborhoods on the east side of Watt Avenue. To facilitate the transition from a mostly light industrial area to a TOD, the County and SHRA should seek redevelopment opportunities supporting the inclusion of higher density infill residential. Higher density residential could also support employment expansion at the McClellan Business Park.

To fully realize the potential of the Triangle Gateway TOD, design of the area recognizes the inter-relationship of land use and transportation consistent with the County's General Plan objective to create mixed-use centers near transit facilities that are supported by a pedestrian-friendly environment (LU-32 and LU-34). The following measures are therefore recommended for the transition to a TOD:

- a minimum of two bus rapid transit stops, supplemented by local bus service;

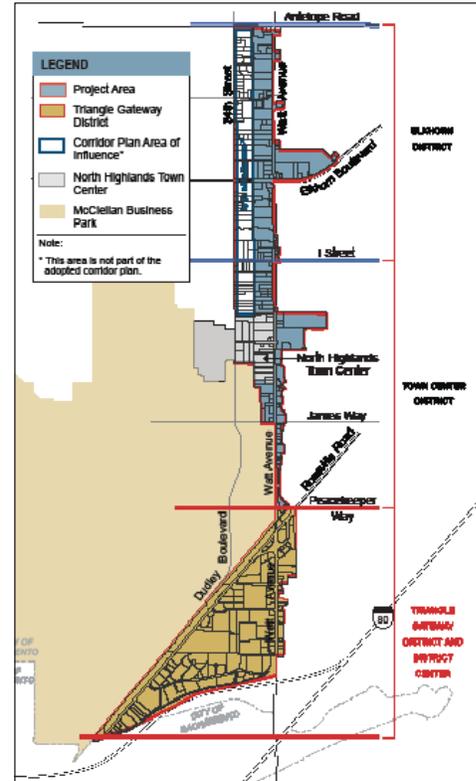


Figure 2.8—Triangle Gateway District and District Center



Higher density housing near transit is encouraged in Subdistrict 1 of the Triangle Gateway District.



*Multi-story retail is encouraged in Subdistrict 2 of the Triangle Gateway District.*

- multi-story buildings, in vertical or horizontal mixed-use formats, with regional retail permitted if designed for an urban context;
- required ground floor commercial with additional stories of commercial, office, or residential located above;
- alternative transportation options, such as shuttles or neighborhood electric vehicles to enhance local access; and
- parking ratios coordinated with FARs, for surface and structured parking, with required periodic review of these parking ratios as the Triangle Gateway transitions to a TOD.

In addition, access between the district and McClellan Business Park across Roseville Road and the Union Pacific railway is crucial to allow business park employees to live and shop in the district. (Access to McClellan and bus options for the corridor are discussed in Chapter 4, “Circulation.”) A grid of new local access streets and pedestrian walkways will ensure adequate access to employment and transit opportunities in the area. Parking will initially be provided in surface lots, but structured parking will be necessary as the TOD develops.



*The Triangle Gateway District is separated from McClellan Business Park by the Union Pacific rail line.*

The Triangle Gateway district has been divided into three subdistricts (1, 2, and 3), which are described on pages 2-23 to 2-25. These subdistricts provide a more fine-grained response to opportunities and constraints including the presence of the North Area Recovery Station (Transfer Station) and noise from air traffic in McClellan Business Park. However, the size and complexity of the Triangle Gateway District, makes it beneficial to carry out a separate master planning process to ensure that the district is comprehensively planned and development ready.

### Location and Existing Conditions

The Triangle Gateway District is located south of Peacekeeper Way, between Roseville Road and Interstate 80 (I-80) (see Figure 2.8, “Triangle Gateway District and District Center”). The district benefits from its proximity to I-80 and McClellan Business Park. It is also served by two light rail transit stations, located at Watt Avenue and I-80 and Longview and I-80.



*The pedestrian underpass near Watt Avenue and Roseville Road is subject to a feasibility study to determine possible improvements.*

Despite its excellent location, the Triangle Gateway District is constrained by limited auto and pedestrian connections with adjacent areas, and improved access will be essential to promote the district's redevelopment. The Union Pacific rail line separates the district from McClellan Business Park, with the closest access via Peacekeeper Way. The Union Pacific overpass near Roseville Road is a constraint for all types of access along Watt Avenue. A pedestrian tunnel exists near this intersection below the rail line, providing access from the Triangle Gateway area to the remaining northern portion of the Corridor Plan area, but requires a significant upgrade for safe pedestrian and bicycle use. This pedestrian tunnel will be subject to a feasibility study, examining potential improvement options.

Pedestrian access to the Watt Avenue Light Rail Station is conveniently located at the southeast corner of the district, but pedestrians must cross the I-80 on-ramp at grade. This crossing should also be studied and upgraded to promote additional use of the light rail station.

Existing land uses consist primarily of light industrial and warehouse uses, with some commercial/retail uses along Watt Avenue. The district center includes several vacant, large-format retail buildings (the former Levitz and former Cargo Largo buildings). Grant Joint Union High School District's bus maintenance facility is also located in the area. With the exception of two vacant parcels acquired by the Sacramento Metropolitan Fire District as a site for a new fire station, the Triangle Gateway District has few vacant lots, necessitating reuse or redevelopment of existing sites and buildings.

The Transfer Station is a recycling center administered by Sacramento County Waste Management and Recycling. The Transfer Station occupies approximately 25 acres on the west side of the Triangle Gateway District adjacent to Roseville Road, as shown in Figure 2.9, "Transfer Station Location Map."

A proposed agreement between the County and City of Sacramento would create a joint facility at the existing site. The Transfer Station's central location in the Triangle Gateway District poses a challenge to the redevelopment of nearby land uses. To encourage full use of nearby properties, the County and City should consider upgrading the Transfer Station's buildings and grounds. Upgrades to the buildings



*Example of existing businesses on the east side of North Watt Avenue*



*The former Cargo Largo warehouse*



**Figure 2.9—Transfer Station Location Map (transfer station identified in red)**



*Upgrades to the Transfer Station in the Triangle Gateway District could look similar to the City of Sacramento's Fruitridge transfer station, with an enclosed facility surrounded by landscaped areas.*



*Magpie Creek provides an opportunity for an urban greenway.*



*High-density residential with common open space at the 65th Street/University Transit Village in Sacramento provides a good example of the scale of residential development in Subdistrict 1.*



*Residential on the east side of North Watt Avenue should act as a buffer for the existing Arden Creek neighborhood.*

could include siting the main operations building toward the western edge, or center, of the property, with administrative buildings located closer to nearby employment uses. All operations should be enclosed in an attractive building, and the entire facility should be screened from adjacent uses. A minimum 30-foot landscaped buffer should surround the Transfer Station, to include a wall, landscaping, and street trees. Adjacent uses should be further buffered by street rights-of-way, service alleys, greenways, or other design features that will allow the Transfer Station to occupy this location in conjunction with offices and a proposed commercial/retail center.

### **Subdistrict 1**

Subdistrict 1 is located between employment opportunities in McClellan Business Park and the other two subdistricts in the Triangle Gateway District. The subdistrict is envisioned as a commercial and residential mixed-use area that could also include office, entertainment, and hotel uses, as supported by market conditions. The subdistrict should incorporate a transition from residential mixed-use along Roseville Road to employment uses in the central and eastern portions of the subdistrict.

Because Subdistrict 1 is outside the restricted area defined by McClellan's noise contours, it provides greater opportunities for higher density residential development that can contribute to the success of the TOD than the other two subdistricts. Residential development should be focused toward the Roseville Road side of the subdistrict to potentially serve McClellan employees. The east side of North Watt Avenue could also accommodate residential mixed-use. Residential development in this area will be designed as a buffer between North Watt Avenue and the existing Arden Creek neighborhood, which consists primarily of single-family detached homes.

Commercial/retail uses should be constructed toward North Watt Avenue and designed to be consistent with similar uses in Subdistrict 2. Commercial/retail uses adjacent to Winona Way or Watt Avenue must include primary entrances on street frontage to support a pedestrian-oriented streetscape. Chapter 3, "Urban Design," discusses the desired streetscape conditions in more detail.

All development in the subdistrict will be constructed within a matrix of convenient bicycle and pedestrian routes providing direct connections to local transit stops and regional transit stations. A segment of Magpie Creek bisects the northern portion of the subdistrict, providing an additional opportunity for an urban creek corridor with bicycle and pedestrian access. If upgraded to a landscaped creek corridor, Magpie Creek could serve as an amenity visible to and accessible from nearby buildings.

### Subdistrict 2

Subdistrict 2 is envisioned as a region-serving commercial/retail center, with businesses that could include general merchandise, home improvement supplies, and specialized stores providing clothing, books, or sundries. The subdistrict could also accommodate entertainment uses, such as a small theater. Residential and office uses may be included in this subdistrict, but should not be the primary uses. If included, office and residential must be located above ground-floor commercial/retail.

The presence of several vacant, large-format retail buildings, including the former Cargo Largo and Levitz warehouses, as well as several vacant properties along North Watt Avenue, provide an opportunity for redevelopment of the area. Some land assembly has already occurred, and if continued, could result in an area of sufficient size (greater than 50 acres) suitable for redevelopment as a regional commercial/retail center.

At full build-out, Subdistrict 2 should represent floor area ratios that are high enough to support bus rapid transit (.5 minimum with higher FARs preferred). This should not preclude large-format retail development, but will require that such development either adopt an urban design format, such as multiple stories and structured parking or obtain approval of a Special Development Permit from the Board of Supervisors to employ a sub-minimum FAR. Buildings should front onto Watt Avenue, Winona Way, or new internal access streets. Pedestrian circulation and access should be integral to the overall design.



*Regional retail uses should minimize auto access. Uses should ideally be developed along access streets with multi-story buildings.*



*Large-format retail should adopt urban design features, with multiple stories and some structured parking. (Photo courtesy of Target Stores, proposal at Broadway and Riverside, Sacramento).*



*Structured parking will become necessary to serve commercial/retail uses as Triangle Gateway transitions to a transit-oriented development.*



*Employment uses envisioned in Subdistrict 3 should be organized in a business park setting with options for biking to work.*



*Office uses can be stand-alone, or combined with residential, where appropriate.*

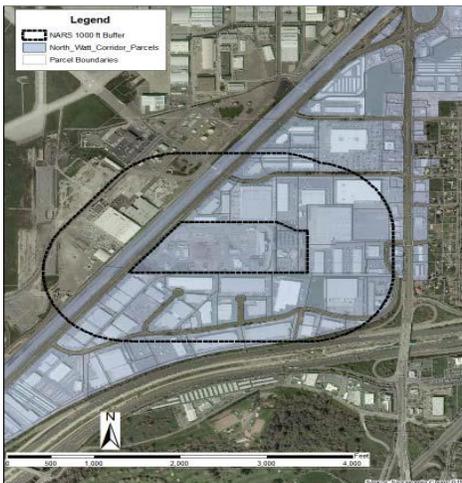
### Subdistrict 3

Subdistrict 3 is envisioned as an employment center with office and light industrial uses accessible from the Longview and Watt Avenue Light Rail Transit Stations, as well as bus transit on Watt Avenue. Office uses complementing those in McClellan Business Park are also suitable for the Triangle Gateway District. To promote visibility and access from I-80 and the light rail station, multi-story buildings arranged in a business park setting with a minimum 0.4 to 0.65 FAR are proposed. Mixed-use development could be located at the southeast corner of Subdistrict 3, within an one-quarter mile of the Watt Avenue station, so that residents and employees could take advantage of the area's proximity to the Watt Light Rail Station. A central east-west bike route or greenway trail is also envisioned to connect the businesses in Subdistrict 3 to Class I trails proposed along Roseville Road, and to the transit stops and other destinations in the community.

In order to protect the North Area Recovery Station (NARS) Buffer Area from potential nuisance related issues, a buffer zone area has been established measuring 1,000 feet from the recovery station parcel boundary. Residential uses are prohibited within this 1,000 feet buffer area. Retail uses are permitted only if customer entrances are strategically placed away from the recovery station facility. Office uses are permitted if building entrances and employee windows do not provide a direct view of the recovery station. Loading docks, utility infrastructure, and solid waste receptacles, can be placed within the buffer area and in proximity to NARS.

### Triangle Gateway District Land Use Summary

Table 2.3, "Triangle Gateway District Land Use Summary," summarizes the potential for development in the Triangle Gateway District. Based on County General Plan and SACOG projections, the table identifies the potential for 2,550 new residential units, 585,000 square feet of retail space, and 359,600 square feet of office space over an approximately 30-year time horizon. These projections assume that approximately one-half of the district is redeveloped, with new development such as the retail center at the northern tip, excluded from these projections. These, and other land use projections in this chapter, are described in Appendix B, "Market Projections."



**Table 2.3: Triangle Gateway District Land Use Summary**

Corridor Plan Area	Entire District		District Center		Remainder of District <sup>a</sup>	
	% of Total	Dwelling Units or Square Footage	Dwelling Units or Square Footage	Acreage	Dwelling Units or Square Footage	Acreage
Residential Units	100%	2,550	765	26	1,785	71
Retail	100%	585,000	234,000	5	351,000	21
Office	100%	359,600	71,920	3	287,680	13
<b>Area of Influence</b>						
Residential Units	0%	-				
Retail	0%	-				
Office	0%	-				
<b>West of Watt</b>						
Residential Units	0%	-				
Retail	0%	-				
Office	0%	-				
<b>District Totals</b>						
Residential Units	20%	2,550		-		-
Retail <sup>b</sup>	45%	585,000		-		-
Office	40%	359,600		-		-
<b>Total Acreage</b>						
Available Acreage				48		135
Total Planned Acreage				39		120
Residential <sup>c</sup>				26		71
Nonresidential <sup>d</sup>				9		35
Other Uses <sup>e</sup>				5		14

a. Assumed 1/2 of the Triangle Gateway District will be redeveloped.

b. Assumed 1.4 million square feet of retail, the midpoint between the expenditure analysis (770,000 square feet) and the employment projection analysis (1.9 million square feet).

**Goal 2.21** c. Assumed 30 du/ac in district centers and 20, 25, and 30 du/ac in the remainder of districts for West of Watt, the Corridor Plan Area of Influence, and Corridor Plan area, respectively. Projections assume 80% of residential unit growth in the Market Area will occur in the districts, with the remaining 20% occurring in McClellan Business Park and West of Watt areas not considered in this plan.

d. Assumed .50 FAR for both retail and office.

e. Other uses include parks, public open space, and other public uses. Assumed at 10% of available acreage.

Source: Seifel Consulting Inc.

## 2.4 LAND USE SUMMARY

Table 2.4, “Corridor Plan Land Use Summary,” displays the total projected growth in the Corridor Plan area. The Corridor Plan area accounts for 7,200 potential new residential units, 1,170,000 square feet of retail, and 714,700 square feet of office. The majority of these retail and office uses will be located in the Elkhorn District Center, the Triangle Gateway District, and the North Highlands Town Center. These numbers represent the maximum potential development envisioned for the entire North Watt Corridor area. While individual projects can achieve the allowed intensity, the overall intensity (cap) cannot be exceeded. The goal is to monitor development so that the cap is not exceeded. The purpose of the cap is to provide parameters for future intensification for use in the environmental review and technical studies.

Like the land use projections elsewhere in this chapter, West of Watt and the Corridor Plan Area of Influence are called out separately. These two areas account for a significant number of additional residential units, for a total of 3,500 in West of Watt and 4,300 in the Corridor Plan Area of Influence. These two areas are anticipated to be predominantly residential, with some retail and office uses projected within the district centers along 34th Street. West of Watt will be subject to future planning that may update these projections.

Table 2.4: Corridor Plan Land Use Summary

Corridor Plan Area, All Districts		
Corridor Plan Area	Dwelling Units or Square Footage	% of Grand Total
Residential Units	7,200	48%
Retail	1,170,000	90%
Office	714,700	79%
<b>Area of Influence</b>		
Residential Units	4,300	29%
Retail	130,000	10%
Office	184,300	21%
<b>West of Watt</b>		
Residential Units	3,500	23%
Retail	-	0%
Office	-	0%
<b>District Totals</b>		<i>Grand Total</i>
Residential Units	15,000	100%
Retail <sup>a</sup>	1,300,000	100%
Office	899,000	100%
<b>Total Acreage</b>		
Available Acreage		835
Total Planned Acreage		719
Residential <sup>b</sup>		532
Nonresidential <sup>c</sup>		95
Other Uses <sup>d</sup>		92

a. Assumed 1.3 million square feet of retail, the midpoint between the expenditure analysis (740,000 square feet) and the employment projection analysis (1.9 million square feet)

b. Assumed 30 du/ac in district centers and 30, 25, and 20 du/ac in the remainder of districts for the Corridor Plan area, Area of Influence, and West of Watt, respectively. Projections assume 80% of residential unit growth in the Market Area will occur in the districts, with the remaining 20% occurring in McClellan Business Park and West of Watt areas not considered in this plan.

c. Assumed .50 FAR for both retail and office.

d. Other uses include parks, public open space, and other public uses. Assumed at 10% of available acreage, except for the 30.9-acre park space designated in the Town Center District.

Source: Seifel Consulting Inc.

## 2.5 LAND USE GOALS AND POLICIES

This section includes goals and policies that will guide the development of the Corridor Plan area.

### Goal 2.4

*Create a strong relationship between the Corridor Plan area and McClellan Business Park, including housing, shopping, and service opportunities, that are interconnected by the full range of transportation options.*



*Higher density and intensity mixed-use villages should be developed at the Elkhorn District Center and Triangle Gateway District.*

### 2.5.1 General Land Use Goals

**Goal 2.1** Encourage land use patterns consistent with the *County of Sacramento General Plan* and the Sacramento Area Council of Governments' Blueprint vision of growth.

**Goal 2.2** Create unique mixed-use villages at the Elkhorn District Center and Triangle Gateway District.

**Goal 2.3** Develop the Elkhorn and Town Center Districts as residential mixed-use neighborhoods.

**Goal 2.4** Create a strong relationship between the Corridor Plan area and McClellan Business Park, including housing, shopping, and service opportunities that are connected by the full range of transportation options.

**Goal 2.5** Encourage infill development and reuse of existing properties in the district centers that can ultimately support bus rapid transit along the corridor.

## 2.5.2 Housing Goals

**Goal 2.6** Provide a range of housing types addressing the diverse needs of existing and potential residents, including employees at McClellan Business Park.

**Goal 2.7** Promote the orderly and progressive development of housing within the district centers, rather than scattered development throughout the Corridor Plan area, to encourage a population base sufficient to support bus rapid transit.

**Goal 2.8** Actively seek private investment for the development of market-rate housing to meet projected housing needs in the Corridor Plan area, the North Highlands community, and McClellan Business Park.

**Goal 2.9** Encourage redevelopment of vacant and underutilized sites as housing where appropriate.



*A range of housing types should be provided in the Corridor Plan area.*

## 2.5.3 Housing Policies

**Policy 2.1** *Higher density housing, at densities sufficient to support bus rapid transit, shall be concentrated in the district centers to promote access to employment, goods and services, community services, and transit.*

**Policy 2.2** *Housing reflecting a broad range of income levels, including affordable housing (as defined by the County's Affordable Housing Ordinance) and market-rate housing, shall be constructed to fully serve the housing needs projected in the Corridor Plan.*

*Goal 2.8*  
*Actively seek private investment for the development of market-rate housing to meet projected housing needs in the Corridor Plan area, the North Highlands community, and McClellan Business*

**Goal 2.10**

*Encourage the provision of neighborhood-serving goods and services in the residential mixed-use portions of the districts that are distinct from, and do not compete with, the more comprehensive land uses in the*



Neighborhood services are encouraged in the residential mixed-use zones.

## 2.5.4 Commercial, Retail, and Office Goals

**Goal 2.10** Encourage the provision of neighborhood-serving goods and services in the residential mixed-use portions of the districts that are distinct from, and do not compete with, the more comprehensive commercial, retail, and office uses in the district centers.

**Goal 2.11** Create a commercial/retail core in the Elkhorn District Center along Elkhorn Boulevard.

**Goal 2.12** Require commercial, retail, and office uses to conform to urban design standards, as defined in Chapter 3 of this document, including large-format retail.

**Goal 2.13** Encourage the development of office uses in the district centers that complement, but do not compete with, office uses located in McClellan Business Park.

## 2.5.5 Commercial, Retail, and Office Policies

**Policy 2.3** Nonresidential uses in areas zoned for residential mixed-use development are permitted, but not required, at the intersections of east-west streets and Watt Avenue or 34th Street. Nonresidential uses should not be scattered along Watt Avenue or 34th Street, but shall be concentrated at intersections to encourage pedestrian access.

**Policy 2.4** Commercial/retail land uses in the Elkhorn District Centers shall be distributed along Elkhorn Boulevard to encourage visibility, access, and walkability and provide connectivity to other pedestrian-oriented streets in the district center.

**Policy 2.5** Medical offices and associated health-related services should be encouraged for the Elkhorn District Center.

**Policy 2.6** Regional retail and mixed-use office centers should be encouraged in the Triangle Gateway District and District Center.

### 2.5.6 Employment Goals

**Goal 2.14** Coordinate employment growth with Sacramento Area Council of Governments and County of Sacramento regional employment goals.

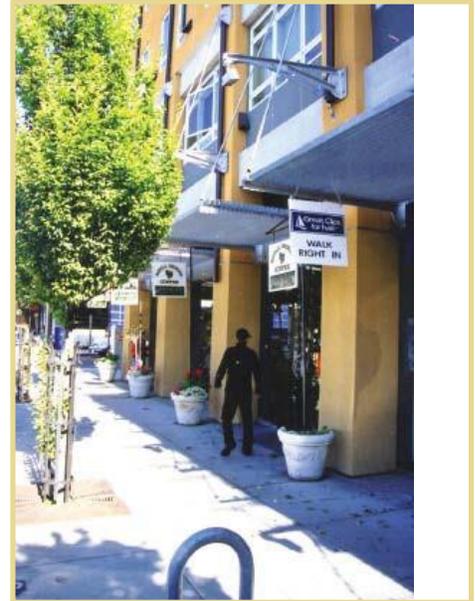
**Goal 2.15** Promote a variety of employment opportunities that complement those found in McClellan Business Park.

**Goal 2.16** Concentrate employment opportunities within the Elkhorn District Center and Triangle Gateway District and in the North Highlands Town Center.

**Goal 2.17** Encourage the growth of employment opportunities that are suited to each district center (e.g., medical services in the Elkhorn District and regional retail in the Triangle Gateway District).

### 2.5.7 Employment Policies

**Policy 2.7** *Employment centers shall be located within one-quarter mile of local bus stops and bus rapid transit stations, and shall be connected to these nearby transit stops and stations by bicycle and pedestrian routes.*



*Employment in the district centers can serve nearby residential development.*

#### *Goal 2.16*

*Concentrate employment opportunities within the Elkhorn and Triangle Gateway District Centers and in the North Highlands Town Center.*



*Low impact development practices shall be employed to manage stormwater drainage.*

### *Goal 2.18*

*Protect open space corridors along existing creeks and drainageways to preserve habitat, promote recreational values, and encourage mobility*



*Bioswales and other opportunities to incorporate energy and water efficient landscaping and drainage practices should be promoted.*

## 2.5.8 Natural Resource Goals

**Goal 2.18** Protect open space corridors along existing creeks and drainageways to preserve habitat, promote recreational values, and encourage mobility alternatives.

## 2.5.9 Natural Resource Policies

**Policy 2.8** Opportunities shall be identified during redevelopment of properties to daylight creeks and drainageways that have been undergrounded to promote connectivity of open space corridors.

**Policy 2.9** Low impact development (LID) practices shall be employed to manage stormwater drainage through waterways (creeks, drainageways, swales, and pools) to promote groundwater recharge, maximize water quality, and protect and enhance habitat along waterways.

**Policy 2.10** Creeks and drainageways shall be considered for restoration where appropriate.

## 2.5.10 Sustainability Goals

**Goal 2.19** Emphasize building and landscape design and construction that encourage energy efficiency.

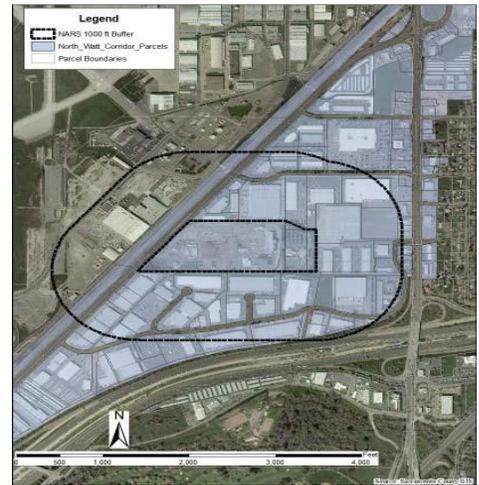
**Goal 2.20** Utilize building and landscape design that minimizes water use and provides for the reuse of water where feasible.

## 2.5.11 Sustainability Policies

**Policy 2.11** *All buildings shall be constructed in compliance with State of California Title 24 energy conservation standards.*

## 2.5.12 North Area Recovery Station Buffer Area Policies [AMENDED 04-07-2016]

**Policy 2.12** *Residential uses are prohibited within this 1,000 feet buffer of the North Area Recovery Station (NARS) property boundary, as shown in the exhibit to the right, unless the Chief Deputy County Executive for Municipal Services determines that the use does not conflict with NARS operations. This determination may consider any conditions offered by the applicant to prevent such conflicts and may also include a requirement for a recorded disclosure statement provided by the project applicant. Retail uses are permitted in the 1,000 foot buffer zone area only if customer entrances are strategically placed away from the recovery station facility. Office uses are permitted in the 1,000 foot buffer area if building entrances and employee windows are placed accordingly without having a direct view of recovery station. Loading docks, utility infrastructure, and solid waste receptacles, can be placed within the buffer area and in proximity to NARS. All buildings shall be constructed in compliance with State of California Title 24 energy conservation standards.*



## 2.6 LAND USE DESIGNATIONS

This section reviews the existing land use designations for the Corridor Plan area. Existing designations have been applied where available. General Plan amendments and three new mixed-use zoning designations are recommended that address the characteristics of the Corridor Plan area.

The inclusion of the Area of Influence in the Watt Avenue Corridor planning process provides for the orderly implementation of street, sewer, water and other infrastructure improvements. The inclusion of the Area of Influence in the Corridor Plan also helps to address some of the goals identified during the public outreach process, such as the provision of new trails, parks, and local streets. The Area of Influence is therefore included on maps and diagrams in the Corridor Plan; however, this plan does not modify the General Plan designations or zoning for this area. Concept plans for this area included in the Corridor Plan are shown for illustrative purposes only and do not represent binding entitlements to development.

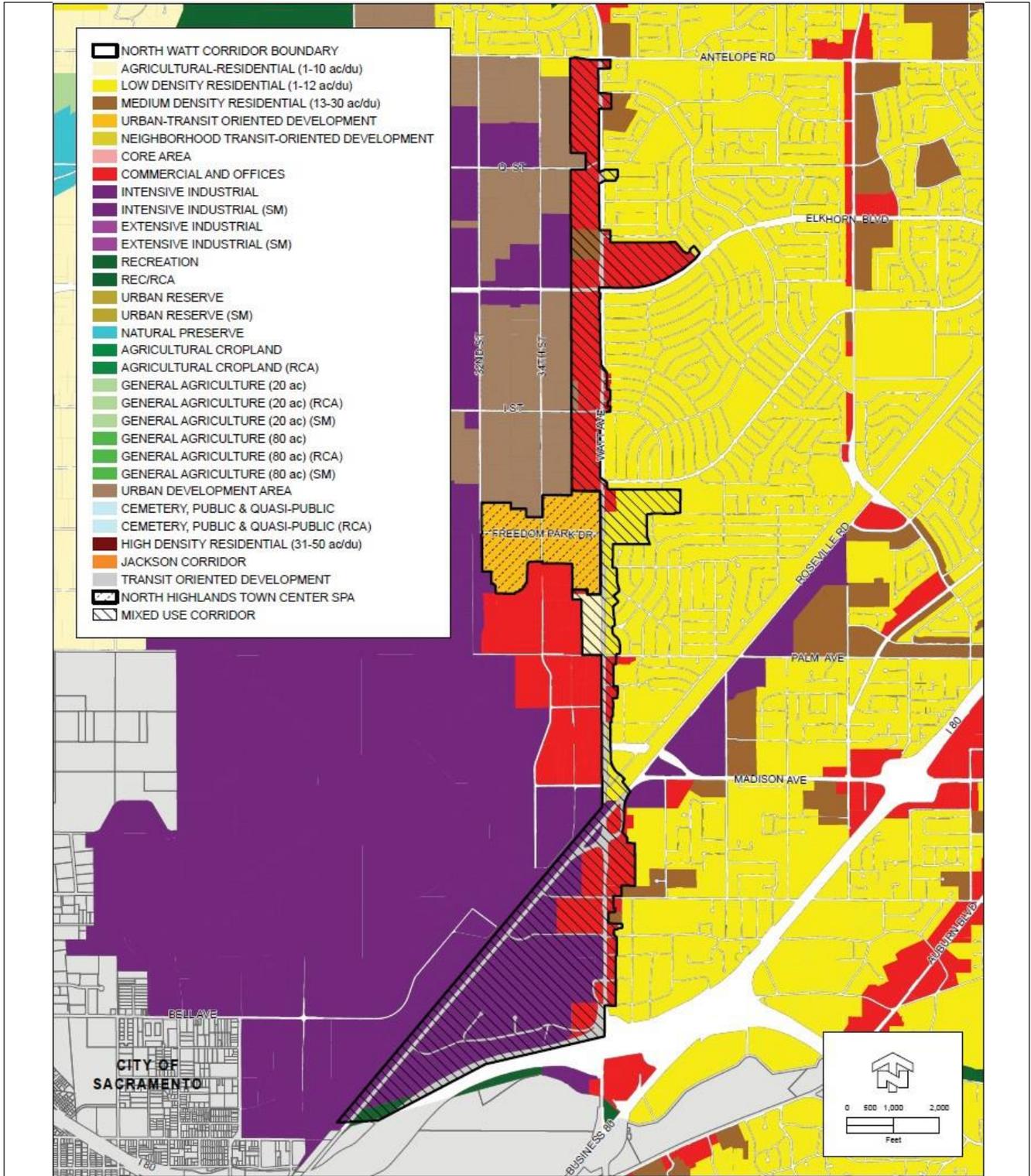


Figure 2.10—Existing General Plan Land Use Designations

### **2.6.1 Existing County General Plan Land Use Designations**

The County's General Plan includes revised land use designations relevant to the Watt Avenue Corridor (see Figure 2.10, "Existing General Plan Land Use Designations"). The General Plan identifies parcels adjacent to the west side of Watt Avenue as Commercial Office, with the exception of the North Highlands Town Center Urban Transit Oriented Development designation. The General Plan also maintains the Intensive Industrial designation along a portion of Elkhorn and within the majority of the Triangle Gateway District. West of Watt is identified as an Urban Development Area.

As noted, with the exception of the Urban Transit Oriented Development designation applied to the North Highlands Town Center, the land use designations applied to the Corridor Plan area by the General Plan do not allow for the type of transit-oriented, urban mixed-use development proposed for the district centers, or the higher density residential development proposed elsewhere in the corridor. The following section describes land use designations to be applied to areas within the corridor.

### **2.6.2 Proposed County General Plan Land Use Designations**

The Corridor Plan has been written subsequent to the General Plan and provides land use designations devised to respond to the goals and policies stated herein. The land use designations identified in

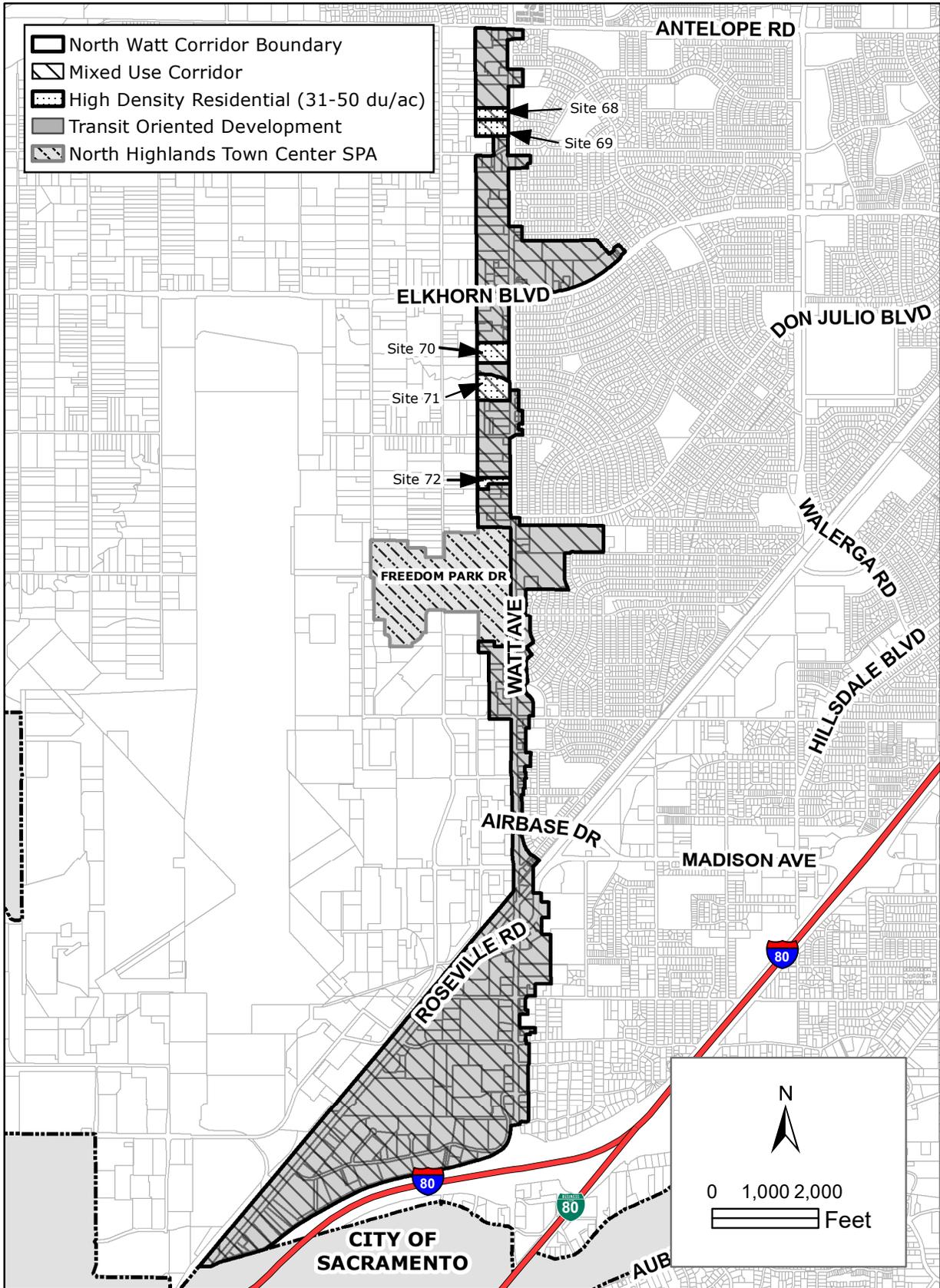


Figure 2.11  
Proposed General Plan Land Use Designatons

the General Plan should therefore be revised to promote the Corridor Plan's goals of higher density and intensity mixed-use district centers surrounded by mixed-use residential neighborhoods. To achieve these goals, the following General Plan amendments are proposed (see Figure 2.11, "Proposed General Plan Land Use Designations"):

**Elkhorn District**

- From Intensive Industrial to Transit Oriented Development/  
Mixed Use Corridor
- From Commercial/Offices to Transit Oriented Development/  
Mixed Use Corridor
- From Medium Density Residential to Transit Oriented  
Development/Mixed Use Corridor

**North Highlands District**

- From Commercial/Offices to Transit Oriented Development/  
Mixed Use Corridor
- From Low Density Residential to Transit Oriented  
Development/Mixed Use Corridor

**Triangle Gateway District**

- From Intensive Industrial to Transit Oriented Development/  
Mixed Use Corridor
- From Commercial Office to Transit Oriented Development/  
Mixed Use Corridor

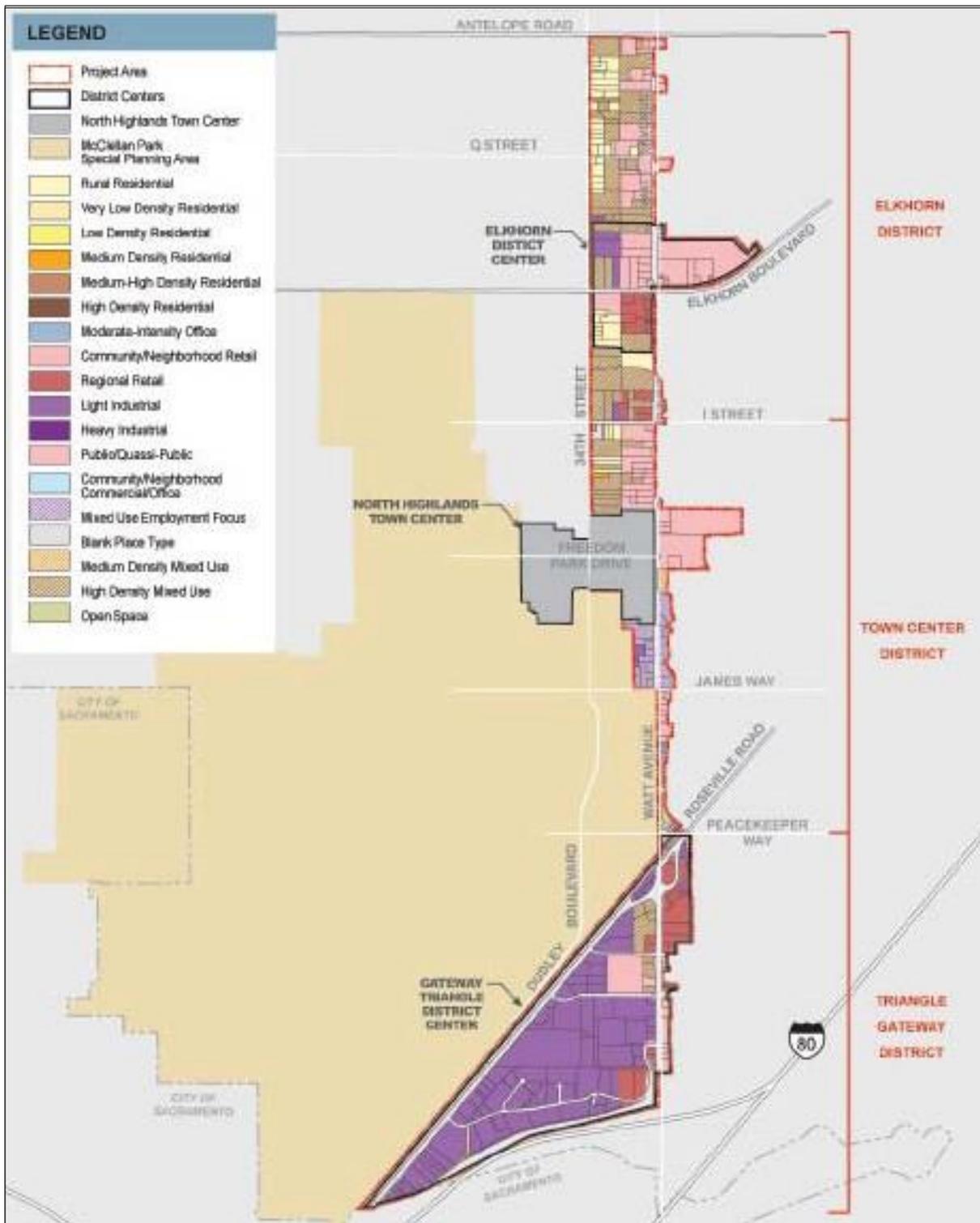


Figure 2.12—Existing SACOG Blueprint Land Use Types

### 2.6.3 Sacramento Area Council of Governments Land Use Types

SACOG's *Preferred Blueprint Scenario, Transportation and Land Use Study* (Blueprint) provides growth policies through the year 2050, supported by land use designations that match these policies (see Figure 2.12, "Existing SACOG Blueprint Land Use Types"). The Corridor Plan is consistent with the Blueprint's concentration of commercial uses around major intersections, with higher density residential uses located throughout the areas outside the district centers. The Blueprint also anticipates the Corridor Plan's inclusion of higher density and intensity land uses on both Watt Avenue and 34th Street, identifying the High Density Mixed Use Center/Corridor designation along both 34th Street and North Watt Avenue between commercial/retail nodes. At 38 dwelling units per acre, the High Density Mixed Use Center/Corridor designation is also consistent with the range proposed for the district centers.

However, like the General Plan designations, SACOG retains the Light Industrial land use in the Triangle Gateway area. As noted already, the Triangle Gateway District represents an important opportunity for a potential transit-oriented development. In this area, the Corridor Plan represents higher density and intensity land uses than those proposed by SACOG. This is addressed in Section 2.6.5, "Proposed Zoning Designations."

### 2.6.4 Existing County Zoning Designations

The predominant zoning designations in the Corridor Plan area are Agricultural Residential-1 (AR-1) adjacent to 34th Street, General Commercial (GC) along North Watt Avenue, and Heavy Industrial (M1) in the Triangle Gateway area (see Figure 2.13, "Existing County of Sacramento Zoning Designations").

In the case of the AR-1, Sacramento County Summary of Zoning Classifications notes that, "The purpose of these [agricultural] zones is to provide for agricultural uses for the present, while reserving these areas for possible future urban, recreational or industrial uses" (page 5).

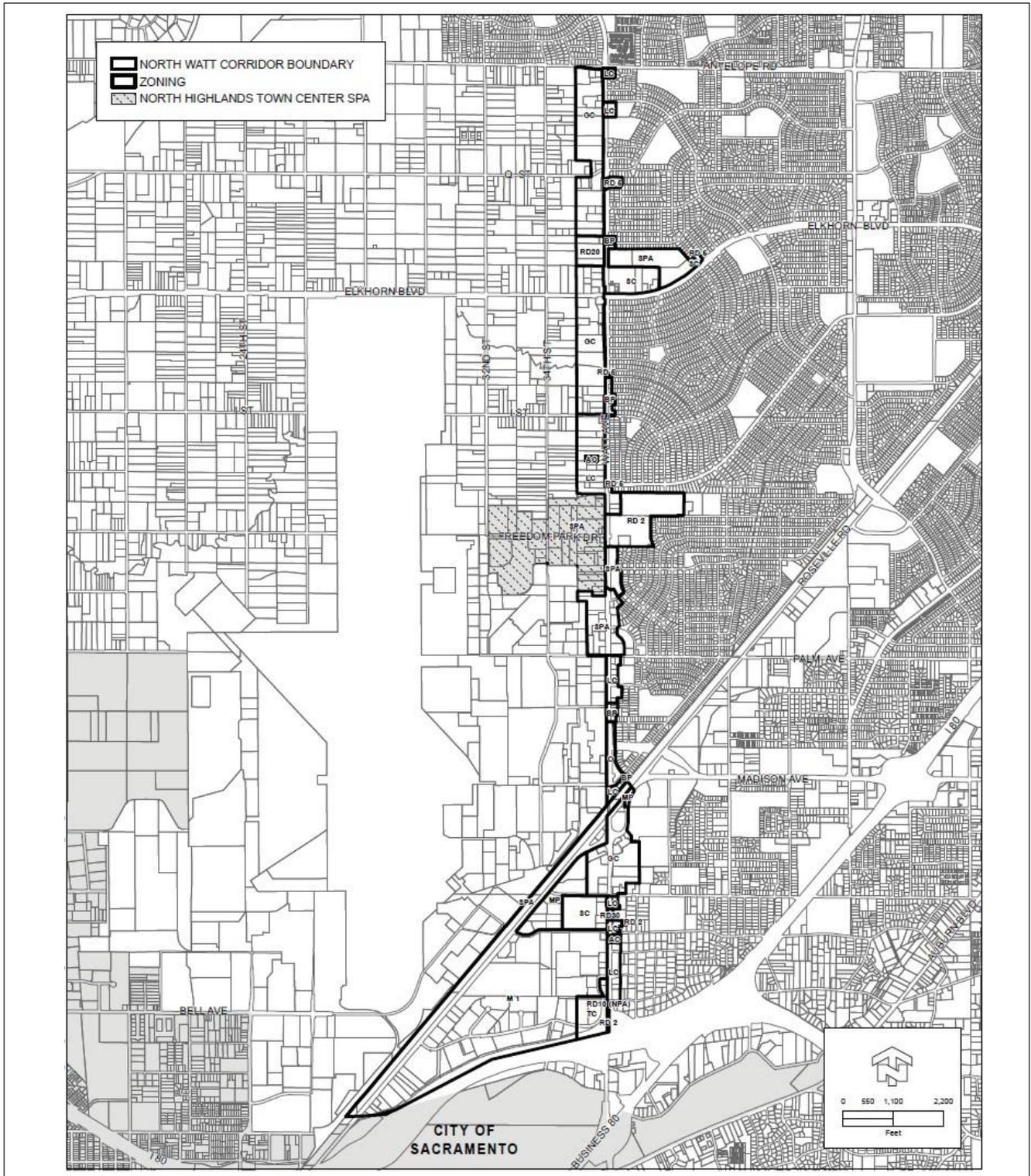


Figure 2.13—Existing County of Sacramento Zoning Designations

The application of these zoning designations to parcels along North Watt Avenue and 34th Street tends to reinforce the linear distribution of segregated land uses along these north-south streets. In addition, although the GC designation does allow stand-alone multi-family residential uses, in general, these zoning designations do not support the type of mixed-use villages envisioned for the district centers or the residential uses needed throughout the Corridor Plan area.

## 2.6.5 Proposed Zoning Designations

### Special Planning Area

The Corridor Plan area will be designated as the North Watt Avenue Special Planning Area; see Figure 2.14, “Proposed Zoning Designations”) under Title V of the Sacramento County Zoning Code. The North Watt Avenue Special Planning Area will supersede all other special planning areas within the Corridor Plan area (including the Watt Special Planning Area) except the North Highlands Town Center Special Planning Area.

### Mixed-Use Zoning Designations

The County is updating its development code to reflect contemporary priorities for development; however, existing County zoning does not include mixed-use zoning, which is typically handled through special

**Table 2.5: Proposed Mixed-Use Zoning Designations**

Zoning Designation	Acronym	Location
Residential Mixed-Use 1	RMU-1	Residential mixed-use areas in the Elkhorn and Town Center Districts (outside of the district centers)
Residential Mixed-Use 2	RMU-2	Residential mixed-use areas in the Elkhorn District Center
Commercial Mixed-Use	CMU	Commercial mixed-use area within the Elkhorn District Center
Transit-Oriented Development	TOD	Transit-oriented mixed-use within the Triangle Gateway District



planning areas. Four mixed-use zoning categories are defined in Table 2.5 below to provide for orderly development within the Corridor Plan area.

These mixed-use zoning categories are intended to be used in conjunction with the development standards and design guidelines defined in Chapter 3, "Urban Design." They are also designed to be used in conjunction with Context Type C/Multi-family Category III in the County's *Interim Multi-family Design Guidelines* (2008), as well as the County's *Commercial and Industrial Design Guidelines*.

## **Residential Mixed-Use 1 Zone**

### **Purpose and Intent**

The Residential Mixed-Use 1 (RMU-1) zoning designation is intended to promote the development of medium-density residential neighborhoods supported by small, neighborhood-serving service and retail nodes. Residential units may include a variety of housing types, including small-lot, single-family and duet homes; attached and detached townhouses; green court, garden, and tuck-under apartments and condominiums; and live-work units. Additional housing types are acceptable provided that they meet the development standards specified under RMU-1 zoning in Chapter 3, "Urban Design."

Neighborhood-serving commercial/retail and office uses are encouraged at the intersection of Watt Avenue or 34<sup>th</sup> Street and collector streets such as Q or I Streets. These local service nodes should not compete with the more comprehensive and specialized district centers, but are intended to encourage trip reduction by providing neighborhood residents with access to basic goods and services. Potential uses include mini-marts, restaurants or cafés, and health clubs.

Nonresidential uses are permitted in the RMU-1 zone, but are not required. Any nonresidential use must be located at an intersection of a collector or local street with Watt Avenue or 34<sup>th</sup> Street. Vertical or horizontal formats are permitted. If nonresidential uses are combined with residential uses in a single building, the nonresidential uses must be located on the ground floor fronting onto the street.

### **Description/Location**

The RMU-1 zone is intended for application to the Elkhorn and Town Center Districts, outside of the Elkhorn District Center and the North Highlands Town Center.

### **Residential Densities and Nonresidential Floor Area Ratios**

The RMU-1 zone shall be predominantly residential with limited neighborhood-serving nonresidential uses.

#### **Residential**

15-25 du/ac

#### **Nonresidential (Commercial/Retail, Office)**

.25 min. to .5 max. FAR

2 acres maximum for any single use

### **Permitted Uses**

Please refer to the Land Use Tables for a complete list of permitted, conditionally permitted and prohibited uses.

## Residential Mixed-Use 2 Zone

### Purpose and Intent

The Residential Mixed-Use 2 (RMU-2) zoning designation is intended to promote the development of mixed-use residential neighborhoods with densities sufficient to minimize automobile dependence and support bus rapid transit. Residential units may include a variety of housing types, including attached townhouses; green court, garden, and tuck-under apartments and condominiums; and live-work units. Additional housing types are acceptable provided that they meet the development standards specified under RMU-2 zoning.

RMU-2 neighborhoods will be predominantly residential, but may also include office, commercial/retail, or civic/public uses. Nonresidential uses are permitted in the RMU-2 zone, but are not required. Vertical or horizontal formats are permitted.

### Description/Location

RMU-2 zone is intended for application to the Elkhorn District Center outside the Commercial Core, and the Town Center District between the North Highlands Town Center and Peacekeeper Way.

### Residential Densities and Nonresidential Floor Area Ratios

The RMU-2 zone shall be predominantly residential with secondary commercial/retail, office, or civic/public uses.

All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):

Residential:	Within 1/8 mile: 20 du/net acre
	Within 1/8-1/4 mile: 15 du/net acre
	Within 1/4-1/2 mile: 10 du/net acre
Non-Residential:	Within 1/8 mile: 0.65 FAR
	Within 1/8-1/4 mile: 0.5 FAR
	Within 1/4-1/2 mile: 0.4 FAR

When the Planning Director determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2 of the North Watt Avenue Corridor Plan. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3 of the Corridor Plan.

### Permitted Uses

Please refer to the Land Use Tables for a complete list of permitted, conditionally permitted and prohibited uses.

## Commercial Mixed-Use Zone

### Purpose and Intent

The Commercial Mixed-Use (CMU) zoning designation is intended to promote a shopping and service district concentrated along Elkhorn Boulevard. Development may be in vertical or horizontal formats, but ground floor commercial/retail or office uses are required on Elkhorn Boulevard.

Residential units in the CMU zone may be constructed behind or above commercial street frontage. Residential units may also be “wrapped” by nonresidential uses at the ground floor level on Elkhorn Boulevard. Residential uses in the CMU zone may be located in stand-alone buildings if not adjacent to primary commercial street frontage on Elkhorn Boulevard.

### Description/Location

The CMU zone is intended for application to the Commercial Core along Elkhorn Boulevard, including the intersections with Watt Avenue and 34th Street, as identified in Figure 2.1, “North Watt Corridor Land Use Plan.”

### Residential Densities and Nonresidential Floor Area Ratios

The CMU zone shall be predominantly commercial/retail with secondary office and residential uses.

All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):

Residential:	Within 1/8 mile: 20 du/net acre
	Within 1/8-1/4 mile: 15 du/net acre
	Within 1/4-1/2 mile: 10 du/net acre
Non-Residential:	Within 1/8 mile: 0.65 FAR
	Within 1/8-1/4 mile: 0.5 FAR
	Within 1/4-1/2 mile: 0.4 FAR

When the Planning Director determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2 of the North Watt Avenue Corridor Plan. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3 of the Corridor Plan.

### Permitted Uses

Please refer to the Land Use Tables for a complete list of permitted, conditionally permitted and prohibited uses.

## Transit-Oriented Development Zone

### Purpose and Intent

The Transit-Oriented Development (TOD) zoning designation is intended to promote a region serving development of higher density and intensity in proximity to regional transit service consistent with County General Plan Policy LU-32. Development applications within ½ mile of a transit stop/station shall comply with the minimum development requirements as listed on Table 8 of the Land Use Element of the General Plan.

High density residential uses in Subdistrict 1 may be green court or garden style apartments or condominiums, podium-style apartments or condominiums, or any other suitable residential model that meets the development standards of this zone. Commercial/retail, hotel, and entertainment uses are encouraged in Subdistrict 2. Office uses may be located anywhere in the TOD, but are particularly encouraged near Roseville Road or in the southern portion of the TOD near I-80.

### Description/Location

The TOD zone is intended for application to the Triangle Gateway District.

### Residential Densities and Nonresidential Floor Area Ratios in the TOD Subdistrict 1 zone:

Residential densities and nonresidential floor areas vary, depending on subdistrict. Subdistricts development standards are defined in Section 3.4.1, Development Standards Tables.

All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):

Residential:	Within 1/8 mile: 20 du/net acre
	Within 1/8-1/4 mile: 15 du/net acre
	Within 1/4-1/2 mile: 10 du/net acre
Non-Residential:	Within 1/8 mile: 0.65 FAR
	Within 1/8-1/4 mile: 0.5 FAR
	Within 1/4-1/2 mile: 0.4 FAR

When the Planning Director determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2 of the North Watt Avenue Corridor Plan. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3 of the Corridor Plan.

### Residential Densities and Nonresidential Floor Area Ratios in the TOD Subdistricts 2 and 3 zones:

All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):

Residential:	Within 1/8 mile: 20 du/net acre
	Within 1/8-1/4 mile: 15 du/net acre
	Within 1/4-1/2 mile: 10 du/net acre

Non-Residential:	Within 1/8 mile: 0.65 FAR
	Within 1/8-1/4 mile: 0.5 FAR
	Within 1/4-1/2 mile: 0.4 FAR

When the Planning Director determines that a project does not meet the criteria set forth in the SPA, the project proponent may make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors (Board). The Board of Supervisors is the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3.

In order to protect the operation of the North Area Recovery Station and to promote near-term development for buffer related measures, the density and intensity requirements of General Plan Policy LU-32 (TOD) are not applicable for properties that abut the Recovery Station for five (5) years from the date of this approval. After five years, the Planning Director may make the determination that the density and intensity requirements of LU-32 are not feasible for properties that abut the Recovery Station. For permitted non-industrial uses (see provision for permitted industrial use in the Land Use Tables Section S), development standards (i.e., setbacks, height, etc) found in this plan otherwise apply.

#### **Permitted Uses**

Please refer to the Land Use Tables for a complete list of permitted, conditionally permitted and prohibited uses.

### **2.6.6 Process for Variation and Exception**

Chapter 2 contains Tables outlining Permitted and Restricted Uses in the Corridor Plan (SPA). Projects that are listed as permitted uses in Chapter 2 are subject to staff level (non-discretionary) development plan approval with review by the Planning Manager of the Planning Division to insure compliance with the criteria and standards set forth in the SPA, with the following exception: When the Planning Manager determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2. The Special Development Permit will also allow consideration of deviations from the urban design standards as discussed in this chapter.

The North Watt Avenue Corridor Plan identifies the following mitigation which provides direction for the preparation of infrastructure phasing plan:

Prior to Development Plan Review or issuance of building permits for projects resulting in intensification of use or increased square footage associated with development pursuant to the North Watt Avenue Special Planning Area Ordinance, The Community Development Department shall prepare or facilitate the preparation of, a phasing plan that identifies thresholds of development for when necessary improvements are required. The phasing plan shall also identify a mechanism to track when thresholds are met so infrastructure improvements are constructed when needed.

The Phasing Plan or project specific analyses shall not be required for a period of five years from the date of adoption of the North Watt Avenue Corridor Plan. The purpose of this five year period is to allow for revitalization projects that support the project objectives to proceed without the need for additional studies or specific improvements, recognizing that build out of the Corridor is long-term over a 30 plus year timeframe. The Directors of Transportation and Community Development Departments shall have the authority to require project specific studies for project that have a significant effect on transportation systems.

### 2.6.7 Regulating Non Conforming Uses

- Non-conforming use in an existing building (i.e., a use/business previously permitted by right requires a conditional use permit or is prohibited in Corridor Plan): The use/business can continue to operate indefinitely, or the same type of business/use may reoccupy the premises, as long as the vacancy period does not exceed 12 months for properties located in the Corridor Plan area. Extensions of the vacancy period may be approved by the Planning Commission.
- Remodel of a Non-conforming building (Includes major and minor remodels): A building non-conforming as to setbacks, height and other development and design standards may remodel as long as any expansion or improvements conform to the development and design standards in the Plan. Note: in most cases, the Corridor Plan provides for more flexibility in Development Standards and few buildings become non-conforming under the Plan.
- Demolition of a Non-conforming building: New construction on vacant or demolished sites shall conform to the development and design standards in the Corridor Plan, per the Project Review process described in this section

### 2.6.8 Housing Element Sites

1. APN 208-0142-020, 022, 030, 036 shall accommodate a minimum of 131 dwelling units to be consistent with the Sacramento County Housing Element. The Planning Commission may approve a development plan via a Special Development Permit application without the multi-family residential dwelling units on these parcels if the requirement is accommodated elsewhere in the North Watt Corridor Plan area or a finding is made that adequate multi-family housing sites are otherwise available in the County to meet the acreage requirements of the Housing Element in compliance with California Government Code Section 65853.
2. Multifamily residential projects that provide at least 20 percent of proposed housing units as affordable to lower income households located on parcels rezoned by the County to satisfy the Regional Housing Needs Assessment (RHNA) shall be developed at a minimum density of 22.5 or 30 dwelling units per acre, as listed in this Section below, and at a maximum density of 45 dwelling units per acre. Maximum density can be increased beyond 45 dwelling units per acre pursuant to Section 6.5.4. of the Sacramento County Zoning Code ("Affordable Housing Incentive Program").

Minor deviations to the development standards of this SPA may be approved administratively for these

projects by the Planning Director (Planning Director Determination) when it can be demonstrated that full implementation of a standard would physically prevent the ability to develop the project at a minimum density applicable to the parcel. All other deviations to development standards, except for those deviations approved pursuant to Section 6.5.4. "Affordable Housing Incentive Program", may be approved with a General or Minor Special Development Permit pursuant to Section 6.4.6. of the Sacramento County Zoning Code.

The parcels rezoned by the County to satisfy RHNA and their applicable minimum densities are as follows:

- APN 208-0122-066 – 30 du/ac
- APN 208-0132-008 – 30 du/ac
- APN 208-0162-018 – 22.5 du/ac
- APN 208-0162-027 – 22.5 du/ac
- APN 215-0062-057 – 22.5 du/ac

### 2.6.9 Project Review Process

The comprehensive Land Use Table (shown on pages 2-51 thru 55 lists all permitted, conditionally permitted and prohibited uses for the following four zoning districts shown on the NWACP area: RMU-1, RM-2, CMU and TOD. Those uses that are conditionally permitted are subject to discretionary review by the County Community Planning Commission.

Projects that are listed as permitted uses in Table I are subject to staff level (non-discretionary) development plan approval with review by the Design Review Administrator to insure compliance with the criteria and standards set forth in the SPA, with the following exceptions:

1. When the Design Review Administrator determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a special development permit subject to discretionary review by the Planning Commission.
2. Projects that include the following components shall require an application for non-discretionary Development Plan Review to be heard by the Planning Commission. The intent of this review is to provide for public review of design and site plan features. The intent is not to trigger additional environmental review with the assumption that the use and intensity of the project is covered under the EIR for the SPA.
  - a. Any proposed buildings over 2 stories in height in RMU-1 district.
  - b. Any proposed buildings over 3 stories in height in RMU-2, CMU and TOD districts.
  - c. Any residential projects over 24 units per acre or 2 stories in height for RMU-1 and any residential project over 30 units per acre or 3 stories in height for the RMU-2, CMU and TOD districts.

Any High Density Residential project in any area of the SPA over 45 units per acre is subject to a Special Development Permit.

3. Multifamily residential projects on parcels rezoned by the County to satisfy the Regional Housing Needs Assessment (RHNA) for lower income households (as listed in Section 2.6.8.2) are exempt from the Development Plan Review and specific Special Development Permit requirements discussed in Section 2.6.9. Such projects must provide at least 20 percent of proposed housing units as affordable to lower income households.

Any request for a deviation from a development standard or a specific design standard shall still be processed as a General or Minor Special Development Permit pursuant to Section 6.4.6. of the Sacramento County Zoning Code.

### **2.6.10 Monitoring of Development Cap**

In conjunction with project review, future development projects will be monitored against the Potential for Added Development in Section 2.4. The numbers specified in this section have been derived from the traffic study and would become the upper limit for future development. If new development exceeds the cap, additional environmental review is required.

### **2.6.11 Appeals**

Any person that is dissatisfied with an act or determination of the Planning Commission, Subdivision Review Committee, Zoning Administrator, Chief Building Inspector, Planning Director, or the Secretary of the Planning Commission, may appeal such act or determination subject to Section 115-30 in the Sacramento County Zoning Code

### **2.6.12 Criteria For Consideration of the Special Development Permits**

The appropriate authority shall consider the following factors, in addition to criteria found in Section 110.30 of the Zoning Code.

- a. The proposed use or deviation from SPA standards is justified by exceptional design over and above the standards in the SPA.
- b. Any proposed use can provide evidence that it brings a benefit to the community and does not create any nuisance or public safety concerns.

## Land Use Table

Use(1) Use, Service or facility	Residential Mixed Use 1 (RMU-1)	Residential Mixed Use 2 (RMU-2)	Commercial Mixed Use (CMU)	Transit Oriented Development Zone (TOD) Use Standard			Use Standard
				Subdistrict 1	Subdistrict 2	Subdistrict 3	
<b>A. Automotive Sales, Service, Repair</b>							
Auto Sales- New and Used	NA	NA	NA	NA	NA	NA	
Auto Service and Repair ( <b>major</b> ) - Not attached to Auto Sales	NA	NA	C	NA	NA	C	(15)(23)
Auto Service and Repair ( <b>minor</b> ) - Not attached to Auto Sales	P	P	P	P	P	P	(3)(5) (23)
Auto Rental or Lease Agency, Including Limousine Service	NA	NA	C	C	C	C	(22)
Auto Service Station, Primary	C	C	C	C	C	C	(6)
Auto Parts and Accessory Store	P	P	P	P	P	P	(5)(3)
Auto Towing and Storage	NA	NA	NA	NA	NA	NA	
Auto Wash, Self-Service or Automatic	NA	NA	C	C	C	C	(22)
Camper Shell-Sales, Repair, Rent	NA	NA	NA	NA	NA	NA	
Motorcycle, Sports Cycles, Trail Bikes, Jet Skis, Snowmobile, Ultra-Light, Moped – Sales, Rent, Service, Repair	NA	NA	C	C	C	C	(22)
<b>B. Business Services</b>							
Advertising Business	P	P	P	P	P	P	
Blueprint-Photostatting Service	P	P	P	P	P	P	
Computer Programming/Software and System Design	P	P	P	P	P	P	
Computer Sales, Rental and Lease	P	P	P	P	P	P	
Computer Service and Training	P	P	P	P	P	P	
Data Processing Service	P	P	P	P	P	P	
Delivery Service	P	P	P	P	P	P	(8)
Drafting Service	P	P	P	P	P	P	
Furniture Rental Agency	P	P	P	P	P	P	(8)
Janitorial Service	P	P	P	P	P	P	
Locksmith – Safe Repair Shop	P	P	P	P	P	P	
Messenger Service	P	P	P	P	P	P	
Office Machines and Equipment Sales and Minor Repair	P	P	P	P	P	P	
Photocopy Service	P	P	P	P	P	P	
Print Shop	P	P	P	P	P	P	
Remote Teller, Freestanding for Pedestrian Use	P	P	P	P	P	P	
Stenographic Service	P	P	P	P	P	P	
Studio-Radio, Television & Recording	P	P	P	P	P	P	
Ticket Agency	P	P	P	P	P	P	
<b>C. Health Services</b>							
Clinic, Child Family Guidance	P	P	P	P	P	P	
Clinic, Counseling	P	P	P	P	P	P	
Clinic, Diet Counseling with Incidental Sales of Diet Products	P	P	P	P	P	P	
Clinic, Kidney Dialysis	P	P	P	P	P	P	
Clinic, Physical Therapy	P	P	P	P	P	P	
Eyeglasses, Frames, Contact Lens – Sales and Service	P	P	P	P	P	P	

Use(1) Use, Service or facility	Residential Mixed Use 1 (RMU-1)	Residential Mixed Use 2 (RMU-2)	Commercial Mixed Use (CMU)	Transit Oriented Development Zone (TOD) Use Standard			Use Standard
				Subdistrict 1	Subdistrict 2	Subdistrict 3	
Hearing Aids – Sales and Service	P	P	P	P	P	P	
Laboratory – Medical, Dental or Optical	P	P	P	P	P	P	
Medical or Dental Office	P	P	P	P	P	P	
Orthopedic Appliances Sales/Service	P	P	P	P	P	P	
<b>D. Personal Services</b>							
Barber Shop	P	P	P	P	P	P	
Beauty Shop and Wig Sales	P	P	P	P	P	P	
Child Care Center	P	P	P	P	P	P	
Dressmaker / Tailor	P	P	P	P	P	P	
Reducing-Body Building/Aerobics Studio	P	P	P	P	P	P	
Shoe Shine Parlor	P	P	P	P	P	P	
Studio – Dance, Voice, Music, Gymnastics	P	P	P	P	P	P	
Social Center	P	P	P	P	P	P	
Massage	P	P	P	P	P	P	(18)
<b>E. Miscellaneous Services</b>							
Laundromat, Self-Service	P	P	P	P	P	P	
Laundry or Cleaning Agency, Retail (On-Site Cleaning Permitted)	P	P	P	P	P	P	
Mini storage	NA	NA	NA	NA	NA	NA	
Parking Lot or Garage as Primary Use	P	P	P	P	P	P	
Photography Studio, Including Incidental Processing	P	P	P	P	P	P	
Picture Framing Shop	P	P	P	P	P	P	
Travel Agency	P	P	P	P	P	P	
Kennel, Cattery, Boarding	C	C	C	C	C	C	(15)
Veterinarian- Animal Hospital	P	P	P	P	P	P	
<b>F. Repair Services (See Section A for Auto Repair)</b>							
Appliance Repair Shop	P	P	P	P	P	P	
Electronic Equipment Repair	P	P	P	P	P	P	
Shoe Repair Shop	P	P	P	P	P	P	
<b>G. Eating, Drinking, Lodging</b>							
Soda Fountain-Ice Cream Parlor	P	P	P	P	P	P	
Restaurant-Coffee Shop-Cafeteria	P	P	P	P	P	P	(20)
Fast Food Restaurant	P	P	P	P	P	P	(20)
Bakery, Pastry Shop	P	P	P	P	P	P	
Bar-Tavern	P	P	P	P	P	P	(9)
Brew Pub (No Wholesale or Off- Site Sale of Beer, Wine or Alcohol)	P	P	P	P	P	P	(9)
Catering Service	P	P	P	P	P	P	
Delicatessen	P	P	P	P	P	P	
Hotel	C	C	C	C	C	C	(15)
Motel	C	C	C	C	C	C	(15)
<b>H. Entertainment/Recreation Services</b>							
Arcade – Electronic, Mechanical or Video Games	C	C	C	C	C	C	(22)
Art Galley	P	P	P	P	P	P	

Use(1) Use, Service or facility	Residential Mixed Use 1 (RMU-1)	Residential Mixed Use 2 (RMU-2)	Commercial Mixed Use (CMU)	Transit Oriented Development Zone (TOD) Use Standard			Use Standard
				Subdistrict 1	Subdistrict 2	Subdistrict 3	
Art Studio	P	P	P	P	P	P	
Dance Hall-Ballroom- Discotheque	C	C	C	C	C	C	(9)(16)
Dancing as an Incidental Use in a Bar or Restaurant	C	C	C	C	C	C	(9)(16)
Library	P	P	P	P	P	P	
Live Dinner Theater	P	P	P	P	P	P	
Adult Theater and Entertainment	NA	NA	NA	NA	NA	NA	
Motion Picture Theater	P	P	P	P	P	P	
Museum	P	P	P	P	P	P	
Physical Fitness Studio	P	P	P	P	P	P	
Recreation Facility, Indoor	P	P	P	P	P	P	
Recreation Facility, Outdoor	C	C	C	C	C	C	(15)
<b>I. Food, Drug Liquor Sales</b>							
Bakery, Pastry Shop	P	P	P	P	P	P	
Candy Store	P	P	P	P	P	P	
Certified Farmer's Market	P	P	P	P	P	P	
Convenience Store/Neighborhood Market (Less than 6,000 square feet in size)	P	P	P	P	P	P	
Nonprescription Drugs and Sundries	P	P	P	P	P	P	
Food Market Ancillary to Service Station	NA	NA	P	NA	P	P	
Groceries store/specialty foods	P	P	P	P	P	P	
Prescription Pharmacy	P	P	P	P	P	P	
Liquor Store	C	C	C	C	C	C	(15)
<b>J. General Merchandise Sales</b>							
Thrift Store	P	P	P	P	P	P	
Building material and Lumber Sales	P	P	P	P	P	P	
General retail or department store	P	P	P	P	P	P	
<b>K. Home Accessories &amp; Services</b>							
Antique Store	P	P	P	P	P	P	(8)
Appliance Store	P	P	P	P	P	P	(8)
Floor Covering, Drapery or Upholstery Store	P	P	P	P	P	P	(8)
Furniture Cleaning, Reuniting, Re-upholstery Shop	P	P	P	P	P	P	(8)
Upholstery Shop (no refinishing )	P	P	P	P	P	P	(8)
Furniture Store	P	P	P	P	P	P	(8)
Gardening-Landscape Supply Store	P	P	P	P	P	P	
Interior Decorators Service Yard and Workshop	P	P	P	P	P	P	(8)
Paint and Wallpaper Store	P	P	P	P	P	P	(8)
General Glass Sales, Services	P	P	P	P	P	P	(8)
<b>L. Recreation Equipment Sales</b>							
Athletic Equipment and Sporting Goods	P	P	P	P	P	P	
Bicycle Sales, Rent, Service	P	P	P	P	P	P	
Golf Cart – Sales, Repair, Rent	P	P	P	P	P	P	
Marine Supply and Boat Sales Store	P	P	P	P	P	P	(2)
Saddlery Shop	P	P	P	P	P	P	
Tackle Shop	P	P	P	P	P	P	

Use(1) Use, Service or facility	Residential Mixed Use 1 (RMU-1)	Residential Mixed Use 2 (RMU-2)	Commercial Mixed Use (CMU)	Transit Oriented Development Zone (TOD) Use Standard			Use Standard
				Subdistrict 1	Subdistrict 2	Subdistrict 3	
<b>M. Offices</b>	P	P	P	P	P	P	
<b>N. Public Facilities</b>							
Privately-Owned Uses within Public- and Government-Owned Buildings, Facilities and Groups	P	P	P	P	P	P	
Building and Facility owned by Federal and State Governments, and located on Federal and State owned property	P	P	P	P	P	P	
Public- and Government-Owned Buildings and Facilities Other than Federal and State	P	P	P	P	P	P	
Public and Government Uses, Other than Federal and State, within Privately-Owned Buildings, Facilities and Grounds	P	P	P	P	P	P	
Public Utility and Public Service Facility	P	P	P	P	P	P	
<b>O. Residential</b>							
Apartment-Multiple Family Dwelling, Condominium	P	P	P	P	P	P	(11)(17)
Home Occupation	P	P	P	P	P	P	
Residence of a Caretaker, Proprietor or Owner of a Permitted Use	P	P	P	P	P	P	
Residential Care Homes for Adults or Children	P	P	P	P	P	P	
Social Rehabilitation Center	C	C	C	C	C	C	(15)
<b>P. Schools</b>							
Business School	P	P	P	P	P	P	
Charm, Culture School	P	P	P	P	P	P	
College and University	C	C	C	C	C	C	(15)
Driving School	P	P	P	P	P	P	
Self-Defense, Judo, Boxing, Gymnastics, Swimming or Similar Activity	P	P	P	P	P	P	
<b>Q. Transportation Facilities and Services</b>							
Parking Lot/Garage (Primary Use)	P	P	P	P	P	P	
<b>R. Mixed-Use Developments</b>							
Apartment and Multi-Family (Mixed-Use)	P	P	P	P	P	P	(17)
<b>S. Industrial Uses</b>	NA	NA	NA	P	P	P	(19)(21)
<b>Other Prohibited Uses</b>							
Tattoo Parlors	NA	NA	NA	NA	NA	NA	
Pawn Shop	NA	NA	NA	NA	NA	NA	
Adult Uses	NA	NA	NA	NA	NA	NA	(10)
Firearm Sales, gunsmith	NA	NA	NA	NA	NA	NA	
Check Cashing	NA	NA	NA	NA	NA	NA	

Table Abbreviations	
P	Permitted
C	Conditionally Permitted with a Use Permit
NA	Not Allowed

Note: If there is a use in the table that is missing refer to Section 225-11 in the Sacramento County Zoning Code and refer to the uses that are allowed in the Limited Commercial (LC) Zone for all of the properties within this SPA

- 1) All uses not limited within this table shall be subject to the Sacramento County Zoning Code Permitted Use Tables (Title II Sections 201-02 and 225-01).
- 2) For new marine supply and boat sale businesses, the following shall apply (not applicable to sites that have historically been used for marine supply or boat sales).
  - a. The permitted use shall include a building that conforms to the design regulations in Section III.C. of this Ordinance (Building Design and Siting). The building shall be a minimum of 600 square feet in size and all utilities shall be permanently installed.
  - b. The use shall have a minimum parcel size of 0.75 acres.
  - c. No outdoor public address or loud speaker shall be permitted.
  - d. Sales area lighting located within 100 feet of a residential zoned property shall not be operated between the hours of 10 PM and 7 AM.
  - e. Service areas shall not operate between the hours of 10 PM and 7 AM.
  - f. See SPA for landscaping requirements.
- 3) Operation shall not be permitted between the hours of 10PM and 7AM. Extended hours may be permitted with a Conditional Use Permit.
- 4) For sites that have been historically used for auto sales in the AC underlying zone, additional landscaping per SPA shall be provided if the site is vacant for 1 year or longer.
- 5) Permitted if the entire operation is conducted within a completely enclosed building or screened from view behind a fence or wall as set forth in Title III, Chapter 1, Article 5 of the Zoning Code.
- 6) Permitted subject to issuance of a conditional use permit by the Board of Supervisors upon recommendation of the North Highlands-Foothill Farms CPAC.
- 7) To comply with General Plan Noise Element standards of 65 Db Ldn or less for residential/transient lodging outdoor activity areas and 45 dB Ldn or less for residential/transient lodging interiors. An acoustical analysis, prepared by a qualified acoustical consultant and verified by the Department of Environmental Review and Assessment, substantiating that the Interior noise level does not exceed 45 Db Ldn shall be provided.
- 8) Delivery and service vehicles must be secured in an enclosed garage or fenced yard during non-business hours.
- 9) Hours of operation shall not be permitted with the hours of 12AM and 10AM unless extended with a Conditional Use Permit
- 10) See Sacramento Zoning Code Chapter 25 Definitions for "Adult Uses."
- 11) When it is determined that the project does not meet the required Code development standards, the applicant may make application for a Special Development Permit for an alternative design, to be heard by the appropriate authority. It is recognized that there are many design alternatives to the standards contained herein that create a quality and compatible project.
- 12) New development shall comply with County landscape standards and the landscape standards in SPA.
- 13) All signage must be developed that conforms to current standards and standards contained in the SPA. Electronic reader board signs will not be permitted.
- 14) Sale, installation and servicing are permitted provided the use is conducted completely within an enclosed building.

The reconditioning of used merchandise for resale is permitted as an incidental use. Reconditioning of used merchandise for resale as the principle use of the premises subject to issuance of conditional use permit by the appropriate authority.

- 15) Permitted subject to approval of a Use Permit by the appropriate authority and to development standards set forth in Section 315-32 of the Zoning Code.
- 16) Permitted subject to issuance of a use permit by the appropriate authority and provided a valid dancing license is obtained.
- 17) Thresholds for the level of review are in the Special Planning Area Ordinance.
- 18) Refer to Sacramento County Code Section 4.36.000 for the Massage Establishment Operating Regulations.
- 19) All uses not listed within this table shall be subject to the Sacramento County Zoning Code Permitted Use Tables (Title II Sections 230-01 and 230-10).
- 20) These uses are permitted in the listed zones, if in compliance with design standards of Section 315-22 (a) and (b), for drive-up windows and remote tellers. A conditional use permit from the appropriate authority is required when the design standards of Section 315-22 (a) and (b) are not met, or if the drive-up window and/or the order station with amplified sound is located within 300 feet of a residential zone (RD-1 through RD-40), or if the drive-up window or order station without amplified sound is located within 75 feet of a residential zone (RD-1 through RD-40). If building size is 100 square feet, or less, then the Zoning Administrator shall be the appropriate authority.
- 21) M-1 uses are permitted on properties with M-1 zoning prior to the date of the adoption of this ordinance, as otherwise allowed by the Sacramento County Zoning Code. Development standards for M-1 zoning shall apply.
- 22) Permitted subject to issuance of a conditional use permit by the Zoning Administrator.
- 23) See Commercial Land Use Tables of the Zoning Code for definition regarding minor and major auto service and repair.



# 3 URBAN DESIGN







# 3 URBAN DESIGN

## 3.1 INTRODUCTION

This chapter translates the vision for the Corridor Plan area identified in the previous chapters into specific development standards and design guidelines that will promote the desired urban form and character and create a healthy community with defined districts and community destinations. The standards and guidelines have been prepared to promote the transit-supportive uses identified for the Elkhorn District Center and Triangle Gateway District and the creation of medium density mixed-use neighborhoods. The standards and guidelines have also been devised to promote the creation of local subdistricts reflecting the variety to be found in the Corridor Plan area. Finally, the standards and guidelines promote high-quality design while also allowing for the flexibility necessary to respond to changing market conditions, new technology, and community preferences.

This chapter is supported by Chapter 5, “Public Realm Design,” for design standards and guidelines addressing the public realm, including streetscapes, landscaping, parks, open space, trails, signage, street furniture, and other improvements that will enhance the image and identity of the Corridor Plan area.

### 3.1.1 Corridor Plan Area Existing Conditions

The Corridor Plan area is approximately bounded by North Watt Avenue to the east and on by 34th Street and Roseville Road to the west. The existing urban form on North Watt Avenue reflects an auto-dependent development pattern, characterized by fast-food restaurants, discount stores, and automobile-related retail and service uses. Parcels adjacent to 34th Street reflect a more rural setting, with single-family homes and some light industrial development interspersed with vacant lots. Light-industrial and office development dominates on the east side of McClellan Business Park as 34th Street becomes Dudley Way, and along Roseville Road.



*Watt Avenue will be a commercial street with defined districts and community destinations.*



*Existing streetscape along a portion of North Watt Avenue*



*Example of one of the many fast food restaurants along North Watt Avenue*



*New streetscape improvements on North Watt Avenue*



*In the future, North Watt Avenue will offer full transit and pedestrian access.*

This auto-dependent urban form is displayed in the figure-ground diagram for the Corridor Plan area (see Figure 3.1, “Figure-Ground Diagram, Existing Conditions”). In this diagram, parking lots, depicted in the gray, typically front onto North Watt Avenue, while the building masses, shown in black, are often located at the rear of the parcels. Sidewalks, indicated by the orange lines, are relatively narrow, discontinuous, and obstructed in many areas. Landscaping is minimal and sporadic. The disproportionate scale of paved and parked areas in comparison to sidewalks, landscaping, and buildings shows a lack of balance in the urban form of the street devoted to pedestrian and public spaces, as well as a lack of parks and open space facilities in the community. However, approved streetscape improvements are either completed or under construction on North Watt Avenue, from Peacekeeper Way to Elkhorn Boulevard, providing landscaping and pedestrian improvements along the corridor.

### 3.1.2 The Future of the Corridor Plan Area

The Corridor Plan area is recognized by the County as an important urban commercial corridor with the potential for economic growth that better serves the needs of the community and the region. The vision for the Corridor Plan area is intended to transform it into a transit and pedestrian-friendly area, supported by a regional bus rapid transit system, improved bicycle trails, and new housing and mixed-use development. Numerous assets support this vision: North Watt Avenue’s role as a main north-south regional transportation corridor; the corridor’s proximity to employment in McClellan Business Park; the large number of vacant and underutilized parcels offering the potential to accommodate infill development; and existing community assets such as the North Highlands Community Center, the Aerospace Museum, and the North Area Service Center.

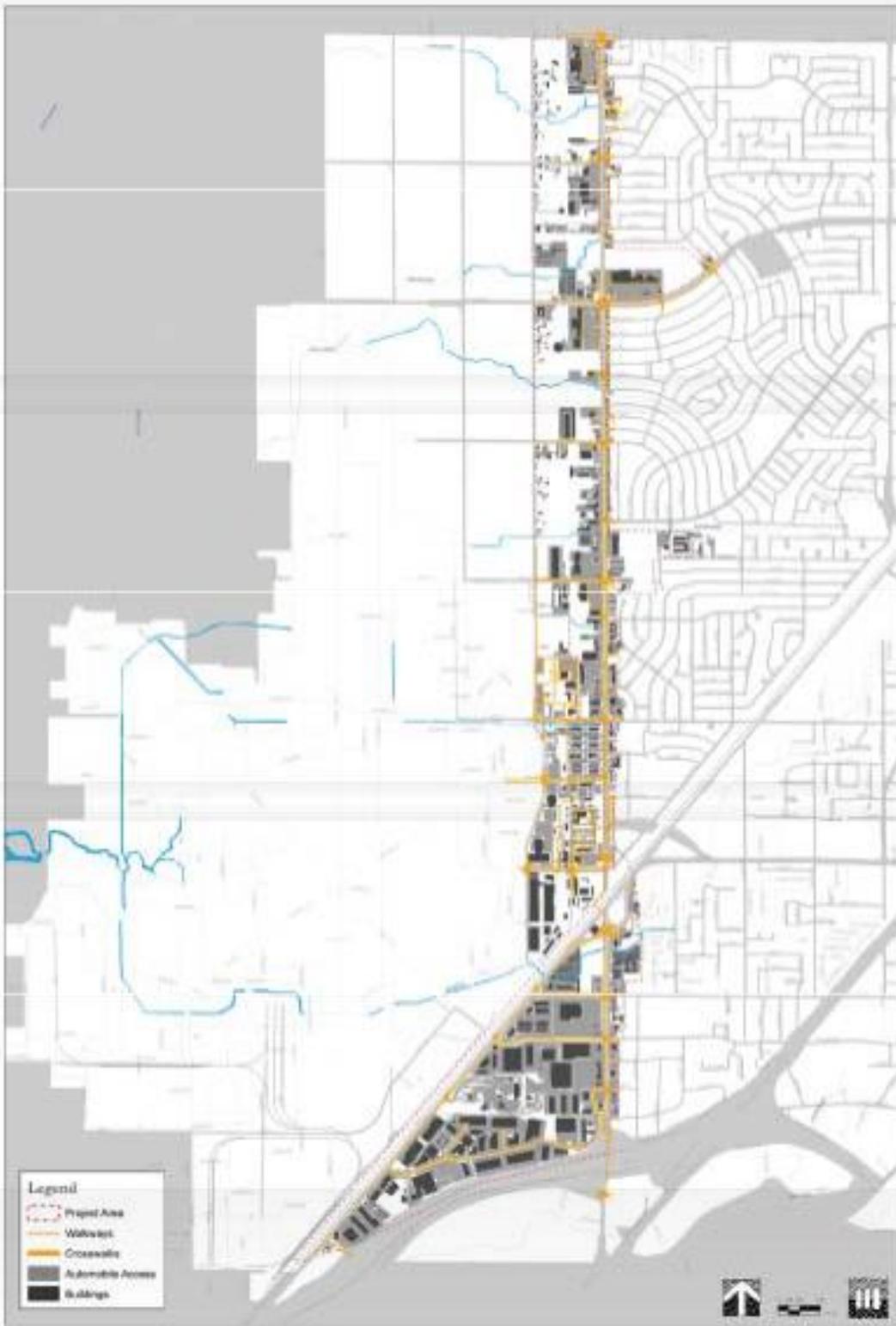


Figure 3.1—Figure-Ground Diagram, Existing Conditions

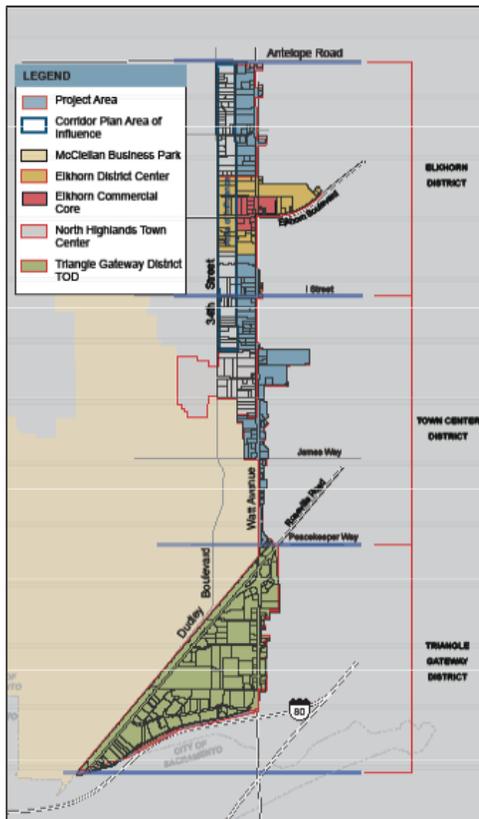


Figure 3.2—Districts and District Centers

### 3.2 DISTRICT AND DISTRICT CENTER DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

This section addresses design standards and guidelines for the Elkhorn District Center and Triangle Gateway District (see Figure 3.2, “Districts and District Centers”). Section 3.3, “Residential Mixed-Use Neighborhoods,” will address design standards and guidelines for the residential mixed-use neighborhoods that are located in portions of the districts located outside the district centers. Refer to the *North Highlands Town Center Development Code* for standards governing the North Highlands Town Center.

### 3.2.1 Elkhorn District Center

#### Urban Design Vision

The Elkhorn District Center, located at the intersection of Elkhorn Boulevard with North Watt Avenue and 34th Street, is envisioned as the village center and community hub for the Elkhorn District (see Figure 3.3, “Elkhorn District Center Map” for the location). Figure 3.4, “Elkhorn District Center, Existing Context,” shows the approximate boundaries of the district center superimposed on an aerial of the site. Existing development shown in this aerial includes commercial development at the southwest corner of the North Watt Avenue/Elkhorn Boulevard intersection, but does not include the newer commercial development at the Watt Town Center (northeast corner) or the new Walgreens drugstore (northwest corner).

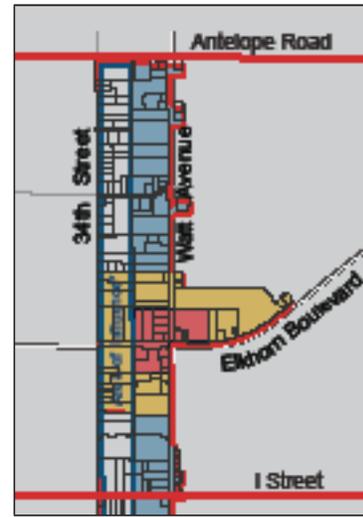


Figure 3.3—Elkhorn District Center Map



Figure 3.4—Elkhorn District Center, Existing Context

The vision for the Elkhorn District Center includes a Commercial Core focused along Elkhorn Boulevard, which will be exemplified by commercial mixed-use buildings fronting onto the street (see Figure 3.5, “Elkhorn District Center Illustrative Site Plan.”) The design of these commercial mixed-use buildings should include storefront windows and entrances, awnings, arcades, building projections, and architectural details that animate the front facade and elevations facing adjoining side streets. Outdoor dining and seating areas are encouraged in recessed areas along the street or located in internal plazas and courtyards, made visible and accessible from the street to provide a variety of informal outdoor activity and social gathering areas. Parking areas should be discrete and located behind buildings in shaded parking courts, dispersed as parallel parking on local streets, and/or located in parking structures as the area builds out.

The remainder of the district center outside the Commercial Core will consist of new residential neighborhoods, with some limited civic and neighborhood-serving commercial. To support transit, these residential units will primarily represent higher density housing types organized around common open space and will be connected to transit and the Commercial Core by an extensive network of local streets, pedestrian pathways, and greenways.

Local bus stops and bus rapid transit stations must be carefully integrated into site design and connected to buildings and parking by an extensive pedestrian and bicycle network in the Elkhorn District Center. This network will include a north-south bikeway between North Watt Avenue and 34th Street and a greenway along Robla Creek, which should be restored as a vegetated habitat and community amenity for the district.

Figure 3.5, “Elkhorn District Center Conceptual Land Use Plan and Prototype Images,” includes the proposed examples of the potential types of development that could occur throughout the commercial core and mixed-use residential areas in the district center. Figure 3.6, “Elkhorn District Center Illustrative Site Plan” shows a conceptual site plan. The site plan shows building frontages of commercial mixed-use development focused along North Watt Avenue and Elkhorn Boulevard and residential development oriented to the park and open space system in the Corridor Plan Area.



Figure 3.5—Elkhorn District Center Conceptual Land Use Plan and Prototype Images

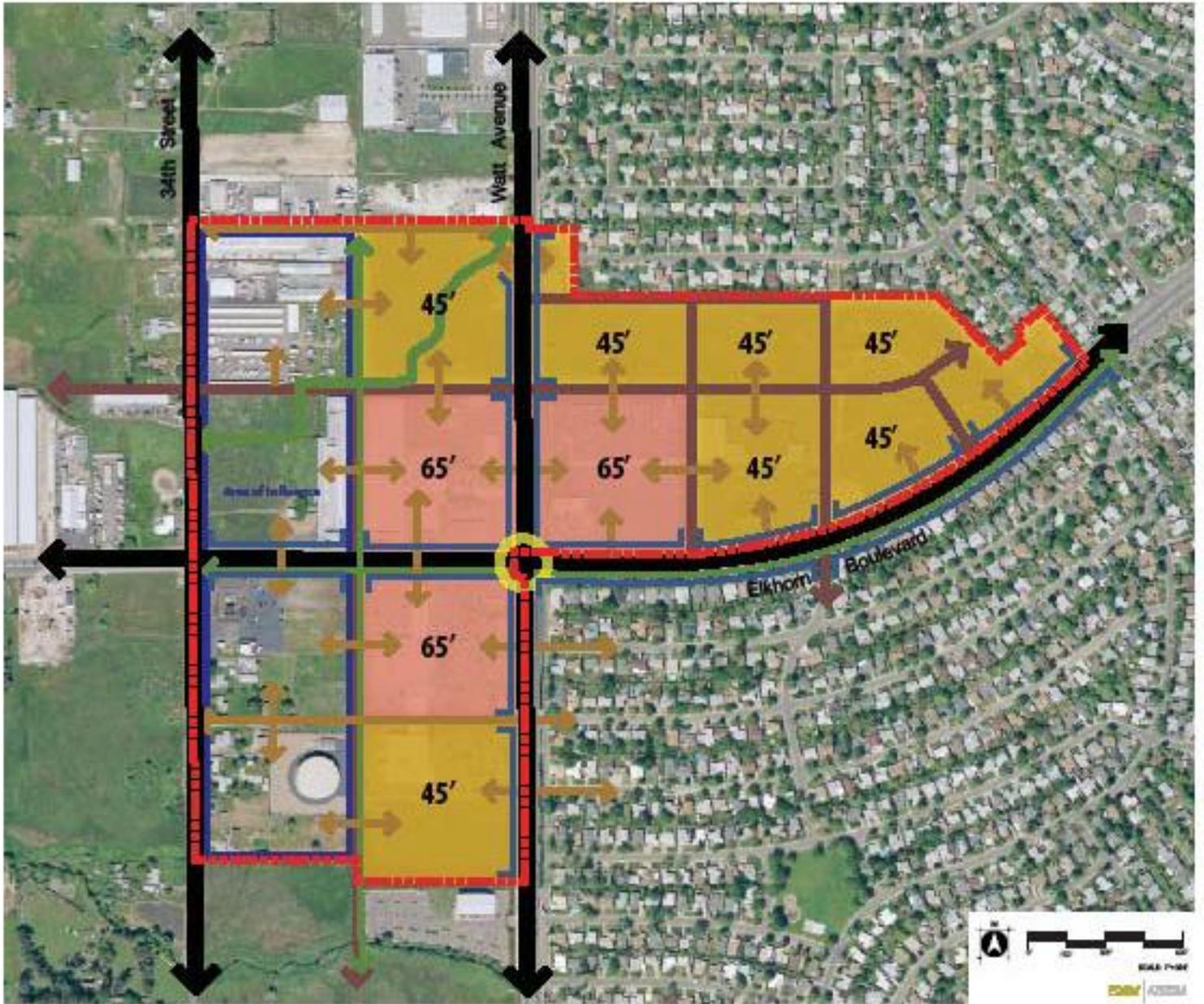


Figure 3.6— Elkhorn District Center Illustrative Site Plan

## Elkhorn District Center Development Standards and Design Guidelines

The Elkhorn District Center is envisioned as a mixed-use village with a central commercial core, organized by the following site design guidelines. Refer to Section 3.4 for the development standards applicable to specific land use zones (CMU and RMU-2) within the Elkhorn District Center.

### Site Orientation and Design

1. Local bus stops and bus rapid transit stations shall be constructed at strategic locations to serve the district center.
2. A north-south bikeway shall be provided midblock between North Watt Avenue and 34th Street. Refer to Section 5.5.2, “Open Space and Trails System” for a description of the north-south bikeway trail.
3. Residential lots shall be organized as blocks that encourage walking, biking, and the use of alternative transportation modes. Neighborhood blocks in the Elkhorn District shall not exceed 400 feet without being subdivided by a local street.
4. Buildings along Elkhorn Boulevard must conform to build-to lines located at the back of the sidewalk to create a streetwall.
  - a. Sidewalks should be a minimum of 15 feet, including street trees, to encourage a comfortable pedestrian environment, as defined in Chapter 5.
  - b. For ground floor commercial development, a minimum of 70% of the front façade of the building shall be located at the build-to line. A build-to-line places the building edge at a uniform setback distance measured from the front property line. A zero-foot setback line places the building edge next to the sidewalk. The remaining length of the street wall may be recessed up to 15 feet to create functional outdoor public spaces such as entries, outdoor dining areas, sidewalk seating, public plazas, and other pedestrian amenities.
  - c. A minimum of 70% of the facade on the first floor of all buildings shall have transparent storefront glass, windows, entries, doorways, or other activity spaces.

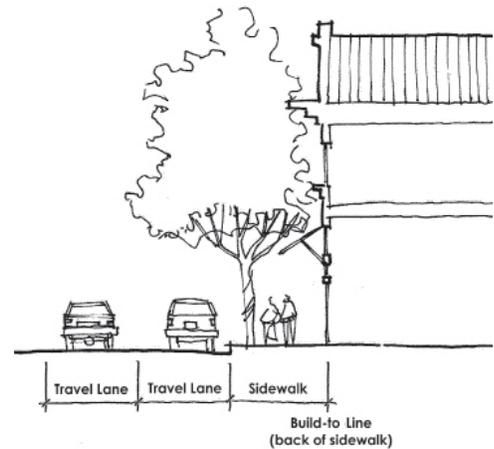


Figure 3.7—Build-to Line



Front setbacks located at the back of the sidewalk reinforce the urban character of the street.



*Buildings should be oriented to front on streets, parks, or other public spaces.*



*New development should complement the character and design of the existing community.*



*Buildings shall be constructed with high-quality materials such as brick, stone, terra cotta, or tile.*

5. The district center shall serve and enhance the value of nearby existing single-family residential homes surrounding the district center.
6. New development shall be designed to fit into the context of the local neighborhood by providing appropriate height and setback transitions.
7. Buildings and primary entrances shall be oriented to front the street or pedestrian spaces (plazas, parks, open space, or transit stops/ stations) rather than to interior blocks or parking lots.
8. Buildings and lots shall be oriented within 30 degrees of true south for optimum solar access.

### Circulation

Streets in the district center shall be designed and organized to slow traffic and create a pedestrian-friendly environment.

1. New street patterns in the district center shall connect and create continuity with existing neighborhood streets when appropriate.
2. Streets shall be organized to allow motorists to make internal connections to adjacent residential neighborhoods without having to drive out to North Watt Avenue and Elkhorn Boulevard.
3. Driveway access from North Watt Avenue and Elkhorn Boulevard to residential or commercial developments shall be limited or avoided. To promote safe ingress and egress, the minimal distance of driveways from the intersection of North Watt Avenue or Elkhorn Boulevard shall be 300 feet.

### Building Design: Form and Massing

Building design addresses the shape and appearance of buildings. At the Elkhorn District Center, buildings should be designed to reflect a pedestrian-friendly character that enhances the public realm of the street.

1. Where new development is near existing residential development, it should be designed to complement the existing character.

- a. Architectural details such as arcades, recessed exterior balconies, changes in façade treatment, window awnings, canopies, setbacks, recesses, reveals, or other building elements should be used to enhance the building and streetscape character.
  - b. Side and rear building facades should include architectural design elements where visible from neighborhood streets, parks, or other public use areas to contribute to the positive appearance of the street.
2. Buildings shall be constructed with high quality materials that are durable and enhance building character. Stucco, brick, stone, terra cotta, tile, or other solid-facing materials should be used.
  3. Utility boxes, mechanical equipment, and service and delivery areas should be screened from view from the public right-of-way.



*Parking lots should minimize conflicts between pedestrians and traffic by identifying separate pedestrian and vehicular circulation routes.*

## Parking

Parking in the Elkhorn District Center should be designed to minimize the appearance of large fields of parking within the pedestrian environment and minimize conflicts between pedestrian circulation and vehicular circulation.

### Automobile Parking

1. Large surface parking lots shall be avoided in favor of on-street parking, smaller parking lots, or structured parking.
2. Parking lots shall be located behind commercial and residential frontages on North Watt Avenue, 34th Street, and Elkhorn Boulevard, or located on an interior lot.
3. Shared parking arrangements and driveways between adjacent commercial and office projects or other mixed uses are encouraged. Parking standards may be relaxed to facilitate shared parking.
4. Park and ride lots designed to encourage carpooling and transit use must be provided as part of a shared parking use and incorporated into the overall parking design of the district center.
5. Parking structures are encouraged where land use intensities warrant and their design should be sensitive to the scale, form, and character of other buildings in the vicinity. Large blank walls should be avoided using louvers or screens to articulate the building façade.



*On-street parking and smaller parking surface parking courts are preferred over large parking lots.*



*Bicycle parking should be provided in visible and convenient locations to community destinations.*



*Parks and common open space should be designed with unique characteristics, such as this park designed around a water theme.*



*Shade trees and landscaping in this plaza create a pleasant outdoor courtyard environment for this shopping area.*

### **Bicycle Parking**

1. Bicycle parking shall be provided in visible and convenient locations near bus transit stops and bus rapid transit stations and within the commercial centers and public use areas in the district.
2. Refer the to the Development Standards for long-term (Class I) and short-term (Class II) bicycle parking requirements and to Chapter 5 for additional bicycle circulation and parking design guidelines.

### **Parks and Open Space**

A variety of public and semi-public spaces, including parks, plazas, open space, and trails should be designed in the Elkhorn District Center to provide residents with recreational areas and facilities. Additional park and open space design guidelines are addressed in Chapter 5, “Public Realm Design.”

1. Parks and common open space should be designed to create special places with unique character within the district center.
2. Parks, plazas, and sidewalks should include trees and landscape elements such as ornamental plants, seating and street furniture, public art, and water features that create a functional and comfortable outdoor environment for the pedestrian.
3. Semi-public outdoor spaces (porches, balconies), entries, and active living spaces (kitchens, dining rooms, and living rooms) should be designed to overlook public spaces to establish a sense of community and provide visual surveillance of the public space.
4. Creek corridor greenways and bike trails should link residential neighborhoods in the community to the district center.

### 3.2.2 Triangle Gateway District

The Triangle Gateway District is envisioned as a transit-oriented development with three distinct subdistricts (see Figure 3.8, “Triangle Gateway District”). It is approximately located between Peacekeeper Way and I-80, and is bounded by Roseville Road on the west and North Watt Avenue on the east. The area is already built out, with few vacant parcels, but includes numerous reuse opportunities of vacant and underutilized buildings and parcels, such as the former Levitz and Cargo Largo properties. Figure 3.9, “Triangle Gateway District, Existing Context,” depicts most of the existing development, with the exception of the newer commercial development located at the northern tip.



Figure 3.8—Triangle Gateway District



Figure 3.9—Triangle Gateway District, Existing Context



*The Triangle Gateway district will be a regional commercial attraction for the community.*



*A variety of higher density housing choices are envisioned in Subdistrict 1.*



*Subdistrict 2 includes retail and entertainment functions centered around a plaza with a transit station.*

## Urban Design Vision

The Triangle Gateway District is envisioned as three subdistricts, with local bus transit stops and bus rapid transit stations located approximately at the intersections of Winona Way and Oak Grove Avenue with North Watt Avenue (see Figure 3.10, “Triangle Gateway District Conceptual Land Use Plan,” on the following page). An interconnected system of bike trails and pedestrian walkways would be constructed throughout the district, to include open space corridors along Roseville Road and Magpie Creek that afford connections to McClellan Business Park and neighborhoods in the North Highlands community.

Subdistrict 1 is envisioned as a mixed-use area with residential mixed-use development in the western portion of the subdistrict along Roseville Road and a commercial mixed-use development near or fronting onto North Watt Avenue. The proximity of Subdistrict 1 to McClellan Business Park provides a good opportunity for high-density residential development, with potential housing types that could include podium apartments and condominiums, tuck-under townhouses, and motor court apartments.

Construction of a safe and efficient vehicular, bus, and bicycle connection from the Triangle Gateway District to McClellan Business Park across the railroad tracks along Roseville Road is essential to the success of Subdistrict 1. A shuttle service should also be considered to allow access between the Triangle Gateway District and McClellan Business Park and to encourage new development in the two areas.

Subdistrict 2 is envisioned as a commercial mixed-use district that could consist of retail and office commercial buildings arranged in blocks along North Watt Avenue and Winona Way. Subdistrict 2 could include regional retail with urban design characteristics, including multiple stories, structured parking, and primary entrances along street frontage. Entertainment uses (e.g., a movie theater, anchor retail shops, and restaurants) could be arrayed around a public plaza and located near the Winona/Watt transit station serving Subdistricts 1 and 2. A multimodal parking facility accommodating vehicular, electric and neighborhood electric vehicle, and bicycle parking would be located nearby.

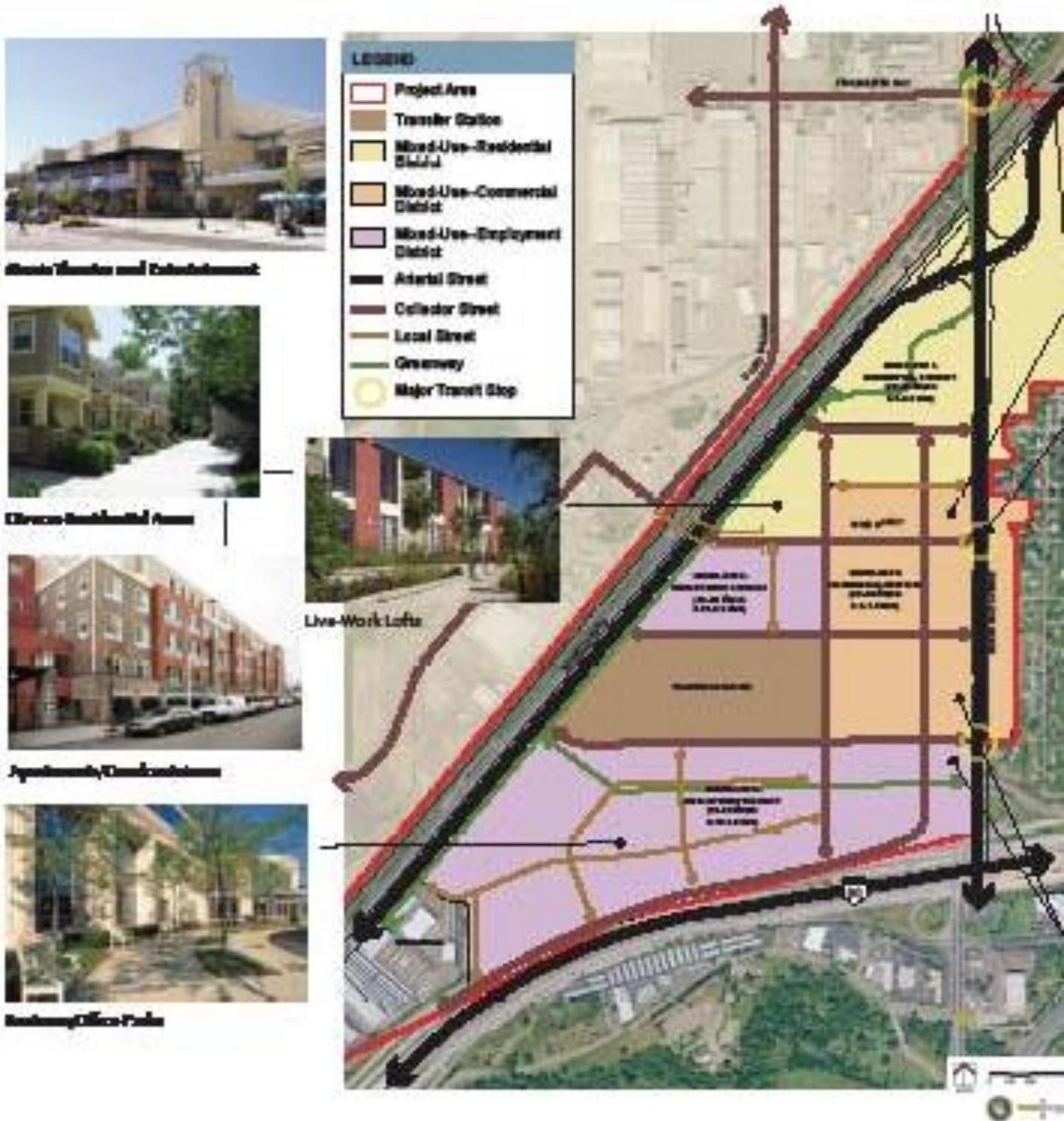


Figure 3.10—Triangle Gateway District Conceptual Land Use Plan and Prototype Images

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Subdistrict 3 is envisioned as a mixed-use employment area centered around the Orange Grove transit station. Subdistrict 3 serves as a gateway into the North Highlands community and as such is an appropriate place for a higher intensity urban environment. Midrise mixed-use office, retail, and residential buildings would be located within one-quarter mile of the bus rapid transit station to promote an active living, working, and shopping district. Structured parking would allow the spaces around buildings to be freed for pedestrian activity enhanced by interconnected walkways, urban landscaping, plazas, seating areas, water features, and public art.

Beyond the approximately quarter-mile zone located near the transit station, Subdistrict 3 is envisioned to transition into a business park setting containing primarily office development and business center uses. However, residential development may also be permitted. An east-west bike trail could be constructed through this employment subdistrict to provide community connections to the Orange Grove transit station.

Figure 3.10, “Triangle Gateway District Conceptual Land Uses and Prototype Images,” describes the site land uses and provides examples of potential development.

Height limits and recommended street frontages for the subdistricts are shown in Figure 3.11, “Triangle Gateway District Urban Design Framework.” The diagram shows building frontages of commercial mixed-use development focused along North Watt Avenue, Winona Way, and Orange Grove, with additional building frontages along Roseville Road.



*Subdistrict 3 includes mixed-use office buildings (above top) and stand-alone office centers and office parks (above bottom).*

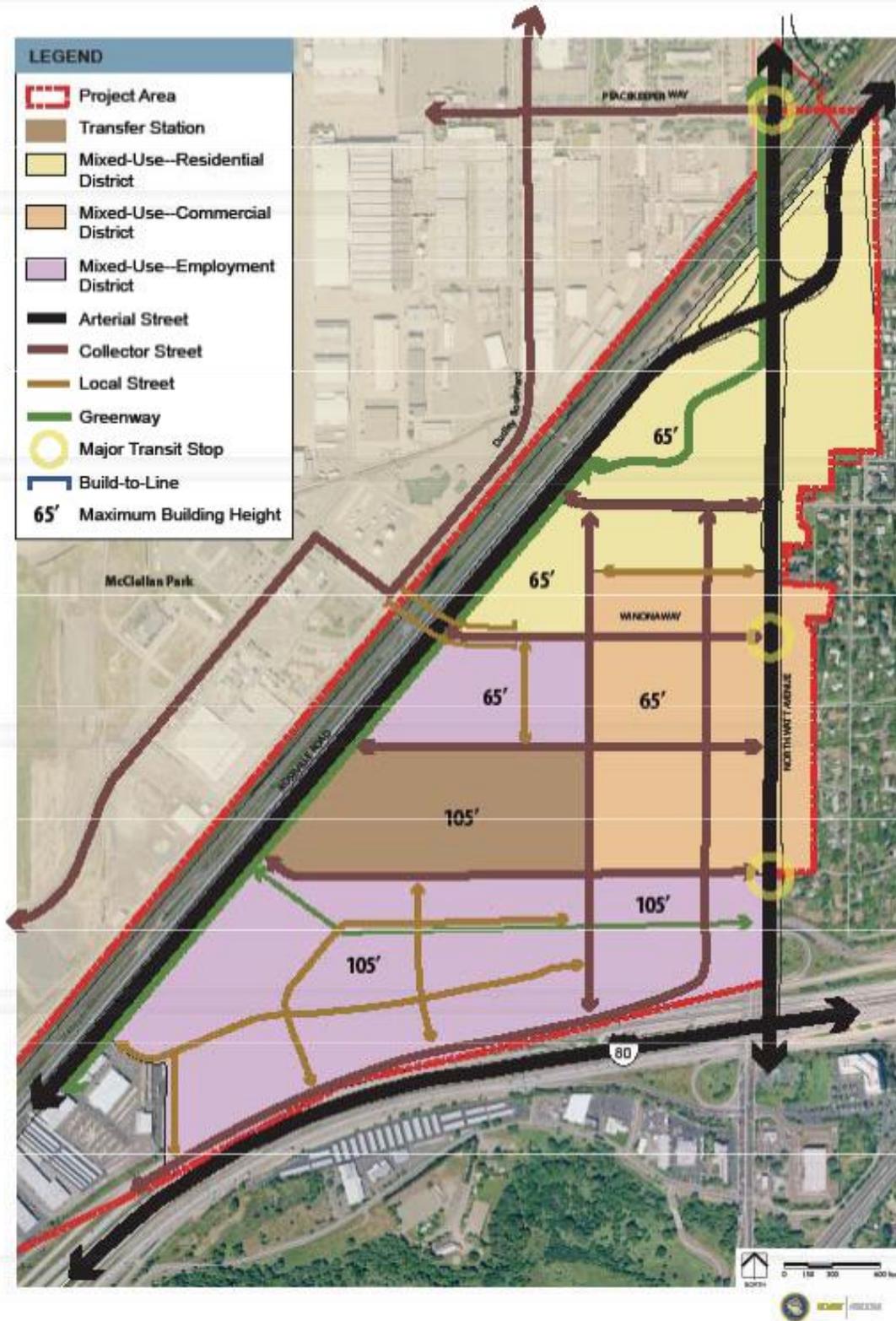


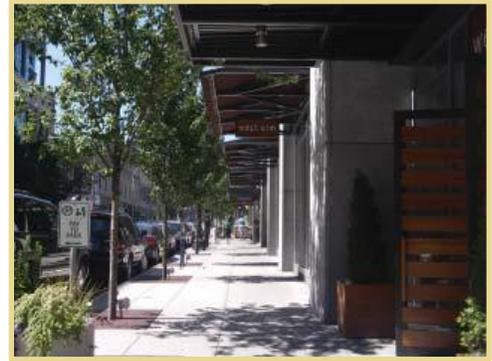
Figure 3.11—Triangle Gateway District Conceptual Urban Design Framework

## Triangle Gateway District Development Standards and Design Guidelines

### Site Orientation

A pedestrian and transit-oriented development pattern is encouraged in the Triangle Gateway District, as prescribed below.

1. Neighborhood blocks in the Triangle Gateway District shall be no longer than 1,200 feet. However, pedestrian access connections or trails shall be spaced no greater than 400 feet apart.
2. Driveway access on Watt Avenue shall be limited or avoided. Cross access should be encouraged so that individual driveways for each parcel are not necessary. For safe and adequate access, the minimal distance of driveways from the intersection of Watt Avenue shall be 300 feet.
3. Build-to lines shall be required for all subdistricts in the Triangle Gateway District (refer to Figure 3.11, "Triangle Gateway District Urban Design Framework").
  - a. Sidewalks shall be a minimum of 15 feet, including street trees, to support public activity between the building and the street.
  - b. For ground floor commercial development, a minimum of 70% of the front façade of the building shall be located at the build-to line. A build-to line places the building edge at a uniform setback distance measured from the front property line. A zero-foot setback line places the building edge next to the sidewalk. The remaining length of the street wall may be recessed up to 15 feet to create functional outdoor public spaces such as entries, outdoor dining areas, sidewalk seating, public plazas, and other pedestrian amenities.



*Buildings adjacent to the pedestrian walkway should include interesting facade treatments at the ground floor level.*



*Variations in the building setback provide opportunities for window shopping, seating, and landscaping.*



*Buildings in large commercial centers shall be oriented to face the street and designed to have access to plazas, seating areas, trails, transit, and other pedestrian amenities.*



*Buildings in large commercial centers should incorporate places to sit and gather.*

- c. A minimum of 70% of the facade on the first floor of all buildings shall have transparent storefront glass, windows, entries, doorways, or other activity spaces.
4. Large-format retail buildings (e.g., Target, Wal-Mart, or Lowe's) that exceed a ground floor footprint of 40,000 square feet shall be subject to the following design standards unless an alternative design is approved by the Board of Supervisors:
  - a. When co-located with in-line retail stores, the project should be designed to minimize the appearance of the large-format tenant;
  - b. Utilize urban design formats that are urban in nature including multiple stories and podium or structured parking provided that it is consistent with the community's identity, character, and scale;
  - c. Employ articulation of the building facade with architectural details that provide visual interest and reduce the scale and uniform appearance of typical large-format retail buildings; and
  - d. Site design shall provide access to plazas, seating areas, bus transit stops and stations, bicycle and pedestrian trails, and pedestrian amenities.
5. Buildings should be designed with architectural and site elements that allow:
  - a. adaptation to multi-tenant reuse, including interior subdivisions of the structure into separate tenancies;
  - b. zoned construction, including plumbing, electrical service, heating, ventilation, and air conditioning;
  - c. building facade and landscape design that adapts to multiple entrances; and
  - d. shared parking.
6. Buildings should be oriented to face the street and/or other pedestrian spaces such as plazas, parks, open space, or civic uses.

7. Buildings on larger aggregate sites and commercial centers may be clustered to create internal courtyards and landscaping that minimize the views of parking areas and provides opportunities to sit and gather. Parking areas should also not separate the pedestrian from their destinations.

### Building Design: Form and Massing

In the Triangle Gateway District, buildings shall be designed to be pedestrian-friendly and enhance the public realm of the street by providing shade and opportunities for social engagement.

1. All sides of the building visible to the public should be detailed and designed with interesting facades, especially adjacent to a pedestrian walkway.
2. The scale and bulk of large commercial buildings and high-density residential buildings should be reduced by breaking building volumes into smaller components. Individual units or tenant spaces should be differentiated using variations in the building massing.
  - a. Architectural details such as arcades, recessed exterior balconies, window awnings, canopies, setbacks, recesses, reveals, or other changes in façade treatment should be provided to give buildings human scale and life using light and shadow.
  - b. The building base along pedestrian walkways and entries should be designed using contrasting materials, colors, finishes, window and door patterns, entry plazas, and special entrance features that define the character of the building. Upper level floors may be stepped back in height, massing, and detail to allow access to sunlight and to vary the skyline of the building.
  - c. Taller building heights and forms can be used at corner locations to define corner intersections.



*Architectural details such as awnings, arcades, building recesses, a differentiated building base, and colorful accent trims break up the volume of the building.*



*A rich variety of colors, materials, and textures create visual interest along the pedestrian walkway.*



*Tuck-under parking for these residences is accessed through an internal alley.*



*On-street parking should be provided in the district centers and may be counted toward required parking.*



*Parking structures should be designed with architectural features that integrate them into the community.*

3. Buildings shall be constructed of high-quality materials such as stucco, brick, stone, terra cotta, tile, or other solid-facing materials that are durable and enhance the building and street character. Different accent materials should also be used to add interest to the building design.
4. Utility boxes, mechanical equipment, and service and delivery areas shall be screened from view and the public right-of-way.

### Parking

Vehicular and bicycle parking areas shall be provided in the Triangle Gateway District in a manner that does not compromise the pedestrian accessibility or character of the public realm on the primary commercial streets. The parking guidelines that follow should be used in conjunction with the parking requirements in Section 3.3.3, "Parking Standards."

### Vehicular Parking

1. Parking lots should be located behind commercial and residential frontages on North Watt Avenue, Winona Way, and the major pedestrian streets identified with build-to lines in Figure 3.11, "Triangle Gateway District Urban Design Framework."
2. Driveways into parking lots should be accessed from side streets and consolidated between adjacent sites whenever feasible, especially in the commercial areas to reduce the number of conflicts between pedestrians and vehicles.
3. Shared parking arrangements and driveways between adjacent commercial and office projects or other mixed-use development is encouraged. Parking standards may be relaxed to facilitate shared parking (refer to Section 3.3.4, "Parking Standards," for shared parking strategies).
4. Parking structures or park-and-ride lots shall be designed to encourage transit use by providing safe, secure, and attractive transit facilities that provide multi-modal transit connections, and shall be integrated into the overall TOD design of the community.

5. Carports combined with solar photovoltaic power systems shall be credited toward achieving the FAR standards in the Triangle Gateway District (Transit-Oriented Development Zone, 2.6.5).

### Bicycle Parking

1. Bicycle parking shall be connected to the transit stations and destinations in the community with safe and direct access on clearly visible and accessible walkways or trails.
2. Refer to Section 3.3, “Development Standards,” for long-term (Class I) and short-term (Class II) bicycle parking requirements and to Chapter 5 for design guidelines for bicycle facilities.

### Parks and Open Space

A variety of public parks and civic spaces including squares, plazas, and playgrounds are encouraged in the Triangle Gateway District. Additional park and open space design guidelines are addressed in Chapter 5, “Public Realm Design.”

1. Common open space within the district should be designed to create a variety of special spaces for the community.



*Open space systems in urban settings may include both soft landscaping and hardscaped surfaces such as walkways, plazas, and trellises.*



*A variety of single-family and multifamily housing is encouraged within the residential mixed-use neighborhoods.*



*Small neighborhood retail stores and home businesses integrated into the fabric of the neighborhood are also encouraged at important intersections.*



*Communities should be designed with parks and common open space areas as neighborhood focal points.*

2. Pedestrian spaces, plazas, courtyards, and walkways qualify in meeting landscape coverage requirements and should contain elements such as landscaping, lighting, seating, pedestrian furniture, and public art.
3. The greenway buffers proposed along Roseville Road and along the Magpie Creek corridor should include stormwater drainage filters and bike trails that provide safe and efficient connections to McClellan Business Park and throughout the district centers.

### 3.2.3 Residential Mixed-Use Neighborhoods

The residential mixed-use neighborhoods discussed below are located in the Elkhorn and Town Center Districts outside of the district center and North Highlands Town Center. The County's *Interim Single-Family Design Guidelines* and *Interim Multi-family Residential Design Guidelines* provide additional detail for the design of these residential mixed-use neighborhoods.

#### Urban Design Vision

The residential mixed-use neighborhoods will consist primarily of medium and higher density residential housing but may also include some neighborhood-serving commercial uses and home business, with housing options for a diverse population (see Figure 3.12, "Residential Mixed-use Prototype Images," for examples). Densities are proposed to average on the upper end of 15-25 du/ac to encourage and support transit use in the Corridor Plan area.

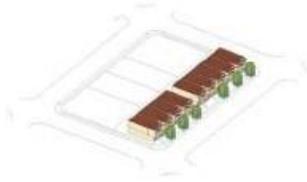
**DETACHED TOWNHOMES ON A PASEO (8-15 du/ac)**



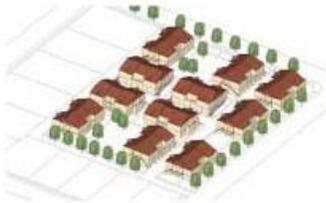
**DETACHED MOTOR COURT HOMES (8-15 du/ac)**



**LIVE-WORK UNITS (8-15 du/ac)**



**GARDEN COURT TOWNHOMES (12-20 du/ac)**



**GARDEN STYLE APARTMENTS (18-25 du/ac)**



**TOWNHOMES ON A PASEO (18-22 du/ac)**

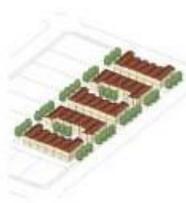


Figure 3.12—Residential Mixed-Use Prototypes Images



*Residential neighborhoods should be organized as walkable blocks on a modified street grid pattern.*



*Walls or fences to demarcate private property encourage homeowners to maintain these areas and enhance the appearance of the street.*



*Creative site solutions and building arrangements, such as enhanced landscape buffers, are encouraged along high-traffic streets to avoid the use of sound walls.*

A variety of small-lot single-family configurations and multifamily townhouses, motorcourts, live-work units, and apartments are mixed together in the community, organized as walkable neighborhood blocks centered around parks, open space, streets, paseos, trails, and other civic amenities. Continuous sidewalks and trail connections throughout the neighborhood area and adjoining existing residential neighborhoods encourage community activity and walking and biking. Private front yards are designed with shallow setbacks so that porches, walkways, and yards contribute to the landscaping along the street, creating a varied and unique identity for each street block.

## **Residential Mixed-Use Neighborhood Development Standards and Design Guidelines**

### **Building/Lot/Site Design**

Within the residential mixed-use neighborhoods, homes should be designed to relate to the existing neighborhood context where it exists and organized in blocks with a modified street grid pattern that encourages walking, biking, and the use of alternative transportation modes.

### **Development Standards**

1. Residential neighborhood blocks shall be no greater than 400 feet.
2. Street patterns in the Corridor Plan area shall create continuity with adjacent residential neighborhoods and shall be designed in a pattern that allows motorists to make internal connections between adjacent residential neighborhoods without having to drive out to North Watt Avenue or other major arterial streets.
3. Residential units shall be located within a quarter mile of parks, schools, or other civic uses.
4. Sound walls shall not be permitted on North Watt Avenue or 34th Street. Walls and fences used to distinguish private property from the public realm should enhance the area and not create a barrier to the

street. Residential development adjacent to North Watt Avenue and major arterial roadways shall avoid using sound walls by employing creative site solutions and building arrangements, such as:

- a. locating higher density multi-family units or other commercial development along busy streets;
- b. using frontage street, loop streets, landscape setbacks or parking areas where appropriate as a buffer to the street; and/or
- c. using a combination of strategies such as landscaped setbacks and short stretches of low, articulated walls that may be interrupted with pedestrian connections and open-ended cul-de-sacs.



*Porches, balconies, and building entries should front onto open space to provide neighborhood surveillance.*

### Design Guidelines

1. Small shops and service facilities are encouraged on highly traveled street intersections in the neighborhood to encourage the community to shop locally and reduce vehicle trips.
2. Buildings shall be oriented toward the street and/or to other pedestrian spaces such as plazas, parks, open space, or civic uses to provide neighborhood surveillance.
3. Buildings and lots are encouraged to be oriented within 30 degrees of true south whenever possible to provide the optimum solar access conditions.



*A mix of building styles, materials, and colors must be used to provide visual variety.*

### Building Design: Form and Massing

Building design addresses the shape and appearance of buildings. A broad mix of architectural styles are encouraged within the Corridor Plan area to create diversity in the community.

### Design Guidelines

1. Homes along the same street or located in an existing neighborhood should use complimentary architectural styles, color, massing, and materials that provide a cohesive identity to the neighborhood.
2. A mix of building styles, elevations, floor plans, and setbacks are encouraged to provide variety in the appearance of the street.
  - a. Building facades in each neighborhood should use a variety of styles, materials, colors, and details with elements that create continuity between units.



*Individual units within townhouse clusters are articulated with different colors, window and entry forms, and roof patterns.*



*Parks shall be designed to fit into the natural grade of the site and use design details characteristic of the neighborhood.*



*Neighborhood paseos are encouraged to be provided as a local, alternative travel route for the community.*

- b. Large wall surfaces on building facades should be varied with offsets, overhangs, recesses, balconies, or other architectural elements to provide visual relief and interest.
  - c. A variety of roof forms, heights, colors, and treatments are encouraged.
3. Design attention should be given to side and rear building facades visible from arterial streets, parks, or other public rights-of-way.

### **Parks and Open Space**

Residential neighborhoods should provide a variety of small parks or open spaces, including neighborhood parks, mini-parks, and seating for informal neighborhood gatherings. Greenways with trails, paseos, and pedestrian paths should be designed as an interconnected system within the residential neighborhoods.

### **Design Guidelines**

1. Each residence should be designed with a usable private outdoor living space such as a yard, courtyard, deck, or patio.
2. Parks and common open spaces should be designed to create special places in the community. Parks should be designed to emphasize the character of each site, including landforms, existing trees, and other natural features.
3. New residential development projects are encouraged to provide neighborhood paseos designed to connect with other areas in the community to be used as a local, alternative pedestrian and bicycle travel route. Site plans should ensure that open spaces and creeks are visible and accessible from public areas, streets, and trails.
4. Semi-public outdoor spaces (porches, balconies), entries, and active living spaces (kitchens, dining rooms, and living rooms) of homes should face onto public and open space areas to provide visual surveillance and additional neighborhood watch.
5. Use of Low Impact Development techniques for managing stormwater drainage are encouraged in residential neighborhoods.

### 3.3 DEVELOPMENT STANDARDS

The development standards included in this section have been devised to address the unique, mixed-use characteristics within the Corridor Plan area at the scale of the neighborhood, block, lot, and building. These development standards ensure that new development proposed along North Watt Avenue exhibit high standards of urban design, architecture, and landscaping. The development standards are organized in tables according to the land use zones defined for North Watt Avenue (shown again in Figure 3.13, “Corridor Plan Zoning Map”) which recognizes that the proposed zoning categories along this commercial street are not singular land uses or development types but intended to allow for a rich mix of land uses. Thus, the standards in each land use zone may apply to a variety of different land uses within a neighborhood area or district.

On a district scale, the development standards regulate urban design by defining the development form and intensity of different land use zones within the Corridor Plan area. At the scale of the lot and building, development standards define the relationship of the building to the lot and street, to parking, and define a menu of different frontage types that are intended to strengthen the urban design character of North Watt Avenue and support a pedestrian-oriented environment. The development standards in this section should be used in conjunction with the design guidelines for the district centers in Section 3.2 and the design guidelines for the residential mixed-use neighborhoods in Section 3.3. Refer to Appendix A, “Glossary,” for definitions of the terms used in this section.

If individual projects differ in some respects, but are substantially consistent with the intent of these standards, minor deviations may be allowed. The County may use its design review process to approve alternative design solutions and projects that differ in some respects, but are substantially consistent with the intent of the standards of this document. The Planning Director or Planning Commission will have discretion over development proposals that deviate from these standards. Applicants should consult with County staff in the early stages of the project design.

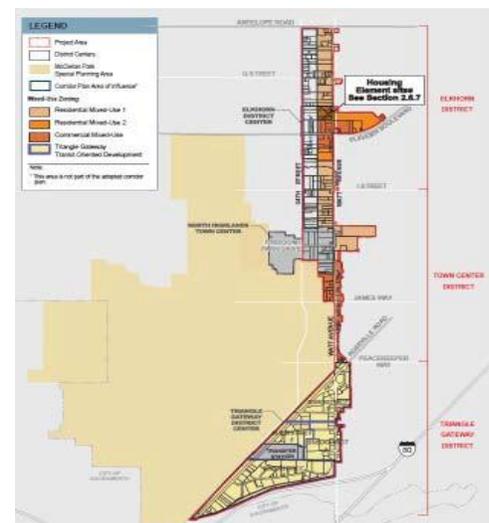


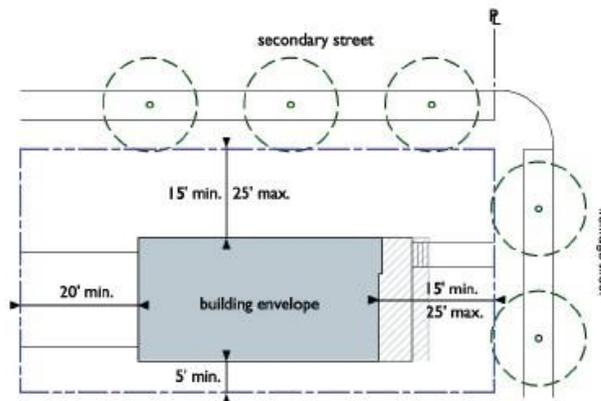
Figure 3.13—Corridor Plan Zoning Map

### 3.3.1 Development Standard Tables by Zone

**Table 3.1: Residential Mixed-Use (RMU-1) Standards**

A. LOT/SITE DESIGN	
Lot Coverage	70% max
Landscape Coverage	20% min
Density	15-25 du/ac
Floor Area Ratio	0.25 min 1.0 max
B. BUILDING PLACEMENT	
<b>PRIMARY BUILDING SETBACK</b>	
1. Front Setback	15' min 25' max
Build-To-Line Requirement <sup>1</sup>	70% min
2. Side Setback (street)	15' min 25' max
3. Side Setback (interior)	5' min (1-2 stories) 15' min. (3+ stories)
4. Rear Setback	20' min
<b>ACCESSORY BUILDING SETBACK</b>	
5. Front Setback	15' min = primary building setback
6. Side Setback (street /interior)	10' min 25' max/ 0' min
7. Rear Setback <sup>2</sup>	3' min
C. ENCROACHMENTS INTO SETBACKS <sup>3</sup>	
Architectural features (awnings, bay windows, upper floors)	
Front Setback	3' max
Porches, patios, stoops, terraces, balconies	
Front Setback	8' max
Side Setback	3' max
Rear Setback	12' max
D. PERMITTED FRONTAGE TYPES (See Table 3.7)	
a. Porch and Fence	permitted
b. Common Yard	permitted
c. Stoop	permitted
d. Forecourt	permitted
e. Shopfront and Awning	permitted
f. Gallery	prohibited

B. Building Placement



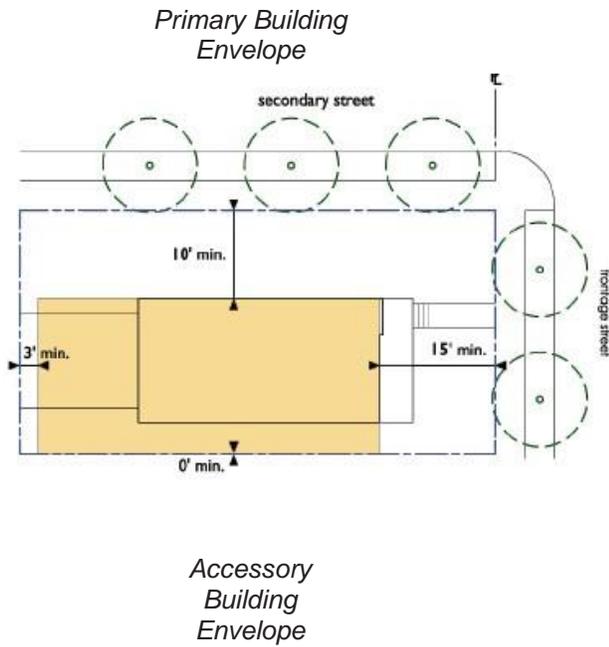
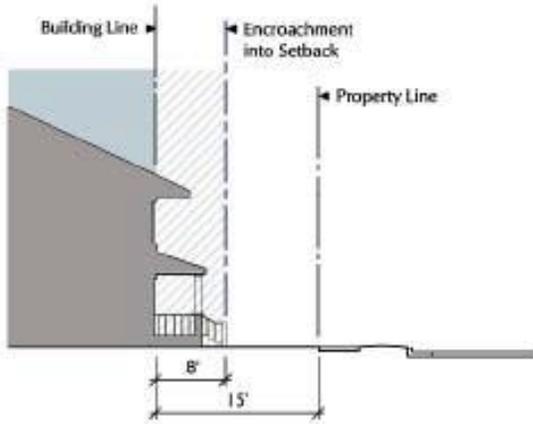


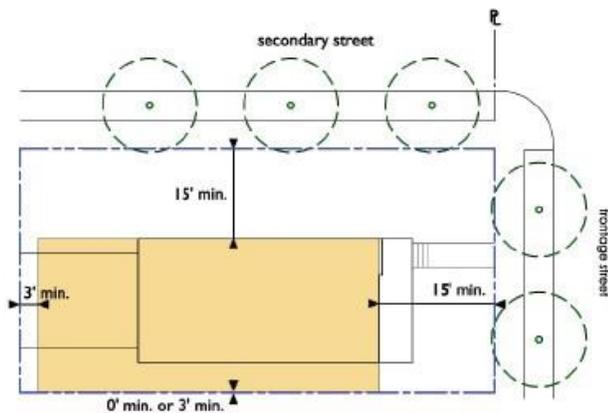
Table Notes:

- <sup>1</sup> Build-to-lines are required on Watt Avenue and 34th Street.
- <sup>2</sup> Rear setback areas shall be landscaped.
- <sup>3</sup> Encroachments into setbacks shall not extend into an unobstructed 6-foot clear pedestrian pathway.
- <sup>4</sup> A 0' side-yard parking setback is permitted contiguous to other parking areas on an adjacent lot; for all other uses, a 3'-minimum side yard with a landscaped setback is required.
- <sup>5</sup> For townhome and small lot developments, street parking and private driveways may be counted toward visitor parking.

E. Building Height



Building Section Profile



Parking Envelope

Table 3.1: RMU-1 Standards (continued)

E. BUILDING HEIGHT	
Principle Building	4 stories max or 45'
Accessory Building	2 stories max

F. PARKING PLACEMENT	
8. Front Setback	15' min
9. Side Setback (street)	15' min
10. Side Setback (interior)	0' min or 3' min <sup>4</sup>
11. Rear Setback	3' min

PARKING REQUIREMENTS <sup>5,6,7</sup>	Typical	Within 1/4 mile of transit
Residential :		
Studio	1.0/ dwelling	1.0/ dwelling
1 Bedroom	1.5/ dwelling	1.0/ dwelling
2+ Bedrooms	2.0/ dwelling	1.5/ dwelling
Visitor	0.6/ dwelling	0.5/ dwelling
Lodging	1.0/ bedroom	1.0/ bedroom
Office and Retail	3.5/ 1,000 sq ft	3.0/ 1,000 sq ft
Civic/Other Uses	To be determined	

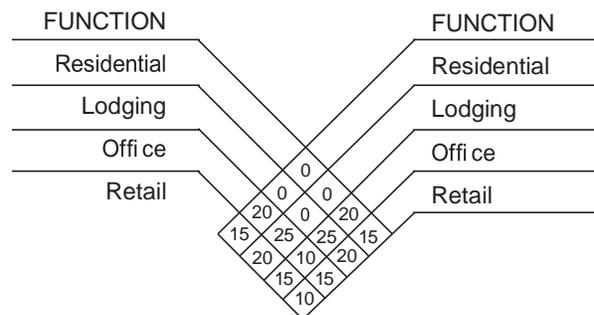
BICYCLE PARKING	Class I	Class II
Residential	1 space/ unit w/o a garage	1 space/ 10 auto spaces
Commercial and Other Mixed-Use	1 space/ 20 employee spaces	1 space/ 20 auto spaces
Parks		3 spaces/ 0.5 acres

Table Notes (continued):

<sup>6</sup> Parking requirements for elderly or senior housing projects shall refer to the parking standards in Section 330-69 (d), "Elderly Housing," of the County of Sacramento Zoning Code.

<sup>7</sup> In mixed-use situations (defined as two dissimilar land use functions occurring within any two adjacent blocks), a shared parking discount shall be permitted using the Sharing Factor matrix to the right. The parking reduction is calculated by adding the total number of spaces required by each separate function and multiplying the total by the reduction factor indicated in the Sharing Factor matrix. When three or more functions share parking, the lowest factor should be used.

SHARING FACTOR (% REDUCTION) MATRIX<sup>7</sup>



**Table 3.2: Residential Mixed-Use (RMU-2) Standards**

**A. LOT/SITE DESIGN**

Lot Coverage	70% max
Landscape Coverage	20% min

All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):

Residential:	Within 1/8 mile: 20 du/net acre
	Within 1/8-1/4 mile: 15 du/net acre
	Within 1/4-1/2 mile: 10 du/net acre
Non-Residential:	Within 1/8 mile: 0.65 FAR
	Within 1/8-1/4 mile: 0.5 FAR
	Within 1/4-1/2 mile: 0.4 FAR

When the Planning Director determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2 of the North Watt Avenue Corridor Plan. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3.

**B. BUILDING PLACEMENT**

**PRIMARY BUILDING SETBACK**

1. Front Setback	15' min 20' max
Build-To-Line Requirement <sup>1</sup>	70% min
2. Side Setback (street)	15' min 25' max
3. Side Setback (interior)	5' min (1-2 stories) 15' min. (3+ stories)
4. Rear Setback	15' min

**ACCESSORY BUILDING SETBACK**

5. Front Setback	15' min = primary building setback
6. Side Setback (street /interior)	5' min 20' max/ 0' min
7. Rear Setback <sup>2</sup>	3' min

**C. ENCROACHMENTS INTO SETBACKS<sup>3</sup>**

Architectural features (awnings, bay windows, upper floors)

Front Setback	3' max
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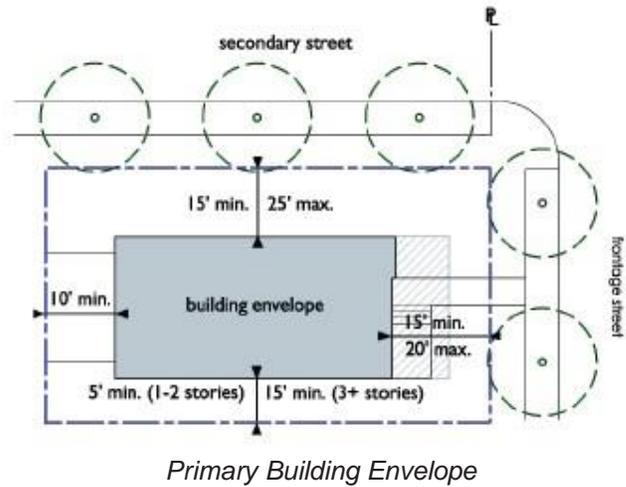
Porches, patios, stoops, terraces, balconies

Front Setback	6' max
Side Setback	3' max
Rear Setback	8' max

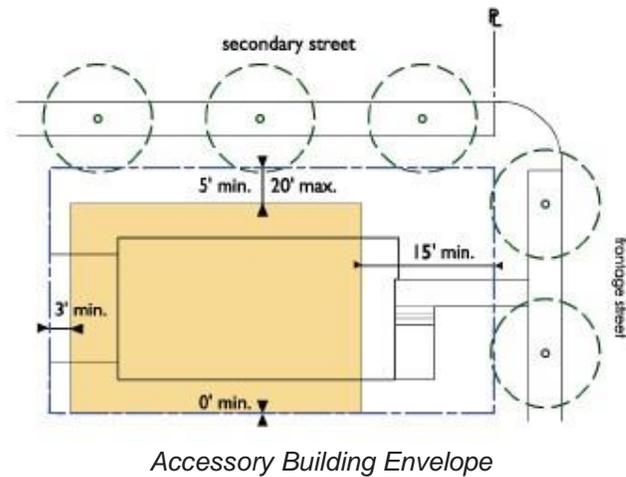
**D. PERMITTED FRONTAGE TYPES (See Table 3.7)**

a. Porch and Fence	permitted
b. Common Yard	permitted
c. Stoop	permitted
d. Forecourt	permitted
e. Shopfront and Awning	permitted
f. Gallery	prohibited
g. Arcade	prohibited

**B. Building Placement**



*Primary Building Envelope*



*Accessory Building Envelope*

**Table Notes:**

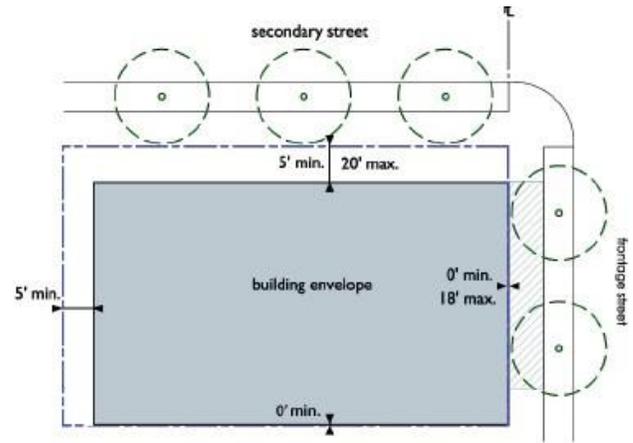
- <sup>1</sup> Build-to-lines are required on Watt Avenue, 34th Street, and Elkhorn Boulevard within a 1/4 mile of the transit stop.
- <sup>2</sup> Rear setback areas shall be landscaped.
- <sup>3</sup> Encroachments into setbacks shall not extend into an unobstructed 6-foot clear pedestrian pathway.
- <sup>4</sup> A 0' side-yard parking setback is permitted contiguous to other parking areas on an adjacent lot; for all other uses, a 3'-minimum side yard with a landscaped setback is required.
- <sup>5</sup> For townhome and small lot developments, street parking and private driveways may be counted toward visitor parking.



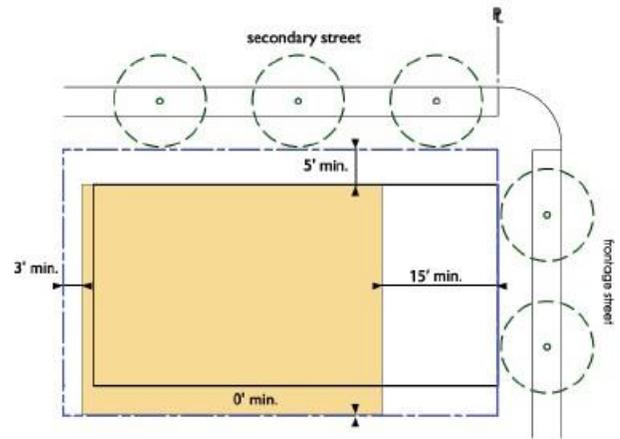
**Table 3.3: Commercial Mixed-Use (CMU) Standards**

A. LOT/SITE DESIGN	
Lot Coverage	70% max
Landscape Coverage	10% min
All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):	
Residential:	Within 1/8 mile: 20 du/net acre Within 1/8-1/4 mile: 15 du/net acre Within 1/4-1/2 mile: 10 du/net acre
Non-Residential:	Within 1/8 mile: 0.65 FAR Within 1/8-1/4 mile: 0.5 FAR Within 1/4-1/2 mile: 0.4 FAR
When the Planning Director determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2 of the North Watt Avenue Corridor Plan. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3.	
B. BUILDING PLACEMENT	
PRIMARY BUILDING SETBACK	
1. Front Setback	0 ft. min 18' max
Build-To-Line Requirement <sup>1</sup>	70% min
2. Side Setback (street)	0' min 20' max
3. Side Setback (interior)	0' min
4. Rear Setback	5' min
ACCESSORY BUILDING SETBACK	
5. Front Setback	15' min
6. Side Setback (street /interior)	5' min 20' max/ 0' min
7. Rear Setback <sup>2</sup>	3' min
C. ENCROACHMENTS INTO SETBACKS <sup>3</sup>	
Architectural features (awnings, bay windows, upper floors)	
Front Setback	3' max
Porches, patios, stoops, terraces, balconies	
Front Setback	6' max
Side Setback	3' max
Rear Setback	6' max
D. PERMITTED FRONTAGE TYPES (See Table 3.7)	
a. Porch and Fence	prohibited
b. Common Yard	prohibited
c. Stoop	permitted
d. Forecourt	prohibited
e. Shopfront and Awning	permitted
f. Gallery	permitted
g. Arcade	permitted

**B. Building Placement**



*Primary Building Envelope*

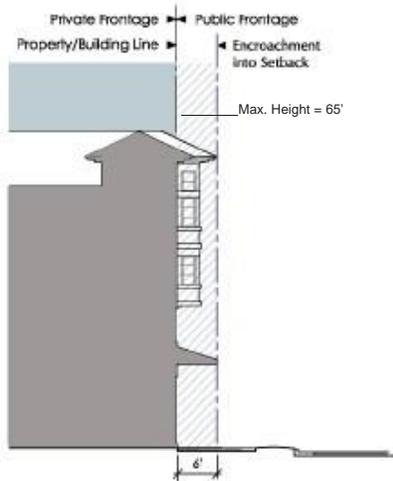


*Accessory Building Envelope*

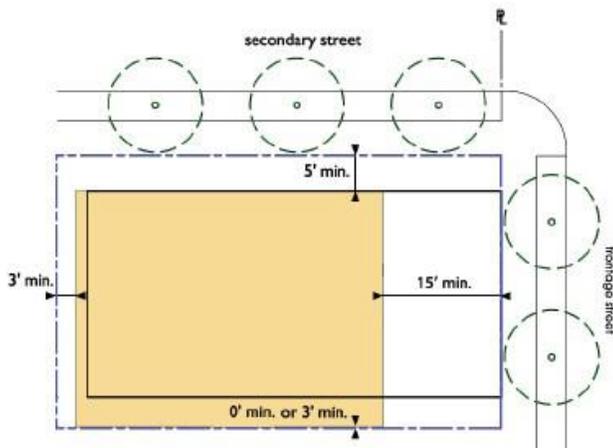
**Table Notes:**

- <sup>1</sup> Build-to-lines are required on Watt Avenue, 34th Street, and Elkhorn Boulevard within a 1/4 mile of the transit stop.
- <sup>2</sup> Rear setback areas shall be landscaped.
- <sup>3</sup> Encroachments into setbacks shall not extend into an unobstructed 6-foot clear pedestrian pathway.
- <sup>4</sup> A 0' side-yard parking setback is permitted contiguous to other parking areas on an adjacent lot; for all other uses, a 3'-minimum side yard with a landscaped setback is required.
- <sup>5</sup> For townhome and small lot developments, street parking and private driveways may be counted toward visitor parking.

E. Building Height



Building Section Profile



Parking Envelope

Table 3.3: CMU Standards (continued)

E. BUILDING HEIGHT	
Principle Building	6 stories max or 65'
Accessory Building	2 stories max

F. PARKING PLACEMENT	
8. Front Setback	15' min
9. Side Setback (street)	5' min
10. Side Setback (interior)	0' min or 3' min <sup>4</sup>
11. Rear Setback	3' min

PARKING REQUIREMENTS <sup>5,6,7</sup>	Beyond 1/4 mile of transit stop	Within 1/4 mile of transit stop
Residential :		
Studio	1.0/ dwelling	1.0/ dwelling
1 Bedroom	1.5/ dwelling	1.0/ dwelling
2+ Bedrooms	1.5/ dwelling	1.5/ dwelling
Visitor	0.6/ dwelling	0.5/ dwelling
Lodging	1.0/ bedroom	1.0/ bedroom
Office and Retail	3.5/ 1,000 sq ft	2.5/ 1,000 sq ft
Civic/Other Uses	To be determined	

BICYCLE PARKING	Class I	Class II
Residential	1 space/unit w/o a garage	1 space/ 10 auto spaces
Commercial and Other Mixed-Use	1 space/ 15 employee spaces	1 space/ 15 auto spaces
Parks		3 spaces/ 0.5 acres

Table Notes (continued):

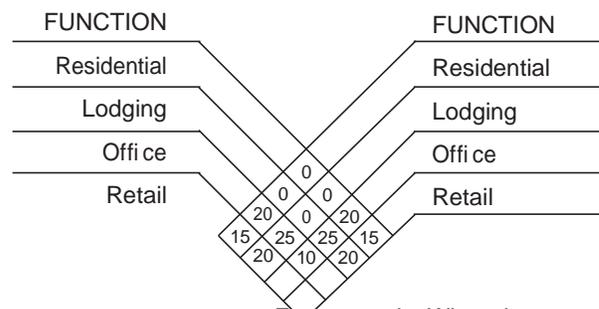
<sup>6</sup> Parking requirements for elderly or senior

housing projects shall refer to the parking standards in Section 330-69 (d), "Elderly Housing," of the County of Sacramento Zoning Code.

<sup>7</sup> In mixed-use situations (defined as two dissimilar land use functions occurring within any two adjacent blocks), a shared parking discount shall be permitted using the Sharing Factor matrix to the right. The parking reduction is calculated by adding the total number of spaces

required by each separate function and multiplying the total by the reduction factor indicated in the Sharing

SHARING FACTOR (% REDUCTION) MATRIX<sup>7</sup>



Factor matrix. When three or

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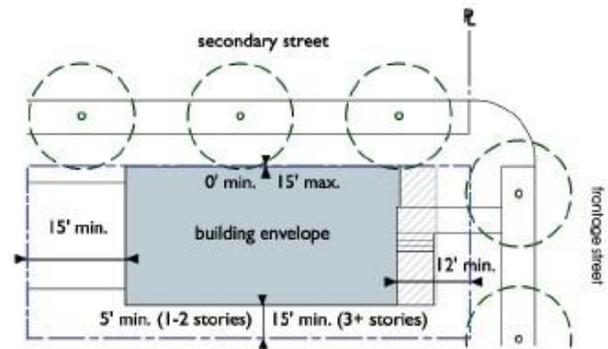
more functions share parking, the lowest factor should be used.

15 15  
10

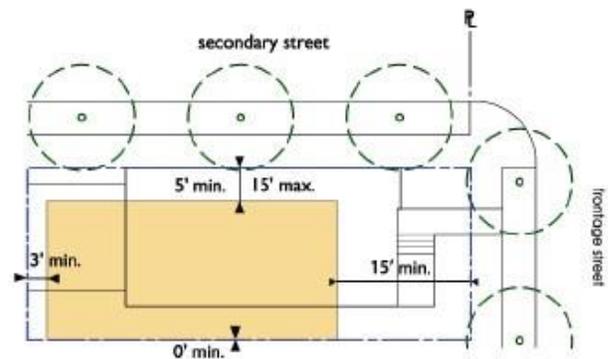
**Table 3.4: Transit-Oriented Development  
Subdistrict 1 Standards**

A. LOT/SITE DESIGN	
Lot Coverage	80% max
Landscape Coverage	10% min
All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):	
Residential:	Within 1/8 mile: 20 du/net acre Within 1/8-1/4 mile: 15 du/net acre Within 1/4-1/2 mile: 10 du/net acre
Non-Residential:	Within 1/8 mile: 0.65 FAR Within 1/8-1/4 mile: 0.5 FAR Within 1/4-1/2 mile: 0.4 FAR
When the Planning Director determines that a project does not meet the criteria set forth in the SPA, the project proponent shall make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3.	
B. BUILDING PLACEMENT	
PRIMARY BUILDING SETBACK	
1. Front Setback	0 ft. min 12' max
Build-To-Line Requirement <sup>1</sup>	70% min
2. Side Setback (street) <sup>2</sup>	0' min 15' max
3. Side Setback (interior)	0' min (streetwall) or 5' min (1-2 stories) 15' min (3+ stories)
4. Rear Setback	15' min
ACCESSORY BUILDING SETBACK	
5. Front Setback	15' min
6. Side Setback (street/interior)	5' min 15' max/ 0'
7. Rear Setback <sup>3</sup>	3' min
C. ENCROACHMENTS INTO SETBACKS <sup>4</sup>	
Architectural features (awnings, bay windows, upper floors)	
Front Setback	3' max
Porches, patios, stoops, terraces, balconies	
Front Setback	6' max
Side Setback	3' max
Rear Setback	6' max
D. PERMITTED FRONTAGE TYPES (See Table 3.7)	
a. Porch and Fence	prohibited
b. Common Yard	prohibited
c. Stoop	permitted
d. Forecourt	prohibited
e. Shopfront and Awning	permitted
f. Gallery	permitted
g. Arcade	permitted

**B. Building Placement**



*Primary Building Envelope*

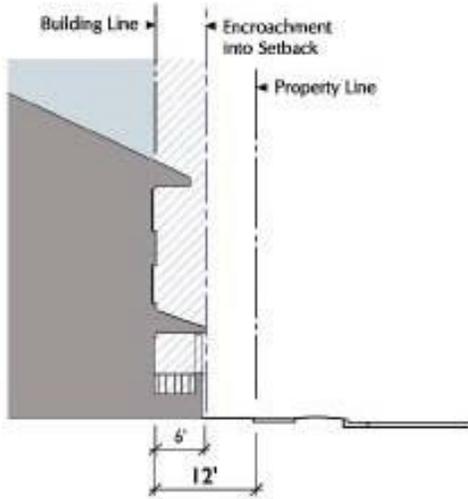


*Accessory Building Envelope*

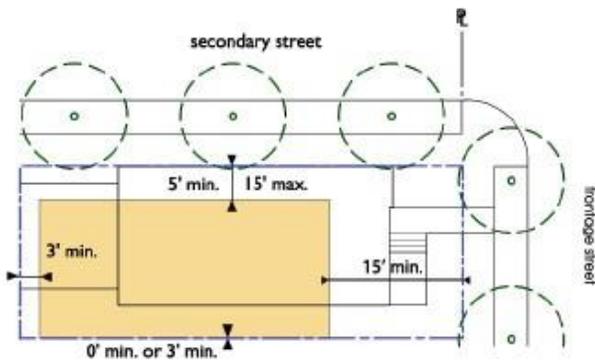
**Table Notes:**

- <sup>1</sup> Build-to-lines are required where indicated in Figure 3.7, "Triangle Gateway District Urban Design Framework."
- <sup>2</sup> Interior side building setbacks may be 0' at the street wall condition and as indicated for other side setback conditions.
- <sup>3</sup> Rear setback areas shall be landscaped.
- <sup>4</sup> Encroachments into setbacks shall not extend into an unobstructed 6-foot clear pedestrian pathway or extend greater than 2' into a yard setback.
- <sup>5</sup> A 0' side-yard parking setback is permitted contiguous to other parking areas on an adjacent lot; for all other uses, a 3'-minimum side yard with a landscaped setback is required.
- <sup>6</sup> For townhome and small lot developments, street parking and private driveways may be counted as visitor parking.

E. Building Height



Building Section Profile



Parking Envelope

Table Notes (continued):

<sup>7</sup> Parking requirements for elderly or senior housing projects shall refer to the parking standards in Section 330-69 (d), "Elderly Housing," of the County of Sacramento Zoning Code.

<sup>8</sup> In mixed-use situations (defined as two dissimilar land use functions occurring within any two adjacent blocks), a shared parking discount shall be permitted using the Sharing Factor matrix to the right. The parking reduction is calculated by adding the total number of spaces required by each separate function and multiplying the total by the reduction factor indicated in the Sharing Factor matrix. When three or more functions share parking, the lowest factor should be used.

**Table 3.4: TOD- Subdistrict 1 Standards (continued)**

E. BUILDING HEIGHT

Principle Building	6 stories max or 65'
Accessory Building	2 stories max

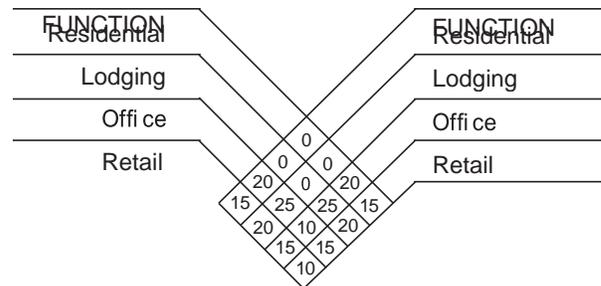
F. PARKING PLACEMENT

8. Front Setback	15' min
9. Side Setback (street)	5' min
10. Side Setback (interior)	0' min or 3' min <sup>5</sup>
11. Rear Setback	3' min

PARKING REQUIREMENTS <sup>6,7,8</sup>	Typical	Within 1/4 mile of transit
Residential :		
Studio	1.0/ dwelling	1.0/ dwelling
1 Bedroom	1.0/ dwelling	1.0/ dwelling
2+ Bedrooms	1.5/ dwelling	1.0/ dwelling
Visitor	0.6/ dwelling	0.5/ dwelling
Lodging	1.0/ bedroom	1.0/ bedroom
Office and Retail	3.5/ 1,000 sq ft	2.5/ 1,000 sq ft
Civic/Other Uses	To be determined	

BICYCLE PARKING	Class I	Class II
Residential	1 space/ unit w/o a garage	1 space/ 10 auto spaces
Commercial and Other Mixed-Use	1 space/ 15 employeespaces	1 space/ 15 auto spaces
Parks		3 spaces/ 0.5 acres

SHARING FACTOR (% REDUCTION) MATRIX<sup>8</sup>



**Table 3.5: Transit Oriented-Development Subdistrict 2 Standards**

**A. LOT/SITE DESIGN**

Lot Coverage	70% max
Landscape Coverage	10% min

All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):

Residential:	Within 1/8 mile: 20 du/net acre
	Within 1/8-1/4 mile: 15 du/net acre
	Within 1/4-1/2 mile: 10 du/net acre
Non-Residential:	Within 1/8 mile: 0.65 FAR
	Within 1/8-1/4 mile: 0.5 FAR
	Within 1/4-1/2 mile: 0.4 FAR

When the Planning Director determines that a project does not meet the criteria set forth in the SPA, the project proponent may make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors is the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3. In order to protect the operation of the North Area Recovery Station and to promote near-term development for buffer related measures, the density and intensity requirements of General Plan Policy LU-32 (TOD) are not applicable for properties that abut the Recovery Station for five (5) years from the date of this approval. After five years, the Planning Director may make the determination that the density and intensity requirements of LU-32 are not feasible for properties that abut the Recovery Station. For permitted non-industrial uses (see provision for permitted industrial use in the Land Use Tables Section S), development standards (i.e., setbacks, height, etc) found in this plan otherwise apply. However, for remodeling of existing buildings, commercial development standards found in the Zoning Code shall apply.

**B. BUILDING PLACEMENT**

**PRIMARY BUILDING SETBACK**

1. Front Setback	0 ft. min 12' max
Build-To-Line Requirement <sup>1</sup>	70% min
2. Side Setback (street)	0' min 20' max
3. Side Setback (interior) <sup>2</sup>	0' min (streetwall) or 5' min (1-2 stories) 15' min (3+ stories)
4. Rear Setback	5' min

**ACCESSORY BUILDING SETBACK**

5. Front Setback	15' min
6. Side Setback (street /interior)	5' min 20' max/0' min
7. Rear Setback <sup>3</sup>	3' min

**C. ENCROACHMENTS INTO SETBACKS<sup>4</sup>**

Architectural features (awnings, bay windows, upper floors)

Front Setback	3' max
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Porches, patios, stoops, terraces, balconies

Front Setback	6' max
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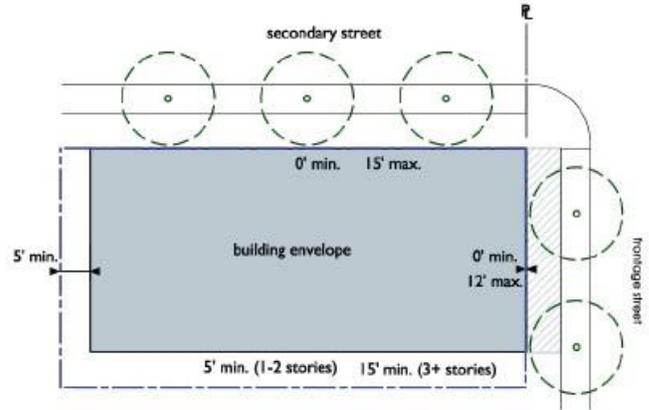
Side Setback	3' max
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Rear Setback	6' max
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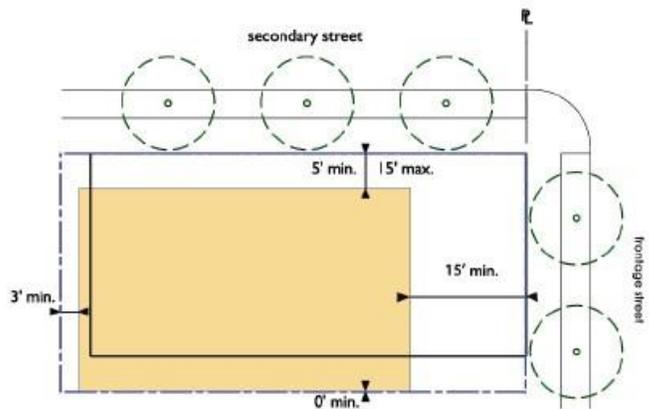
**D. PERMITTED FRONTAGE TYPES (See Table 3.7)**

a. Porch and Fence	prohibited
b. Common Yard	prohibited
c. Stoop	permitted
f. Gallery	permitted
g. Arcade	permitted

**B. Building Placement**



*Primary Building Envelope*



*Accessory Building Envelope*

**Table Notes:**

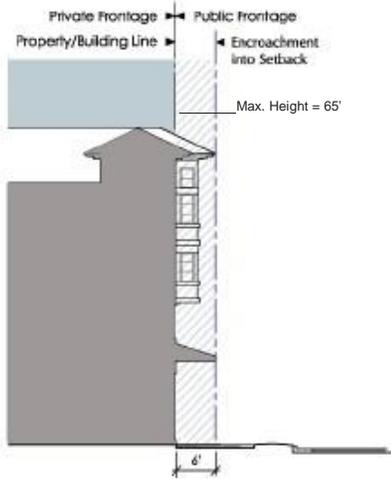
d. Forecourt	prohibited
e. Shopfront and Awning	permitted

and private driveways may be counted as visitor parking.

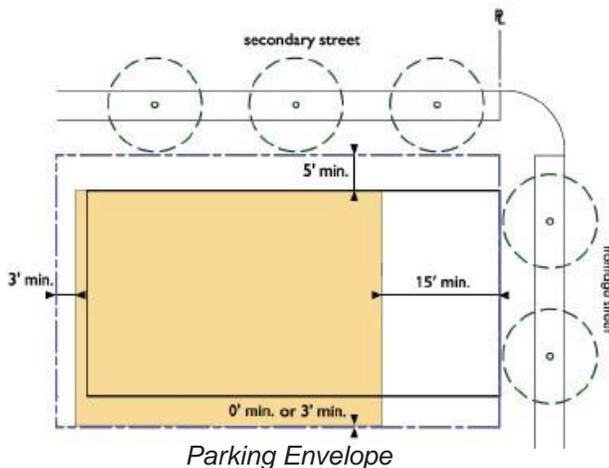
## AUGUST 2012

- <sup>1</sup> Build-to-lines are required where indicated in Figure 3.7, "Triangle Gateway District Urban Design Framework."
- <sup>2</sup> Interior side building setbacks may be 0' at the street wall condition and as indicated for other side setback conditions.
- <sup>3</sup> Rear setback areas shall be landscaped.
- <sup>4</sup> Encroachments into setbacks shall not extend into an unobstructed 6-foot clear pedestrian pathway or extend greater than 2' into a yard setback.
- <sup>5</sup> A 0' side-yard parking setback is permitted contiguous to other parking areas on an adjacent lot; for all other uses, a 3'-minimum side yard with a landscaped setback is required.
- <sup>6</sup> For townhome and small lot developments, street parking

E. Building Height



Building Section Profile



Parking Envelope

Table Notes (continued):

<sup>7</sup> Parking requirements for elderly or senior housing projects shall refer to the parking standards in Section 330-69 (d), "Elderly Housing," of the County of Sacramento Zoning Code.

<sup>8</sup> In mixed-use situations (defined as two dissimilar land

use functions occurring within any two adjacent blocks), a shared parking discount shall be permitted using the Sharing Factor matrix to the right. The parking reduction is calculated by adding the total number of spaces required by each separate function and multiplying the total by the reduction factor indicated in the Sharing Factor matrix. When three or more functions share parking, the lowest factor should be used.

- f. Gallery permitted
- g. Arcade permitted

**Table 3.5: TOD- Subdistrict 2 Standards (continued)**

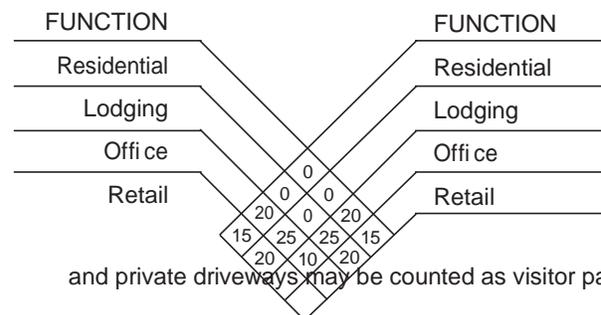
E. BUILDING HEIGHT	
Principle Building	5 stories max or 55'
Accessory Building	2 stories max

F. PARKING PLACEMENT	
8. Front Setback	15' min
9. Side Setback (street)	5' min
10. Side Setback (interior)	0' min or 3' min <sup>5</sup>
11. Rear Setback	3' min

PARKING REQUIREMENTS <sup>6,7,8</sup>	Beyond 1/4 mile of transit stop	Within 1/4 mile of transit stop
Residential :		
Studio	1.0/ dwelling	1.0/ dwelling
1 Bedroom	1.5/ dwelling	1.0/ dwelling
2+ Bedrooms	1.5/ dwelling	1.5/ dwelling
Visitor	0.6/ dwelling	0.5/ dwelling
Lodging	1.0/ bedroom	1.0/ bedroom
Office and Retail	3.5/ 1,000 sq ft	2.5/ 1,000 sq ft
Civic/Other Uses	To be determined	

BICYCLE PARKING	Class I	Class II
Residential	1 space/unit w/o a garage	1 space/ 10 auto spaces
Commercial and Other Mixed-Use	1 space/ 15 employeespaces	1 space/ 15 auto spaces
Parks		3 spaces/ 0.5 acres

SHARING FACTOR (% REDUCTION) MATRIX<sup>8</sup>



and private driveways may be counted as visitor parking.



**Table 3.6: Transit Oriented-Development-Subdistrict 3 Standards**

**A. LOT/SITE DESIGN**

Lot Coverage	80% max
Landscape Coverage	10% min

All new projects shall comply with the following density and intensity standards, as required by General Plan Policy LU-32 (for bus rapid transit and other trunk facilities):

Residential: Within 1/8 mile: 20 du/net acre  
 Within 1/8-1/4 mile: 15 du/net acre  
 Within 1/4-1/2 mile: 10 du/net acre

Non-Residential: Within 1/8 mile: 0.65 FAR  
 Within 1/8-1/4 mile: 0.5 FAR  
 Within 1/4-1/2 mile: 0.4 FAR

When the Planning Director determines that a project does not meet the criteria set forth in the SPA, the project proponent may make an application for a Special Development Permit subject to discretionary review by the Board of Supervisors. The Board of Supervisors is the appropriate hearing body to determine feasibility of consistency with the goals and objectives of the SPA. The Board may consider challenges to the proposed land use patterns defined in Chapter 2. The Special Development Permit will also allow consideration of deviations from the urban design standards outlined in Sections 3.2 and 3.3. In order to protect the operation of the North Area Recovery Station and to promote near-term development for buffer related measures, the density and intensity requirements of General Plan Policy LU-32 (TOD) are not applicable for properties that abut the Recovery Station for five (5) years from the date of this approval. After five years, the Planning Director may make the determination that the density and intensity requirements of LU-32 are not feasible for properties that abut the Recovery Station. For permitted non-industrial uses (see provision for permitted industrial use in the Land Use Tables Section S), development standards (i.e., setbacks, height, etc) found in this plan otherwise apply. However, for remodeling of existing buildings, commercial development standards found in the Zoning Code shall apply.

**B. BUILDING PLACEMENT**

**PRIMARY BUILDING SETBACK**

1. Front Setback	0 ft. min 12' max
Build-To-Line Requirement <sup>1</sup>	70% min
2. Side Setback (street)	0' min 15' max
3. Side Setback (interior) <sup>2</sup>	0' min (streetwall) or 5' min (1-2 stories) 15' min (3+ stories)
4. Rear Setback	5' min

**ACCESSORY BUILDING SETBACK**

5. Front Setback	15' min
6. Side Setback (street/interior)	5' min 15' max/0' min
7. Rear Setback <sup>3</sup>	3' min

**C. ENCROACHMENTS INTO SETBACKS<sup>4</sup>**

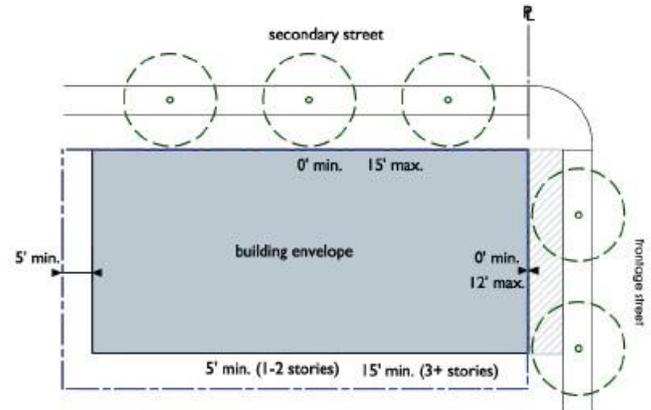
Architectural features (awnings, bay windows, upper floors)

Front Setback	3' max
Porches, patios, stoops, terraces, balconies	
Front Setback	6' max
Side Setback	3' max
Rear Setback	6' max

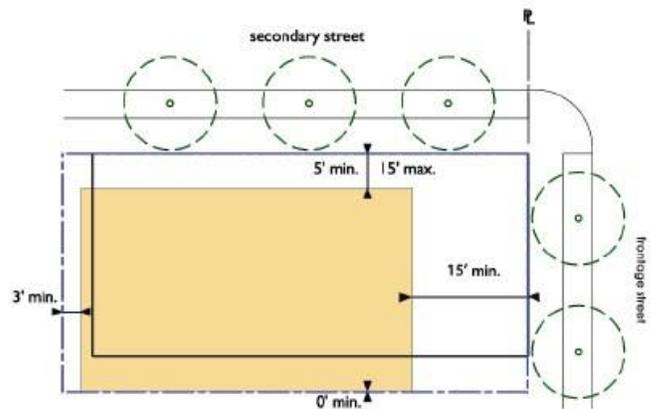
**D. PERMITTED FRONTAGE TYPES (See Table 3.7)**

a. Porch and Fence	prohibited
b. Common Yard	prohibited
c. Stoop	permitted
f. Gallery	permitted
g. Arcade	permitted

**B. Building Placement**



*Primary Building Envelope*



*Accessory Building Envelope*

**Table Notes:**

<sup>1</sup> Build-to-lines are required where indicated in Figure 3.7,

- d. Forecourt prohibited
- e. Shopfront and Awning permitted

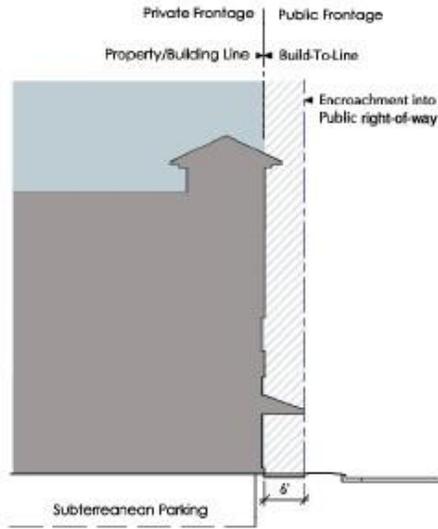
and private driveways may be counted as visitor parking.

“Triangle Gateway District Urban Design Framework.”

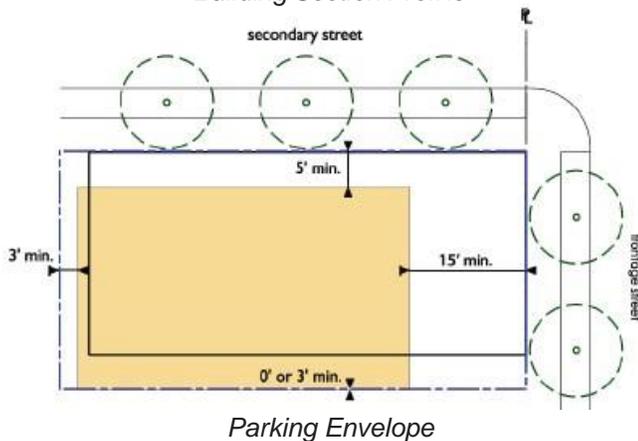
- <sup>2</sup> Interior side building setbacks may be 0' at the street wall condition and as indicated for other side setback conditions.
- <sup>3</sup> Rear setback areas shall be landscaped.
- <sup>4</sup> Encroachments into setbacks shall not extend into an unobstructed 6-foot clear pedestrian pathway or extend greater than 2' into a yard setback.
- <sup>5</sup> A 0' side-yard parking setback is permitted contiguous to other parking areas on an adjacent lot; for all other uses, a 3'-minimum side yard with a landscaped setback is required.
- <sup>6</sup> For townhome and small lot developments, street parking



E. Building Height



Building Section Profile



Parking Envelope

Table Notes (continued):

<sup>7</sup> Parking requirements for elderly or senior housing projects shall refer to the parking standards in Section 330-69 (d), "Elderly Housing," of the County of Sacramento Zoning Code.

<sup>8</sup> In mixed-use situations (defined as two dissimilar land use functions occurring within any two adjacent blocks), a shared parking discount shall be permitted using the Sharing Factor matrix to the right. The parking reduction is calculated by adding the total number of spaces required by each separate function and multiplying the total by the reduction factor indicated in the Sharing Factor matrix. When three or more functions share

parking, the lowest factor should be used.

Table 3.6: TOD-Subdistrict 3 Standards (continued)

E. BUILDING HEIGHT

Principle Building	8 stories max or 105'
Accessory Building	2 stories max

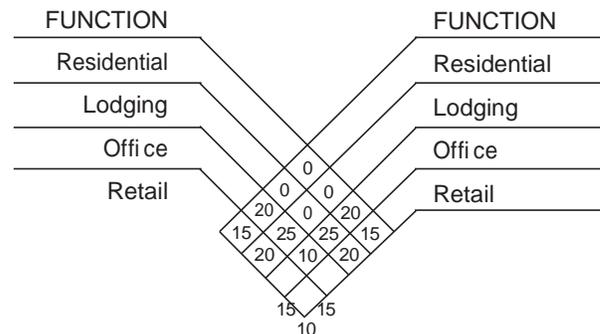
F. PARKING PLACEMENT

8. Front Setback	15' min
9. Side Setback (street)	5' min
10. Side Setback (interior)	0' min or 3' min <sup>5</sup>
11. Rear Setback	3' min

PARKING REQUIREMENTS <sup>6,7,8</sup>	Typical	Within 1/4 mile of transit
Residential :		
Studio	1.0/ dwelling	1.0/ dwelling
1 Bedroom	1.0/ dwelling	1.0/ dwelling
2+ Bedrooms	1.5/ dwelling	1.0/ dwelling
Visitor	0.6/ dwelling	0.5/ dwelling
Lodging	1.0/ bedroom	1.0/ bedroom
Office and Retail	3.5/ 1,000 sq ft	2.5/ 1,000 sq ft
Civic/Other Uses	To be determined	

BICYCLE PARKING	Class I	Class II
Residential	1 space/unit w/o a garage	1 space/ 10 auto spaces
Commercial and Other Mixed-Use	1 space/ 15 employee space	1 space/ 15 auto spaces
Parks		3 spaces/ 0.5 acres

SHARING FACTOR (% REDUCTION) MATRIX<sup>8</sup>



### 3.3.2 Frontage Types

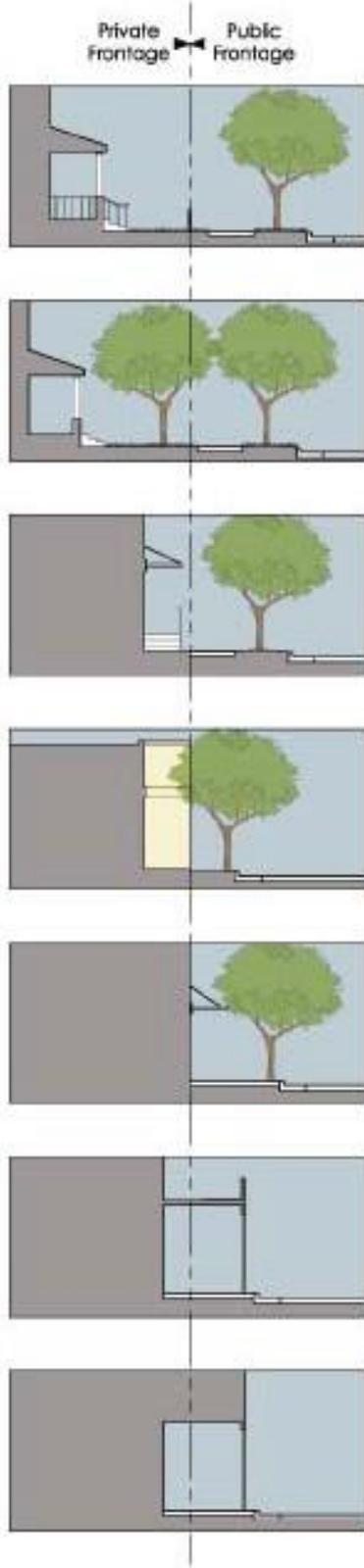


Table 3.7: Frontage Types

1. **Porch and Fence:** Frontage wherein the facade is set back from the frontage line with an attached porch. A fence at the frontage line demarcates the front porch.

---

2. **Common Yard:** Frontage wherein the facade is set back substantially from the frontage line. The front yard remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from traffic.

---

- c. **Stoop:** Frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior staircase and landing.

---

- d. **Forecourt:** Frontage wherein the portion of a facade is close to the frontage line and the central portion is setback. The forecourt is suitable for vehicular drop-offs. Trees are permitted to overhang the sidewalk.

---

- e. **Shopfront and Awning:** Frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This is conventional for retail use. It has substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.

---

- f. **Gallery:** Frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or lightweight colonnade overlapping the sidewalk. This gallery shall be no less than 10 feet and may overlap with the whole width of the sidewalk to within 2 feet of the curb.

---

- g. **Arcade:** Frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide, and private driveways may be counted as visitor parking, and may overlap the whole width of the sidewalk to within 2 feet of the curb.

### 3.3.3 Parking Standards

Parking requirements are provided in Section 3.4.2, “Development Standard Tables.” Parking requirements have been reduced for uses within a one-quarter mile of bus rapid transit stations and for mixed-use development where two dissimilar land uses occur within any two adjacent blocks or on the same block. Additional parking strategies and parking standards are provided in this section.

#### Parking Management Strategies

1. Parking requirement reductions shall be provided as transit service becomes available and ridership increases.
2. A range of short-term (90 minutes to 2 hours) parking shall be provided, where appropriate, in active commercial, retail, or entertainment centers in the Corridor Plan area including the Elkhorn District Center and Triangle Gateway District.
3. Permit parking areas shall be established in the residential mixed-use neighborhoods to provide adequate available parking for residents, especially near the commercial district centers.
  - a. Parking meters for short-term parking shall be provided and enforced near commercial or entertainment areas, but allow exceptions for residents with permits and disabled persons.
4. Employer-based programs, such as transportation management associations and car sharing programs, should be planned for the Corridor Plan area.

#### Parking Lots

1. Large surface parking lots should be avoided in favor of several smaller parking lots or parking courts, on-street parking, alleys, or parking structures.
2. Parking lots should be located behind commercial and residential frontages on major pedestrian streets or located on an interior lot.
3. When feasible, driveways into parking lots shall be located on side streets. Access to parking from major pedestrian streets shall be minimized.



*Small parking courts are preferred over large surface parking lots.*



*Parking lots shall contain landscaped areas with large shade trees.*



*Parking areas should include signage to identify their locations.*



*Parking structures should be designed with ground-floor retail or office to add character to a street and to avoid blank walls.*

4. Parking lots shall contain landscaped areas with large-canopy shade trees of sufficient size to provide shade to surrounding parking spaces. Planter size, shade tree type, and caliper type shall conform to Chapter 30, "Off Street Parking," of the Sacramento County Zoning Code.
5. Shared parking arrangements and driveways between adjacent commercial and office projects or other mixed uses are encouraged. Parking standards may be relaxed to facilitate shared parking (refer to the development standards).
6. Parking lots, driveways, and walkways shall be consolidated with adjacent sites whenever feasible to minimize the number of curb cuts and reduce conflicts between pedestrians and vehicle circulation.
7. Parking lots shall include signage, locations for ingress and egress, and clearly defined pedestrian paths and/or routes.
8. Access to buildings from rear or side parking lots or alleys shall be well maintained and kept clear of obstructions.

### **Parking Structures**

1. Parking structures located on commercial streets, near transit stops or stations, or in primary pedestrian areas should be designed with ground-floor retail, office, or other uses to avoid blank, monotonous walls.
2. Parking structures shall be designed with architectural features that complement nearby commercial, office, and mixed-use buildings.
3. All parking structure designs shall include security features that ensure personal safety within the parking structure and provide safe access and egress routes to or from the parking structure.
4. Entry and exit ramps to parking shall be located midblock or toward service areas rather than on commercial or pedestrian streets.
5. Pedestrian entries to parking structures shall be clearly marked and open onto pedestrian streets and routes.

## Garages

1. Garages or carports shall be clustered and accessed from an alley or dispersed on the site in parking courts, driveways, or parallel parking.
2. Rows of garages around the perimeter of the development shall be avoided. Tandem parking is permitted and encouraged to minimize the number of garage doors.

## Bicycle Parking

The following guidelines shall be applied to bicycle parking. Bicycle parking standards are also provided in Section 3.3.1, "Development Standard Tables."

1. Long-term (Class I) bicycle parking shall be provided for all high-density residential units that do not provide garages; for all commercial, mixed-use, and office uses; and at parks, per the development standard tables. Long-term bicycle parking shall also be provided along trails where high-volume bicycle travel is expected.
2. Short-term (Class II) bicycle parking shall be provided for visitors to residential apartments and condominiums. A minimum of 50% of visitor bicycle parking shall be covered parking.
3. Short-term bicycle parking shall be provided at all major destinations including at commercial retail centers, office destinations, and at public plazas and parks, per the development standard tables.



*Garages, clustered and accessed from an alley, is encouraged.*



*Short-term bicycle parking should be provided for visitors to apartments or condominiums, retail, office, and other public areas.*



*Trash enclosures should be screened to blend in with the surrounding site architecture.*



*Loading areas should be separated from parking and pedestrian walkways and provide convenient truck access and delivery.*

### 3.4 SERVICE AREAS AND UTILITIES STANDARDS

Service areas shall be designed to protect the community and pedestrians from unsightly, noisy, or other noxious environments.

1. Service areas, such as trash receptacles, storage areas, loading zones, and rooftop or ground-mounted mechanical equipment shall be screened from view, whenever possible.
2. Evergreen vines, shrubs, or trees or decorative walls or fences shall screen mechanical equipment, loading areas, and other service areas.
3. Storage areas should be provided in structures that match the design and materials of the primary residential buildings.
4. Loading areas should be accessible from side streets or alleys rather than from the front of buildings, whenever possible. Loading areas should be functionally separated from parking and pedestrian walkways and provide convenient access for delivery trucks.

### 3.5 SUSTAINABILITY AND CLIMATE CHANGE

A number of sustainable design measures should also be promoted in the Triangle Gateway District. Solar panels are encouraged to be placed on the canopies and roof tops of parking structures or commercial buildings to power and operate facilities, electric vehicles, outdoor lighting, fountains, or other areas of the community. Energy efficient landscaping, creative storm drainage techniques, and low impact development design features such as rain gardens and rooftop gardens should be demonstrated as central features of the community.

#### Stormwater Management

##### Low Impact Development Design

1. Site-specific development projects shall incorporate low-impact development design strategies that may include:

- a. Minimizing and reducing impervious surfaces of site development, i.e., roadways, sidewalks, driveways, parking areas, and rooftops
- b. Breaking up large areas of impervious surface and directing flows from these areas to stabilized vegetated areas
- c. Minimizing the impacts of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation.
- d. Maintaining natural drainage courses
- e. Providing runoff storage dispersed uniformly throughout the site through the use of a variety of detention, retention, and runoff techniques including:
  - Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff)
  - Filter strips (grass or other close-growing vegetation planted between polluting sources and downstream receiving water bodies)
  - Dry wells and infiltration trenches (excavated trenches filled with stone to control rooftop runoff and allow slow release back into the soil)

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# 4 CIRCULATION





# 4 CIRCULATION

## 4.1 INTRODUCTION

The land use patterns and community design framework proposed for the Corridor Plan area presented in Chapters 2 and 3 are inseparable from the circulation framework described in this chapter. This integrated land use and circulation framework is intended to provide for organized growth throughout the Corridor Plan area while effectively balancing local and regional needs for mobility, capacity, and access.

The Corridor Plan's circulation framework has been devised to encompass the full range of mobility choices including local and regional bus rapid transit, automobiles, neighborhood electric vehicles, bicycles, and pedestrian traffic. The circulation framework builds on the recommendations for North Watt Avenue identified in *Mobility Strategies for County Corridors* (2004) sponsored by the County's Department of Transportation, providing supplementary analysis and suggesting new long-term transportation alternatives based on projected growth in the area between Watt Avenue and 34th Street. North Watt Avenue and 34th Street, in particular, are designed to accommodate many of the design features of "complete streets" that encourage walkability and transit use as defined in *Best Practices for Complete Streets* (2005), sponsored by the research and advocacy coalition, Complete the Streets.

Expanding upon the complete streets concept, North Watt Avenue is intended to be designed as a "sustainable street." The concept of "sustainable streets," under development by the County, takes a more holistic view of the street and its contribution to the adjacent corridor, surrounding community, and natural environment. Sustainable streets are intended to apply to previously developed areas such as commercial corridors to support and encourage infill development and revitalization. Sustainable streets shall be designed with the following features:



*"Complete streets" can include sidewalks, planting strips, bicycle lanes, and enhanced pedestrian crossings to improve street function and the experience for pedestrians and cyclists.*



*New east-west local streets will be needed to serve infill development in the Corridor Plan area.*



*Bicycle access will include on-street lanes and off-street multi-use trails.*



*Streetscape improvements on Watt Avenue (shown between Peacekeeper Way and Palm Avenue) will be constructed progressively northward.*

- Incorporates green infrastructure such as LID techniques intended to improve water quality, runoff, erosion control, infiltration, groundwater recharge, and visual aesthetics;
- Improves the community identity by coordinating improvements to the streetscape and surrounding community to achieve a consistent look, feel, or theme along the corridor;
- Creates an outdoor room to help establish a sense of place along the corridor with features such as shade trees, plantings, street furniture, outdoor dining experiences, public art, pedestrian-scaled lighting, wayfinding signage, and other pedestrian amenities;
- Allows for flexible level of service (LOS) standards which permit increased densities and mix of uses to increase transit ridership, biking, and walking which decrease vehicular travel;
- Features shared driveways to reduce curb cuts and improve overall mobility and safety for all modes of travel;
- Features shared parking facilities and reduced parking requirements through a comprehensive parking strategy which may include shared, structured, on-street parking, and other innovative parking solutions; and
- Increases the overall mobility of the corridor proportionally accommodating sidewalks, bike lanes, and transit facilities to supplement increased roadway right-of-ways.

In addition to the focus on Watt Avenue and 34th Street as complete streets, the chapter describes a hierarchy of streets, including important existing east-west streets such as Elkhorn Boulevard, Freedom Park Drive, and Winona Way, and streets yet to be constructed. New east-west streets are essential to ensure local access, reduce traffic on North Watt Avenue and 34th Street, and contribute to the creation of districts with a sense of place.

This Corridor Plan proposes to supplement bicycle and pedestrian improvements on existing and new streets with off-street bicycle and pedestrian trails. On-street bicycle and pedestrian improvements are described in this chapter, while off-street trails are covered in Chapter 5, “Public Realm Design.”

The plan suggests a phasing program that recognizes the County's investment in streetscape improvements along North Watt Avenue. Existing improvements are enhanced in the near-term alternative (10-year horizon) with specialized lanes and improved signalization. Three long-term alternatives (approximately 20-year horizon or greater) that accommodate bus rapid transit in dedicated lanes would follow the near-term improvements when development warrants. These long term transportation alternative concepts are described in Appendix C, "Watt and 34th Long Term Circulation Alternatives." Local and regional transit are an integral part of these phased alternatives, with full implementation of a regional bus rapid transit system as the Corridor Plan area builds out (see Appendix A, "Glossary," for a definition of bus rapid transit). Depending on how bus rapid transit is configured within the Corridor, modifications may be needed to streetscape improvements along North Watt Avenue that have been completed or will be completed in the near-term.

The program phasing of circulation improvements considers the region's long-term transition away from automobile dependence and its contribution to climate change. Addressing climate change is not, of course, merely a factor of driving less. However, this chapter attempts to address concern about climate change by maximizing the use of transportation options currently available (transit, light-duty vehicles, neighborhood electric vehicles, and electric bicycles) and constructing the necessary supporting infrastructure (complete streets, multi-use trails, and pedestrian accessways). The intersection of land use, transportation, and climate change is an emerging field of analysis, and the circulation program recommended here may be modified as new technologies and practices become available. Supplementary plans, such as a neighborhood electric vehicle plan that addresses connections between McClellan Business Park, existing and proposed neighborhoods, and the district centers, are strongly encouraged.



*Streets and trails in the Corridor Plan area should connect with those in McClellan Business Park, the North Highlands community, and the regional street and trail system.*



*The circulation system should be sufficiently flexible to accommodate emerging technologies as they become available.*

## 4.2 TRANSPORTATION GOALS AND POLICIES

The following goals and policies are intended to guide the implementation of the circulation framework for the Corridor Plan area.

### 4.2.1 General Goals

**Goal 4.1** Implement a continuous street and trail network linking the Corridor Plan area with important local and regional destinations, including McClellan Business Park, the North Highlands Town Center, and the North Highlands community.

**Goal 4.2** Implement “complete streets” accommodating multiple modes of transportation appropriate to the type of street or trail.

**Goal 4.3** Promote a flexible system that can incorporate new transportation systems and technologies as they become available.

**Goal 4.4** Implement phased improvements (such as streetscape improvements and regional transit service) to meet the needs of new and anticipated development and efficiently use limited funding and resources.

**Goal 4.5** Create new linkages between McClellan Business Park and the Corridor Plan area.

## 4.2.2 General Policies

### **Policy 4.1** *An undercrossing or overcrossing of the Union Pacific*

*railway (UPRR) adjacent to Roseville Road shall be constructed to connect McClellan Business Park with the Triangle Gateway District. The UPRR crossing should not negatively affect adjacent land uses in McClellan Business Park, and is the subject of study.*

### **Policy 4.2** *Pedestrian and bicycle access shall be provided between*

*Roseville Road and Peacekeeper Way under the UPRR crossing. The 2035 Metropolitan Transportation Plan includes funding to study this connection under the Union Pacific mainline railroad tracks.*

### **Policy 4.3** *Existing east-west local neighborhood streets, such as Don*

*Julio Boulevard, shall be extended into the Corridor Plan area when development in the area warrants, and where not prohibited by safety and signalization constraints.*

### **Policy 4.4** *A comprehensive parking management program shall be*

*adopted for the district centers to control automobile use and provide a source of funding for improvements to the public realm. The parking management program may include parking time limitations, paid parking, and common off-street public parking areas. Parking fees may be used for improvements to or construction of public facilities (e.g., transit facilities, lighting, streetscape improvements, parking structures, or other improvements identified by the parking manager).*

### **Policy 4.5** *Transit stop spacing in the Corridor plan area will be guided*

*and determined by the Sacramento Regional Transit's "Transit Station Spacing Criteria." Transit stations along North Watt Avenue may be spaced approximately 1/2 mile apart. However, as determined by the station spacing evaluation and criteria, transit stations shall be spaced no closer than four city blocks (or 1,600 feet) apart and no greater than 1 mile apart.*

### **Policy 4.6** *Intelligent Transportation System technologies (e.g., priority*

*signalization for transit, passenger information systems, and GPS systems) shall be implemented within Corridor Plan area as needed to increase street and transportation efficiency.*



*A new undercrossing or overcrossing is needed to connect McClellan Business Park to the Triangle Gateway District.*



*Parking fees can contribute to the funding of parking structures, pedestrian lighting, street furniture, and other public amenities.*



*Local bus service should be expanded to meet the needs of new development in the Corridor Plan area.*



*Bus rapid transit offers a lower vehicle profile that can result in greater accessibility.*

### 4.2.3 Transit Goals

**Goal 4.6** Coordinate with bus transit service providers to determine system improvements, including routes and the location of transit stops and stations, consistent with Regional Transit's *Transit Master Plan Transit-Oriented Development Guidelines*.

**Goal 4.7** Expand local bus service to meet the needs of new development within the Corridor Plan area.

**Goal 4.8** Coordinate with Sacramento Regional Transit to provide bus rapid transit service before full build-out as an incentive for growth and development.

**Goal 4.9** Ensure that local and regional bus service includes logical links to McClellan Business Park and the overall North Highlands community.

**Goal 4.10** Coordinate with private entities, such as McClellan Business Park, to develop a consistent program of transit incentives that serves the Corridor Plan area and North Highlands community, encourages transit use, and reduces single-occupant vehicle trips.

**Goal 4.11** Construct transit facilities suitable for local bus transit and regional bus rapid transit. Such facilities may be separate or combined, as appropriate to routes.

**Goal 4.12** Provide direct and convenient access to all transit stops and stations via the street grid and bicycle and pedestrian routes and trails.

## 4.2.4 Transit Policies

**Policy 4.7** *Bus rapid transit service shall operate at intervals adequate*

*to support transit-oriented development (with 15-minute headways typical).*

**Policy 4.8** *Suitable local bus stops and bus rapid transit stations*

*shall be identified in coordination with transit providers for the North Highlands Town Center, the Elkhorn District, and Triangle Gateway District Centers, and elsewhere along the corridor. The approximate location of stops and stations shall be identified (although not necessarily constructed) before significant new development to facilitate connectivity and good site design.*

**Policy 4.9** *Local bus transit stops and bus rapid transit stations*

*shall include shade structures, benches, trash receptacles, and informational signage (including electronic signage at appropriate stops). Bus rapid transit facilities must also include pay stations.*



*All transit facilities will include shade structures, benches, trash receptacles, and informational signage.*



*Bus rapid transit facilities will include pay stations to facilitate fast and efficient operation.*



Ensure safe and convenient access at trail crossings.



A north-south paseo will connect residential mixed-use neighborhoods.



Multi-use trails shall be incorporated into all open space corridors.

## 4.2.5 Bicycle and Pedestrian Goals

**Goal 4.13** Create a bicycle and pedestrian circulation system with connections to the regional trail system, as identified in Figure 4.31, “Regional Bicycle Circulation Plan.”

**Goal 4.14** Construct Class I multi-use trails within the north-south paseo and along all open space corridors.

**Goal 4.15** Include Class II bike lanes on Watt Avenue, 34th Street, Elkhorn Boulevard, and all arterial and collector streets in the Corridor Plan area.

**Goal 4.16** Ensure safe and convenient bicycle and pedestrian access at all major intersections and trail crossings with Watt Avenue, 34th Street, and arterial and collector streets.

**Goal 4.17** Provide adequate bicycle parking facilities throughout the Corridor Plan area in accordance with Sacramento Metropolitan Air Quality District standards.

## 4.2.6 Bicycle and Pedestrian Policies

**Policy 4.10** *The bicycle and pedestrian undercrossing of the Union Pacific Railroad near Watt Avenue and Peacekeeper Way shall be improved per the Roseville-Watt Bicycle Pedestrian Feasibility Study.*

**Policy 4.11** *Bicycle and pedestrian access to the Watt Avenue Light Rail Transit Station shall be upgraded to improve safety and access.*

**Policy 4.12** *A north-south Class I multi-use trail shall be constructed within a paseo through residential mixed-use neighborhoods. Specific alignments shall be identified in proposed development plans. Alternative trail sections (e.g., Class II bike lanes with pedestrian walkways) are permitted within predominantly commercial areas such as the Elkhorn Commercial Core.*

**Policy 4.13** *Open space corridors shall incorporate Class I multi-use trails when that use does not conflict with the protection of sensitive habitat.*

**Policy 4.14** *All bicycle trails, lanes, and routes shall be constructed in conformance with Sacramento County standards.*

### 4.2.7 Alternative Transportation Goals

**Goal 4.18** Provide facilities for new transportation technologies that offer energy efficiency and are suitable for implementation in the Corridor Plan area.

**Goal 4.19** Create a neighborhood electric vehicle plan for the Corridor Plan area, and consider extending it to McClellan Business Park and the North Highlands community.

### 4.2.8 Alternative Transportation Policies

**Policy 4.15** *Neighborhood electric vehicles shall be permitted on local-serving streets where the speed limit is 35 miles per hour or less.*



*A neighborhood electric vehicle plan shall be implemented for the Corridor Plan area.*

## 4.3 CIRCULATION PLAN

### 4.3.1 Overview



*New and upgraded streets should accommodate mobility options. The street shown above provides bicycle lanes separated from the street by a landscaped strip.*



*New streets should be organized as a grid system with blocks that are easily walkable.*

In addition to proposed improvements to Watt Avenue and 34th Street, future development in the Corridor Plan area will require improvements to other existing streets and the construction of new streets. The resulting network of streets should be organized as a regular, modified grid system, as shown in Figure 4.1, “Circulation Concept Plan and Street Hierarchy.”

This diagram identifies existing thoroughfare, arterial, and collector streets and suggests potential locations for new local streets. The proposed locations of new local streets is suggestive because the alignments of future streets will be determined in conjunction with specific development applications.

The potential location and patterning of new streets should be guided by the following principles:

- New streets and upgrades to existing streets should accommodate the full range of mobility options suitable to the type of street, as identified in the street sections. To accomplish this, it may be necessary for some streets to function at Level of Service F.
- New streets should be designed as a modified grid system, with block perimeters no greater than 400 feet.
- Existing streets should be extended, where warranted, to improve east-west connectivity through the Corridor Plan area. However, many of the streets on the west side of Watt Avenue will be local-serving only, since signalized cross-traffic should be minimized on Watt Avenue to increase efficiency.
- Watt Avenue and 34th Streets will convey regional and local north-south traffic. New north-south streets should be designed to carry local traffic and terminate at major roads, parks, or open space corridors to discourage use as an alternative to Watt Avenue and 34th Streets.

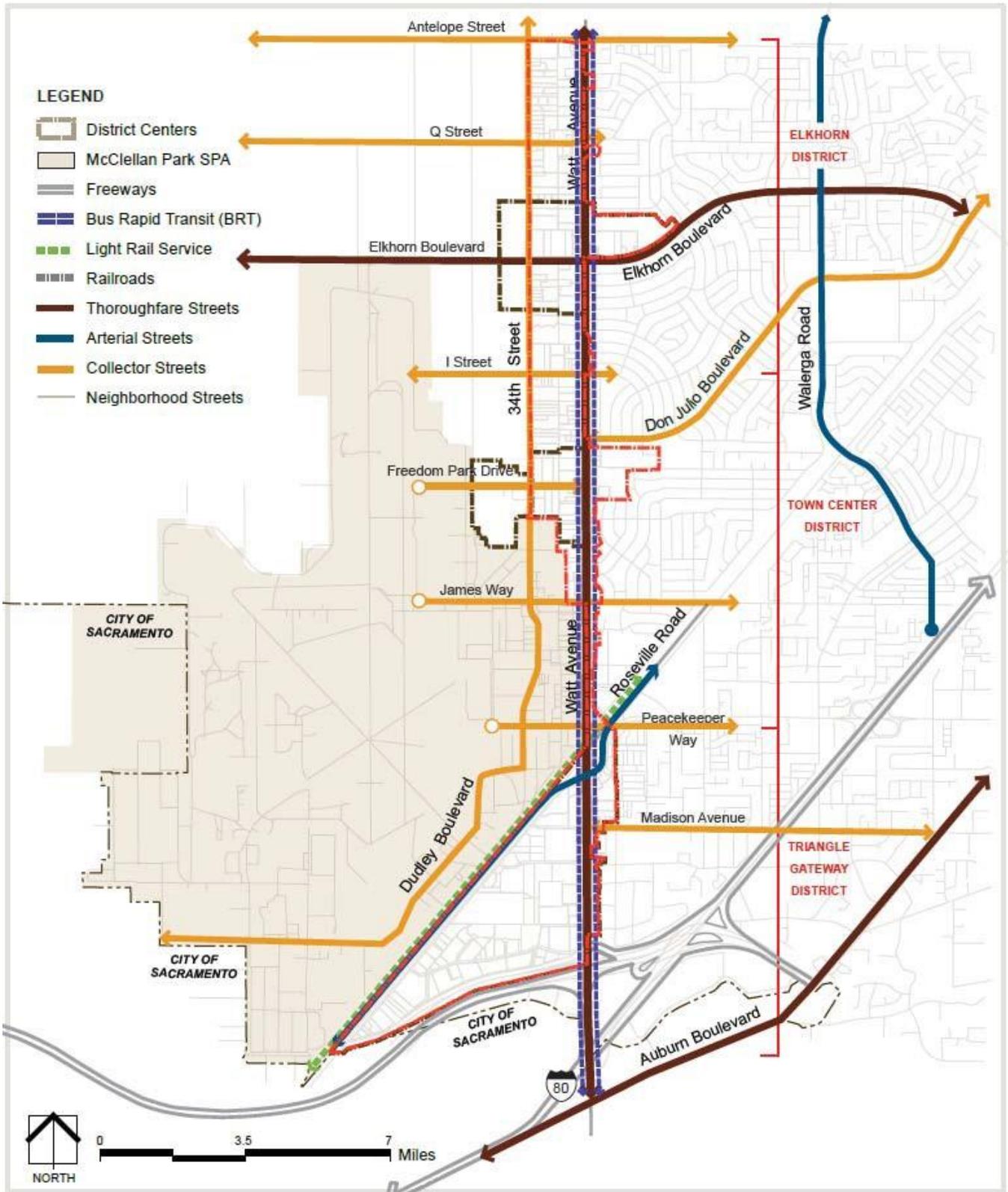


Figure 4.1—Circulation Concept Plan and Street Hierarchy



*New streets should be designed to avoid disruption of creek corridors.*



*The intersection of Watt Avenue and Freedom Park Drive will be upgraded to include streetscape improvements and new entry monuments.*

- New streets should respect the location of existing creek corridors whenever possible. Creeks should not be undergrounded or rerouted simply to accommodate new street alignments. Where a creek or drainage corridor has been modified and does not represent a desirable alignment for the creek itself, this may be modified to enhance the sustainability of the open space corridor.

The *North Highlands Town Center Development Code* includes sections for streets that will be constructed in the North Highlands Town Center along Freedom Park Drive, 32nd Street, 34th Street, and internal streets. These streets must be coordinated with the street hierarchy proposed for the Corridor Plan area in the following section. For the most part, the street sections proposed for the Corridor Plan area are consistent with the North Highlands Town Center. The Development Code’s “internal streets” roughly correspond to the Corridor Plan’s local streets. These differ somewhat in the location of planting strips and parking, and should be reviewed carefully for coordination of the design of these local streets. In addition, the final design of 34th Street is dependent on the long-term alternative selected.

Freedom Park Drive will also be subject to the Freedom Park Drive and North Watt Avenue Complete Street Project, which includes some modifications to the Freedom Park Drive street section identified in the Development Code, as well as modifications to its intersection with Watt Avenue.

### 4.3.2 Street Hierarchy

This section describes the hierarchy of streets and provides street standards to guide the design of streets serving the Corridor Plan area. Each proposed street type includes a section and concept plan that depict auto, bus transit, bicycle, and pedestrian routes.

Street standards are based on Sacramento County standards unless otherwise defined in this document. See Chapter 5, “Public Realm Design,” for streetscape design standards.

### Thoroughfares - Watt Avenue

Figure 4.2, “Watt Avenue Section, I-80 to Peacekeeper Way,” and Figure 4.3, “Watt Avenue Concept Plan, I-80 to Peacekeeper Way,” depict Watt Avenue as a standard six-lane thoroughfare. This section could be applied to the section of Watt Avenue between I-80 and Peacekeeper Way or other portions as deemed suitable. The section shows Watt Avenue with six mixed-flow travel lanes, to include two bus transit lanes, Class II bike lanes, and a central median.

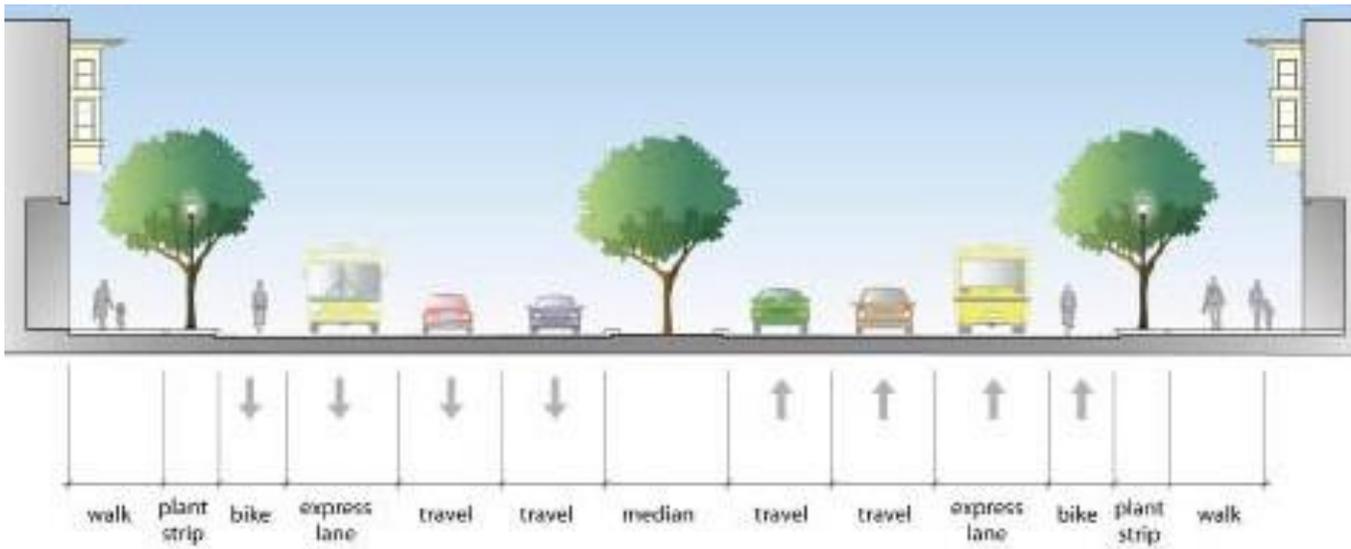


Figure 4.2—Watt Avenue Section, I-80 to Peacekeeper Way

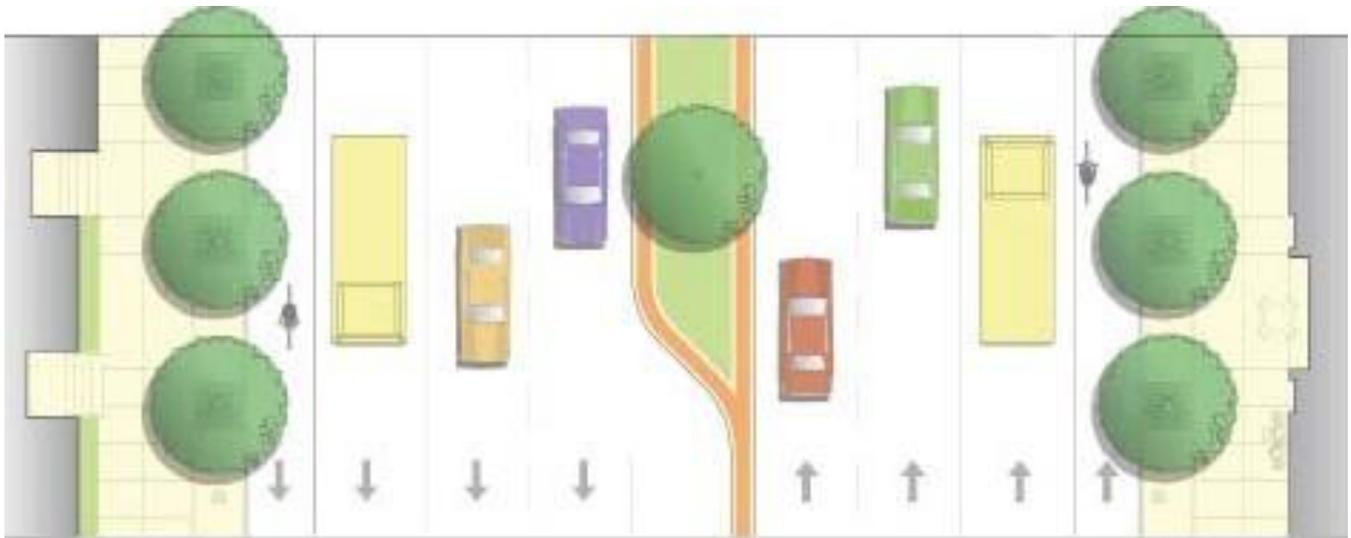


Figure 4.3—Watt Avenue Concept Plan, I-80 to Peacekeeper Way (approximate)

## Arterial Streets

Arterial streets in the Plan Area include 34th Street/Dudley Boulevard, Don Julio Boulevard, and Antelope Road. Arterial streets include four travel lanes and a raised center median or two-way left turn lane, Class II bicycle lanes or Class I bike trail, and separated, landscaped sidewalks (see Figure 4.4, “Arterial Street with Median Section,” and Figure 4.5, “Arterial Street with Median Concept Plan”). Refer to Section 4.4.1, “Near-Term Alternatives,” for the conceptual plans and street sections for 34th Street. The long-term concept alternatives for 34th Street are presented in Appendix C, “Watt and 34th Long Term Circulation Alternatives.”

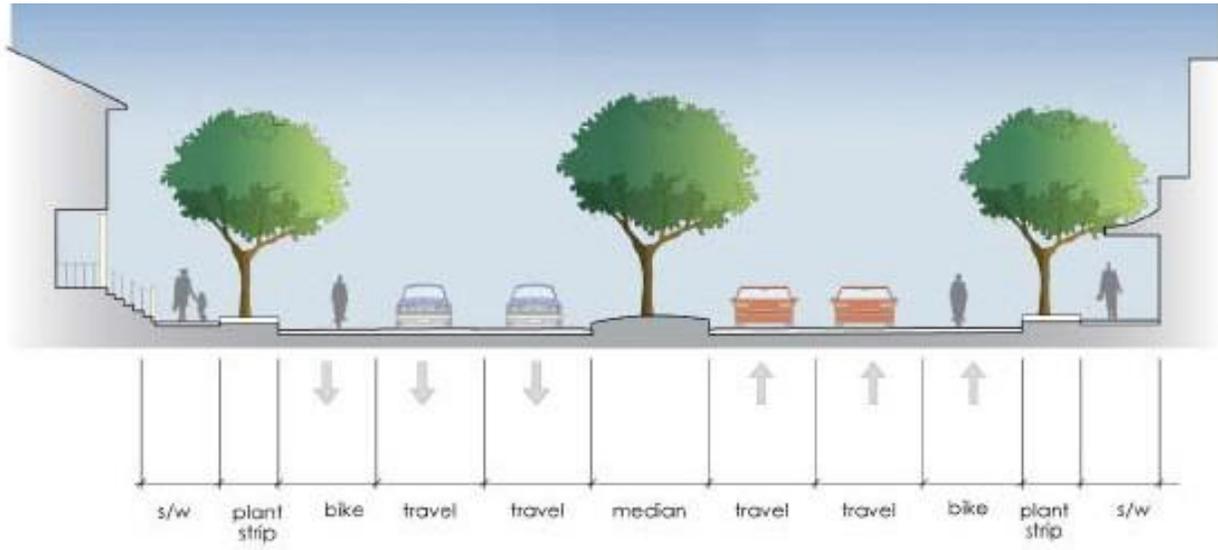


Figure 4.4—Arterial Street with Median Section

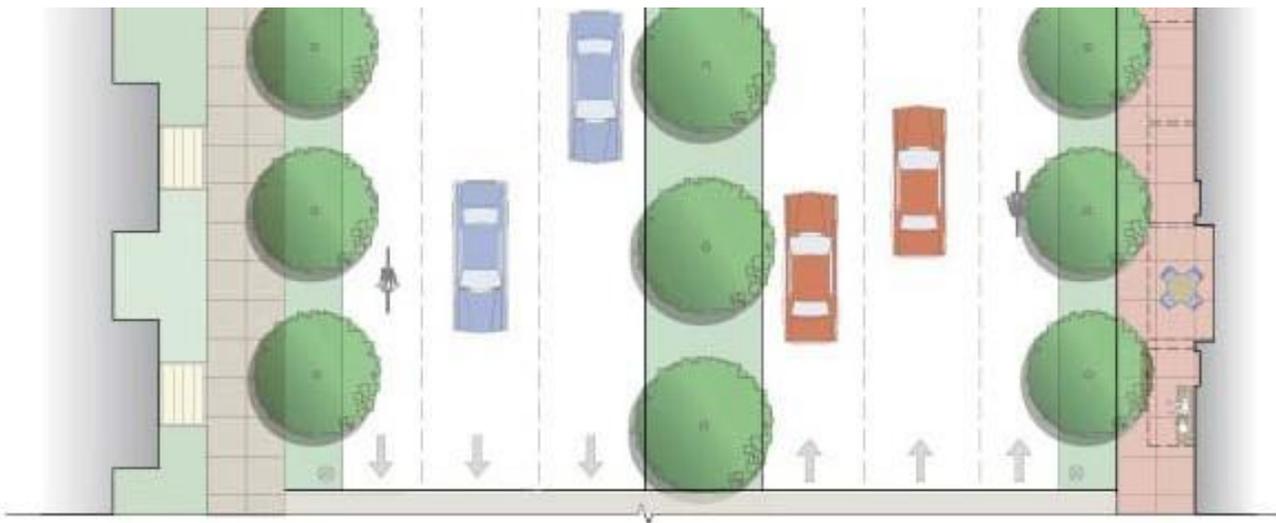


Figure 4.5—Arterial Street with Median Concept Plan

## Collector Streets



*Collector streets will include bicycle lanes, but may or may not provide for on-street parking.*

East-west collector streets will be needed to distribute traffic within the Corridor Plan area and provide connections to arterials and thoroughfares. Typical collector streets are represented by I Street and Don Julio Boulevard.

Figure 4.6, “Collector Street Section with Parking,” and Figure 4.7, “Collector Street Concept Plan with Parking” (shown on the following page), depict a collector street with two travel lanes, Class II bicycle lanes, on-street parking, a planting strip, and sidewalks. This section would be appropriate for collector streets within commercial areas.

Figure 4.8, “Collector Street Section without Parking,” and Figure 4.9, “Collector Street Concept Plan without Parking,” (on page 4-20), provide a narrower profile, with two travel lanes, Class II bicycle lanes, a planting strip, and sidewalks.

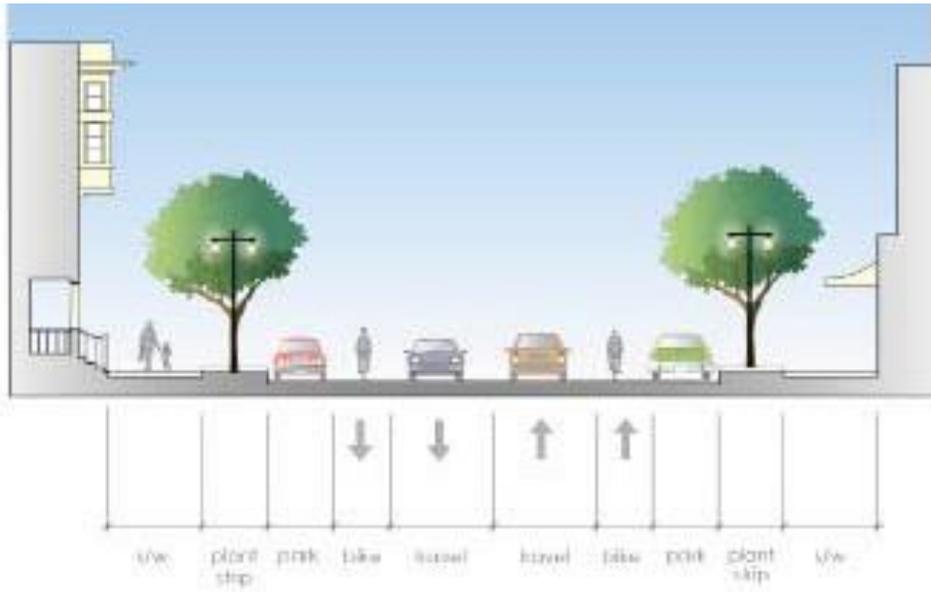


Figure 4.6—Collector Street Section with Parking

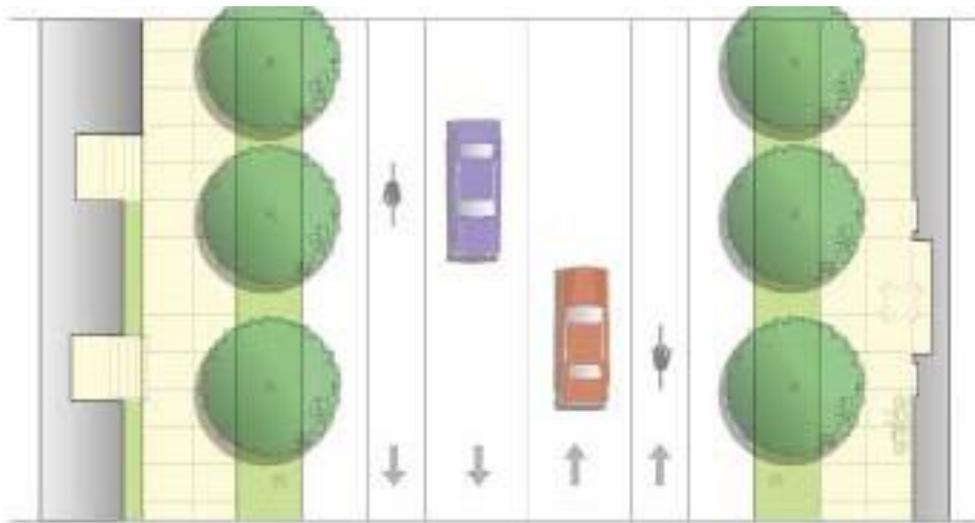


Figure 4.7—Collector Street Concept Plan with Parking



Figure 4.8—Collector Street Section without Parking

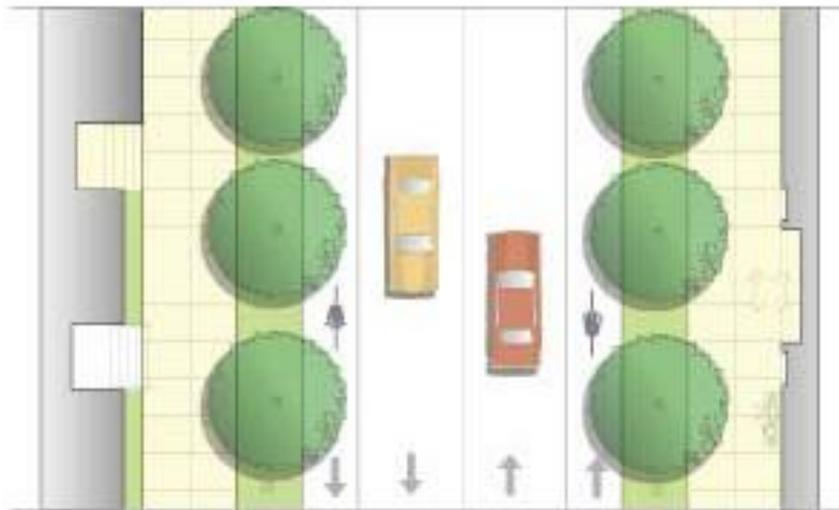


Figure 4.9—Collector Street Concept Plan without Parking

## Local Neighborhood Streets

Local neighborhood streets are intended primarily to serve residential neighborhoods, and will be constructed as new east-west streets and north-south streets. Local neighborhood streets typically include two travel lanes, a landscaped planting strip, and sidewalks (see Figure 4.10, “Local Neighborhood Street Section,” and Figure 4.11, “Local Neighborhood Street Concept Plan”).

Figure 4.12, “Local Neighborhood Alley Section,” and Figure 4.13, “Local Neighborhood Alley Concept Plan,” depict the typical recommended alley section for the Corridor Plan area. Neighborhood alleys will include two lanes, for a minimum 20-foot width.



*Example of a local neighborhood street*

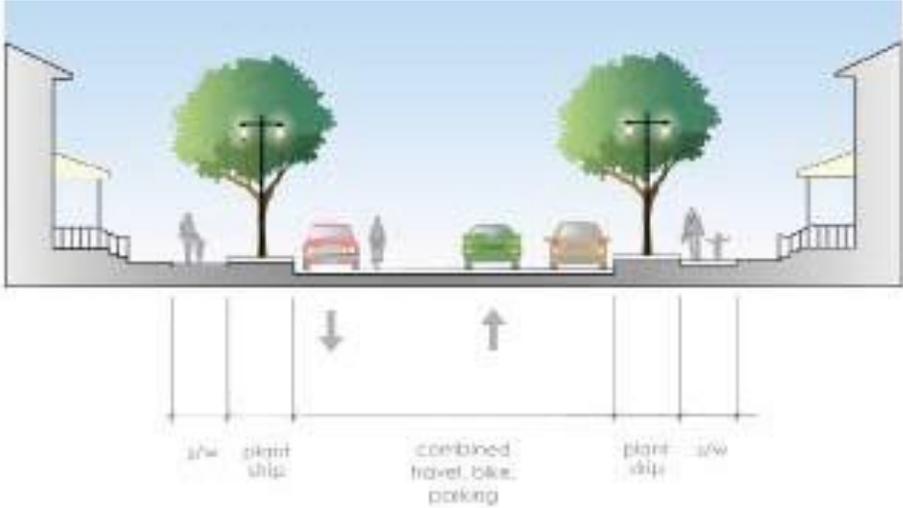


Figure 4.10—Local Neighborhood Street Section

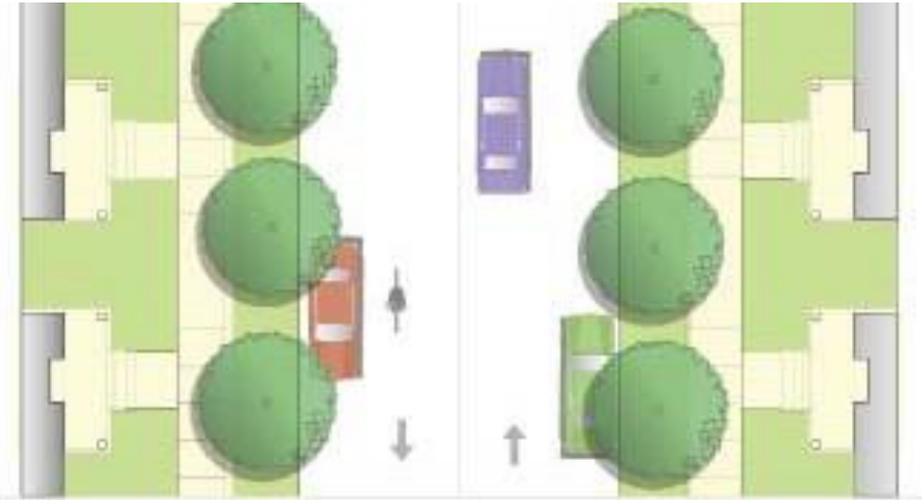


Figure 4.11—Local Neighborhood Street Concept Plan

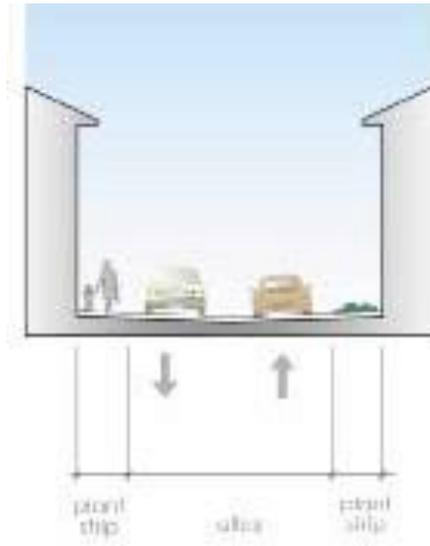


Figure 4.12—Local Neighborhood Alley Section

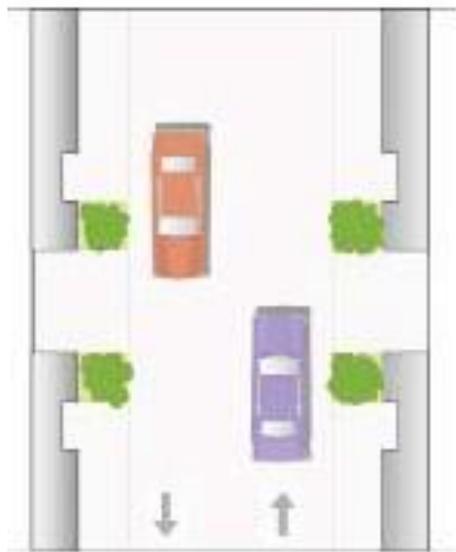


Figure 4.13—Local Neighborhood Alley Concept Plan

## 4.4 WATT AVENUE AND 34TH STREET CIRCULATION IMPROVEMENTS

This section discusses the opportunity afforded by Watt Avenue to provide regional mobility while also affording access to local destinations. As the Corridor Plan area and nearby areas experience new development, the potential of Watt Avenue to accommodate regional transportation needs will become increasingly important. With West of Watt identified as an urban growth area, the role of 34th Street as a street of local, and potentially, regional significance may also expand. Proposed improvements for Watt Avenue and 34th Street are identified in the following Section 4.4.1, Near-Term Improvements. Near-term improvements, within approximately 10 years, consist of refinements to the newly-installed streetscape on North Watt Avenue, with additional signalization and transit enhancements. The near-term improvements would also accommodate bus transit through lane and signalization improvements.

Recent streetscape improvements on Watt Avenue include the now completed Phases I and II of the North Watt Avenue Enhancements from Peacekeeper Way to Freedom Park Drive. The Freedom Park Drive and North Watt Avenue Complete Street Project includes streetscape improvements along Freedom Park Drive, entry monumentalization for the North Highlands Town Center, and pedestrian improvements at the intersection of Freedom Park Drive and North Watt Avenue. Recognizing the ongoing streetscape improvements, this section describes additional phased streetscape improvements on North Watt Avenue, and suggests possible improvements for 34th Street.

Long-term alternative concepts for Watt Avenue and 34th Street are presented in Appendix C, “Watt and 34th Long-term Circulation Alternatives.” Long-term improvements (approximately 20 years) consist of more extensive streetscape modifications to accommodate dedicated lanes for bus rapid transit and additional vehicular capacity. The long-term alternatives add dedicated bus rapid transit lanes that would, depending on the alternative, require extensive streetscape improvements on Watt Avenue and 34th Street.



*The three long-term circulation alternatives are designed to accommodate bus rapid transit.*

## 4.4.1 Near-Term Improvement Plan

### Overview

The near-term improvement plan for North Watt Avenue and 34th Street supplement existing and planned streetscape upgrades on North Watt Avenue and suggests modest improvements to 34th Street. The improvement plan assumes that Watt Avenue continues to serve as the primary north-south thoroughfare serving the North Highlands community and Sacramento region. It preserves the County's investment in planning and streetscape improvements on North Watt Avenue and supplements these improvements with lane and signalization refinements to improve capacity, traffic flow, and access on both Watt Avenue and 34th Street. These streets are described separately below.

### North Watt Avenue Improvements

The near-term improvements for North Watt Avenue include lane and streetscape enhancements, as shown in Figure 4.14, "Near-Term Alternative, Watt Avenue Section," and Figure 4.15, "Near-Term Alternative, Watt Avenue Concept Plan." The four-lane section of Watt Avenue would be widened to six lanes and extend to Antelope Road. The six lanes would serve as travel lanes, with the outside lanes facilitating transit movement. The northbound and southbound lanes would be separated by a raised, landscaped median.

Transit improvements would include transit signal priority and queue jumps. Transit signal priority is a system of integrated traffic controls that gives priority to buses over general vehicular traffic at intersections. Transit signal priority allows buses approaching an intersection to continue through the intersection by extending the amount of time that signals remain green for approaching transit. Queue jumps allow buses to enter an intersection ahead of other stopped vehicles. Transit improvements would also include bus turnouts at the far side of signalized intersections.



*Transit preemption allows buses to continue through an intersection while regular traffic is stopped.*



*Near-term improvements will include six travel lanes to Antelope Road with bicycle lanes and streetscape improvements.*

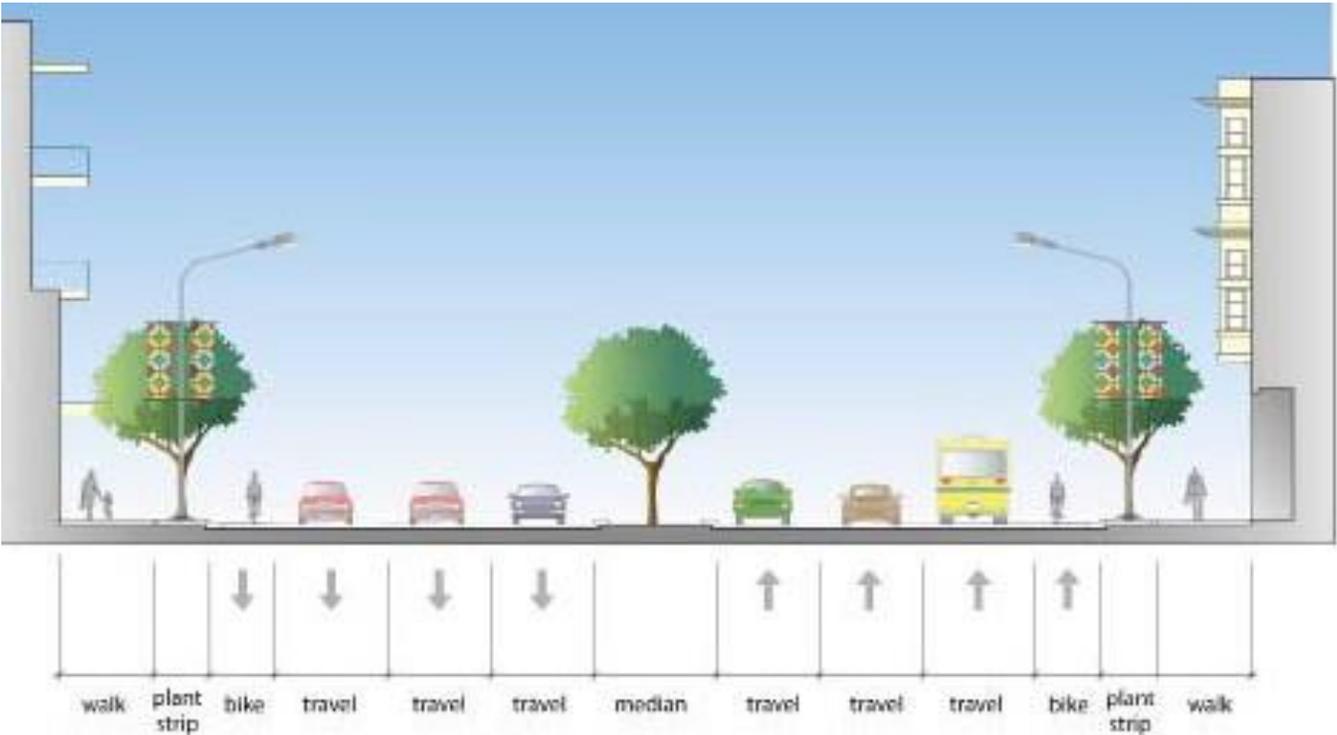


Figure 4.14—Near-Term Alternative, Watt Avenue Section

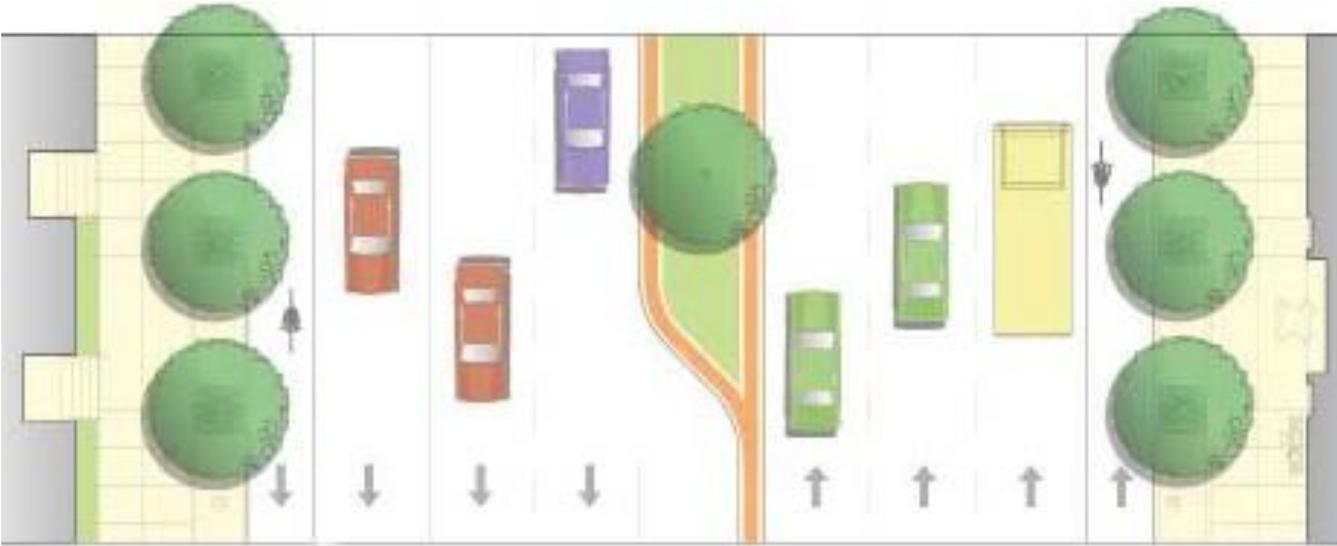


Figure 4.15—Near-Term Alternative, Watt Avenue Concept Plan

Pedestrian improvements include sidewalks and on-street Class II bicycle lanes to be installed along the entire length of Watt Avenue on both sides of the street. On-street parking would be prohibited to improve traffic flow. A raised landscaped median would be installed along the entire length of Watt Avenue (see Figure 4.16, “Near-Term Alternative, Watt Avenue Illustration,” for a bird’s-eye view of the near-term improvements proposed for Watt Avenue).



*Transit stops will be added to serve additional ridership as the area develops.*



Figure 4.16—Near-Term Alternative, Watt Avenue Illustration

### Near-Term Alternative, 34th Street

The near-term alternative of 34th Street, stretching between Antelope Road and Peacekeeper Way, would consist of roadway and streetscape improvements that include installing two paved travel lanes and Class II bicycle lanes, a landscape strip, and continuous sidewalks (see Figure 4.17, “Near-Term Alternative, 34th Street Section,” and Figure 4.18, “Near-Term Alternative, 34th Street Concept Plan”). The near term alternative preserves the existing right-of-way on 34th Street and creates a continuous landscape canopy along the street. Traffic calming measures would also be installed at key intersections to preserve the existing neighborhood character of the street and minimize cut-through traffic (see Chapter 5 for a description of traffic calming measures).

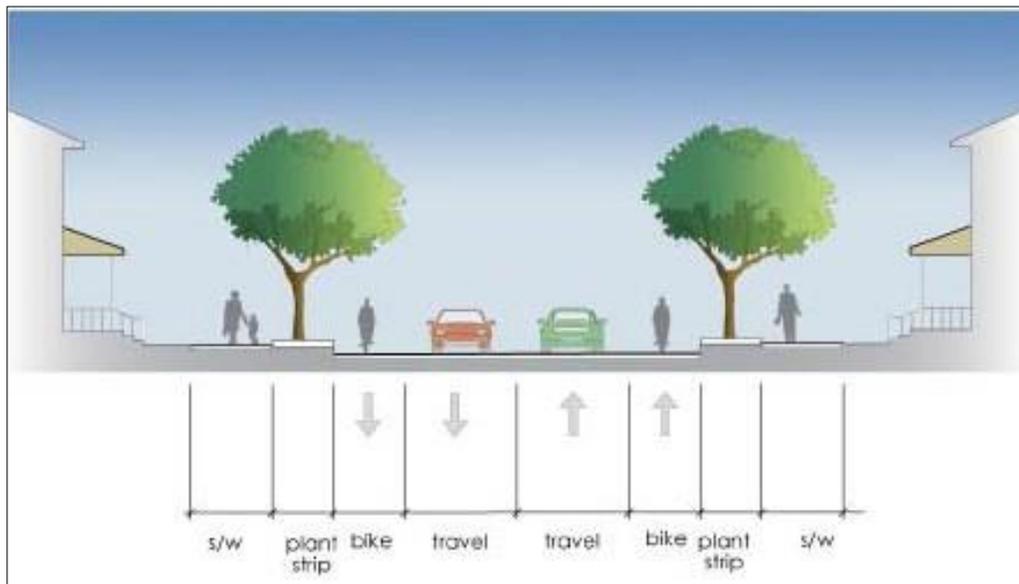


Figure 4.17—Near-Term Alternative, 34th Street Section

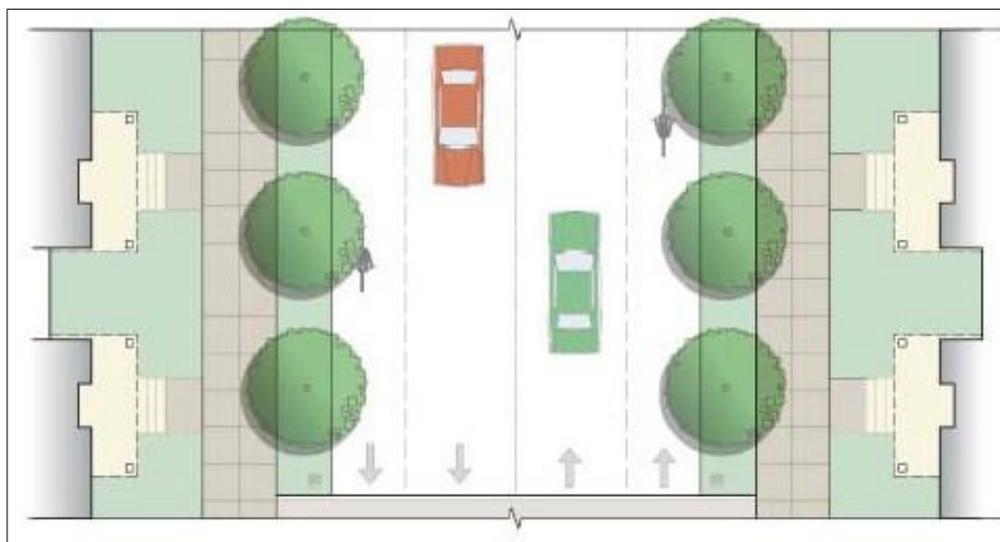


Figure 4.18—Near-Term Alternative, 34th Street Concept Plan

## 4.4.2 Summary of Long-Term Alternatives

This section briefly introduces the long term alternative concepts for North Watt Avenue and 34th Street. Refer to Appendix C for a further description and summary evaluation of the long-term alternative concepts. Long term alternative concepts may be revisited at a later date to respond to neighborhood growth trends and changing market conditions in the Corridor Plan Area.

Each alternative includes a description with accompanying graphics for both streets. All circulation alternatives were developed in response to public input and in coordination with the County Planning and Transportation departments, the Sacramento Regional Transit District, as well as, representatives of bicycle and pedestrian organizations.

### Alternative 1

Alternative 1 would continue the operation of Watt Avenue as a regional thoroughfare with six mixed-flow vehicle lanes, two bicycle lanes, landscaping, and sidewalks, but with improved local access to adjacent homes and businesses. Alternative 1 considers expanding 34th Street as a 4 lane arterial with exclusive bus rapid transit lanes, bicycle lanes, landscaping, and sidewalks. New development would focus on higher density infill development on vacant and underutilized parcels between Watt Avenue and 34th Street.

### Alternative 2

Alternative 2 would treat Watt Avenue and 34th Street as northbound and southbound one-way streets with a dedicated bus rapid transit lane, a landscaped median, 3 travel lanes, Class II bicycle lanes, landscaping, and sidewalks. Alternative 2 encourages growth and investment along both transportation corridors and like Alternative 1 would focus on new infill development on vacant and underutilized parcels between Watt Avenue and 34th Street.

### Alternative 3

Alternative 3 would locate dedicated bus rapid transit lanes in the center median of Watt Avenue and preserve 34th Street as a local access street, similar to the near term alternative. Watt Avenue would be designed as a six lane thoroughfare with two center BRT lanes, two Class II bicycle lanes, landscaping, and sidewalks. This alternative would require widening and moving frontage improvements along some areas of Watt Avenue.

## 4.5 BICYCLE CIRCULATION PLAN

The Corridor Plan includes bikeways on all streets and in open space areas, as identified in Figure 4.37, “Regional Bicycle Circulation Plan,” and as shown in the street sections and concept plans described in this chapter. The proposed bikeways have been identified in conjunction with the *2010 Sacramento City/County Bikeway Master Plan*, which includes local and regional bikeways affecting the Corridor Plan area.

Bike trails, lanes, routes and other facilities shall be designed in accordance with the County’s design standards and the standards provided in this Corridor Plan. Also see the hierarchy of bikeways (Class I, II, or III) as defined in Appendix A, “Glossary.” Refer to Section 3.4, “Development Standards,” for development standards on bicycle parking. Conceptual designs for the north-south bikeway trail are further described and illustrated in Section 5.5, “Parks and Open Space.”

The highlights of the bicycle circulation plan are Class I, multi-use trails along the open space corridors and the north-south paseo. Both trails will accommodate bicycle and pedestrian traffic within a landscaped corridor providing extensive access to nearby destinations.

The rail line intersecting the project area is a significant barrier to all forms of access. Two bicycle and pedestrian crossing improvements are recommended- one across the Union Pacific railroad tracks on North Watt Avenue including under the the Union Pacific railroad tracks near Roseville Road and the second crossing improvement at Winonna Way connecting the Triangle Gateway district to McClellan Business Park. Both are shown in Figure 4.19, “Bicycle Circulation Plan.”

The existing automobile underpass across the rail line is not wide enough to accommodate pedestrian or bicycle access. While an existing bicycle and pedestrian tunnel is provided near Watt Avenue and Roseville Road this facility lacks visibility, safety, and is underutilized, creating a major barrier to bicycle and pedestrian use between Roseville Road and Peacekeeper Way. This bicycle and pedestrian connection under the Union Pacific mainline is currently being studied with funding provided by the 2035 Metropolitan Transportation Plan and will be subject to future improvements identified in this study.

The Corridor Plan also recommends the construction of a multi-purpose vehicular, bicycle, and pedestrian undercrossing or overcrossing on Winonna Way to connect future anticipated development in the Triangle Gateway District to the McClellan Business Park.

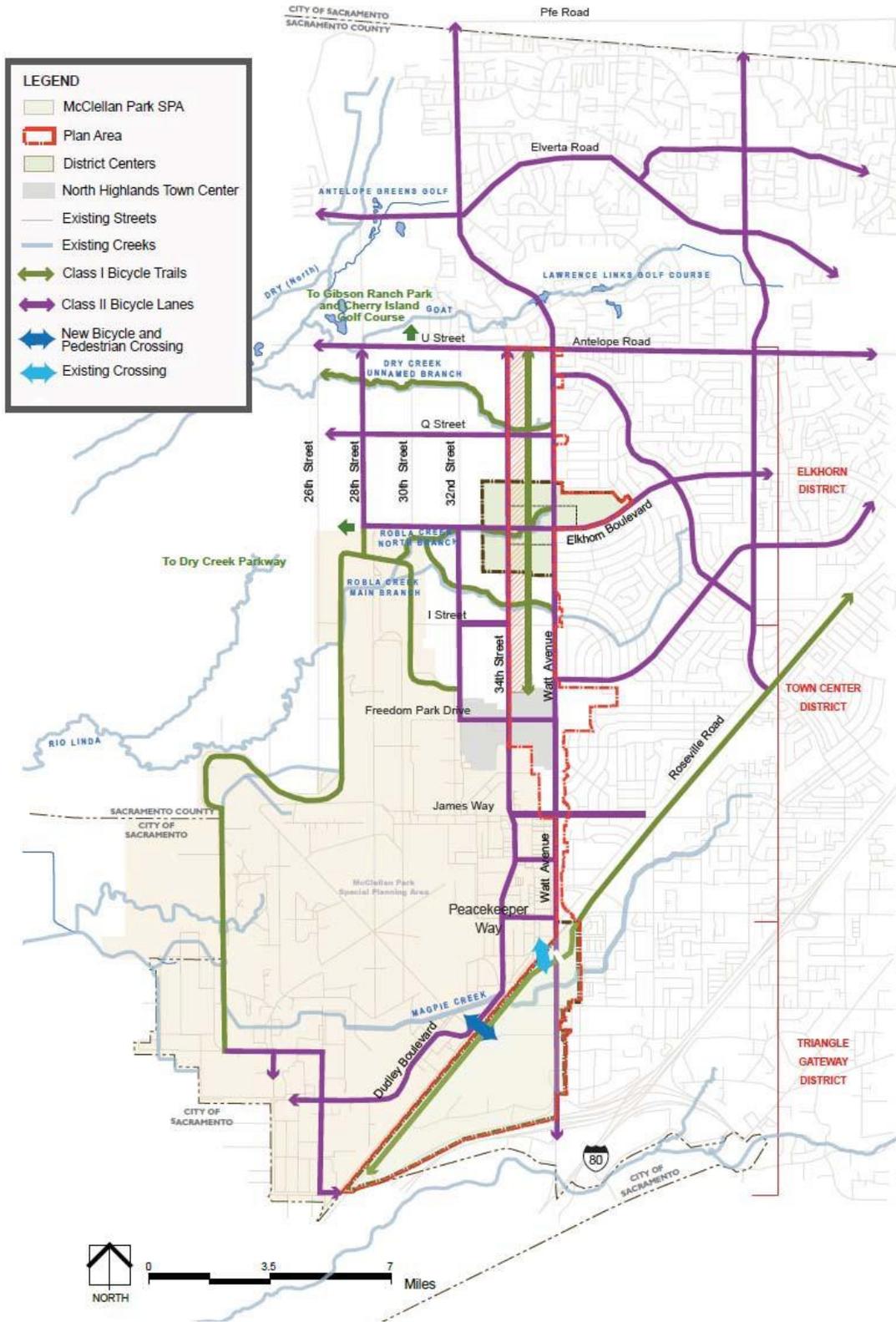


Figure 4.19—Bicycle Circulation Plan



*Neighborhood electric vehicles can provide an alternative for local access.*

## 4.6 NEIGHBORHOOD ELECTRIC VEHICLES

Neighborhood electric vehicles (NEVs) and similar alternative vehicles (such as modified golf carts) can help to provide additional mobility alternatives for local residents. NEVs provide several advantages, including reduced purchase and operating costs; improved access to local destinations for individuals who may not be able to walk or ride a bicycle; and lower emissions, even when the source of electricity is considered, resulting in improved air quality.

These advantages are consistent with the County's commitment to complete and sustainable streets that offer a range of mobility options. The use of NEVs also supports California Assembly Bill 32, intended to reduce greenhouse gas emissions that lead to global warming, and its local implementation by the County, the Sacramento Environmental Commission, Sacramento Metropolitan Air Quality Management District, among other agencies.

NEVs could be accommodated, subject to a subsequent NEV plan, in existing and proposed infrastructure for the Corridor Plan area, either on-street or in bicycle lanes, as follows:

- on streets with posted speeds of 35 mph or less in mixed-flow travel lanes, which includes most collector and local neighborhood streets; or
- in Class II, dedicated bicycle lanes with a minimum width of 7 feet and posted speeds greater than 35 mph, which includes Watt Avenue and Elkhorn Boulevard. The existing County standard for Class II bicycle lane width, and that proposed for the Corridor Plan area, is 7 feet. To provide additional safety and facilitate co-use of the lanes by bicycles and NEVs, wider bicycle lanes should be considered.

The County should consider implementing a neighborhood electric vehicle plan to fully analyze potential routes and access points for NEVs. The City of Lincoln's *NEV Transportation Plan* (2006) has been completed and the City of Rocklin is developing a similar plan, supported by a unique law, Sections 1963-1963.8 of the California Streets and Highways Code, which authorized their development.



# 5 PUBLIC REALM DESIGN





# 5 PUBLIC REALM DESIGN

## 5.1 INTRODUCTION

The Corridor Plan is intended to promote a dynamic, easily accessible public realm that contributes to the quality of life experienced in the North Highlands community. The public realm addressed in this chapter includes any outdoor spaces that are accessible to the public, whether privately or publicly owned. This chapter specifically addresses elements that improve pedestrian comfort and improve the overall appearance of the public realm, including:

- streetscape standards;
- street trees and landscaping;
- pedestrian amenities, such as street furniture and lighting, which improve pedestrian comfort;
- signage and gateways; and
- public art.

The standards and guidelines identified in this chapter should be coordinated with those in Chapter 3, “Urban Design,” and Chapter 4, “Circulation.”



*Streetscapes can be used to foster a distinctive local character.*

## 5.2 PUBLIC REALM GOALS AND POLICIES

### 5.2.1 General Goals

**Goal 5.1** Create an aesthetically pleasing public realm incorporating features such as attractive landscaping, signage, and public art.

**Goal 5.2** Incorporate Low Impact Design principles in streetscapes, parking lots, parks, greenways, and other suitable areas to improve water quality, reduce the demand for irrigation, and more efficiently use stormwater runoff.



*Low Impact Design principles should be incorporated throughout the Corridor Plan area.*

### 5.2.2 General Policies

**Policy 5.1** *Public spaces shall conform to the standards expressed in the Stormwater Quality Design Manual, sponsored by the Sacramento Stormwater Quality Partnership.*

**Policy 5.2** *Streets shall be designed as “green streets,” using Low Impact Design stormwater detention techniques, whenever feasible.*

### 5.2.3 Streetscape Goals

**Goal 5.3** Design and construct streets that create a safe, comfortable environment for cyclists and pedestrians.

**Goal 5.4** Construct attractive, safe, and accessible transit facilities.

**Goal 5.5** Provide adequate facilities for alternative vehicles such as neighborhood electric vehicles, including lanes and signage.

### 5.2.4 Streetscape Policies

**Policy 5.3** *Bike lanes shall be a minimum of 7 feet wide, and if designed to include neighborhood electric vehicles, wider lanes must be considered.*

**Policy 5.4** *All streets shall include, at a minimum, 5-foot planting strips*

*and 5.5-foot tree wells.*

**Policy 5.5** *A 5-foot-wide clear or unobstructed pedestrian path shall be provided on sidewalks at all times for compliance with the Americans with Disabilities Act (ADA) handicap access standards.*



### 5.2.5 Landscape Goals

**Goal 5.6** Emphasize native and low-water-use plants in planting design that do not require irrigation beyond the initial establishment period.

**Goal 5.7** Landscaping shall be planted in a manner consistent with Crime Prevention through Environmental Design principles to enhance pedestrian safety.

### 5.2.6 Landscape Policies

**Policy 5.6** Areas that include ornamental species, such as gateways

*and entry monuments, must be irrigated to maintain the health and beauty of the plants.*

**Policy 5.7** Planting strips shall include low-water-use plants that

*can tolerate the regional climate without regular irrigation. Irrigation must be provided to maintain the health and beauty of plants during establishment.*

**Policy 5.8** In areas where safety is a concern, such as parking lots,

*landscaping shall be installed to provide some screening while also allowing passing vehicles and pedestrians to see into the site.*



*Landscaping in parking lots should be designed to screen views without compromising visibility.*

## 5.2.7 Parks Goals



*Neighborhood parks often include gathering places such as shaded picnic facilities.*

**Goal 5.8** Coordinate with Sacramento County Department of Regional Parks, the North Highlands Recreation and Parks District, the Arcade Creek Recreation and Parks District, and private landowners, as appropriate, to fully utilize opportunities to expand and maintain the parks and open space system.

**Goal 5.9** Design and construct a hierarchy of parks and recreational facilities serving the needs of residents, employees, and visitors.

**Goal 5.10** Use established and innovative funding mechanisms, including Mello Roos bonds, capital funding by parks districts, and privately owned and maintained public space to fund the expansion and maintenance of parks and open space.

**Goal 5.11** Encourage the construction of active public gathering spaces such as parks, plazas, and paseos to promote a vibrant pedestrian environment in the mixed-use district centers.

**Goal 5.12** Create a multi-use trail system along creeks and drainageways and within greenways and paseos that accommodates mobility alternatives and affords regional connectivity.

## 5.2.8 Parks Policies

**Policy 5.9** *Parks and recreational facilities shall meet or exceed the requirements of the relevant park district in which the proposed facility is located.*

**Policy 5.10** *Urban parks and plazas shall be located in the Elkhorn and Triangle Gateway District Center. Additional urban parks may be located at major intersections of east-west streets with Watt Avenue or 34th Street, as appropriate.*

**Policy 5.11** *A centrally located, north-south bicycle and pedestrian route shall be located between 34th Street and Watt Avenue. The route may be a Class I, multi-use trail in a greenway or incorporated as a Class I, multi-use trail in the street right-of-way in commercial areas, or a combination thereof.*

**Policy 5.12** *Creek corridors shall incorporate Class I multi-use trails whenever that use does not conflict with the protection of sensitive habitat.*

**Policy 5.13** *Privately owned and publicly accessible spaces, such as plazas and mini-parks, shall remain open and accessible to the public during daylight and regular business hours.*



*Privately owned and maintained mini-parks can serve local neighborhoods.*

## 5.3 STREETScape DESIGN



*Streets shall be designed to balance*

*multiple modes of travel.*

Streetscape design addresses the street, pedestrian walkways, any landscaping along the street, and pedestrian amenities within the public right-of-way, such as lighting and pedestrian furniture. The streetscape is one of the major visual elements that can help neighborhoods and districts establish a distinct local character. Streetscape design can also be used to define local neighborhoods and commercial districts through the use of such elements as pavement treatments, street trees, and lighting fixtures.

### 5.3. Streetscape and Trail Standards 1

Streetscape standards are provided to ensure that street and streetscape facilities are designed as functional vehicular, bicycle, and pedestrian-friendly spaces that enhance the quality of the community. These standards support the concept plans described in Chapter 4, “Circulation.” Parking requirements for the district centers and neighborhood areas in the Corridor Plan area are provided in Section 3.4, “Development Standards.”

**Table 5.1: Vehicular Lane Standards**

VEHICULAR LANE MINIMUM WIDTHS	
Thoroughfare and Arterial Streets (>35 mph)	11'-12'
Collector Streets (25-35 mph)	11'
Commercial Streets	13'
Local Street (25 mph)	10'
Alley (25 mph)	10'
Standard Parking Lane	7'-9'
Landscape Medians with No Left Turn Lanes	6'
Raised Landscape Median with Left Turn Lanes	12'

### Vehicular Lanes

The widths of vehicular travel lanes are prescribed based on the function, type of vehicles, and vehicle travel speeds. Eleven-foot travel lanes should be used where speeds are lower than 35 miles per hour (mph). Twelve-foot outside lanes should be used for travel speeds 35 mph or greater or where there are high truck and bus volumes. Ten-foot travel lanes are encouraged on low volume neighborhood streets with 25 mph posted speed limits, which can be expanded to 14-foot lanes for designated bicycle routes.

Medians should be used on thoroughfare and arterial streets to control traffic access and reduce unsafe turning movements or other potential traffic hazards. Landscaped medians without turning lanes shall be a minimum of 6-feet wide. Raised and/or landscaped medians with left turn lanes shall be provided on North Watt Avenue, Elkhorn Boulevard, Roseville Road, and other busy arterial streets with limited access to

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## Transit Lanes

Watt Avenue is planned to include dedicated bus rapid transit lanes. Mixed travel lanes with bus traffic shall be a minimum of 11 feet, with 12 feet recommended for exclusive transit lanes. Bus turnout lanes shall be a minimum width of 10 feet. Bus stops shall have a clearance of 6 feet between the curb and the bus shelter. Passenger waiting areas with a bench shall have a minimum width of 5 feet.

## Bicycle Trails and Lanes

Bicycle access in the Corridor Plan area includes Class I, multi-use

bike trails, Class II on-street bike lanes, and Class III on-street bike routes. Within the creek corridors, Class I bike trails shall be 12-foot-

wide paved paths with a 2-foot wide decomposed granite shoulder on both sides of the trail. All other Class I bike trails in the Corridor Plan area shall be paved and a minimum width of 10 feet.

Class II, on-street bike lanes shall be a minimum width of 7 feet on North Watt Avenue and other streets (including the curb and gutter). Class III, on-street bike routes are recommended for local neighbor-

hood streets, which shall have a minimum travel lane width of 14 feet, to include vehicular and bicycle traffic.

**Table 5.2: Transit Lane Standards**

TRANSIT LANE MINIMUM WIDTHS	
Mixed Travel Lane	11'
Exclusive Transit Lane	12'
Bus Turn-Out Lane	10'

**Table 5.3: Bicycle Lane Standards**

BICYCLE LANE MINIMUM WIDTHS	
Class I Trails	10'
Class I Trails in Creek Corridors	12' (with 2' shoulders each side)
Class II Bike Lanes:	
Thoroughfare and Arterial Streets	7'
Collector Streets	7'
Commercial Streets	7'
Neighborhood Streets	7'
Travel Lanes Class III Bike Route	14'

AUGUST 2012



*Class I bike trail*

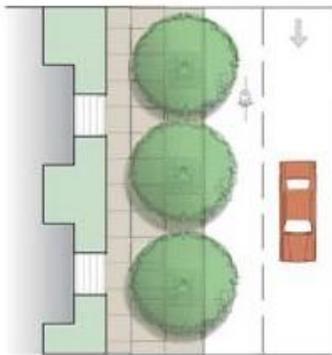


*Class II bike lane*



*Class III bike route*

### 5.3.2 Streetscape Elements



**Figure 5.1—Urban Streetscape Concept Plan**



*The urban streetscape condition can include wide sidewalks and trees planted in tree wells covered by tree grates.*

Well-designed streetscapes should support an active pedestrian environment that promotes walking to local destinations such as transit stops, parks and open space, and commercial areas. Streetscape elements such as wide sidewalks, street trees and landscaping, and pedestrian furnishings improve the pedestrian experience and make walking more pleasant and attractive.

Two types of streetscape conditions are described in this section: urban streetscape conditions that are suitable for the commercial and mixed-use areas in the Elkhorn District Center and Triangle Gateway District and parkway streetscape conditions, which should be used for residential and low-intensity commercial and mixed-use areas outside of the district centers.

#### Urban Streetscape Condition

Urban streetscapes in the Elkhorn and Triangle Gateway District Centers shall include street trees located in tree wells with tree grates set in the sidewalk paving at the back of the curb, or in continuous landscaping strips. Refer to Section 5.4, “Landscape Design,” for recommended street trees and landscape design treatments in the Corridor Plan area. Tree wells shall be a minimum of 5.5 feet by 5.5 feet in size, although larger tree wells are encouraged to promote tree longevity. Continuous landscaping strips are preferred where space permits. In the Triangle Gateway District, where on-street parking is provided, trees may also be located in planters extended into and located between on-street parking spaces. The location of trees should be coordinated with the location of transit stops and stations to provide shade while also ensuring pedestrian access.

Sidewalks in the district centers shall be at least 15 feet wide including the landscaped areas or tree wells to allow for a variety of street activities. Table 5.4, “Urban Streetscape Standards,” defines the widths for different sidewalk activities. Street furnishings are permitted on sidewalks but must not obstruct a 6-foot-minimum clear zone for pedestrian and ADA access.

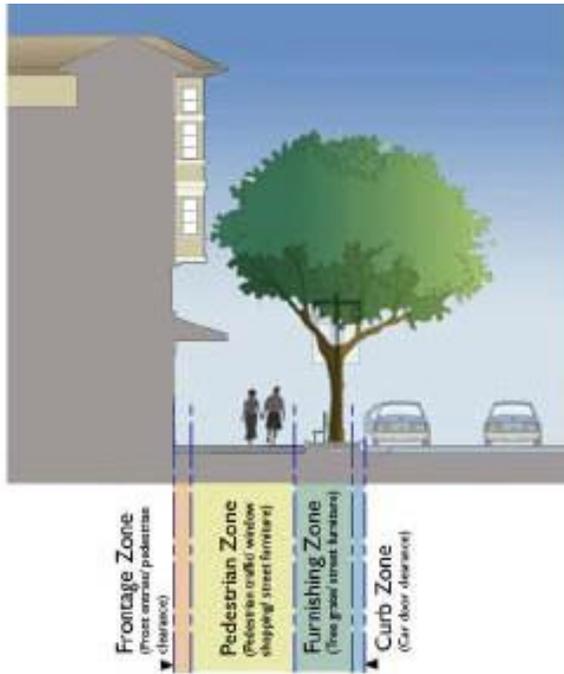


Figure 5.2—Urban Streetscape Zones

Table 5.4: Urban Streetscape Standards

SIDEWALK ACTIVITY	MINIMUM WIDTH
<b>Sidewalk Width</b>	15' min.
<b>Frontage Zone</b>	
Pedestrian path clearance from building	2' min.
<b>Pedestrian Zone</b>	
Pedestrian two-way traffic	6' min.
Window shopping clearance from building	3' min.
Minimum ADA turning radius	5' min.
<b>Furnishing Zone</b>	
Street furniture	2'-3'
Tree wells with tree grates	5.5' x 5.5'
Tree size	3" caliper min.
Tree spacing	20' approx.
Back of bus waiting area with bench	5' from curb
Back of bus waiting area with bus shelter	7.5' from curb
<b>Curb Zone</b>	
Open car door clearance	1.5'
Bus drop-off clearance (per ADA standards)	8' min.



*Parkway design includes a planting strip with street trees and landscaping.*

**Table 5.5: Parkway Standards**

PARKWAY DESIGN	
<b>Sidewalk Width</b>	6' min.
<b>Landscaping</b>	
Landscape Strip	6' min.
Street Trees	
Size	3" caliper min.
Spacing	25' on center; 15' min. from streetlight

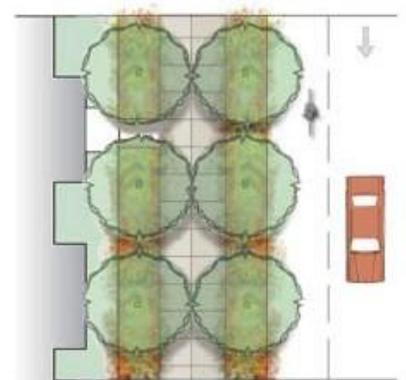
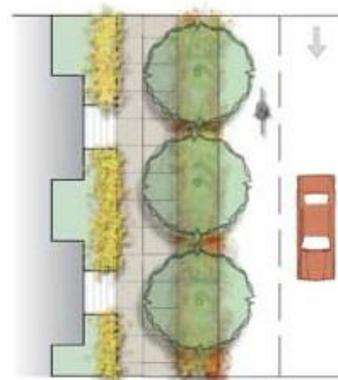
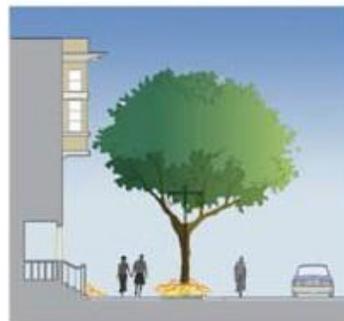


*Double parkway design includes two landscape strips with street trees lining both sides of the sidewalk.*

## Parkway Condition

The parkway condition is intended for commercial, mixed-use, and residential areas outside of the district centers. The parkway condition includes street trees in landscaped planting strips to create a buffer between the sidewalk and the street. Sidewalks shall be a minimum of 6 feet wide at the back of the landscape strip.

The *North Watt Avenue Beautification Master Plan* prescribes a double parkway design for adjoining vacant parcels along the corridor. The double parkway includes planting strips and regularly spaced street trees lining both sides of the sidewalk. The double parkway design may be used elsewhere in the Corridor Plan area to create a sense of enclosure along the street and create a more pedestrian-friendly streetscape environment. In particular, the double parkway may be applied to near-term improvements on 34th Street to allocate and beautify the right-of-way designated in the General Plan. Figure 5.3, "Parkway and Double Parkway Concept Plans," shows the difference between the two designs.



*Parkway Design*

*Double Parkway Design*

**Figure 5.3—Parkway and Double Parkway Concept Plans**

### 5.3.3 Streetscape Design Guidelines

The following design guidelines are intended to guide streetscape design on streets along the corridor. For additional guidelines relevant to streetscape design, refer to the County's *Interim Multi-family Design Guidelines* and *Community Design Guidelines: Commercial and Mixed-use Development*.

#### Street Trees

Trees are a major design component of the streetscape and should create shade to increase pedestrian comfort and enhance the energy efficiency of buildings. Street trees should be selected to create a continuous, shaded canopy along the street. The *North Watt Avenue Beautification Master Plan* provides recommendations for the type of street trees and plants to be used along the North Watt Avenue corridor. The guidelines provided below may be applied to all streets in the Corridor Plan area.

1. Street trees should be selected to be compatible with the type and scale of the street.
2. Street trees should be native or low-water-use species.
3. Tree species selected should have the ability to thrive in urban conditions that may be interrupted with sidewalks or underground utilities and lines.
4. Street tree planting should be modified to incorporate existing trees, whenever possible.
5. The location of street trees along bus transit corridors should be coordinated with the location of transit stops and stations.
6. Colorful accent trees may be used to highlight intersections, gateways, focal points, or other important destinations in the community.



*Street trees should provide a continuous canopy along the street.*



*Accent trees and ornamental landscaping highlight this community entryway.*



*Alternative surface materials should be used to differentiate pedestrian crosswalks.*



*Textured and colored pavement may be used to define different sidewalk areas and activities.*



*Street furnishings should be provided to encourage outdoor pedestrian activity.*

## Paving Materials

Paving materials should be used to enhance pedestrian safety, clearly define the pedestrian accessway, and improve the appearance of the ground plane. Textured or colored pavement should be used to highlight special areas of the community.

1. Textured or colored pavement is encouraged within commercial areas to distinguish pedestrian gathering areas.
2. Key intersections on thoroughfare, arterial, and collector streets should incorporate textured or colored pavement to highlight pedestrian walkways across the street.
3. Light-colored paving is encouraged to reduce heat gain and the effects of the urban heat island.
4. Alternative surface paving materials that help keep stormwater runoff on-site are encouraged to minimize the need for supplementary irrigation.

## Street Furnishings in Commercial Districts and Centers

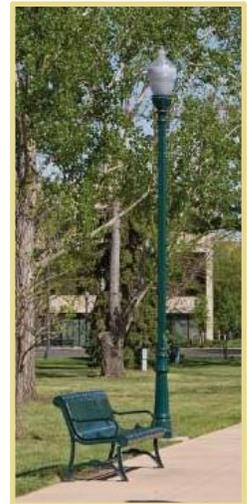
Street furnishings such as kiosks, benches, newspaper racks, bike racks, bus shelters, lighting, planters, trash cans, cafe tables and chairs, or flower boxes should be provided along North Watt Avenue and within the commercial district centers in the community to increase opportunities for people to socialize and spend time outdoors.

1. Opportunities for seating and spontaneous gathering areas should be integrated into site design, and may include low walls, steps, fountains, planter boxes, and similar design features.
2. Street furniture shall be attractive, comfortable, functional, easy to maintain, high-quality, and vandal-resistant.
3. Public art is encouraged to be incorporated into the site or landscape design. Refer to Section 5.7, "Public Art," for design guidelines on public art.

## Lighting

Lighting is an integral part of the overall image and character of the community. Lighting for the Corridor Plan area shall be selected to improve the safety, security, and pedestrian quality of the community. Lighting shall be designed and located along major streets and circulation routes to meet minimum, necessary ambient light levels, as recommended by the table below. Street lighting shall be directed and regularly spaced, using cut-off fixtures to project light on to the street and away from buildings. Lighting shall be energy efficient, comply with County zoning standards for lighting, and shall be consistent throughout the corridor.

1. A single, distinctive light fixture should be selected for North Watt Avenue that provides a clear identity for the corridor.
2. Pedestrian lighting consisting of smaller pole fixtures, approximately 12-14 feet high, shall be provided in the district centers and commercial centers in the community and integrated into the overall site design. Bollard light fixtures are also recommended as an alternative to pole-mounted light fixtures.
3. Street lighting on collector and local residential neighborhood streets shall be ornamental or decorative light fixtures, not to exceed 14 feet high.
4. Landscape lighting is encouraged for entryway features, signage, or other pedestrian areas. Landscape lighting shall be hidden from direct view unless integral to the site or sign design. Uplighting of trees and landscaping may be used as a design feature to identify special entries, signs, water features, and landmarks with emphasis on lighting the object or area and avoiding light spillover.



*Distinctive pedestrian light fixtures are recommended in the Watt Avenue Plan Area.*

**Table 5.6: Lighting Standards**

LIGHTING	MAXIMUM HEIGHT	ILLUMINATION LEVELS
North Watt Avenue	40'	per County
Arterial Street	25'	standards
Collector or Neighborhood Street	14'	
Commercial or High-Use Pedestrian Street	14'	
Parking Lots	25'	



*Bollards that include pedestrian*





*Transit stops should include pedestrian amenities such as shade structures, seating, trash receptacles, and route signage.*

### Transit Facilities

Transit stops and stations in the Corridor Plan area should incorporate pedestrian amenities such as comfortable seating, shelters, route signage, and safe pedestrian crossings to encourage transit use.

1. Transit stops should be located to provide easy access to the public pedestrian network.
2. Pedestrian crossings near transit stops shall be striped and clearly marked and/or include pedestrian refuges and curb extensions, where appropriate.
3. Bike racks and/or lockers should be provided at transit stations to promote transit use.

### Bicycle Parking Facilities

Bicycle parking facilities should include a mix of long-term (lockers or secure areas) and short-term (stationary structures) per Sacramento Metropolitan Air Quality Management District standards. Bicycle parking facilities should be conveniently accessible and connected to destinations by pedestrian walkways.



*Bicycle parking should be convenient and secure.*

1. Bicycle paths, lanes, and routes should be designed as an interconnected system supported with convenient, safe, and secure bicycle parking facilities.
2. Bicycle facilities, signs, and pavement marking should be uniform throughout the Corridor Plan area to ensure safety.
3. Crossings at railroad tracks should be designed perpendicular to the direction of bike travel and treated to ensure safe, smooth crossings.
4. Curbside bicycle lanes should provide curb inlet grates when possible.
5. Parking lot lights and security lighting in service areas shall be designed to avoid light spillover into adjacent properties and should complement the design of the street lights used in the community.

### 5.3.4 Traffic Calming

Traffic calming refers to roadway design techniques intended to slow traffic and enhance pedestrian visibility and safety. Traffic calming is recommended at intersections and pedestrian crossings on arterial, collector, and local streets in the Corridor Plan area where regular pedestrian traffic can be expected. Traffic calming is also recommended for areas where bikeways intersect with streets, such as the intersection of open space corridors with 34th Street. Potential traffic calming measures are described below.

#### Textured Pavement

Textured pavement incorporates stamped or colored pavement or contrasting paving materials to create an uneven surface. Textured pavement can be applied at intersections, midblock locations, or driveways to signal the presence of a pedestrian crossings to motorists. This traffic calming measure could also be applied to 34th Street.

#### Bulb-Outs

Bulb-outs are used to shorten the crossing distance of intersections and reduce turning vehicle speeds. Bulb-outs can be used at intersections or midblock locations on most roadway types where the expected average daily traffic is less than 20,000 vehicle per day and posted speed limits are 35 mph or less. This traffic calming measure could be applied to 34th Street. Application of bulb-outs should be coordinated with bus transit service providers on appropriate streets.

#### Chicanes

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves. Chicanes can be created by alternating on-street parking between one side of the road and the other. Chicanes should be used at midblock locations only where the expected average daily traffic is less than 5,000 vehicles per day and posted speed limits are 35 mph or less.



*Textured pavement can be used at intersections to identify the pedestrian accessway and slow traffic.*



*Bulb-outs at intersections reduce the crossing distance.*



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*Chicanes are curb extensions that alternate from one side of the street to the other to create S-shaped curves.*



*Speed tables are flat-topped speed bumps used to slow traffic.*



*Raised crosswalks may be used at intersections or midblock locations.*



*Traffic circles are raised islands in the intersection.*



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*Roundabouts are raised islands that control competing vehicular movements.*

### Speed Tables

Speed tables are flat-topped speed bumps approximately 22 feet long, typically long enough for the entire wheelbase of a passenger car to rest on top. Their flat top slopes more gently than speed bumps, giving speed tables higher design speeds than speed bumps. Speed tables should be used at midblock locations only on collector and residential streets with fewer than 7,500 vehicles and posted speed limits of 35 mph or less.

### Raised Crosswalks

Raised crosswalks are speed tables striped with crosswalk markings and signage to clearly identify pedestrian crossings. Raised crosswalks should be used at intersection or midblock locations where high pedestrian traffic exists. Raised crosswalks can be used on collector and residential streets with fewer than 7,500 vehicles and posted speed limits of 35 mph or less.

### Traffic Circle

Traffic circles are raised islands, placed in intersections, around which traffic circulates. Stop signs or yield signs can be used as traffic controls at the approaches to the traffic circle to prevent drivers from speeding through intersections. Traffic circles should be used at low volume residential intersections where the combined intersection volume should not exceed 10,000 vehicles per day.

### Roundabouts

Roundabouts are raised islands, typically larger than traffic circles, used on high volume streets to allocate the right-of-way among competing movements. Roundabouts have splitter islands to channel approaching traffic to the right, and do not have stop signs. Single lane roundabouts should be used at intersections where collector streets intersect and the combined intersection volume should not exceed 16,000 vehicles per day. Roundabouts may be used in place of a traffic signal. A roundabout is planned for the intersection of Freedom Park Drive and 34th Street.

## 5.4 LANDSCAPE DESIGN

Landscape design in the Corridor Plan area should help to establish an attractive, visually cohesive character of defined districts, district centers, neighborhoods, and streets. Landscaping in the Corridor Plan area should improve or enhance the existing landscape identity of the community and should be coordinated with the surrounding planning areas including the McClellan Business Park and the North Highlands Town Center, guided by the *North Highlands Town Center Development Code*. Street trees and other landscaping should be selected as part of an overall streetscape design that includes street lights, street furniture, and street paving, as described in Section 5.3, “Streetscape Design.”



*Landscaping is used to define spaces along the street.*

### 5.4.1 Landscape Framework

Figure 5.4, “Landscape Framework Concept Plan,” on the following page identifies the landscape areas envisioned for the North Watt Avenue Corridor Plan area. It emphasizes streetscape landscaping for Watt Avenue and 34th Street, with additional streetscape landscaping for major east-west streets, such as Elkhorn Boulevard and Q and I Streets. Because these east-west streets extend beyond the Corridor Plan area, streetscape improvements must be coordinated with existing streetscape plantings (such as is found on portions of Elkhorn Boulevard) as well as future planning efforts in the West of Watt area.

The landscape framework also identifies opportunities for landscaping focal points at the intersection of Watt Avenue and 34th Street with major east-west streets. The location of these focal points also coincide with gateways into the community, district centers, and neighborhoods. Landscape focal points in the district centers could potentially be combined with transit stations.

Creek corridors should be designed in a natural manner that restores native habitat wherever possible. Where native plants have been eliminated, such as along Magpie Creek, which is a concrete-lined drainageway, creek corridors may be designed as urban greenways.



*Special landscape design treatments can enhance the pedestrian quality of the street.*



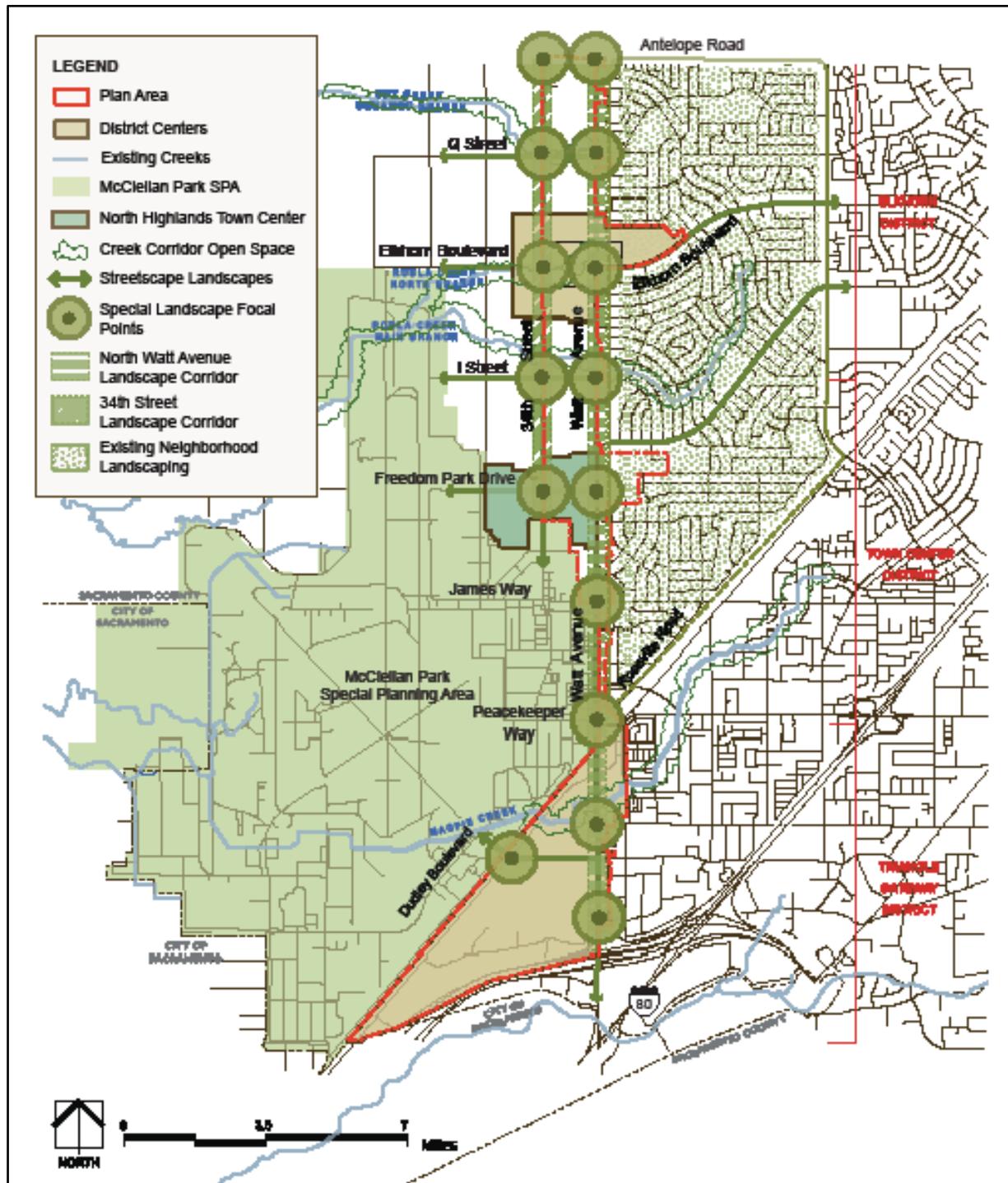


Figure 5.4—Landscape Framework Concept Plan

## 5.4.2 Streetscape Landscaping

Streetscape landscaping consists primarily of street trees, in planting strips or tree wells, with supplementary landscaping planted in planting strips, medians, and at focal points. Streetscape landscaping contributes to the beauty of the street and supports the pedestrian environment by providing shade.

This section provides planting suggestions for Watt Avenue, 34th Street, the street hierarchy, creek corridors, and parks, paseos, and open space. Ornamental landscaping in planting strips, medians, and at focal points should consist of low-water-use plants. Native plants should be used whenever possible, but are not required.

### North Watt Avenue

Streetscape improvements along North Watt Avenue are phased as near- and long-term improvements described below. Figure 5.4, "Landscape Framework Concept Plan," identifies North Watt Avenue and 34th Street as important north-south connections with special landscape features and defined focal points.

#### North Watt Avenue Near-Term Improvements

The installation of phased streetscape improvements are underway along North Watt Avenue from I-80 to Elkhorn Boulevard, as defined by the *North Watt Avenue Beautification Master Plan* (Beautification Plan). The Beautification Plan recommends a variety of streetscape design treatments that seek to minimize the impacts on existing homes and businesses along the corridor and include:

- new sound walls with landscaping adjacent to existing homes;
- attached sidewalks and curbs (as one continuous element) along frontage roads;
- double planting strips adjacent to large, underutilized parking lots; and
- planting strips and detached sidewalks in all remaining portions of the corridor.



*Implementation of streetscape improvements are underway along North Watt Avenue.*

**Table 5.7: NORTH WATT AVENUE  
RECOMMENDED STREET TREE LIST<sup>1</sup>**

LATIN NAMES	COMMON NAMES
<b>District 1</b>	
Fraxinus moraine	Raywood ash
Prunus 'Krauter Vesuvius'	Purple leaf plum
<b>District 2</b>	
Cercis occidentalis	Chinese hackberry
Pyrus calleryana 'Aristocrat'	Bradford pear
<b>District 3</b>	
Lagerstroemia indica 'Catawba'	To match crape myrtle
<b>District 4</b>	
Pinus canariensis	Canary island pine
Phoenix canariensis	Canary island palm
Pyrus calleryana 'Aristocrat'	Bradford pear
Quercus lobata	Valley oak
<b>District 5</b>	
Quercus agrifolia	Coast live oak
Pistachia chinensis	Chinese pistache

*Note:*

1. *Per the North Watt Avenue Beautification Master Plan. For more information on zones, refer to the Beautification Plan.*

The Beautification Plan organizes near-term improvements along North Watt Avenue into five different districts and recommends street trees, as shown in Table 5.7, "North Watt Avenue Recommended Street Tree List."

### **Watt Avenue Long-Term Improvements**

Long-term streetscape should preserve the near-term streetscape improvements identified above, with enhancements that identify gateways, district centers, and transit nodes in the community (as conceptually represented by circles in Figure 5.4, "Landscape Framework Concept Plan"). This Corridor Plan also discourages the use of sound walls on North Watt Avenue and suggests alternative design solutions be explored (see Section 3.3.2 for recommended, alternative site solu-

tions to the use of sound walls).

### 34th Street

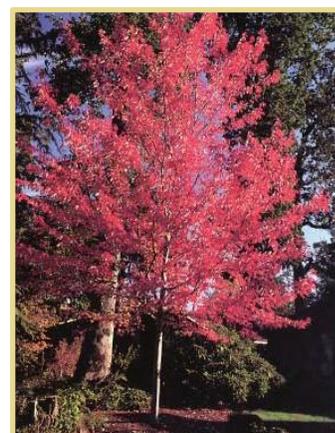
As an important north-south route, 34th Street should be designed with large-canopy street trees that can provide adequate shade for pedestrians and cyclists. Street trees should also be selected in anticipation of providing shade for future bus transit stops and stations. The streets should be designed with a continuous canopy of street trees that line the pedestrian walkways, contributing to a pleasant walking environment. The majority of street trees (greater than 60%) should consist of moderate canopy shade trees with a diameter of approximately 20-30 feet at maturity. More than one species of tree should be planted along each block to vary the street scene and reduce the vulnerability to disease possible with the use of a single species.

Street trees at the district centers may be more formal and/or ornamental. The 34th Street streetscape must be coordinated with the main street environment envisioned for the intersection of 34th Street/Dudley Boulevard and Freedom Park Drive, which will include a traffic circle.

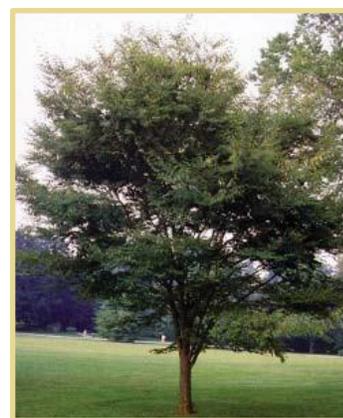
The landscaping strip should include two or more of the street and accent trees listed in Table 5.8, "Recommended Street Trees for 34th Street." Accent trees should be planted at intersections and focal points only and are not intended as one of the primary street tree species.



Near-term improvements on 34th Street will include street trees in a landscaped planting strip with bike lanes and sidewalks.



Red Maple



Sunburst Honey Locust

Table 5.8: RECOMMENDED STREET TREES FOR 34TH STREET

LATIN NAMES	COMMON NAMES	CA NATIVE SPECIES
<b>Street Trees</b>		
Acer rubrum	Red Maple	
Gleditsia triacanthos	Sunburst Honey Locust	
Juglans californica	California Black Walnut	X
Zelkova Serrata	Saw-leaf Zelcova	
<b>Accent Trees</b>		
Lagerstroemia hybrid	Crepe Myrtle	
Prunus sp.	Flowering Plum	
Rhus lancea	African Sumac	



*New and existing streets in the plan area should be distinguished with unique landscape characteristics.*



*Ornamental trees and landscaping can be planted to highlight focal points in the landscape strip or median.*

## Thoroughfares, Arterials, and Collectors

These landscaping standards should be applied to major thoroughfare and arterial streets (Elkhorn Boulevard and Roseville Road), existing collector streets (including Q Street, I Street, and Winona Way), and any new arterial and collector streets that may be constructed. These streets should be designed with a continuous canopy of street trees that line the pedestrian walkways, contributing to a pleasant walking environment. The majority of street trees (greater than 60%) should consist of moderate canopy shade trees with a diameter of approximately 20-30 feet at maturity. More than one species of tree should be planted along each block to vary the street scene and reduce the vulnerability to disease possible with the use of a single species.

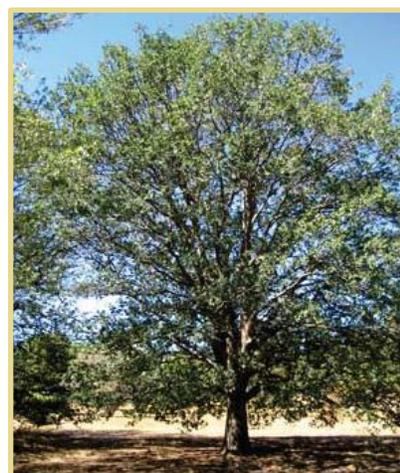
Inclusion of species native to California or the western U.S. with similar environmental requirements is encouraged. Recommended street and accent trees are listed in Table 5.9, "Recommended Street Trees for Thoroughfare, Arterial, and Collector Streets."

Accent trees are recommended to highlight gateways and focal points at major intersections (see Figure 5.4, "Landscape Framework Concept Plan" for the location of focal points). Accent trees may also be used as part of the overall street tree design pattern, but are not recommended as the predominant species of street trees.

Street trees in the planting strip should be supplemented with low-water use ornamental plants, as approved by County Zoning Code Section 14.10.120, "Relative Water Requirements of Commonly Used Plants."

**Table 5.9: RECOMMENDED STREET TREES FOR THOROUGHFARE, ARTERIAL, AND COLLECTOR STREETS**

LATIN NAMES	COMMON NAMES	CA NATIVE SPECIES
<b>Street Trees</b>		
<i>Acer rubrum</i>	Red maple	
<i>Fraxinus uhdei</i>	Evergreen ash	
<i>Gleditsia triacanthos</i>	Eunburst honey locust	
<i>Gingko biloba</i>	Gingko	
<i>Juglans californica</i>	California black walnut	X
<i>Pistachia chinensis</i>	Chinese pistache	
<i>Quercus agrifolia</i>	Coast live oak	X
<i>Quercus douglasii</i>	Blue oak	X
<i>Quercus ilex</i>	Holly oak	X
<i>Quercus kelloggii</i>	Kellogg oak	X
<i>Quercus palustris</i>	Pin oak	
<i>Ulmus parvifolia</i>	Chinese elm	
<i>Tilia cordata</i>	Little-leaf linden	
<i>Umbellularia californica</i>	California bay	X
<i>Zelkova serrata</i>	Sawleaf zelkova	
<b>Accent Trees</b>		
<i>Acer buergeranum</i>	Trident maple	
<i>Arctostaphylos glauca</i>	Big berry manzanita	X
<i>Cercis occidentalis</i>	Western redbud	X
<i>Crataegus douglasi</i>	Black hawthorne	X
<i>Lagerstroemia hybrid</i>	Crape myrtle	
<i>Malus floribunda</i>	Japanese crabapple	
<i>Rhus lancea</i>	African sumac	



*Blue oak*

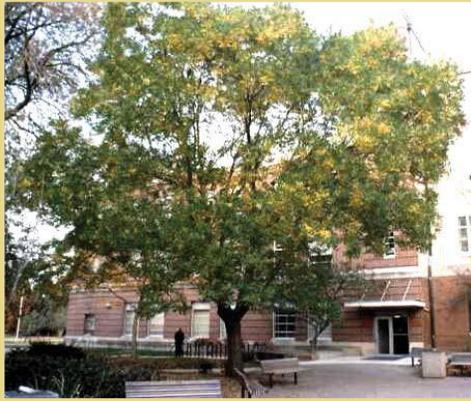


*Gingko*



*Chinese pistache*

## Local Streets and Neighborhood Areas



*Chinese scholar tree*

Streetscapes along new and existing neighborhood streets in the Corridor Plan area should be designed with a continuous canopy of street trees to encourage residents to walk to transit facilities, district centers, and other local destinations. Street trees and landscaping should also contribute to the visual appeal of neighborhoods and be coordinated with any landscaping in existing, nearby neighborhoods. Unpaved alley setback areas in new development should also be landscaped. Landscaping may include low-water-use ornamental trees, shrubs, and groundcover. Privately maintained yards and areas adjacent to sidewalks should contribute to and enhance the public realm of the street.

Street trees along local streets and in neighborhood areas should follow the standards and guidelines for thoroughfares, arterials, and collector streets and incorporate the recommended street trees identified in Table 5.9, “Recommended Street Trees for Thoroughfare, Arterial, and Collector Streets.” This list of street trees may be supplemented with those recommended in Table 5.10, “Supplemental Recommended Street Trees for Local Streets and Neighborhood Areas,” which includes several ornamental species.

**Table 5.10: Supplemental Recommended Street**

### **Trees for Local Streets and Neighborhood Areas**

LATIN NAMES	COMMON NAMES
<b>Street Trees</b>	
Acer pseudoplatanus	Sycamore maple
Sophora japonica	Chinese scholar
<b>Accent Trees</b>	
Cornus sp.	Flowering dogwood
Prunus sp.	Flowering cherry
Zizyphus jujube	Chinese date

### 5.4.3 Creek Corridors

Three creeks traverse the Corridor Plan area: Dry Creek, two branches of Robla Creek, and Magpie Creek. These creeks should be preserved and restored (Dry and Robla Creeks) or designed as urban greenways (Magpie Creek). All creek corridors should serve as landscaped open space corridors with local and regional trail connections. Trail buffers should include multi-use trails and passive recreation amenities. A minimum 50-foot landscape buffer shall be provided on either side of each creek.

Dry and Robla Creeks should be restored to their natural functions, where feasible, to manage stormwater runoff, improve water quality, and serve as habitat areas for native plant and riparian species. The creeks and their associated landscape buffers should be analyzed and designed to incorporate native tree and plant species suitable to the local environment.

Magpie Creek consists of an open concrete drainage channel with some undergrounded portions. Magpie Creek may be designed as an urban greenway, with tree species selected from Table 5.11, "Recommended Trees for Parks and Open Space."



*Magpie Creek and creeks and drainage-ways on the east side of the Corridor Plan area have been channelized and may be enhanced to serve as urban greenways.*



*Robla and Dry Creeks should be considered for restoration with native tree and plant species.*



*Blue Ravine in Folsom is an example of a successful restoration project that incorporates a pedestrian pathway.*

#### 5.4.4 Parks, Paseos, and Open Space



The parks, paseos, and open space system in the Corridor Plan area should be designed with a landscape palette that is more informal in character than the streetscapes described above. Parks, paseos, and open space in the Corridor Plan area should be designed as distinct outdoor living areas that help establish unique neighborhood character. Native species are preferred, but may be supplemented by non-native trees and ornamental landscaping that is drought-tolerant and suitable for the local climate.



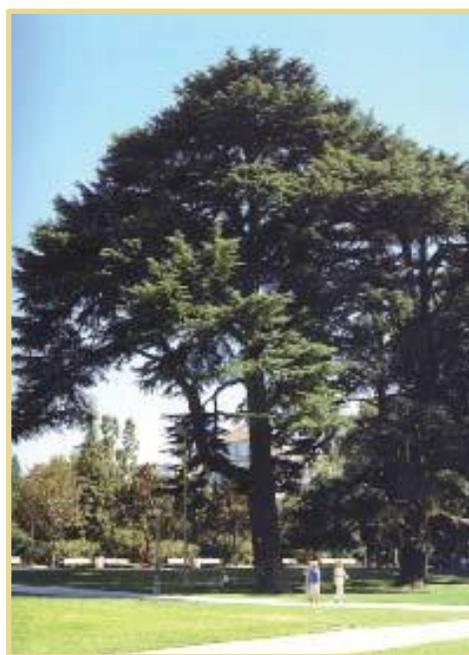
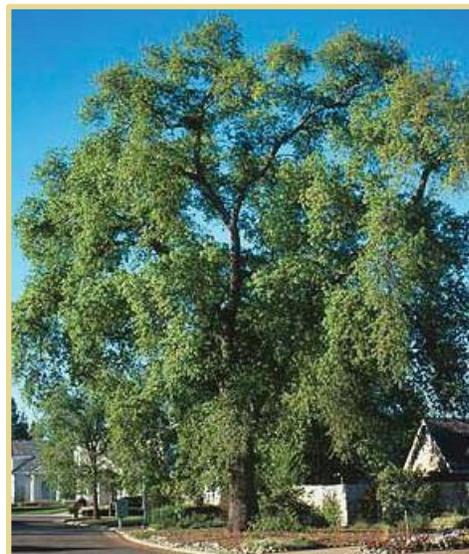
*Urban open space systems include paths, paseos, plazas, courtyards, and other pedestrian areas.*

Parks, paseos (defined in Appendix A, “Glossary”), and open space shall consist primarily of large canopy shade trees that may range from 20-35 feet in diameter at maturity. Smaller accent trees, approximately 15-20 in diameter, may be used for visual variety within parks and open space and at park entrances and other focal points, but should be limited in their use. Parks and paseos in the Corridor Plan area shall be designed to provide 100% shaded walkways within 15 years of construction.

Recommended trees are noted in Table 5.11, “Recommended Trees for Parks, Paseos, and Open Space.” Trees identified as “Riparian” should only be used near creeks or other bodies of water to support their high water use needs. Large canopy species should be used for most park, paseo, and open space landscaping.

**Table 5.11: RECOMMENDED TREES FOR PARKS, PASEOS  
AND OPEN SPACE**

LATIN NAMES	COMMON NAMES	CA NATIVE SPECIES
<b>Riparian Trees</b>		
<i>Acer negundo</i>	Box elder	X
<i>Alnus rhombifolia</i>	White alder	X
<i>Crataegus douglasii</i>	Black hawthorne	X
<i>Fraxinus americana</i>	White ash	
<i>Salix gooddingii</i>	Goodding's willow	X
<i>Salix lasiandra</i>	Red willow	X
<b>Moderate to Large Canopy Trees</b>		
<i>Fraxinus uhdei</i>	Red maple	
<i>Cedrus deodara</i>	Deodar cedar	
<i>Gleditsia triacantho</i>	Sunburst honey locust	
<i>Gingko biloba</i>	Gingko	
<i>Juglans californica</i>	California black walnut	X
<i>Pistachia chinensis</i>	Chinese pistache	
<i>Quercus douglasii</i>	Blue oak	X
<i>Quercus kelloggii</i>	Kellogg oak	X
<i>Quercus lobata</i>	Valley oak	X
<i>Quercus palustris</i>	Pin oak	
<i>Ulmus parvifolia</i>	Chinese elm	
<i>Umbellularia californica</i>	California bay	X
<b>Accent Trees</b>		
<i>Acer buergeranum</i>	Trident maple	
<i>Arctostaphylos glauca</i>	Big berry manzanita	X
<i>Cercis occidentalis</i>	Western redbud	X
<i>Crataegus douglasi</i>	Black hawthorne	X
<i>Lagerstroemia hybrid</i>	Crape myrtle	
<i>Heteromeles arbutifolia</i>	Toyon	X



*Parks can accommodate larger tree species such as the Valley Oak (above top) and Deodar Cedar (above bottom).*





*Neighborhood parks are encouraged to serve local neighborhoods and commercial areas.*



*Urban parks can serve as gathering places.*

## 5.5 PARKS AND OPEN SPACE SYSTEM

A variety of publicly accessible parks and open space types and facilities should be provided to serve the diverse needs of the community. These parks and open spaces could include urban plazas and paseos, neighborhood parks and mini-parks, and open space corridors along creeks, as shown in Figure 5.5, “Parks and Open Space Concept Plan.” Figure 5.5, “Parks and Open Space Concept Plan,” indicates the location of existing park, school, and recreation facilities in the Corridor Plan area and suggests in a conceptual fashion (in the green bubbles) where new parks could be distributed or sited to best serve the future needs of the community. The provision of parks and open space should be coordinated with service providers, including the Sacramento County Department of Regional Parks, the North Highlands Recreation and Parks District, and the Arcade Creek Recreation and Parks District, as appropriate. Funding mechanisms for construction and maintenance must be provided as part of any financing strategy for parks, plazas, and open space areas to be maintained by the parks districts. Parks and open space are an important part of the public realm contributing to a positive experience of the Corridor Plan area and the North Highlands community, and good maintenance is essential to regular and continued use.

### 5.5.1 Parks

Parks should be provided in the Corridor Plan area at a minimum ratio of 3.0 acres per 1,000 population, although a higher ratio (5.0 acres per 1,000) is recommended. Consideration may be given to development of up to 1.5 acres of the required 3.0 acres as private or common open space within new residential development. Consideration may also be given to developers of residential projects with 50 units or less, who may pay an in-lieu fee rather than providing park land or may provide for the trail improvements as part of their park dedication requirement.

The district centers may include a number of publicly accessible parks and plazas that are privately owned and maintained. These facilities are associated with individual development projects whose locations will be determined during the design phase of individual projects. Private park or open space facilities may be counted toward park

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requirements, provided they are  
accessible to the public during  
daylight  
hours.

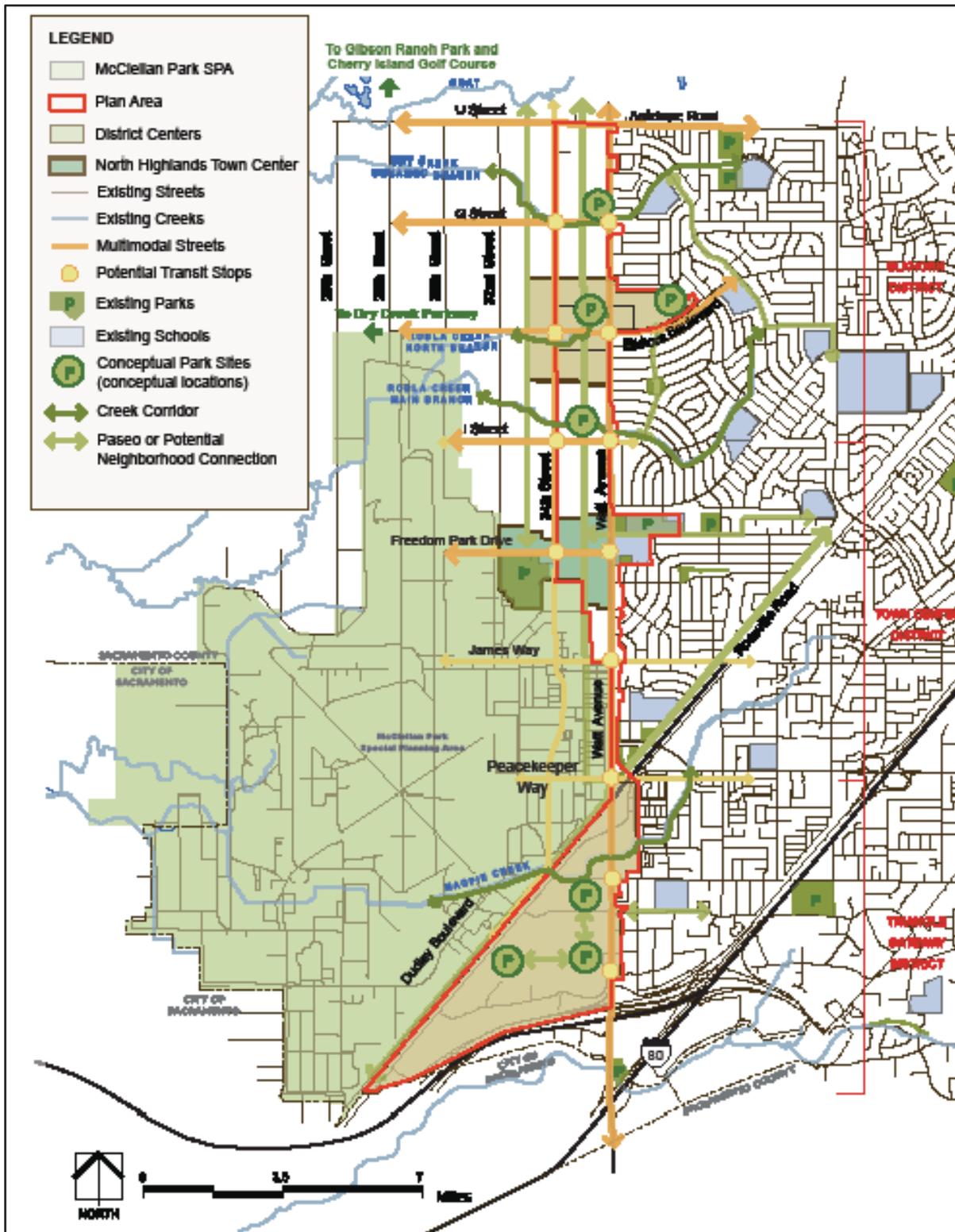


Figure 5.5—Parks and Open Space Concept Plan

## 5.5.2 Open Space and Trail System



*Open space and trail connections should link schools, parks, transit, and other destinations in the community.*

Open space and trail connections should link existing and planned destinations in the community, including schools, parks, transit stations, commercial areas, civic facilities, and employment centers. The proposed trail system for the Corridor Plan area will consist of:

- Class II bike lanes along North Watt Avenue, 34th Street, Elkhorn Boulevard, and on the collector streets (described in Chapter 4, “Circulation”);
- Class I, multi-use trails along creek corridors;
- A Class I, multi-use trail adjacent to Roseville Road;
- A Class I, multi-use paseo and greenway between 34th Street and Watt Avenue; and
- Urban open space paths and walkways.

The system of trails in the Corridor Plan area shall be designed to connect to regional trails including trails on the Dry Creek Parkway, located west of the Corridor Plan area.

These trails are described in more detail in the following sections.

### Class I, Multi-Use Trails in Creek Corridors

Creek corridors serve as community amenities that provide Class I trails with bicycle and pedestrian access, reconnect neighbors to the natural environment, and accommodate passive recreational uses such as walking, jogging, bird watching, picnic areas, rest stops, overlooks, and interpretative signage. Figure 5.6, “Class I, Multi-Use Trails,” shows conceptual plans and sections for the design of creek corridors with Class I, multi-use trails. Trails along creek corridors shall be designed as part of a comprehensive open space and trail system that will also address future connections to trails in the West of Watt area. Creek corridors should be designed and landscaped to provide drainage, treat stormwater runoff, and restore native habitat, where feasible.



*Creeks corridors provide opportunities for revegetation, which can improve hydrologic functions.*



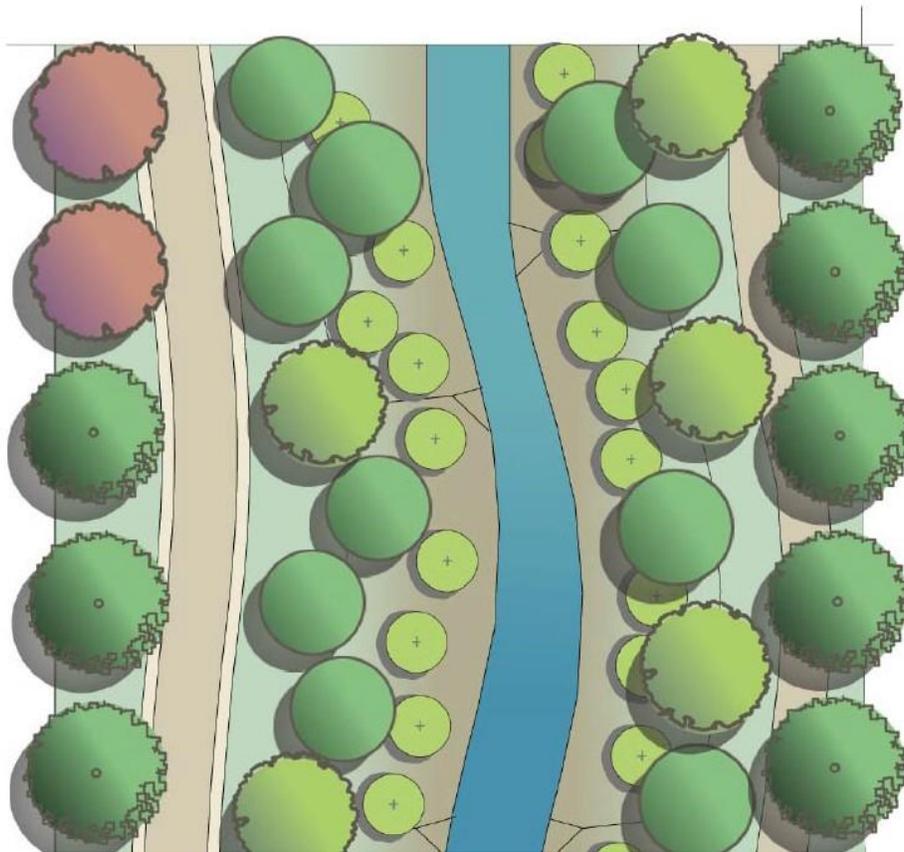
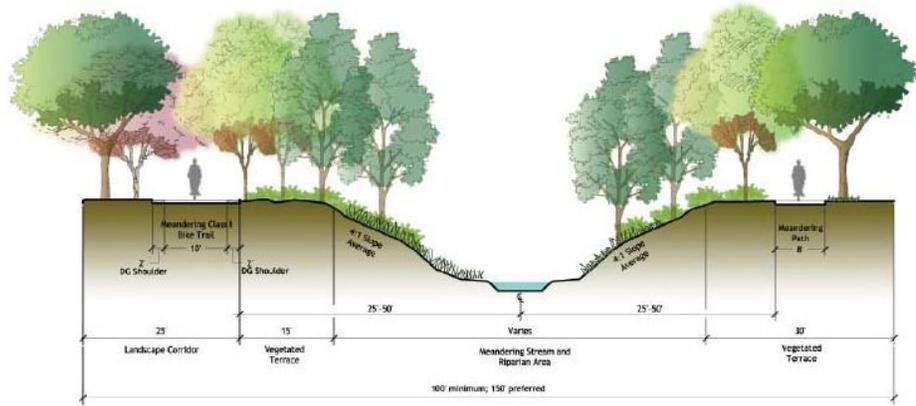


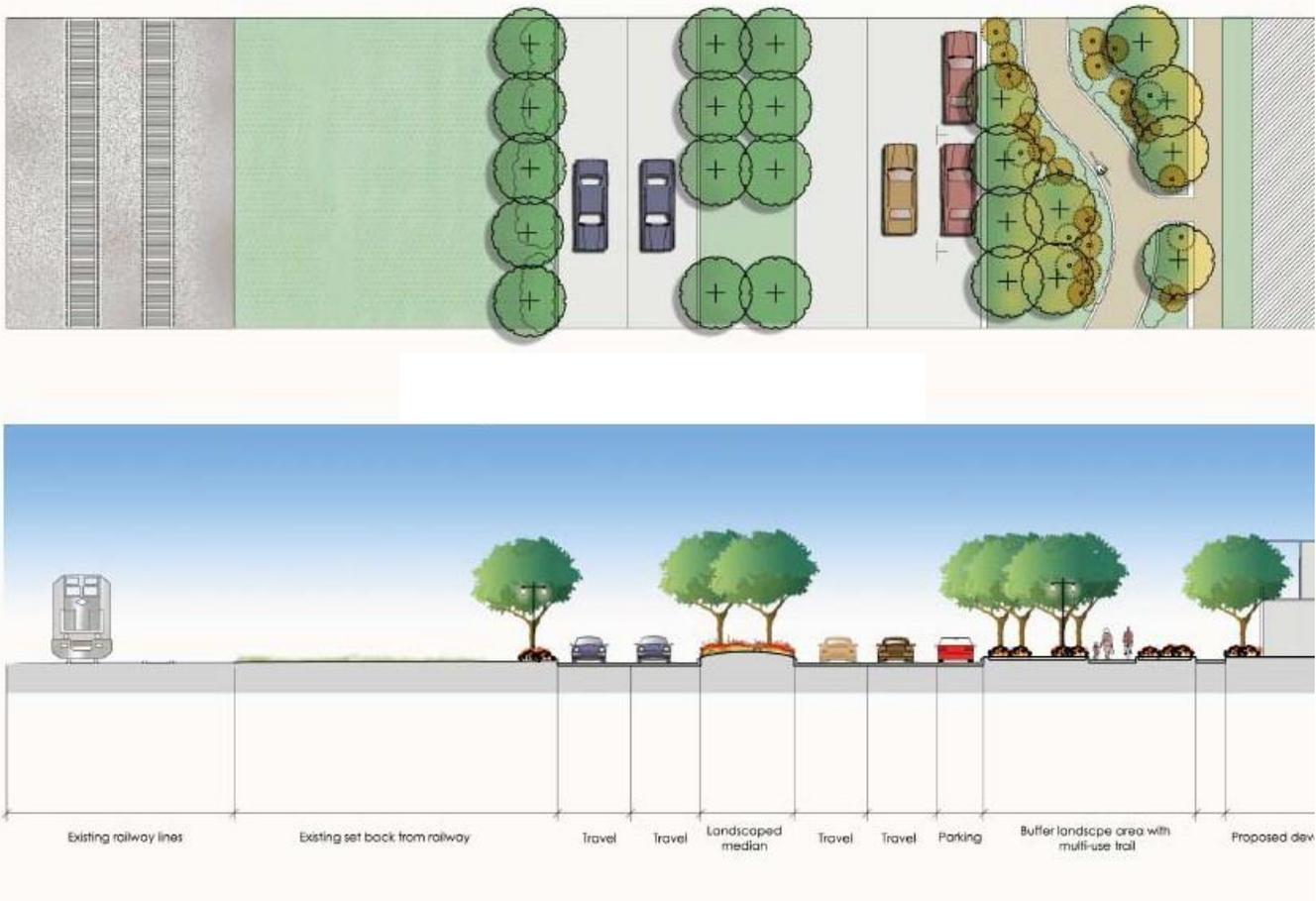
Figure 5.6—Class I, Multi-Use Trails in Creek Corridors



### Roseville Road Class I, Multi-Use Trail

An open space landscape buffer with a meandering Class I trail is suggested along Roseville Road, within the road right-of-way, to buffer the Triangle Gateway District from the adjacent railroad tracks and traffic along Roseville Road (see Figure 5.7, “Roseville Road Class I Multi-Use Trail”). This route is intended to serve as a continuous north-south neighborhood trail connection from the Triangle Gateway District to other areas of the community.

*A landscape buffer could accommodate a multi-use trail between Roseville Road and the Union Pacific railroad.*



**Figure 5.7—Roseville Road Class I, Multi-Use Trail**

## Class I, Multi-Use Paseo and Greenways

A central north-south paseo is suggested midblock between Watt Avenue and 34th Street to provide alternative bicycle and pedestrian travel routes for the community. Refer to Figure 5.8, “North-South Class I, Multi-Use Paseo,” for conceptual plans and sections for north-south bikeways in the Corridor Plan area.

Greenways with Class I, multi-use trails should also be implemented in portions of the Corridor Plan area that are not served by creek corridors or other east-west bicycle and pedestrian trails. These greenways are suitable for more urban conditions, such as the district centers.



*Neighborhood paseos and bikeways should connect to trails and sidewalks to provide a continuous, alternative route.*

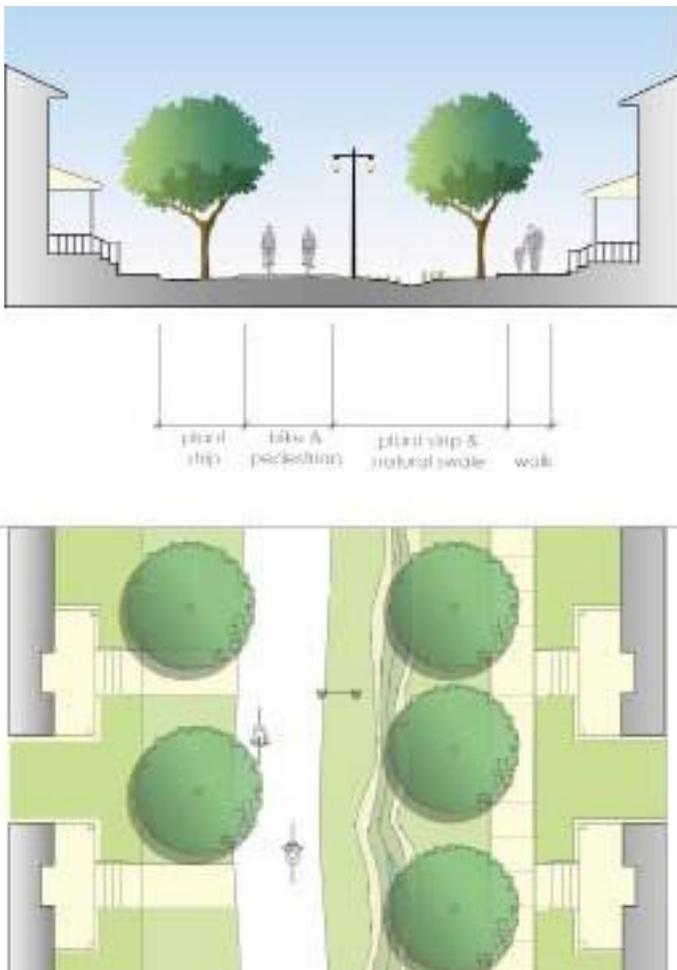


Figure 5.8—North-South Class I, Multi-Use Paseo Concept Plan

Figure 5.9 shows a Class I multi-use trail in an urban setting, such as might be found in the Elkhorn or Triangle Gateway District Centers. The trail runs parallel to the street and is intended to accommodate two-way bicycle and pedestrian traffic with a landscape strip separating the trail from the street.

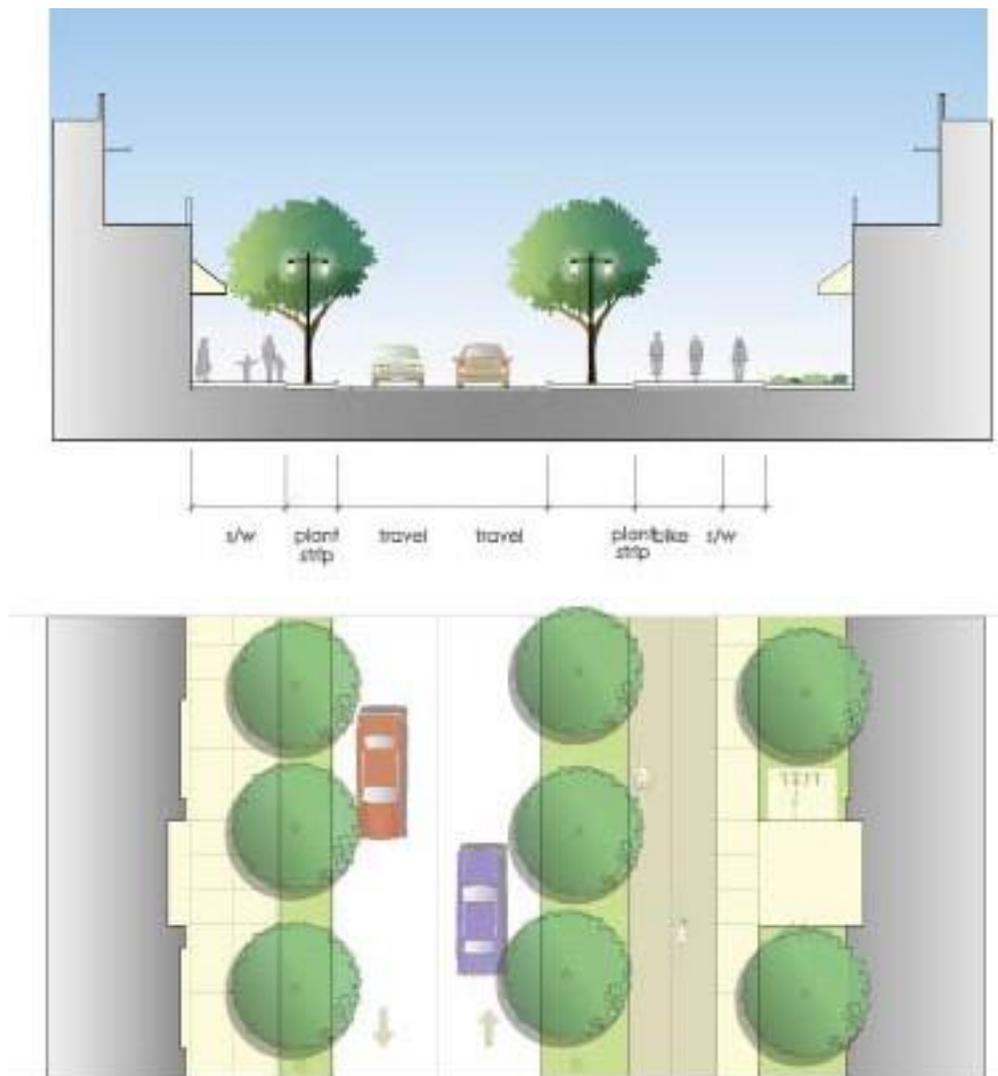


Figure 5.9—Class I, Multi-Use Trail in Greenway Concept Plan

### 5.5.3 Pedestrian and Bikeway Street Crossings

Traffic calming measures, including midblock crossings, traffic signals, and signage, shall be used to enhance the safety of trail systems where they cross major streets (thoroughfares and arterials) or collector streets. Additional traffic calming techniques are described in Section 5.3.4, "Traffic Calming." Midblock crossings should be located to provide safe pedestrian crossings on major streets that have infrequent intersection crossings (intersection crossings spaced greater than 600 feet) or located to reduce crosswalk distances to 300 feet or less. Pedestrian refuge areas should be designed into road medians to allow safe pedestrian and bicycle crossing.

Signalized pedestrian and/or midblock crossings with clear visible striping, signage, and traffic signals will be necessary for north-south bikeway connections between North Watt Avenue and 34th Street where they cross busy arterial and collector streets in the Corridor Plan Area. Figures 5.10 and 5.11 illustrate appropriate design treatments for signalized pedestrian crossings on arterial and collector streets for the north-south bikeways concepts illustrated in Figure 5.8 and Figure 5.9. Figure 5.12 illustrates a pedestrian crossing concept with a creek trailhead that could occur at Dry Creek or Robla Creek. Refer to the key map below for the potential application of the crossing concepts (Figures 5.10-5.12) for typical pedestrian and bicycle crossing conditions found along the corridor.

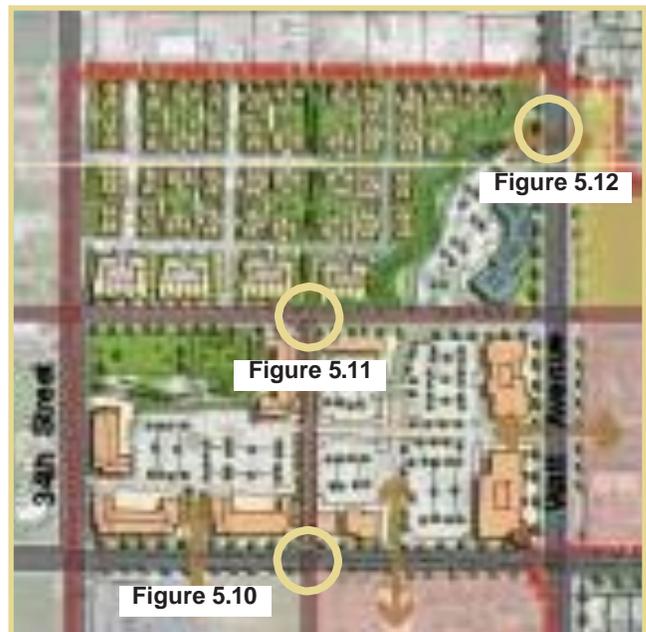
Design features such as street lighting and collapsible bollards, or other similar devices approved by the County and the fire district, should be placed at trail entries to restrict vehicular access where trails and streets intersect but shall not restrict emergency access. Trail crossings of drainageways shall be minimized and appropriately located and designed to cause the least amount of disturbance to the creek environment.



*Traffic signals should be installed to enhance the safety of trails across major streets.*



*Bollards should be used to restrict vehicular access where trails intersect streets.*



*Key Map of Midblock Crossing Concepts*

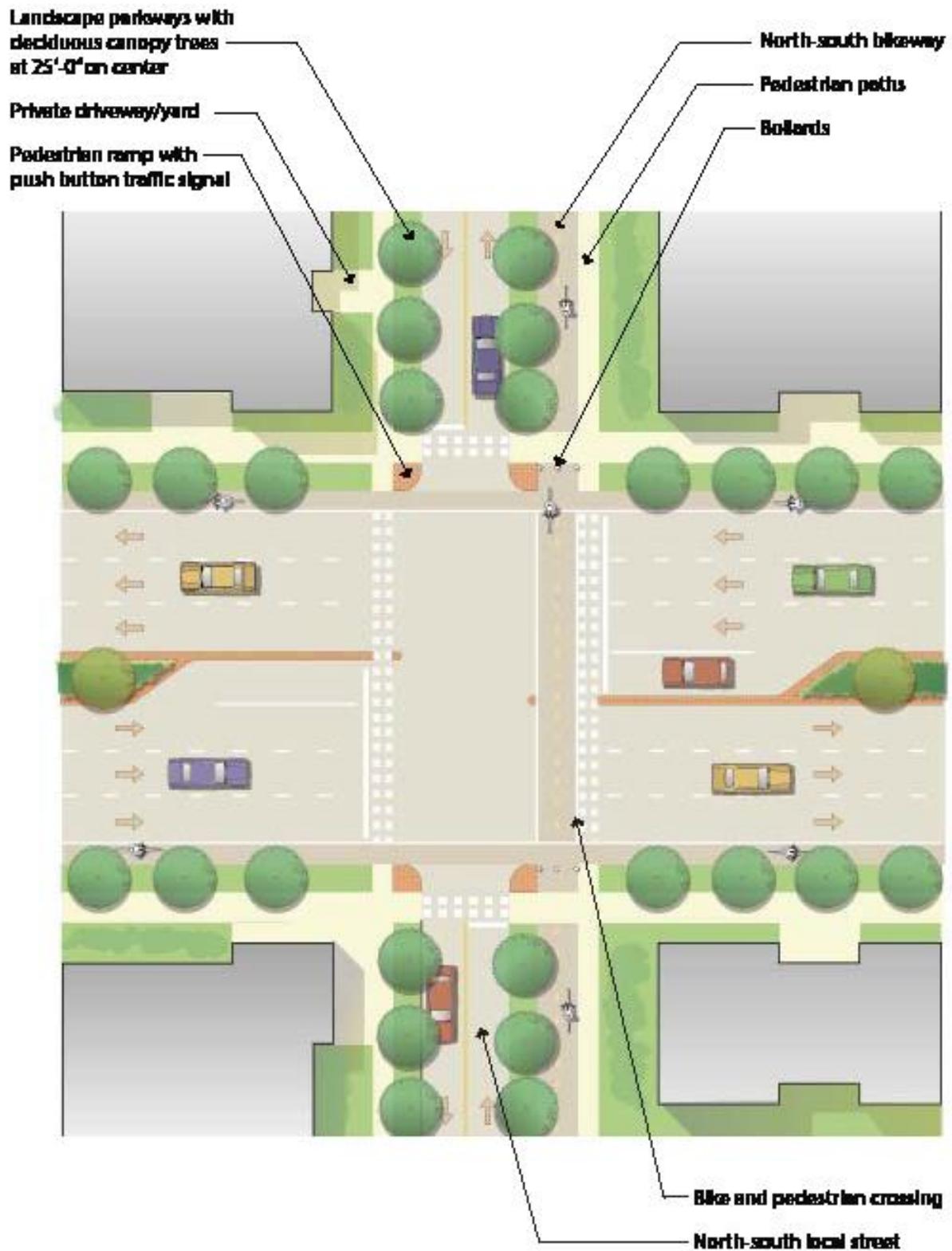


Figure 5.10—Class I Trail Crossing in Greenway Concept on an Arterial Street

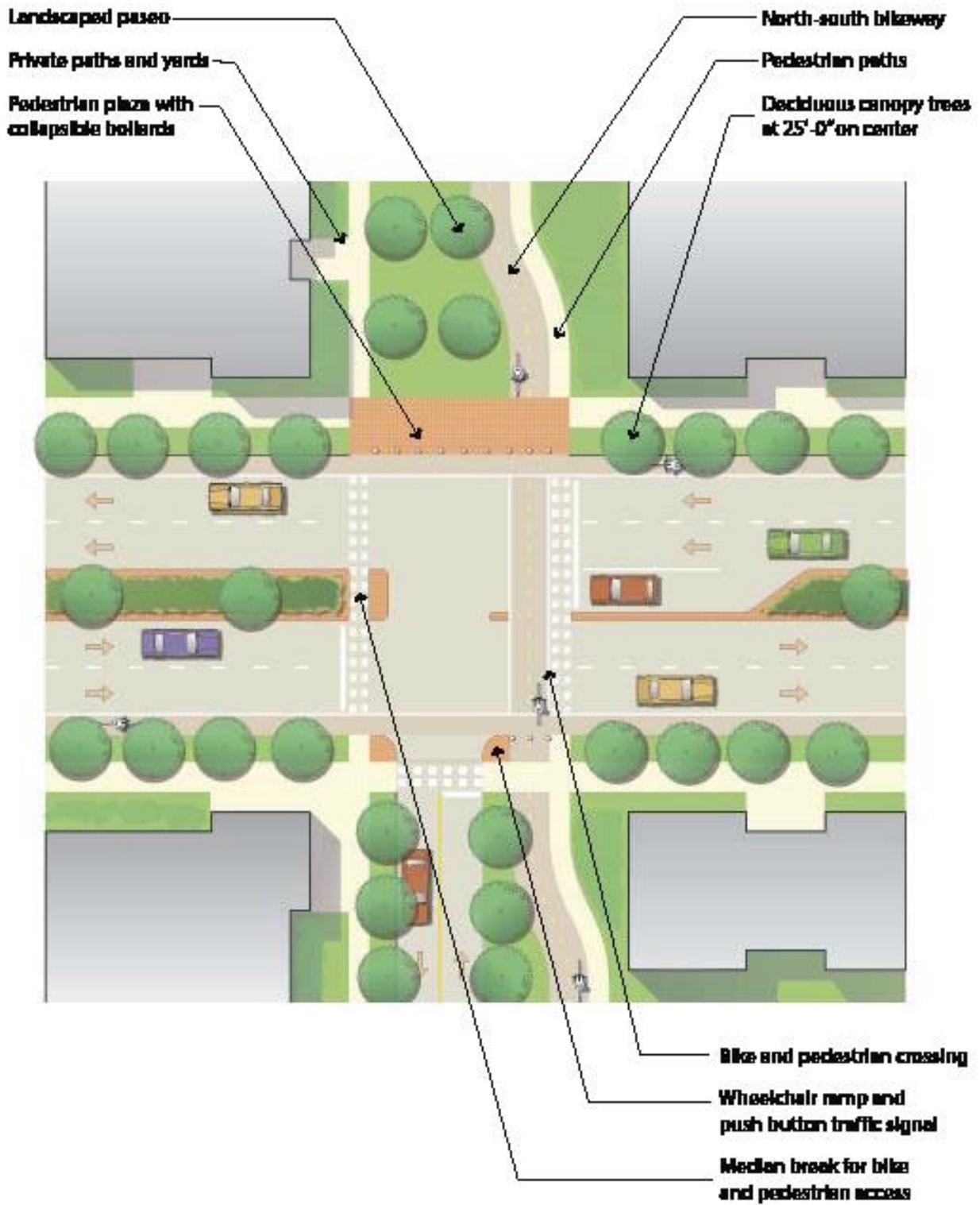


Figure 5.11—Class I Trail Crossing in Multi-Use Paseo Concept on a Collector Street

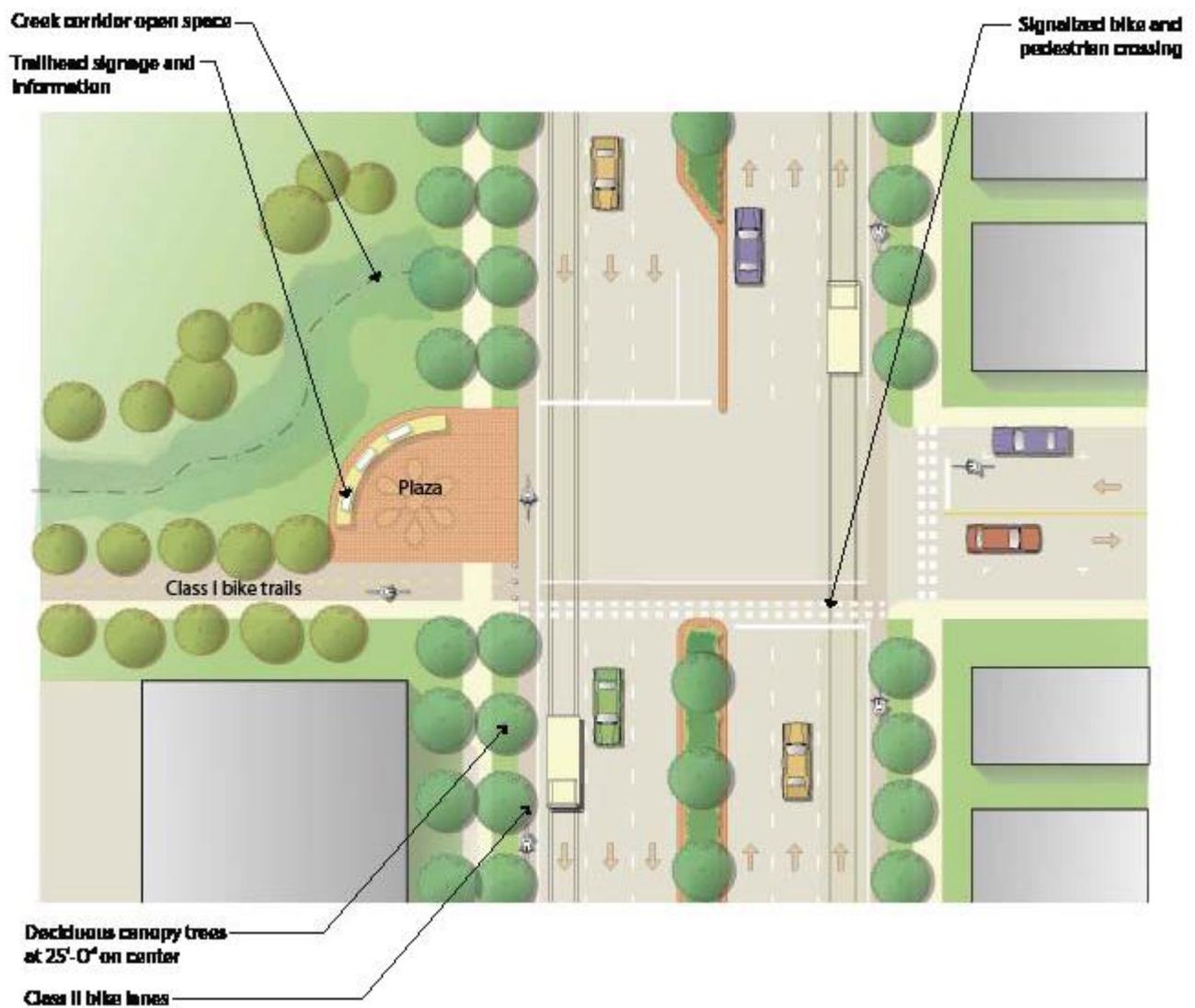


Figure 5.12—Midblock Crossing Concept with Creek Trailhead

### 5.5.4 Green Streets

The green streets concept is encompassed in the concept of sustainable streets being developed by the County (as described in Chapter 4). Green streets are designed with landscaped areas that treat stormwater runoff on the site and enhance the livability and pedestrian quality of the community. Green streets reduce impervious surface areas and decrease ambient air temperatures by providing shade. They also improve water quality by incorporating planting areas that allow for biofiltration and reduce the volume and rate of water flow and fine sediment erosion flowing to the sewer system.

Green street design can be incorporated into greenways, creek corridors, local neighborhood streets, and parking lots. Green street features can also be included in the streetscape design and integrated into landscape medians, landscape strips, or traffic calming features such as curb extensions and traffic circles. Swales, filter boxes, rain gardens, and infiltration gardens can be combined with landscaping to create habitat areas and increase the amount of open space available to the community.



*Vegetated curb extensions are used in this neighborhood green street.*



*Planter boxes collect stormwater runoff, helping to irrigate landscaping.*



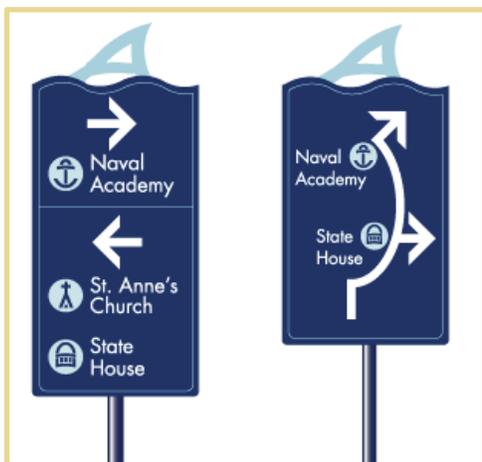
*Drainage swales along this neighborhood street filter runoff from the street and sidewalk.*

## 5.6 GATEWAYS AND SIGNAGE



The development of identity gateway monuments and signage are critical to the beautification and improvement of the North Watt Avenue Corridor Plan area and will help distinguish the North Highlands community as a special and unique place in the county. An aviation theme should be used in the signage for the community in honor and recognition of the heritage of the community as an offspring of the former McClellan Air Force Base.

A system of signage should be developed for the Corridor Plan area including gateway signs, banner signs, directory signs, and directional signs with special logos or labels to denote special districts or key destination points in the community. Each of these sign types should be differentiated, but should also be part of an overall identity system for the Corridor Plan area. Signs should be lighted, landscaped, and strategically placed at main intersections along the corridor.



*The signage system examples shown help establish a unique identity for their respective communities.*

Signage design and location shall be coordinated with signage plans for McClellan Business Park and North Highlands Town Center. McClellan Business Park is currently working on developing a signage program that will include proposed designs for business park entrance gateways signs on North Watt Avenue at Peacekeeper Way, Palm Avenue, and James Way. The proposed gateway signs at McClellan Business Park will have an aviation theme referencing existing historic architecture at the business park.

### 5.6.1 Community Gateways

Community gateways should be distinct landscaped areas that highlight major entrances into the North Highlands community. Community gateways should consist of consistent signage and landscaped treatments designed to identify the North Highlands community. Landscaping of community gateway signs should consist of, from large to small, special accent trees, shrubs, ornamental plants, and perennials framed by a neutral palette of evergreen plants and ground covers.



*Example of a community gateway sign*

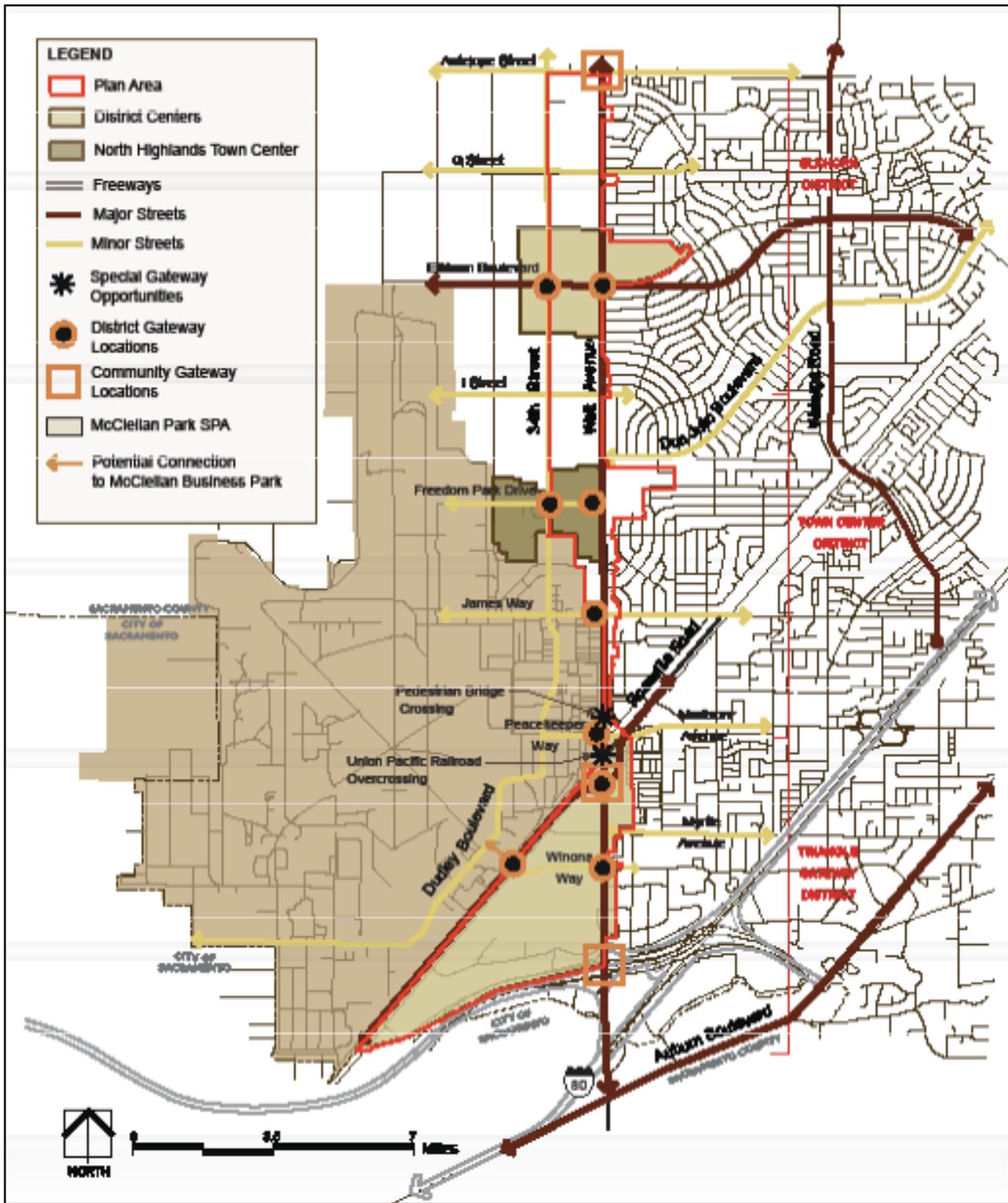


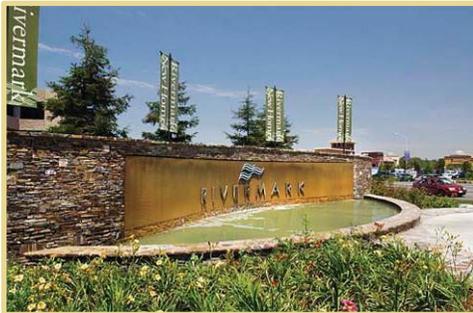
Figure 5.13—Gateway Concept Plan



### 5.6.2 District Gateways

District gateways should be located at major entrances and designed to enhance the distinct character of the areas that they serve. These gateways may consist of a monument sign, architectural feature, public art, or landmark and should include special landscaping, whenever possible.

### 5.6.3 Gateway Signs



*Example of district gateway signs.*

Gateway identification signs and district gateway identification signs for the North Highlands community are encouraged to be located along North Watt Avenue and at different key intersections in the Corridor Plan area. Gateway identification signs may include landscaped monument signs, murals or painted signs, public art, and banner signs. Use of banner signs is encouraged to introduce color or excitement into the area, to provide unity in the appearance of the streetscape, and to promote the individuality of each of the district centers. Banner signs may be changed with the seasons to communicate and promote cultural and civic events. Gateway signs shall be coordinated and developed with a public arts program for the North Highlands community.

Opportunity locations for gateway signs on North Watt Avenue are indicated in Figure 5.11, “Gateway Concept Plan,” and include:

- the Watt Avenue/Orange Grove intersection to identify the mixed-use, employment, and residential development in the southern end of the Triangle/Gateway District;
- the Watt Avenue/Winona Way intersection to identify the regional main street commercial center;
- the Watt Avenue/Roseville Road intersection and community gateway mural over the Union Pacific Railroad crossing to identify the North Highlands community;



*Example of a community mural.*

- the Watt Avenue/Peacekeeper Way intersection to identify the McClellan Business Park and a community identification sign on the pedestrian bridge near Peacekeeper;
- the Watt Avenue/Freedom Park Drive intersection to identify the North Highlands Town Center and Aviation Museum;
- the Watt Avenue/Elkhorn Boulevard intersection to identify the Elkhorn District; and
- the Watt Avenue/Antelope Street intersection to identify the northern gateway into the North Highlands community.

Opportunity locations for gateway signs on 34th Street include:

- the 34th Street and Freedom Park Drive intersection to identify the North Highlands Town Center and Aviation Museum;
- the 34th Street and Elkhorn Boulevard intersection to identify the Elkhorn District; and
- the 34th Street and Antelope Street intersection to identify the transition into the North Highlands community.



*Example of a district gateway sign identifying McClellan Business Park.*

## 5.6.4 On-Site Tenant Sign Criteria

### Approval and Compliance

All proposed permanent or temporary signage must apply for a sign permit with Sacramento County. All signage must comply with the County's sign ordinance and must obtain a signage permit before installation.

### Permitted Signs

The following list of tenant signs are preferred in the Corridor Plan area, categorized as building-mounted signs, freestanding signs, building addresses, window signs, and temporary signs. Other sign types may be permitted per the County's sign ordinance.

### Building-Mounted Signs

#### Wall Mounted Signs

Wall-mounted signs are signs suspended from a wall surface for support. Wall signs should only identify tenant names and addresses.

#### Awning Signs

Awning signs are messages printed on a shaded canvas or other fabric cover that extends above a pedestrian walkway. Awnings provide shelter from the weather and add color and interest along the sidewalk. Signs on awnings shall be placed on the awning flap or most visible surface of the awning. Character and symbols shall be scaled proportionally to the size of the awning and shall be a minimum of 8 inches high for legibility. Awning colors should be selected to contrast with the characters in the sign message and should be compatible with the color and materials of the wall surface. Awnings may be internally lit.

#### Pedestrian Signs (or Blade or Hanging Signs)

Pedestrian signs are signs suspended from a support that projects perpendicular to a wall surface over a pedestrian path. Pedestrian signs include images, logos, or other symbols to catch the attention of the pedestrian on the street. Pedestrian signs shall provide a minimum 8-foot clearance above the sidewalks and be spaced a minimum of 25 feet apart to avoid sign clutter. Pedestrian signs may be one or two sided. For two-sided signs, both sides of the sign shall count toward the overall maximum sign area permitted for building mounted signs.



*Wall-mounted signs are signs suspended from a wall surface.*



*Awning colors should be selected to contrast with the sign message and should be compatible with the color and materials of the wall surface.*



*Pedestrian signs are suspended from a support that projects perpendicular to the wall surface.*

### Murals and Supergraphics

Murals and supergraphics painted on a wall intended as art work that enhances the character of the corridor are permitted; however advertisement of a business, product, or service is not permitted.

### Freestanding Signs

Freestanding signs may be one- or two-sided. The following freestanding signs are permitted on North Watt Avenue.

### Monument Signs

A sign constructed on a solid base or pedestal.

### Directory Signs

Directory signs identify three or more tenants on panels on a single sign structure.

### Directional Signs

Directional signs are provided to inform drivers of the location or direction to an establishment or place and should be applied throughout the corridor in a consistent manner.

### Building Addresses

Address signs for buildings are mounted on a building or glass surface in a visible location facing a public street.

### Window Signs

Window signs placed on a glass storefront or window pane should be brief and provide information on business hours or operations only and should not advertise products or services.

### Temporary Signs

#### Banner Signs

A banner sign is a sign logo or design placed on fabric or other light-weight material. Banner signs may be mounted perpendicular to the face of a building or from a streetlight or pole. Temporary (30 days maximum) exterior or interior promotional banners or signs may be permitted in accordance with Chapter 35, "Sign Regulations," of the County Zoning Code, with the approval of the Zoning Administrator.

### Prohibited Signs

Prohibited signs are regulated in Chapter 35, "Sign Regulations," of the County Zoning Code.



*Murals that identify the community are encouraged.*



*Monument signs are signs constructed on a solid base or pedestal.*



*Banner signs are signs placed on fabric or other lightweight material.*



*This unique sign clearly identifies the business and complements the character of the district.*



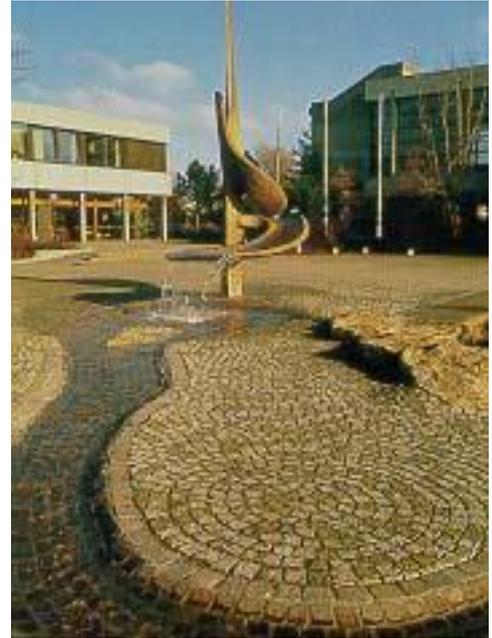
*Sign color backgrounds should contrast with sign letters or symbols.*

### 5.6.5 Sign Design Guidelines

1. **Intent.** Sign design should be appropriate to the type of use, clearly identify the business, and should compliment the building and character of the district and its surroundings. Imaginative and unique signs are encouraged along the corridor.
2. **Architectural Compatibility.** Signs should be placed to fit within the existing architecture features and design of the building facade and should not obstruct building details. Signs should be compatible in scale, proportion, and design with the building facade and should be designed to be subordinate to the overall building. Signs should not extend beyond or above an architectural feature (except as part of an architectural or design feature that is designed to be integrated with the building facade). Wall signs can be used to help establish a facade rhythm, scale, and proportion to a plain or monolithic building facade.
3. **Scale.** Signs should be legible from where they are intended to be viewed, whether viewed as a pedestrian or from a motor vehicle, and should be appropriately scaled to the building structure. Generally, the closer a sign's viewing distance, the smaller the sign should be.
4. **Sign Color.** Sign color should contribute to the legibility and design integrity of the sign. The color and materials used in the sign should be selected such that the sign background substantially contrasts with sign letters or symbols that communicate the sign message. Signs should contain no more than two or three colors. Too many colors may distract the reader from the sign message.
5. **Sign Type.** Sign lettering should be scaled in proportion to the size of the sign and should avoid overly intricate type faces that are difficult to read. The general recommended size of letters is between one-third to one-half the height of the sign.
6. **Materials.** Signs should be constructed of high quality and durable materials. Appropriate materials for signs include metal, wood, plastic or plexiglass, canvas awnings, and painted graphics. Examples of inappropriate materials are paper, stucco, and Styrofoam.

## 5.7 PUBLIC ART

Public art is a way to add vitality and interest to the street. New public art should be developed in coordination with the County's "Art in Public Places (2% for Art) Program" and the Sacramento Metropolitan Arts Commission. Public art is encouraged to be used as gateway features and integrated into the design themes and streetscape within the district centers. Innovative public art can be incorporated into the design of plazas and streetscapes so long as they do not obstruct a 5-foot-wide clear pedestrian path.



*This rain garden designed as public art provides a focal point for this campus plaza.*



*Tree grates designed as public art can enhance the character of the street.*

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**A** **APPENDIX A**  
**GLOSSARY**



# A GLOSSARY

## DEFINITIONS

### Accessory Building

A building or structure detached from a principal building located on the same lot, but incidental or subordinate to the principal building. Accessory buildings may include workshops, studios, greenhouses, guest houses (without cooking or kitchen facilities), detached garages and carports, covered and uncovered decks, and shade structures.

### Affordable Housing Income Levels

The U.S. Department of Housing and Urban Development defines median income levels by state, county, and metropolitan area as the basis for determining low, very low, and extremely low income levels. In general, these income levels are defined as follows:

#### **Low Income**

Based on a four-person income limit equal to 80% of the estimated median family income for the area.

#### **Very Low Income**

Based on a four-person income limit equal to 50% of the estimated median family income for the area.

#### **Extremely Low Income**

Based on a four-person income limit equal to 30% of the estimated median family income for the area.

### Architectural Features

Architectural features represent building design elements such as cornices, canopies, awnings, sills, bay windows, and chimneys.

### Arterial Street

Per the *Sacramento County General Plan*, an arterial street is typically a four-lane roadway with a center turn lane or median and designated bicycle facilities. All arterials in the Corridor Plan incorporate Class II bicycle lanes.

## Bicycle Lane, Class II

An on-street bicycle accessway in a separate lane designated by striping.

## Bicycle Parking

### *Class I, Long-Term Bicycle Parking*

Class I, long-term bicycle parking is intended to provide secure facilities for more than 2 hours for employees, residents, or visitors. These facilities may be one of the following types of long-term bicycle parking:

- a bicycle locker;
- a locked room or fenced, locked area with standard racks that is limited to bicyclists only; or
- a secure area with standard racks that is subject to surveillance by video monitor or within the direct view of a security guard.

### *Class II, Short-Term Bicycle Parking*

Class II, short-term parking is intended to provide secure facilities for 2 hours or less for customers, visitors, messengers, or service personnel. Short-term bicycle parking facilities must include:

- A secure rack that allows the user to lock the bicycle and wheels to the rack with a high-security, U-shaped lock. The hitching post (also U-shaped) rack is a preferred design.

## Bicycle/Pedestrian Trail, Class I

An off-street path intended for use by bicyclists and pedestrians. Class I trails are separated from the street or in their own right-of-way.

## Bicycle Route, Class III

An on-street bicycle accessway in a travel lane shared with other vehicles and designated by signage.

## Building Height

Building heights are measured from the finish grade of the ground floor to the midpoint of a pitched roof or the top of the parapet of a flat roof.

## Bus Rapid Transit

Bus rapid transit (BRT) includes specialized buses that can function in regular travel lanes, dedicated bus lanes, or high-occupancy vehicle lanes. BRT service is intended for longer trips and typically provides frequent service with fewer stops than local bus transit service. BRT stations often allow for the prepayment of fares to facilitate boarding. The efficiency of BRT systems can be improved with queue jump lanes and transit signal prioritization (see below). BRT busses often exhibit modified design, with a lower profile to promote ease of access.

## Collector Street

Per the *Sacramento County General Plan*, a collector street is typically a 2-lane roadway with designated bicycle facilities. All collector streets in the Corridor Plan incorporate Class II bicycle lanes and may or may not include on-street parking.

## Density, Residential

The number of proposed units divided by the gross area of the parcel in acres.

### *Medium-Density Residential*

Medium-density residential is applied to residential mixed-use areas in the Elkhorn and Town Center Districts and is prescribed in the Corridor Plan as 15-25 dwelling units per acre.

### *High-Density Residential*

High-density residential is applied to the district centers, and is prescribed in the Corridor Plan as:

Elkhorn District Center – 25-40 dwelling units per acre

Triangle Gateway District Center – 25-65 dwelling units per acre

## Floor Area Ratio

Floor area ratio (FAR) refers to the ratio between the gross floor space in a structure over the gross site area or lot area. The gross floor area includes the total floor area of each floor of all buildings on a site including internal circulation (hallways, lobbies, stairways, elevator shafts, covered porches, carports, and balconies.)

FAR = Floor Area

-----  
Site Area

## Intelligent Transportation System

Intelligent transportation systems (ITS) use information technology to improve the flow of all modes of transportation, including transit, automobile, bicycle, and pedestrian. ITS systems are typically installed at signalized intersections or bicycle and pedestrian crossings.

## Intensity, Nonresidential

The intensity of nonresidential uses is designated in the Corridor Plan by floor area ratio (see definition above). Minimum floor area ratios above .5 are typically necessary to support BRT, and are prescribed for the district centers in the Corridor Plan.

## Landscape Coverage

The percentage of the total site area reserved for landscaping, pedestrian hardscape areas, and open space, computed at ground level. Landscape and hardscape areas include setback areas, parking islands, tree wells, entry features, decorative fountains, on-site surface drainage and retention areas, outdoor patios and plazas. Setback areas visible from public streets and drainage courses shall be landscaped.

## Large-Format Retail

Also known as “big box,” “megastore,” or “superstore,” large-format retail buildings typically have a footprint greater than 100,000 square feet, which in the past have often been designed in a free-standing, single-story format. Large-format retailers may provide general merchandise (Target and Wal-Mart) or specialized merchandise (Lowe’s, Barnes and Noble, Home Depot). Large-format retailers are permitted in the Elkhorn District Centers and Triangle Gateway District if urban design standards are met, as described in Chapter 3. Design elements should include multiple stories within the required FAR ranges for each district center, elevations with street frontage offering pedestrian access, and reduced parking. This will not preclude single story, large-format retail development, subject to the review procedures of Section 2.6.6.

## Level of Service

Level of service (LOS) refers to the speed and efficiency of traffic flow on roadways, ranging from LOS A, representing peak operating conditions, to LOS F, representing marginal operating conditions.

## Lot Coverage

The percentage of the total site area occupied by buildings and structures, computed at ground level, including garages and carports, accessory buildings, covered decks, and other enclosed areas.

## Mixed-Use

### *Vertical Mixed-Use*

A development incorporating two or more distinct land uses (e.g., retail and residential) in which the uses are vertically stacked. Vertical mixed-use development typically has a ground floor use with other uses above.

### *Horizontal Mixed-Use*

A development incorporating two or more distinct land uses (e.g., commercial, office, and residential) in which the uses are functionally integrated within the same site plan, but occupy separate building pads.

## Multi-Use Bicycle/Pedestrian Trail

See “Bicycle/Pedestrian Trail, Class I” above.

## Queue Jump Lanes

Queue jump lanes are short, specialized lanes at intersections that allow busses to move through signalized intersections independently of other vehicular traffic, permitting bus traffic to function more quickly and efficiently. Queue jump lanes are often used in combination with transit signal prioritization (see “Transit Signal Prioritization” on the following page).

## Setback

### *Front Setback*

Front setbacks are measured at right angles from the narrowest dimension of the front property line establishing a setback line parallel to the front property line.

### *Side Street Setback*

Side street setbacks are measured at right angles from the street side property line establishing a setback line parallel to this side property line.

### *Side Interior Setback*

Side interior setbacks are measured at right angles from the interior side property line establishing a setback line parallel to this side property line.

### *Rear Setback*

Rear setbacks are measured at right angles from the rear property line establishing a setback line parallel to this rear property line.

## Sharing Factor

A parking sharing factor permits a reduction in the parking requirement in mixed-use situations, defined for this purpose as two land use functions occurring within any two adjacent blocks. The parking reduction is calculated by adding the total number of spaces required by each separate land use and multiplying the total by a parking reduction factor indicated in the sharing factor matrix.

## Signal Prioritization

Signal prioritization provides for a signal advantage for bus traffic at intersections that is often used in combination with a queue jump lane to allow busses to move through intersections more efficiently. Signal prioritization incorporates ITS technology (see above) to give busses an earlier or longer green light than other vehicular traffic to permit the bus to move ahead through the intersection more quickly.

## Thoroughfare

Per the *County of Sacramento General Plan*, a thoroughfare is typically a six-lane roadway with a raised center median and designated bicycle facilities. Watt Avenue is a thoroughfare that includes six lanes (two designated transit lanes and two travel lanes) and Class II bicycle lanes. The Corridor Plan defers to General Plan standards for Elkhorn Boulevard, which is also a thoroughfare.

## Traffic Calming

Traffic calming incorporates special street design to slow vehicular traffic and increase pedestrian safety and access.

## Transit-Oriented Development

Transit-oriented development (TOD) is a smart growth development model that combines residential, employment, shopping, and services with transit opportunities to reduce automobile dependence. Residential densities and nonresidential floor area ratios shall comply with the minimum requirements of General Plan Policy LU-34 as specified in Table 8 in the Land Use Element. The TOD must be generously connected by pedestrian routes with landscaping and pedestrian amenities that create a desirable walking experience.





# **B** APPENDIX B

## Market Assessment and Land Use Distribution



# DRAFT REPORT

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## North Watt Avenue Corridor Plan Market Assessment and Land Use Distribution

Prepared for:

EDAW and the County of Sacramento

August 2008

**Seifel**  
CONSULTING INC.

221 Main Street  
Suite 420  
San Francisco CA  
94105

415.618.0700  
fax 415.618.0707  
[www.seifel.com](http://www.seifel.com)

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# I. Introduction

Seifel Consulting Inc. (Seifel) was retained by the County of Sacramento to conduct market analyses to inform the planning process of the North Watt Avenue Corridor Plan (Corridor Plan). For the Existing Conditions Memorandum of the Corridor Plan in May 2007, Seifel prepared a market study that analyzed household and worker demographic characteristics of the Market Area, built retail space, demand for new commercial services, and the marketability of infill housing.

This report takes the initial analysis a step further by providing Seifel's assessment of potential retail, residential and office development based on projected growth in households and employment in the area and recommending where development should be focused. This report is an appendix to the Corridor Plan and consists of the following sections:

- Market Area Definition
- Growth Projections
- Market Assessment
- Recommended Land Use Distribution

As the report indicates, growth in and around the North Watt Avenue Corridor (Corridor) will increase the market demand for retail, residential and office development along the Corridor. In order to accommodate the growth, development will need to be built at higher densities and intensities concentrated in the three planning districts which run north to south along the Corridor:

- Elkhorn District,
- North Highlands Town Center District, and
- Triangle Gateway District.

In addition to the planning districts, the Corridor is defined by geographic designations from east to west:

- Corridor Plan Area
- Corridor Plan Area of Influence, an area to the west of but not adjacent to North Watt Avenue, and
- The West of Watt area, located between the Plan Area and McClellan.

This report utilizes the same definitions of the planning districts and east to west geographic boundaries illustrated in Figure 1.6 in Chapter 1 of the Corridor Plan.



## II. Market Area Definition

The North Watt Avenue Market Area (Market Area) is defined as the key area from which existing households and workers patronize North Watt Avenue retail establishments, where Corridor neighborhood retailers have a competitive advantage over neighborhood shopping districts away from the Corridor.

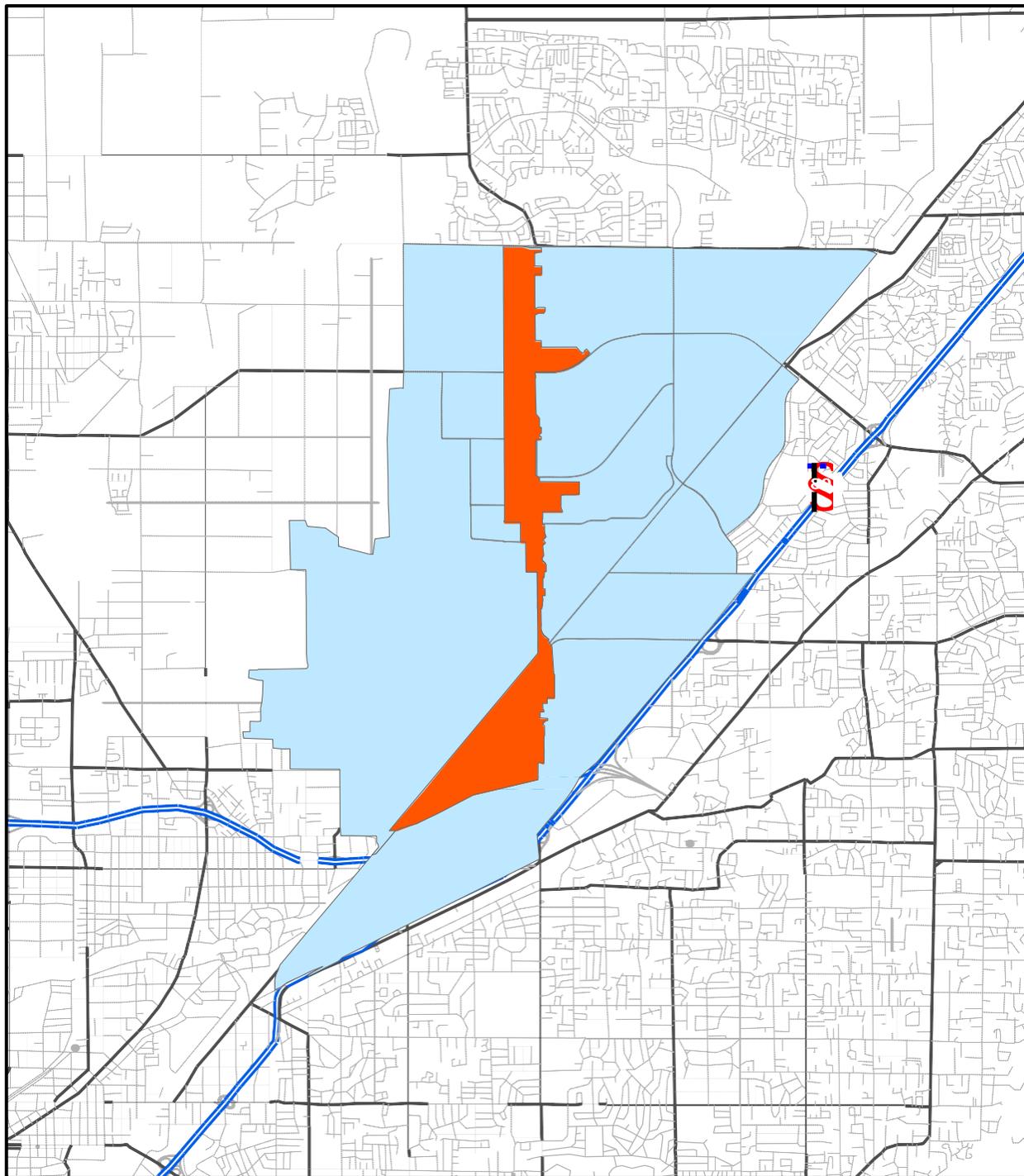
In order to establish the boundaries of the Market Area, Seifel examined the location of nearby supermarkets to determine where households travel to meet their basic shopping needs, given convenient travel times and accessibility. Raley's is located on the very northern portion of the Corridor and a Wal-Mart Supercenter is located on Antelope Road, just east of the Market Area. These shopping centers will serve most of the households north of the Corridor. A Grocery Outlet sits to the south of the Corridor, serving households south of Business 80.

The Market Area encompasses eleven census tracts that surround the Corridor. It is generally bounded by Antelope Road to the north, Highway 80 to the east, Business 80 to the south, and McClellan Business Park (McClellan) to the west, as shown in Figure 1.<sup>1</sup>

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<sup>1</sup> The North Watt Market Area includes the following census tracts, all of which are within Sacramento County: 7300, 7402, 7403, 7404, 7406, 7413, 7414, 7416, 7423, 7424, and 7425.

**Figure 1**  
**Market Area**  
**North Watt Corridor**



0 0.5 1 2  
Miles

 North Watt Corridor Project Boundary  
 Market Area (Census Tracts)

**Seifel**  
CONSULTING INC.

### III. Growth Projections

Building on the market analysis presented in the Existing Conditions Memorandum of the Corridor Plan, Seifel utilized Sacramento Area Council of Governments (SACOG) projections of household and employment growth in 2035 to determine the amount of retail square footage supportable by new development in the North Watt Corridor Market Area.

The Market Area had just over 21,000 households in 2005 as shown in Table 1.<sup>2</sup> By 2035, the Market Area is expected to contain nearly 40,000 households, for a gain of roughly 18,000 households. To arrive at this estimate of household growth, Seifel relied on SACOG Projections from February 2008. Seifel calculated the average annual growth rate for North Highlands from 2005 to 2035 and applied the annual rate to the Market Area from 2005 to 2035. Although North Highlands is not contiguous with the Market Area, it does include a significant portion of the Market Area and has comparable growth features.

Sacramento County's draft General Plan indicates the North Watt Avenue commercial corridor and the West of Watt growth area together may gain approximately 10,000 new households by build out in 2030.<sup>4</sup> The General Plan does not show projected growth for all of the Market Area. Therefore, Seifel relied on SACOG Projections from February 2008, which allow for a more comprehensive calculation of Market Area growth.

Employment in the Market Area is projected to grow from just under 10,000 jobs to over 16,000 jobs, not taking into consideration McClellan Business Park.<sup>5</sup> McClellan employment projections are presented separately from the rest of the Market Area, given McClellan's unique situation as a major reuse project and the ongoing conversion of McClellan to civilian use. In McClellan Business Park, employment is projected to reach 35,000 jobs at full reuse.<sup>6</sup> Total new employment between 2005 and 2035 is over 30,000 jobs in the Market Area and McClellan.

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<sup>2</sup> Current demographic data on the Market Area is based on 2005 estimates from Geolytics Inc.

<sup>3</sup> Growth rate calculated from SACOG Modeling Projections for 2005, 2013, 2018 and 2035 (February 2008).

<sup>4</sup> County of Sacramento, Planning and Community Development Department, *Draft Land Use Element*, May 30, 2007.

<sup>5</sup> Employments estimates for the Market Area without McClellan are from SACOG Projections.

<sup>6</sup> For McClellan, employment growth projections are based on County projections.

**Table 1**  
**Household and Employment Projections, 2005–2035**  
**North Watt Corridor Market Area<sup>a</sup>**

	2005 <sup>b</sup>	2035 <sup>c</sup>	Projected Change 2005–2035	Projected Annual Rate of Change <sup>c</sup>
Households	21,215	39,574	18,400	2.1%
Employment, Market Area (not McClellan)	9,973	16,289	6,300	1.6%
Employment, McClellan	11,000	35,000	24,000	3.9%

- a. North Watt Market Area estimates are based on census tract data. Area includes the following census tracts, all of which are within Sacramento County: 7300, 7402, 7403, 7404, 7406, 7413, 7414, 7416, 7423, 7424, 7425. See Figure 1.
- b. 2005 household estimates are from Geolytics Inc. Employment estimates for the Market Area come from SACOG and McClellan estimates from County staff.
- c. For household growth, Seifel calculated SACOG's 2008 average annual growth rate for North Highlands from 2005 to 2035 and applied that rate to the Market Area from 2005 to 2035. For employment, Seifel used SACOG Modeling Projections at the TAZ level for 2005 and 2035 for the Market Area, excluding McClellan Park. For employment growth in McClellan Park, 35,000 employees at build out were assumed as indicated by the County. McClellan build out is assumed to occur prior to 2035.
- Source: Geolytics Inc., SACOG Modeling Projections for 2005, 2013, 2018 and 2035 (February 2008), Seifel Consulting Inc.

## **IV. Market Assessment**

This section covers the market assessment of retail, residential, and non-retail land uses. Seifel focused primarily on the retail market analysis with an assessment of current retail space and calculations of future demand for retail space utilizing two methodologies showing a range of demand for retail space. The projected demand for residential units clearly indicates the need to build at higher densities to accommodate future growth. Demand for non-retail uses (office, industrial and public) is based on employment growth projections from SACOG, and shows the need for office space, but not for industrial or public space.

### **A. Retail Market Analysis**

#### **1. Current Retail Space**

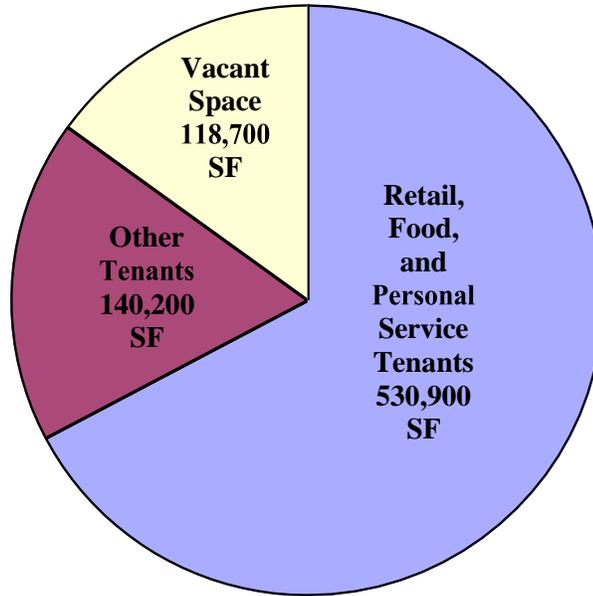
The current retail space along the North Watt Avenue Corridor consists of small shopping and strip centers staggered on the eastern and western sides of the street. The space was developed during the time that McClellan was an active air force base. At one point, up to 50,000 people lived and worked on McClellan air force base. The closure of the base in the 1990's brought an end to spending by Air Force service members and the civilian employees. Consequently, the viability of the retail space declined, and large amounts of vacant and underutilized space currently exist along the Corridor.

Figure 2 indicates that the Corridor has nearly 790,000 square feet of built retail space.<sup>7</sup> Retail, food and personal service establishments occupy approximately 530,000 square feet of space, and the remainder of the built space is either vacant or no longer used for retail purposes. The Corridor has 118,000 square feet of vacant space and 140,000 square feet of space occupied by establishments that have converted retail space to office uses, churches, or storage.

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<sup>7</sup> Data collected by Seifel Consulting Inc. in April 2007. The data does not include the County service center, which was originally developed as a shopping center.

**Figure 2  
Built Retail Space  
North Watt Avenue Corridor**

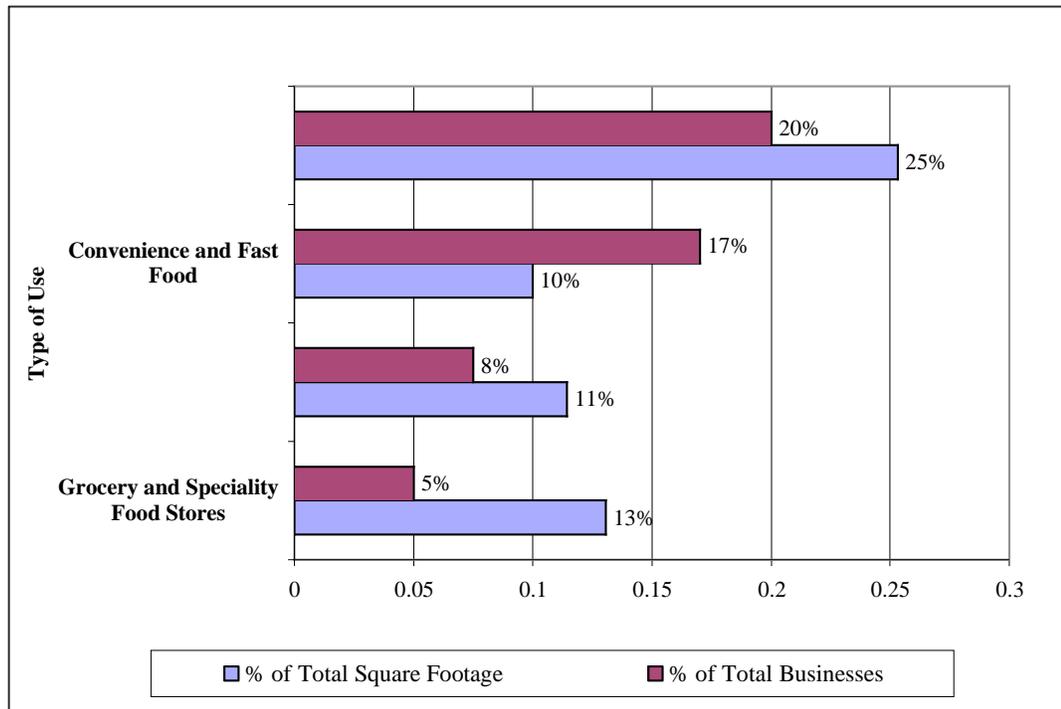


Source: Seifel Consulting Inc.

Small, independent retail establishments mixed together with national brand name fast food establishments dominate the retail character of the Corridor. As shown in Figure 3, approximately 20 percent of all retail establishments and 25 percent of the occupied space are categorized as miscellaneous retail, which includes auto supply, bookstores, drug stores, gift stores, hardware, jewelry, sporting goods, and others. The miscellaneous retail category also includes gift and apparel stores, video outlets, and music stores that serve Market Area immigrants from the Philippines, Vietnam, China, Korea, Mexico, Central America, Russia, and India.

Fast food and convenience stores account for about 17 percent of all Corridor establishments, but only 10 percent of the occupied retail space. The prominence, location and drive through conveniences offered by these stores present an image that fast food outlets dominate the Corridor. Small, independent apparel stores comprise 8 percent of the establishments. Grocery and specialty food stores account for 5 percent of the establishments and many cater to the consumer demand created by Market Area immigrants.

**Figure 3**  
**Largest Retail Store Types (Percent Total)**  
**North Watt Avenue Corridor**



Source: Seifel Consulting Inc.

## 2. Projected Future Retail Space

In order to understand how the retail market will grow on the Corridor, Seifel projected the demand for new retail space utilizing two different methods:

- Demand generated by the spending of new households and workers in the Market Area, and
- SACOG’s projected growth in retail employment.

### a. Expenditure Approach

Based on an analysis of projected spending from new households and workers, the North Watt Avenue Corridor can support an additional 580,000 square feet of retail in the Market Area and 163,000 square feet from McClellan, as shown below in Tables 2 and 3, respectively.

The analysis of supportable retail assumes retailers along the Corridor will capture 75 percent of Market Area household and worker spending and 50 percent of McClellan worker spending, as McClellan will likely offer some retail opportunities on site. Although the exact development composition on McClellan is uncertain at this time, the Corridor is unlikely to capture all of McClellan employee spending.

Annual retail spending figures for households are based on Seifel's retail model, which projects total spending by households based upon household income utilizing data from the U.S. Bureau of Labor Statistics. Employment spending is based on data from a study by the International Council on Shopping Centers, which adjusts for employee spending near employee's homes.

Total new supportable retail from both areas reaches 740,000 square feet in 2035, more than doubling the existing occupied retail space of 530,000 square feet.

**Table 2**  
**Supportable Retail Square Footage (SF) on the Corridor North**  
**Watt Avenue Market Area, excluding McClellan Business Park**  
**2035**

	<b>Households/ Employment 2035</b>	<b>Annual Retail Spending<sup>a</sup></b>	<b>Total Spending in 2035</b>
Households	39,574	\$7,600	\$300,766,105
Employment	16,289	\$2,000	\$32,578,517
<b>Total<sup>b</sup></b>			<b>\$333,344,621</b>
<b>Supportable Retail SF<sup>c</sup></b>			<b>1,111,149</b>
<b>Existing Retail SF</b>			<b>530,900</b>
<b>Net New Supportable Retail SF<sup>d</sup></b>			<b>580,000</b>

a. Household spending in the North Watt Market Area is based on Seifel's retail model assuming a 75% capture of spending within the Market Area.

Employment spending is based on ICSC study of worker spending assuming a 75% capture of spending within the Market Area.

b. In constant 2005 dollars.

c. Assumes an average sales per square foot of \$300.

d. Rounded to nearest thousand.

Source: 2004 ICSC Study on Worker Spending, Seifel Consulting Inc.

**Table 3**  
**Supportable Retail Square Footage (SF) on the Corridor**  
**McClellan Business Park**  
**2035**

	<b>Employment 2035</b>	<b>Annual Retail Spending<sup>a</sup></b>	<b>Total Spending in 2035</b>
Employment	35,000	\$1,400	\$49,000,000
Total <sup>b</sup>			\$49,000,000
<b>Net New Supportable Retail SF<sup>c</sup></b>			<b>163,000</b>

a. Employment spending is based on ICSC study of worker spending assuming a 50% capture of McClellan spending on the North Watt Avenue Corridor, as McClellan will offer retail opportunities on site.

b. In constant 2005 dollars.

c. Assumes an average sales per SF of \$300. Rounded to nearest thousand.

Source: 2004 ICSC Study on Worker Spending, Seifel Consulting Inc.

**b. SACOG Employment Growth**

Based on SACOG’s projected growth in employment, the Corridor will need an additional 1.9 million square feet of retail space to accommodate the almost 5,000 new retail jobs coming to Corridor by 2035.<sup>8</sup> Table 4 shows employment projections for retail and non-retail employment, including office, industrial, public and other uses. The change in employment from 2005 to 2035 is translated to new square feet by land use using an average square foot per employee for each land use.<sup>9</sup>

**c. Recommended Retail Square Footage**

The two projection approaches resulted in a wide range of new retail space needed on the Corridor, 740,000 square feet based on the expenditure analysis and 1.9 million square feet based on employment growth. Seifel assumed the Corridor would absorb 1.3 million square feet of retail, the midpoint between the two analyses.

The analysis conducted for the Existing Conditions Memo indicates market opportunities to attract small apparel stores, drug stores, all types of food stores and restaurants, home furnishings, household appliances and auto parts establishments along the Corridor.

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<sup>8</sup> Assumes the absorption of retail demand will occur along the Corridor, focused mostly in the districts and district centers, given the assessment of appropriate locations for retail. Discussed in more detail in Section V.

<sup>9</sup> Square-foot-per-employee assumptions are based on industry knowledge, Southern California Association of Government (SCAG) data, and environmental documentation from other California projects.

**Table 4**  
**Employment Projections and Projected Growth in Square Footage by Land Use**  
**North Watt Avenue Market Area, excluding McClellan Business Park 2005–**  
**2035<sup>a</sup>**

	Retail Employment	Non-Retail Employment			Non-Retail Total	Total
		Office	Industrial	Public <sup>b</sup>		
<b>2005</b>	3,287	3,389	2,376	922	6,686	9,973
<b>2035</b>	8,008	6,659	1,763	759	9,180	17,188
<b>Change from 2005–2035</b>	4,721	3,270	(613)	(163)	2,494	7,215
<b>Average Annual Growth</b>	3.0%	2.3%	-1.0%	-0.6%	1.1%	1.8%
<b>SF/Employee</b>	400	275	500	300	N/A	N/A
<b>Total New SF Needed</b>	<b>1,888,000</b>	<b>899,000</b>	<b>(307,000)</b>	<b>(49,000)</b>	<b>543,000</b>	<b>2,431,000</b>

a. From SACOG 2008 DRAFT Modeling Projections 2005 and 2035 for all TAZs in the Market Area, excluding McClellan Park.

Market Area TAZs include: 314, 315, 316, 317, 318, 319, 320, 321, 330, and 331.

b. Includes employment in education and other public sector jobs. According to SACOG projections, public employment as a percentage of total employment is projected to decrease over the same time period County-wide.

Source: SACOG Modeling Projections for 2005, 2013, 2018 and 2035 (February 2008) and SCAG.

## **B. Residential**

The development of infill housing should be an important component of the North Watt revitalization strategy given projected growth of households in the area. New infill housing and mixed-use development will help to transform the Corridor by generating demand for new retail services and create a sense of place for the Corridor. New households will provide a strong base that will help drive the retail growth in the area.

Table 1 shows household projections indicating demand for 18,000 new housing units in the North Watt Market Area from 2005 to 2035. For the land use distribution recommend below in Section V, Seifel assumed the three planning districts would absorb 80 percent of units or 15,000 housing units, with the remaining 20 percent occurring in McClellan Park and areas west of Watt Avenue not considered in this Corridor Plan.

Thus, future demand would be sufficient to absorb on average 600 new housing units per year through 2035. In the past, most household demand was for single-family homes. However, high density condominiums, town homes and/or apartments will likely comprise a growing proportion of future demand in Sacramento County, given current trends in development and available land. In order to accommodate household growth, higher density development is a necessity. Sacramento County recognizes the need to grow smart and specifically addresses this need in the Land Use Element of the County's Draft General Plan, by stating that the County intends to:

- Concentrate a portion of expected growth into previously urbanized areas;
- Grow intensively rather than extensively;
- Invest in and revitalize existing communities;
- Build stronger, more connected and balanced neighborhoods; and
- Protect the County's invaluable natural resources from urban encroachment.

## **C. Non-Retail Land Uses**

As shown above in Table 4, SACOG projections indicate a growth of 3,300 office jobs from 2005 to 2035, resulting in the need for an additional 900,000 square feet of office space assuming 275 square feet per employee.

The projected decrease in industrial employment is congruent with a net decline in demand for industrial space throughout the region; therefore, this analysis did not focus on industrial space. While SACOG projects a net decrease in industrial demand for the Market Area, McClellan Business Park may include some industrial and research and development growth.

Public uses include employment in education and other public sector jobs, which are projected to decline in the Market Area. According to SACOG projections, public employment as a percentage of total employment is expected to decrease Countywide over the same time period.

## V. Recommended Land Use Distribution

Based on the existing conditions and market analysis described above, Seifel proposes land use distributions for residential, retail, office and other land uses within each of the three districts, Elkhorn District, North Highlands Town Center District, and Triangle Gateway District. In addition to the districts, which run north to south along the Corridor, the land use distribution is guided by geographic designations from east to west, the Corridor Plan Area, the Area of Influence and West of Watt.

The following objectives guided the proposed distribution of land uses:

- Concentrate retail uses at the District Centers within the Corridor Plan Area to create a critical mass of retailers and a stronger sense of place.
- Accommodate 15,000 households by allowing the highest densities in the District Centers (greater than 30 dwelling unit/acre), and densities of 30, 25 and 20 dwelling units per acre in the Corridor Plan Area, Area of Influence, and West of Watt, respectively.
- Allow for office development at greater intensities (from 0.5 FAR to 1.5 FAR) than authorized by current zoning.

Table 5 shows land uses by district. The North Highlands Town Center is included in the land use distribution as it is part of the Market Area, although the *North Highlands Town Center Development Code* has already addressed the vision for the North Highlands Town Center. Table 6 summarizes the proposed land use distribution for all districts combined.

The recommended dwelling units and square footage showed in Tables 5 and 6 are provided as a policy framework and logical priorities for land use, not absolute units or square footage for each district. The recommendations within each district are discussed below.

### A. Elkhorn District

In the Elkhorn District, Seifel recommends concentrating retail uses north of I Street, along Elkhorn Boulevard from Watt Avenue to 34<sup>th</sup> Street, which will provide easy and walkable access to new residents in the District. Residential development in the Elkhorn District should be spread relatively evenly from West of Watt to the Corridor Plan Area, focusing higher density residential development in the Elkhorn District Center. The majority of office uses within the Elkhorn District should be located in the Corridor Plan Area, which could have a local-serving focus, including medical office and other neighborhood-serving businesses.

### B. North Highlands Town Center District

Seifel recommends concentrating retail within the North Highlands Town Center, and along Watt Avenue from Peacekeeper to James Way. This area will serve the growing McClellan employee population, providing workers easy access to restaurants and retail needs. Residential units should be focused mostly in the Corridor Plan Area and Area of Influence. Office uses in the North Highlands Town Center and District could be focused on business services and other support for growing McClellan businesses, given proximity to McClellan.

**Table 5  
Proposed Land Use Distribution by District  
North Watt Corridor Plan  
2035**

	Elkhorn District Antelope Road to I Street						North Highlands Town Center District I Street to Peacekeeper						Triangle Gateway District Peacekeeper to I-80						Total	
	Entire District		District Center		Remainder of District		Entire District		District Center		Remainder of District		Entire District		District Center		Remainder of District <sup>a</sup>		DU/SF	% of Grand Total
	% of Total	DU/SF	DU/SF	Acreage	DU/SF	Acreage	% of Total	DU/SF	DU/SF	Acreage	DU/SF	Acreage	% of Total	DU/SF	DU/SF	Acreage	DU/SF	Acreage		
<b>Corridor Plan Area</b>																				
Residential Units	35%	2,363	709	24	1,654	55	40%	2,280	1,140	38	1,140	38	100%	2,550	765	26	1,785	71	7,200	48%
Retail	75%	292,500	175,500	8	117,000	5	90%	292,500	29,250	1	263,250	12	100%	585,000	117,000	5	468,000	21	1,170,000	90%
Office	70%	220,255	198,230	9	22,026	1	60%	134,850	26,970	1	107,880	5	100%	359,600	71,920	3	287,680	13	714,700	79%
<b>Area of Influence</b>																				
Residential Units	30%	2,025	810	27	1,215	49	40%	2,280			1,140	46	0%	-					4,300	29%
Retail	25%	97,500	73,125	3	24,375	1	10%	32,500				-	0%	-					130,000	10%
Office	30%	94,395	84,956	4	9,440	0	40%	89,900				-	0%	-					184,300	21%
<b>West of Watt</b>																				
Residential Units	35%	2,363	945	32	1,418	71	20%	1,140			1,140	57	0%	-					3,500	23%
Retail	0%	-					0%	-				-	0%	-					-	0%
Office	0%	-					0%	-				-	0%	-					-	0%
<b>District Totals</b>																			<b>DU/SF</b>	
Residential Units	45%	6,750					38%	5,700					17%	2,550					<b>15,000</b>	100%
Retail <sup>b</sup>	30%	390,000					25%	325,000					45%	585,000					<b>1,300,000</b>	100%
Office	35%	314,650					25%	224,750					40%	359,600					<b>899,000</b>	100%
<b>Total Acreage</b>																				
Available Acreage				144		225				54		229				48		135		835
Total Planned Acreage				121		205				46		189				39		120		719
Residential <sup>c</sup>				82		175				38		141				26		71		532
Non-Residential <sup>d</sup>				24		8				3		17				9		35		95
Other Uses <sup>e</sup>				14		23				5		31				5		14		92

- a. Assumed 1/2 of the Triangle Gateway District will be redeveloped.
- b. Assumed 1.3 million SF of retail, the midpoint between the analysis presented in Tables 2 and 3 (740,000 SF) and Table 4 (1.9 million SF).
- c. Assumed 30 du/acre in District Centers and 30, 25 and 20 du/acre in the remainder of districts for the Area of Influence, Corridor Plan Area and West of Watt, respectively. Projections assume 80% of residential unit growth in the Market Area will occur in the Districts, with the remaining 20% occurring in west of Watt areas not considered in this plan and McClellan Park.
- d. Assumed .50 FAR for both retail and office.
- e. Other uses include parks, public open space, and other public uses. Assumed at 10% of available acreage, except for the 30.9 acre park space designated in the North Highlands Town Center District.

Source: Seifel Consulting Inc.

## **C. Triangle Gateway District**

The entirety of the Triangle Gateway District is located within the Corridor Plan Area. The Triangle Gateway District is home to the County's Waste Management North Area Recovery Station, which the County plans to keep active.

In order to accommodate household growth in the Market Area, residential uses are projected for the Triangle Gateway District. However, residences would need to be located away from the Recovery Station or protected by barriers or other measures. The Corridor Plan shows a buffer for the Recovery Station with a street and an open space corridor.

In the Triangle Gateway District, retail could be located in the McClellan noise contour area so as to preserve the unaffected areas for residential. Seifel recommends concentrating the bulk of office uses in the Triangle Gateway due to good accessibility via I-80.

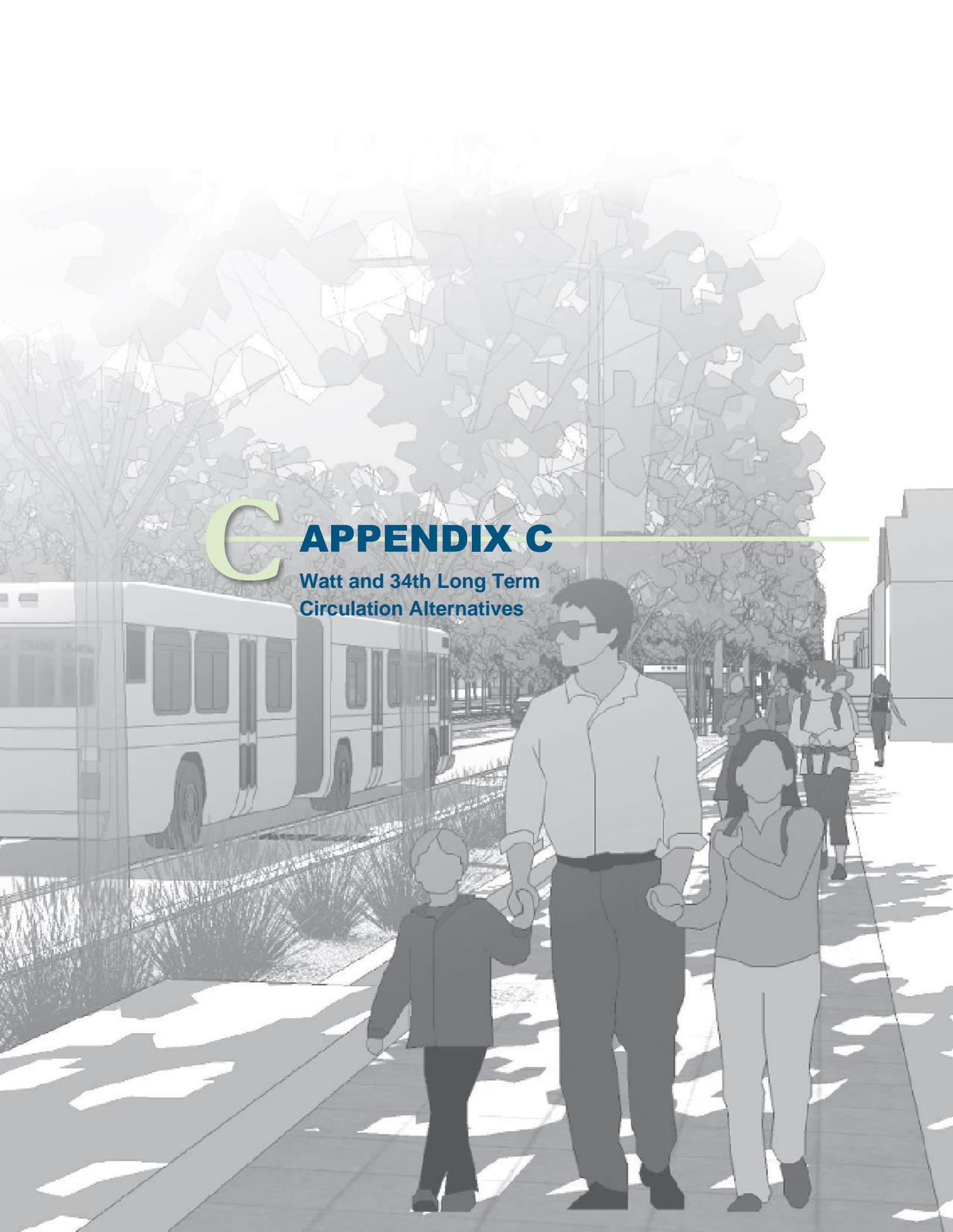
Visitor services may work in the Triangle Gateway District given its good access to I-80 and McClellan Business Park. However, no demand for visitor services in the area is currently projected, according to the Sacramento Convention and Visitors Bureau. Seifel recommends a more thorough market analysis to determine if visitor services are needed given the expected growth in residential, retail and office development.

**Table 6**  
**Projected Land Use Distribution**  
**North Watt Avenue Corridor Plan**  
**All Districts**  
**2035**

	Corridor Plan Area All Districts	
	DU/SF	% of Grand Total
<b>Corridor Plan Area</b>		
Residential Units	7,200	48%
Retail	1,260,000	90%
Office	714,700	79%
<b>Area of Influence</b>		
Residential Units	4,300	29%
Retail	140,000	10%
Office	184,300	20%
<b>West of Watt</b>		
Residential Units	3,500	23%
Retail	-	0%
Office	-	0%
<b>District Totals</b>	<b>Grand Total</b>	
Residential Units	<b>15,000</b>	<b>100%</b>
Retail <sup>a</sup>	<b>1,400,000</b>	<b>100%</b>
Office	<b>900,000</b>	<b>100%</b>
<b>Total Acreage</b>		
Available Acreage		835
Total Planned Acreage		724
Residential <sup>b</sup>		532
Non-Residential <sup>c</sup>		100
Other Uses <sup>d</sup>		92

- a. Assumed 1.4 million SF of retail, the midpoint between the analysis presented in Tables 2 and 3 (770,000 SF) and Table 4 (1.9 million SF).
- b. Assumed 30 du/acre in District Centers and 30, 25 and 20 du/acre in the remainder of districts for the Corridor Plan Area, Area of Influence and West of Watt, respectively. Projections assume 80% of residential unit growth in the Market Area will occur in the Districts, with the remaining 20% occurring in west of Watt areas not considered in this plan and McClellan Park.
- c. Assumed .50 FAR for both retail and office.
- d. Other uses include parks, public open space, and other public uses. Assumed at 10% of available acreage, except for the 30.9 acre park space designated in the North Highlands Town Center District.

Source: Seifel Consulting Inc.



# C APPENDIX C

## Watt and 34th Long Term Circulation Alternatives



# C WATT AND 34TH LONG TERM CIRCULATION ALTERNATIVES

## C.1 INTRODUCTION

This section focuses on the potential for bus rapid transit service on either North Watt Avenue or 34th Street in the long-term. As the Corridor Plan area and areas to the north (Placer County) and west (West of Watt) experience new development, the potential of these streets to accommodate regional transportation needs will become increasingly important. When development has progressed sufficiently to result in traffic congestion that can no longer be addressed through the signalization, lane, and pedestrian improvements identified in the near-term alternative, then one of the three long-term alternatives identified in this section should be implemented.

The three long term alternative concepts differ on their relative emphasis on Watt Avenue and 34th Street, and the respective placement of travel lanes, dedicated bus rapid transit lanes, and corresponding transit stations, as identified in the descriptions that follow. However, all three alternatives seek to:

- provide local access to destinations along the corridor;
- respond to expected development in new communities in Placer County, such as Placer Vineyards, Sierra Vista, and Riolo Vineyards, by maximizing regional automobile and transit capacity;
- accommodate additional traffic from anticipated employment growth in McClellan Business Park;
- extend streetscape improvements throughout the length of Watt Avenue and 34th Street;
- accommodate bus rapid transit in dedicated lanes with transit stations offering advance ticket payment; and
- include on-street bicycle lanes and pedestrian walkways separated from the street by landscape strips.



*Growth in communities to the north, such as Placer Vineyards, will affect the need for transit and automobile capacity.*



*Streetscape improvements will be extended to portions of North Watt Avenue with limited existing facilities.*



*Example of bus rapid transit (Photo*

*courtesy of Las Vegas Metropolitan Area Express)*

## C.2 LONG-TERM CIRCULATION ALTERNATIVES

### Long-Term Alternative 1 Overview

Long-Term Alternative 1 addresses local and regional capacity by utilizing both Watt Avenue and 34th Street. Alternative 1 preserves the County's investment in streetscape improvements on Watt Avenue, which would continue to carry the majority of automobile through-traffic, with 34th Street serving as a four-lane arterial supporting local auto access, local bus service, and bus rapid transit service (see Figure C.1, "Long-Term Alternative 1 Location Map"). This alternative is consistent with the approved *North Highlands Town Center Development Code*, which envisions the intersection of 34th Street/Dudley Drive and Freedom Park Drive as the central hub of a pedestrian-oriented mixed-use district. More specific descriptions of Watt Avenue and 34th Street are provided on the following pages.



*Watt Avenue would continue to serve as the primary route for automobile through-traffic in Alternative 1.*



*Existing streetscape improvements on Watt Avenue would be retained in Alternative 1.*



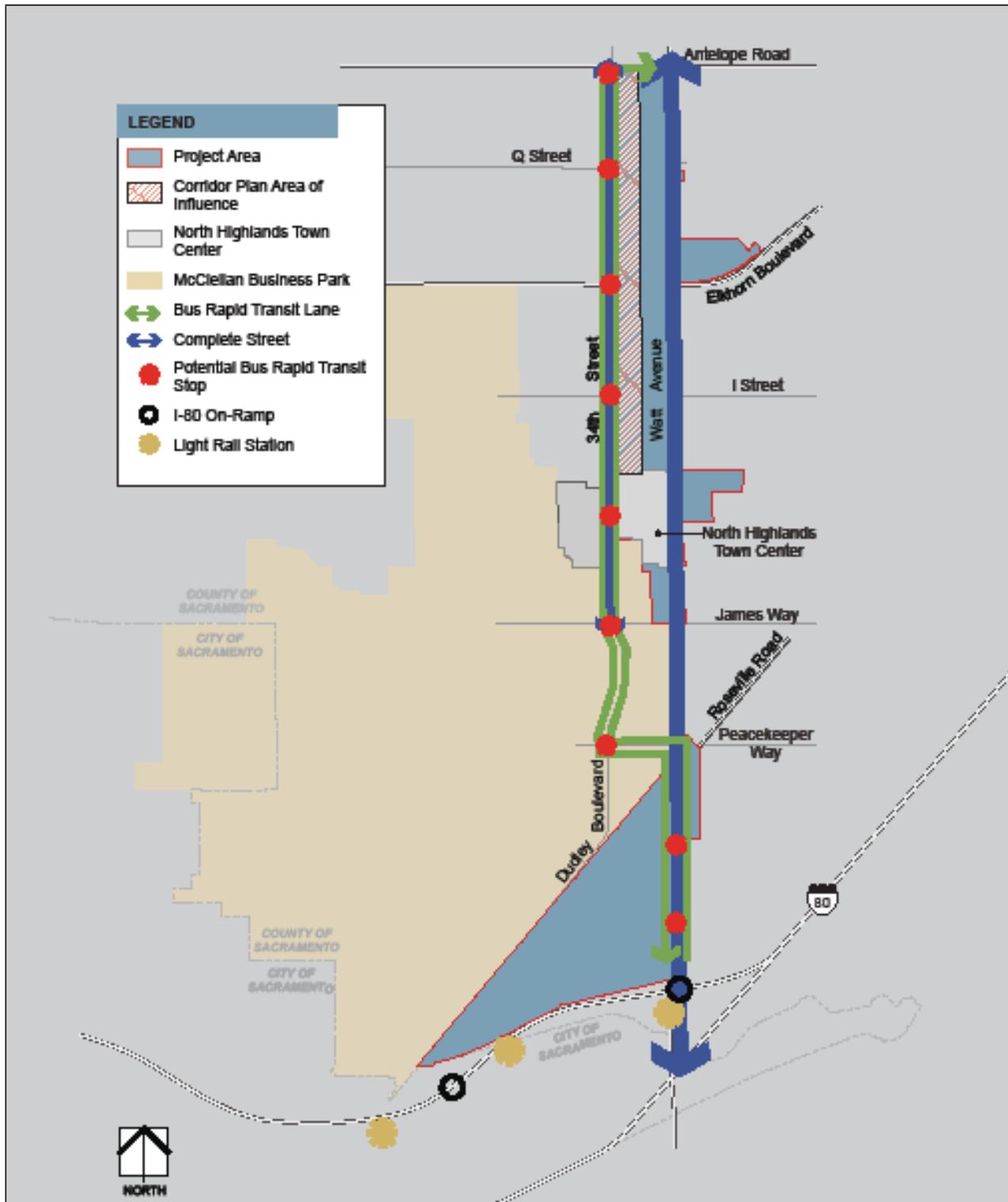


Figure C.1—Long-Term Alternative 1 Location Map



*Pedestrian, bicycle, and bus transit improvements currently underway would continue to serve travelers on North Watt Avenue under Long-term Alternative 1.*

### Long-Term Alternative 1, Watt Avenue

Watt Avenue would continue to serve as a major thoroughfare with six mixed-flow vehicle lanes providing local access to adjacent homes and businesses and carrying regional through-traffic. No additional construction would be necessary for Alternative 1. Mixed-flow travel lanes would continue to carry local bus service. At this point, the Watt Avenue streetscape would be completed, as shown in Figure C.2, “Long-Term Alternative 1, Watt Avenue Illustration.” Existing streetscape improvements would include on-street Class II bicycle lanes, a landscape strip separating the sidewalks, and a raised landscaped median (see Figure C.3, “Long-Term Alternative 1, Watt Avenue Section,” and Figure C.4, “Long-Term Alternative 1, Watt Avenue Concept Plan,” on the following page). On-street parking would be prohibited. The crossing distance at intersections would be approximately 130 feet, and mid-block crossings would be approximately 96 feet.



Figure C.2—Long-Term Alternative 1, Watt Avenue Illustration

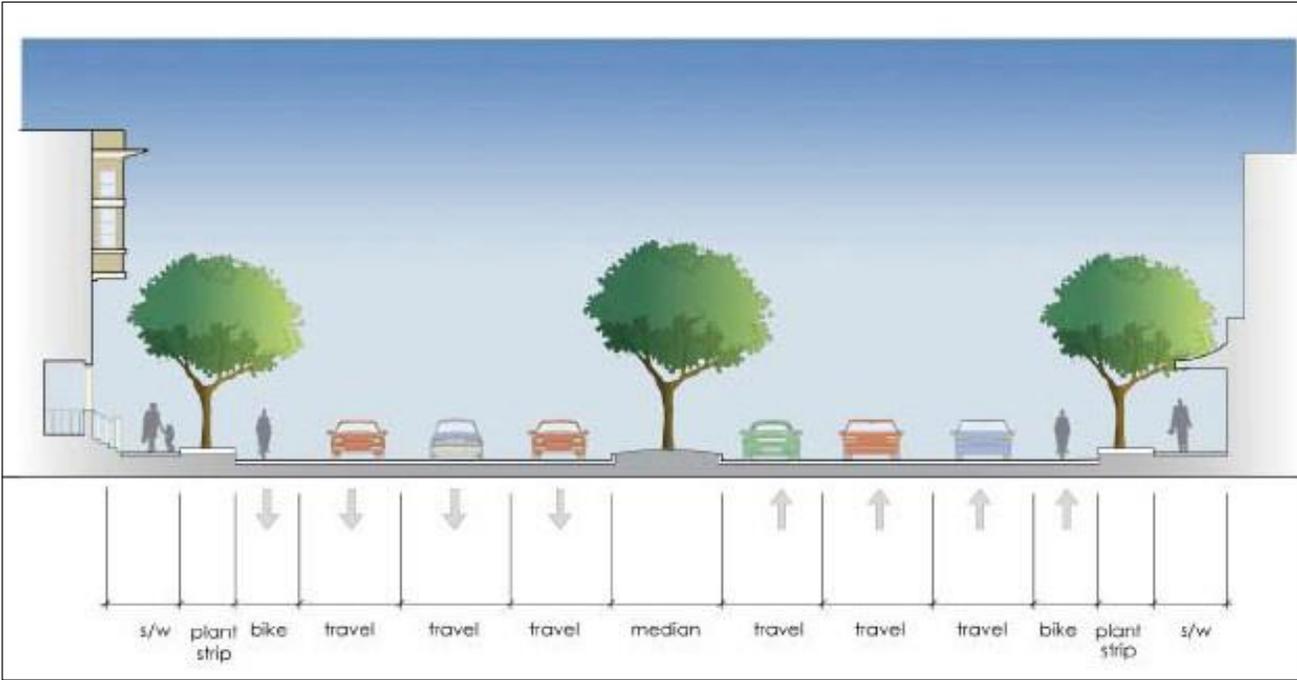


Figure C.3—Long-Term Alternative 1, Watt Avenue Section

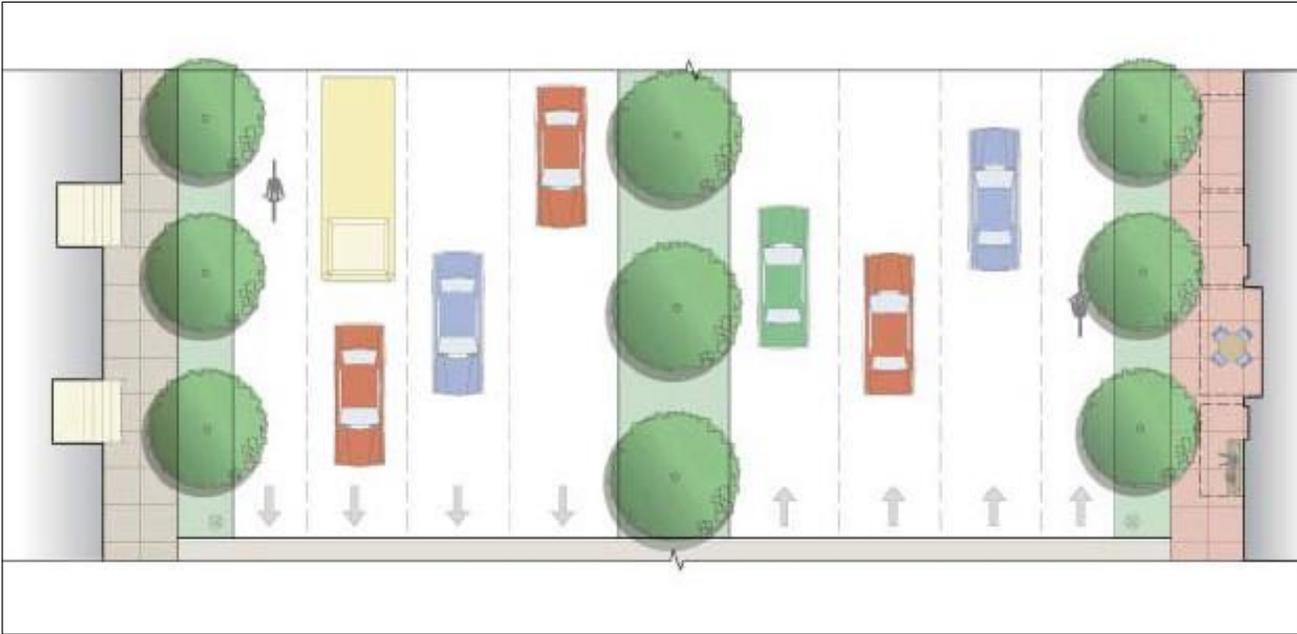


Figure C.4—Long-Term Alternative 1, Watt Avenue Concept Plan



Example of bus rapid transit (Photo courtesy of Las Vegas Metropolitan Area Express)

### Long-term Alternative 1, 34th Street

Long-term Alternative 1 would provide for the development of 34th Street as a four-lane arterial with exclusive bus rapid transit lanes (see Figure C.5, “Long-Term Alternative 1, 34th Street Illustration”). Long-Term Alternative 1 designates these four lanes as two mixed-flow travel lanes and two exclusive bus rapid transit lanes (see Figure C.6, “Long-Term Alternative 1, 34th Street Section” and Figure C.7, “Long-Term Alternative 1, 34th Street Concept Plan” on the following page). Improvements on 34th Street would also include on-street, Class II bicycle lanes, a planting strip with street trees, and sidewalks. The crossing distance would be approximately 70 feet at intersections, and 58 feet at mid-block crossings. Figure C.5, “Long-Term Alternative 1, 34th Street Illustration,” graphically depicts improvements for this alternative.

Extension of these improvements to 34th Street would be based on development within the Corridor Plan area and continued employment growth in McClellan Business Park. Development in the North Highlands Town Center and Elkhorn District Centers would also have progressed sufficiently to make the provision of bus rapid transit service on 34th Street desirable.



Figure C.5—Long-Term Alternative 1, 34th Street Illustration

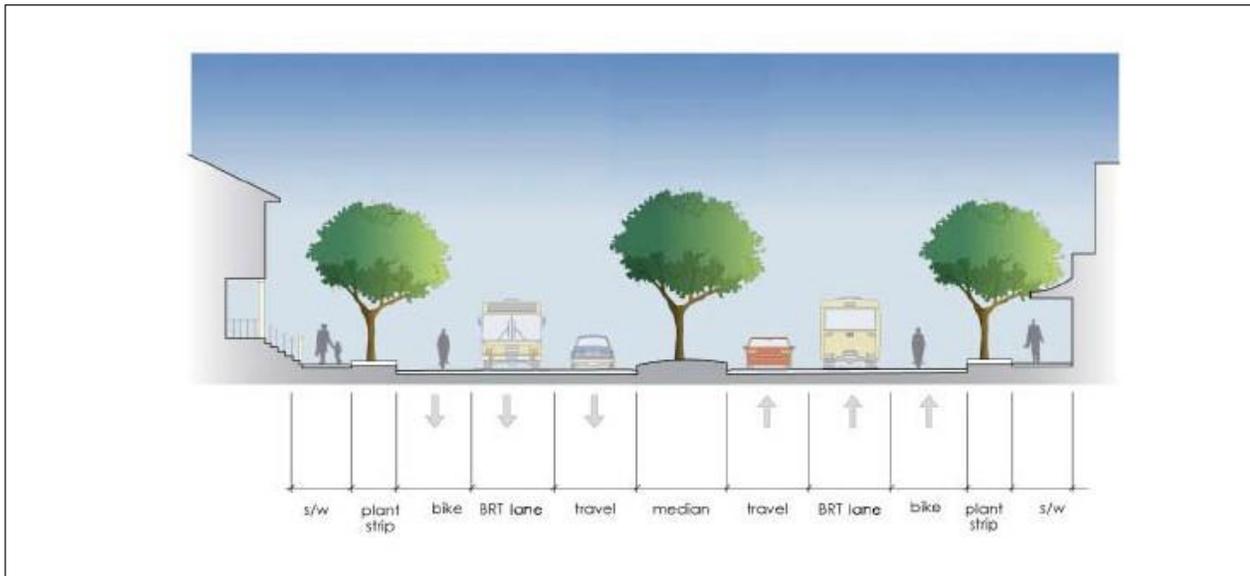


Figure C.6—Long-Term Alternative 1, 34th Street Section (with exclusive bus rapid transit lanes)

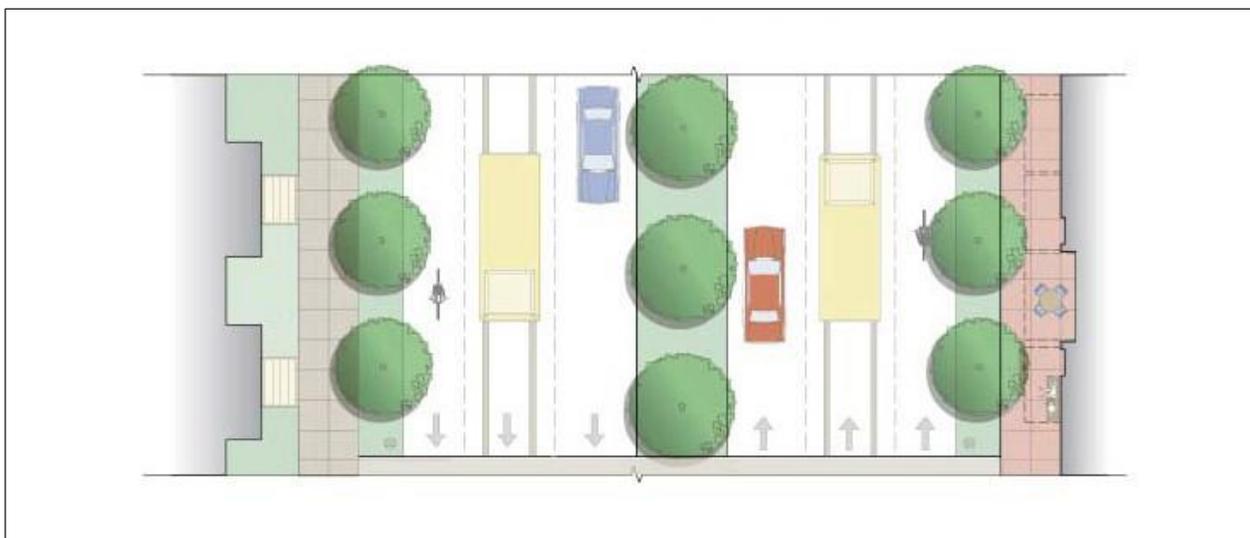


Figure C.7—Long-Term Alternative 1, 34th Street Concept Plan (with exclusive bus rapid transit lanes)

### Long-Term Alternative 2 Overview

Long-term Alternative 2 is a couplet, with one-way, northbound traffic on Watt Avenue between James Way and Antelope Road, and one-way, southbound traffic on 34th Street (see Figure C.8, “Long-Term Alternative 2 Location Map”). An exclusive, one-way bus rapid transit lane would be included on both Watt Avenue and 34th Street. The streets would also be designed as complete streets, with Class II bicycle lanes, street trees in landscape strips, and sidewalks. Long-Term Alternative 2 is designed to maximize regional automobile and transit capacity, and respond to anticipated growth north and west of Watt Avenue.



*In Long-Term Alternative 2, Watt Avenue and 34th Street are parallel, one-way streets.*



*Example of a one-way street with transit and auto traffic in Portland, Oregon*



Figure C.8—Long-Term Alternative 2 Location Map

### Long-Term Alternative 2, Watt Avenue

Long-Term Alternative 2, Watt Avenue has four northbound lanes between James Way and Antelope Road: three travel lanes and one exclusive bus rapid transit lane. Figure C.9, “Long-Term Alternative 2, Watt Avenue Illustration,” graphically depicts the streetscape. The bus rapid transit lane would be located on the west side of the street, separated from the vehicle travel lanes by a raised, landscaped median (see Figure C.10, “Long-Term Alternative 2, Watt Avenue Section,” and Figure C.11, “Long-Term Alternative 2, Watt Avenue Concept Plan,” on the following page).

A northbound Class II bicycle lane would be located on both the east and west sides of the existing median on Watt Avenue, as shown in Figure C.10. Sidewalks would be constructed on both sides of the street, detached from it by a landscaped planting strip. The crossing distance at intersections and mid-block locations would be 71 feet. North of Antelope Road and south of James Way, Watt Avenue would be a six-lane thoroughfare conforming to County standards, with bus rapid transit operating in mixed-flow lanes. Local bus service would



Figure C.9—Long-Term Alternative 2, Watt Avenue Illustration

operate in the mixed-flow lanes along the entire length of Watt Avenue and 34th Street in the study area. Transit improvements on those sections would include bus signal priority at traffic signals, queue-jump lanes, and bus turnouts at the far side of signalized intersections.

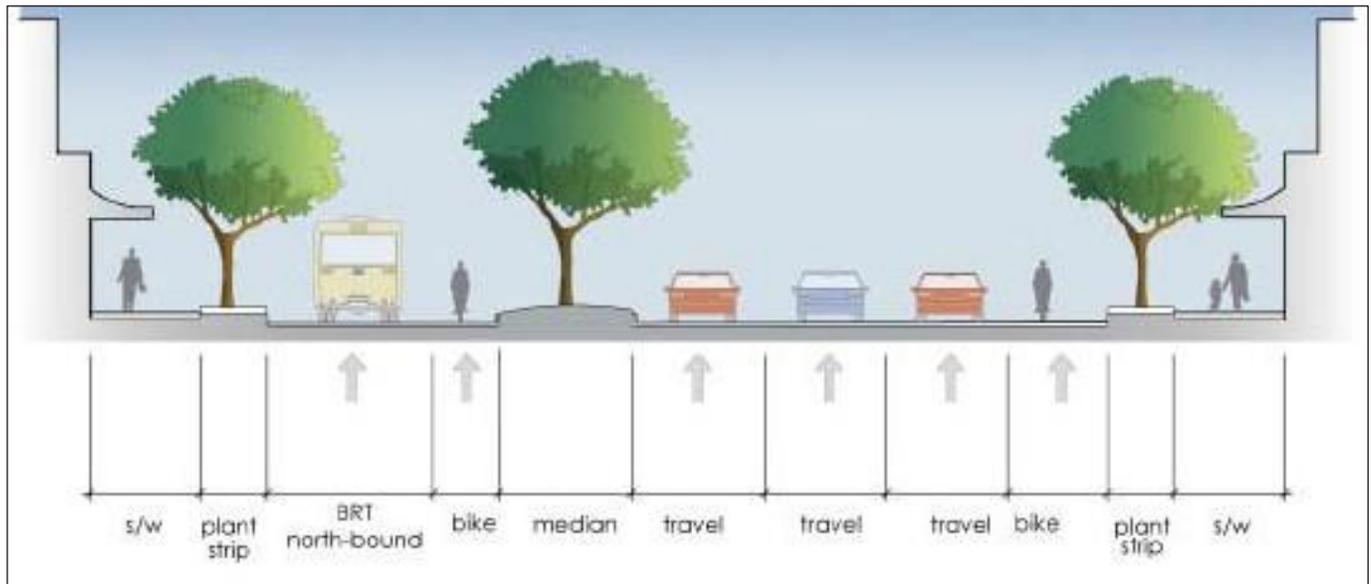


Figure C.10—Long-Term Alternative 2, Watt Avenue Section (with exclusive bus rapid transit lanes)

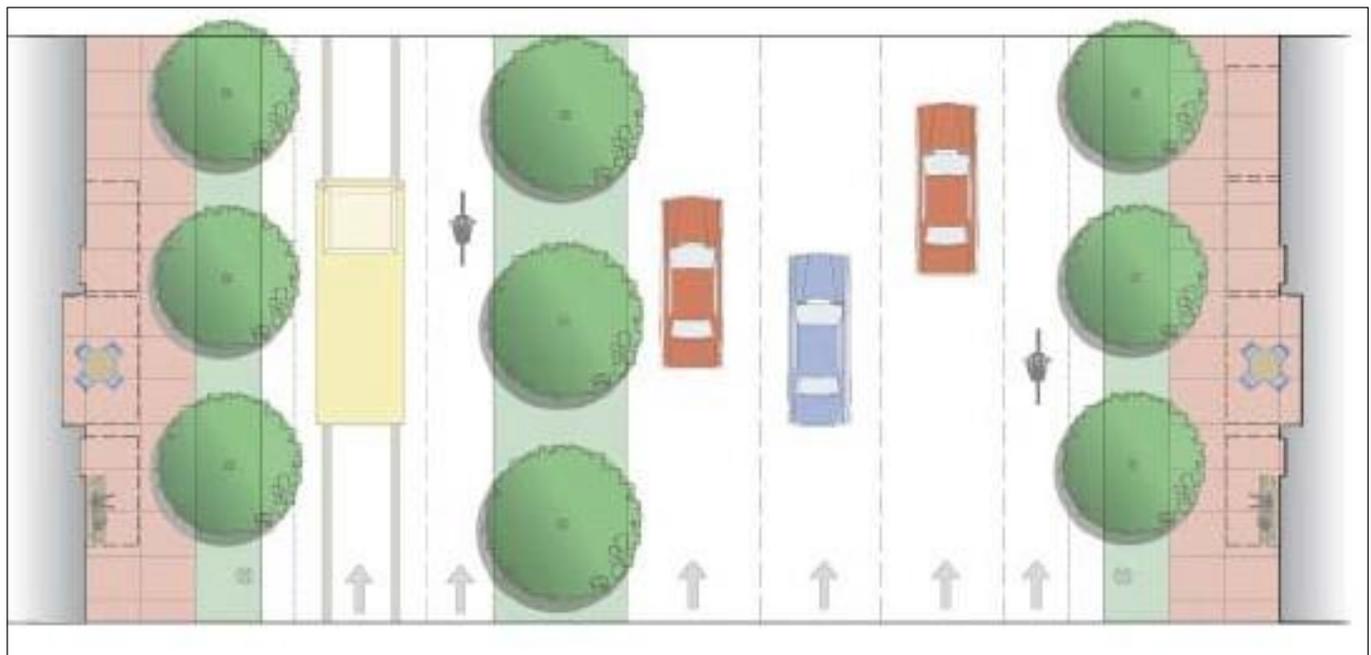


Figure C.11—Long-Term Alternative 2, Watt Avenue Concept Plan (with exclusive bus rapid transit lanes)

### Long-Term Alternative 2, 34th Street

The southbound section of the couplet would be located on 34th Street and would be the mirror image of the Watt Avenue segment (see Figure C.12, “Long-Term Alternative 2, 34th Street Illustration,” Figure C.13, “Long-Term Alternative 2, 34th Street Section,” and Figure C.14, “Long-Term Alternative 2, 34th Street Concept Plan”). The proposed street section would include a southbound bus rapid transit lane; a raised, landscaped median; three travel lanes; and southbound Class II bike lanes on the east and west sides of the street. Sidewalks would be located on both sides of the street, separated by a landscaped strip. The crossing distance would be 71 feet throughout.



Figure C.12—Long-Term Alternative 2, 34th Street Illustration

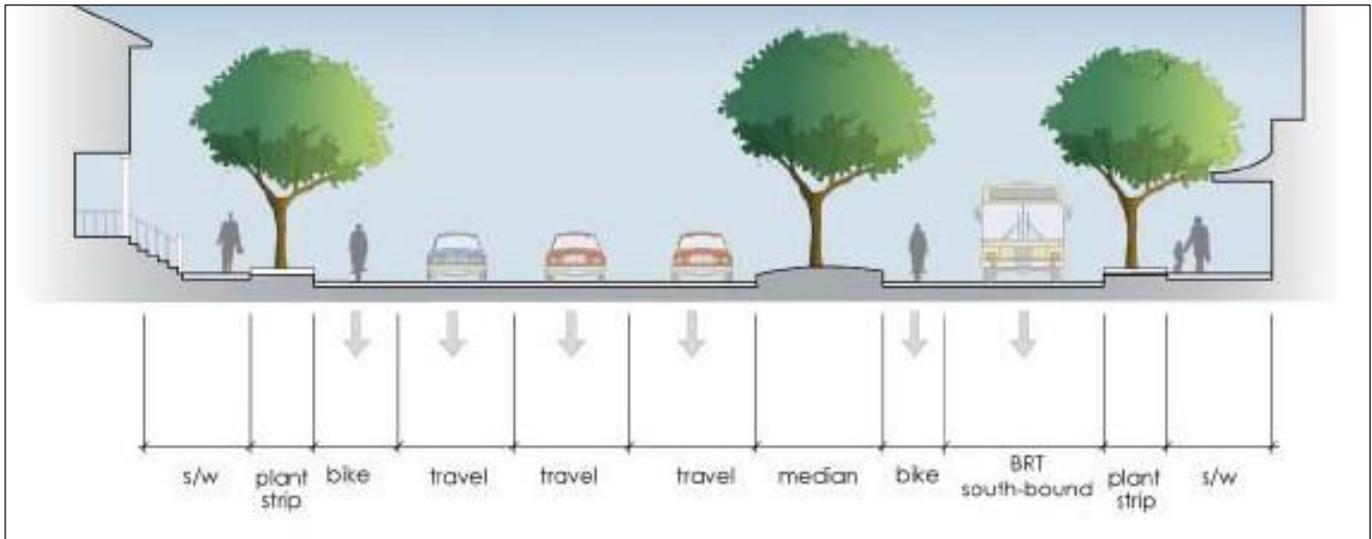


Figure C.13—Long-Term Alternative 2, 34th Street Section (with exclusive bus rapid transit lanes)

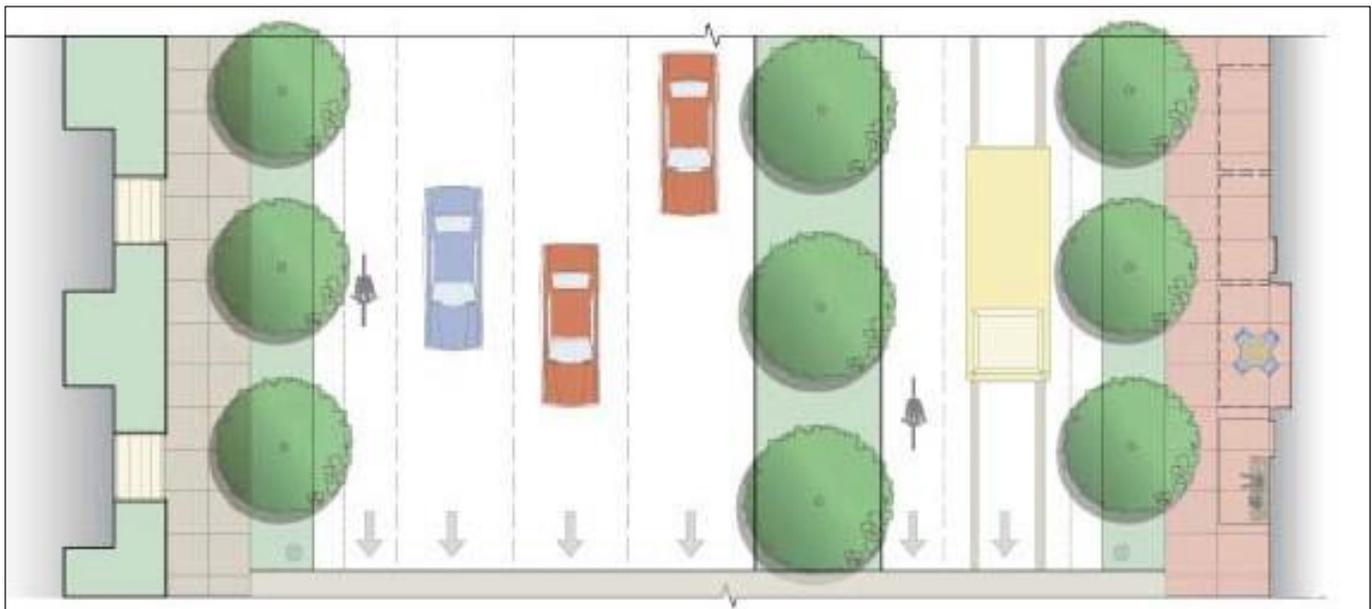


Figure C.14—Long-Term Alternative 2, 34th Street Concept Plan (with exclusive bus rapid transit lanes)

### Long-Term Alternative 3 Overview

Alternative 3 places the focus entirely on Watt Avenue. Watt Avenue would include six mixed-flow travel lanes, with bus rapid transit and associated transit stations located in two exclusive center lanes (see Figure C.15, “Long-Term Alternative 3 Location Map”).

The configuration of 34th Street in Alternative 3 is identical to the Near-Term Alternative described in Chapter 4, “Circulation,” and includes two travel lanes, two Class II bicycle lanes, and sidewalks on both sides of the street. On-street parking could be allowed. Local bus service would operate in the mixed-flow lanes.



*Eugene/Springfield in Lane County, Oregon, places bus rapid transit and associated stations in the center median for a portion of its route.*



*Example of bus rapid transit lanes and station located in the center median in Jakarta, Indonesia*

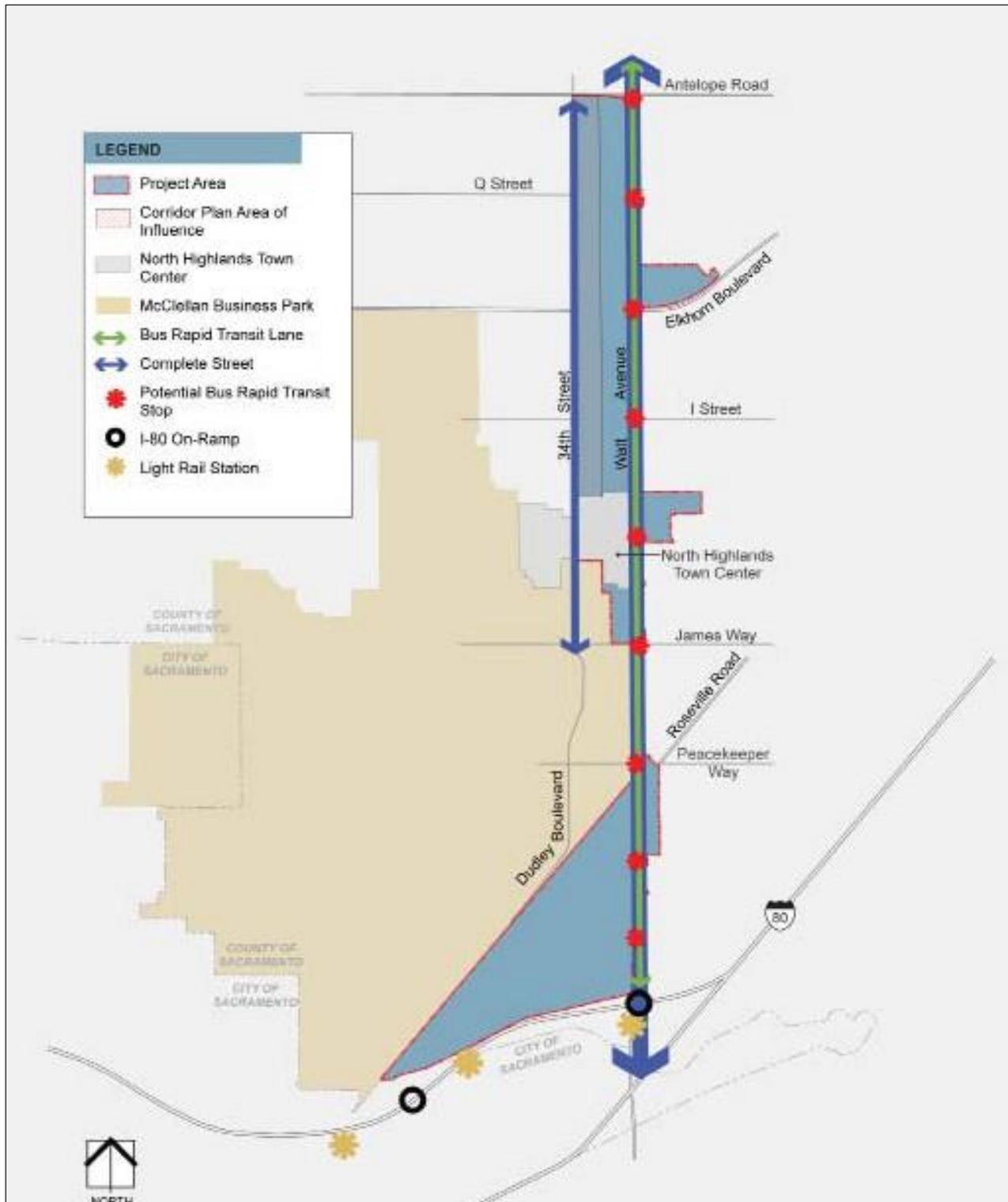


Figure C.15—Long-Term Alternative 3 Location Map

### Long-Term Alternative 3, Watt Avenue

Watt Avenue would include six mixed-flow travel lanes that would accommodate local bus service. Figure C.16, “Long-term Alternative 3, Watt Avenue Illustration,” graphically depicts the streetscape. The existing median described in the Near-Term Alternative would be replaced by two bus rapid transit lanes (see Figure C.17, “Long-Term Alternative 3, Watt Avenue Section,” and Figure C.18, “Long-Term Alternative 3, Watt Avenue Concept Plan”). A wider median would be necessary to accommodate stations located between the two dedicated bus lanes. The installation of the bus rapid transit lanes in the median will require moving the frontage improvements along Watt Avenue. The location and extent of the required widening will be determined in a later phase of the project. On-street parking would be prohibited.

Two Class II bicycle lanes would be located at the eastern and western sides of the street. Sidewalks would be located on both sides of the street, separated by a landscaped strip. The crossing distance at intersections would be approximately 155 feet, and at mid-block crossings, approximately 109 feet.



Figure C.16—Long-Term Alternative 3, Watt Avenue Illustration

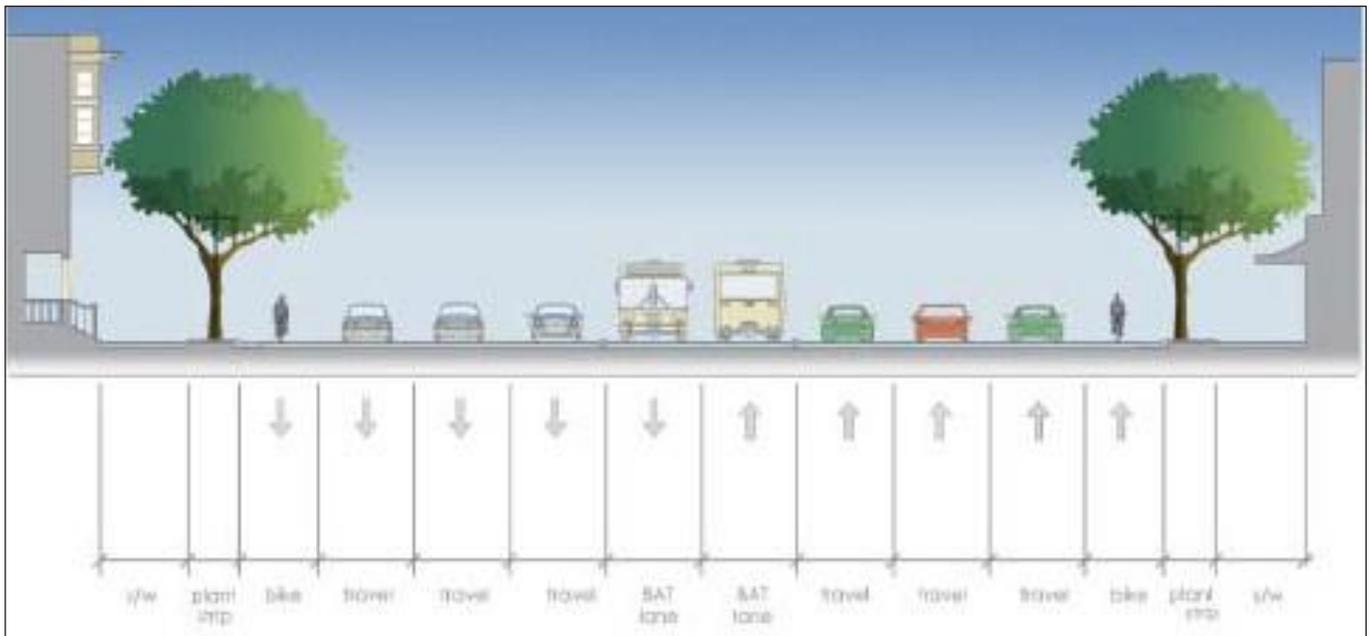


Figure C.17—Long-Term Alternative 3, Watt Avenue Section (with exclusive bus rapid transit lanes)

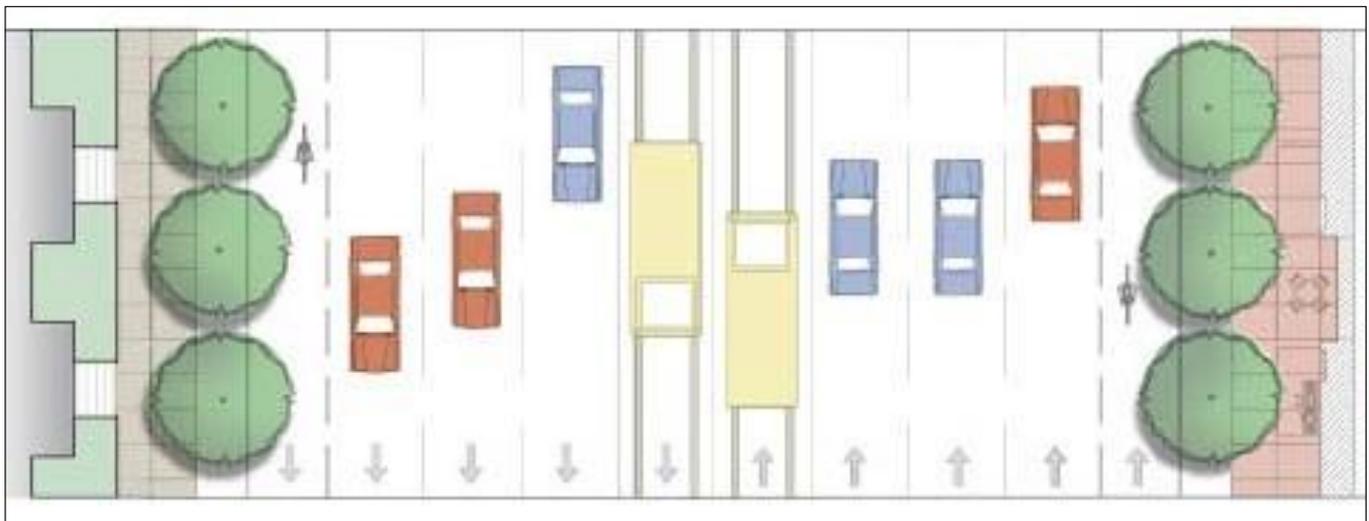


Figure C.18—Long-Term Alternative 3, Watt Avenue Concept Plan (with exclusive bus rapid transit lanes)

## C.2.1 Summary Analysis of Long-Term Alternatives

This section briefly summarizes the opportunities and constraints associated with each of the long-term alternatives described above.

### Alternative 1

Alternative 1 would continue the operation of Watt Avenue as a major thoroughfare, and locate bus rapid transit on 34th Street.

#### Roadway and Intersection Operations

- Alternative 1 would meet through-traffic capacity requirements, but it would operate less efficiently than Alternative 2 because of vehicular and transit conflicts at critical intersections.
- The bus rapid transit route has multiple options: remain restricted to the segment of 34th Street between Q and James Streets; continue south on Dudley Boulevard to Peacekeeper Way; or continue south on Dudley Boulevard to Winona Way or one of the other streets in the Triangle Gateway District, if a grade-separated crossing of the Union Pacific Railroad tracks were constructed.
- A roundabout at 34th Street and Freedom Park Drive could be utilized with this alternative.

#### Land Use

- New development would focus on vacant and underutilized parcels between Watt Avenue and 34th Street, allowing for adequate development to support bus rapid transit.

#### Access

- Center medians with limited access to parcels on both sides of Watt Avenue and 34th Street would be provided in Alternative 1.

### Alternative 2

Alternative 2 would treat Watt Avenue and 34th Street as northbound and southbound one-way streets with a dedicated bus rapid transit lane on each.

#### Roadway and Intersection Operations

- Alternative 2 would provide the greatest roadway capacity and best intersection operations.
- The planned roundabout at Freedom Park Drive and 34th Street would need to be removed with this alternative.

#### Land Use

- New development would be focused on vacant and underutilized parcels between Watt Avenue and 34th Street, allowing for adequate development to support bus rapid transit, similar to Alternative 1. However, automobile dependent development may be affected by access constraints (see the next page).

### Access

- The presence of dedicated bus rapid transit lanes adjacent to the west side of Watt Avenue and the east side of 34th Street would limit access to parcels in the area between Watt Avenue and 34th Street to signalized intersections or east-west streets like Freedom Park Drive, James Way, Elkhorn Boulevard, and Q Street. Access would be supplemented from an internal roadway network between Watt Avenue and 34th Street.
- The separation of northbound and southbound bus rapid transit lines could result in longer walking distances for transit users on one end of their trip.
- A couplet design may be possible that provides local business access and parking, in addition to through-lanes and bus rapid transit lanes.

### Alternative 3

Alternative 3 would locate dedicated bus rapid transit lanes in the center median of Watt Avenue, with 34th Street developed as a local arterial.

### Roadway and Intersection Operations

- Roadway and intersection traffic operations and capacity would be reduced due to the conflicting vehicular and transit movements at critical intersections as a result of the operation of bus rapid transit in the median of Watt Avenue.
- The installation of bus rapid transit in the median would require Watt Avenue to be widened from I-80 to Elverta Road and the existing landscaped median to be removed, as well as the reconstruction of frontage improvements.
- A roundabout at 34th Street and Freedom Park Drive could be utilized with this alternative.

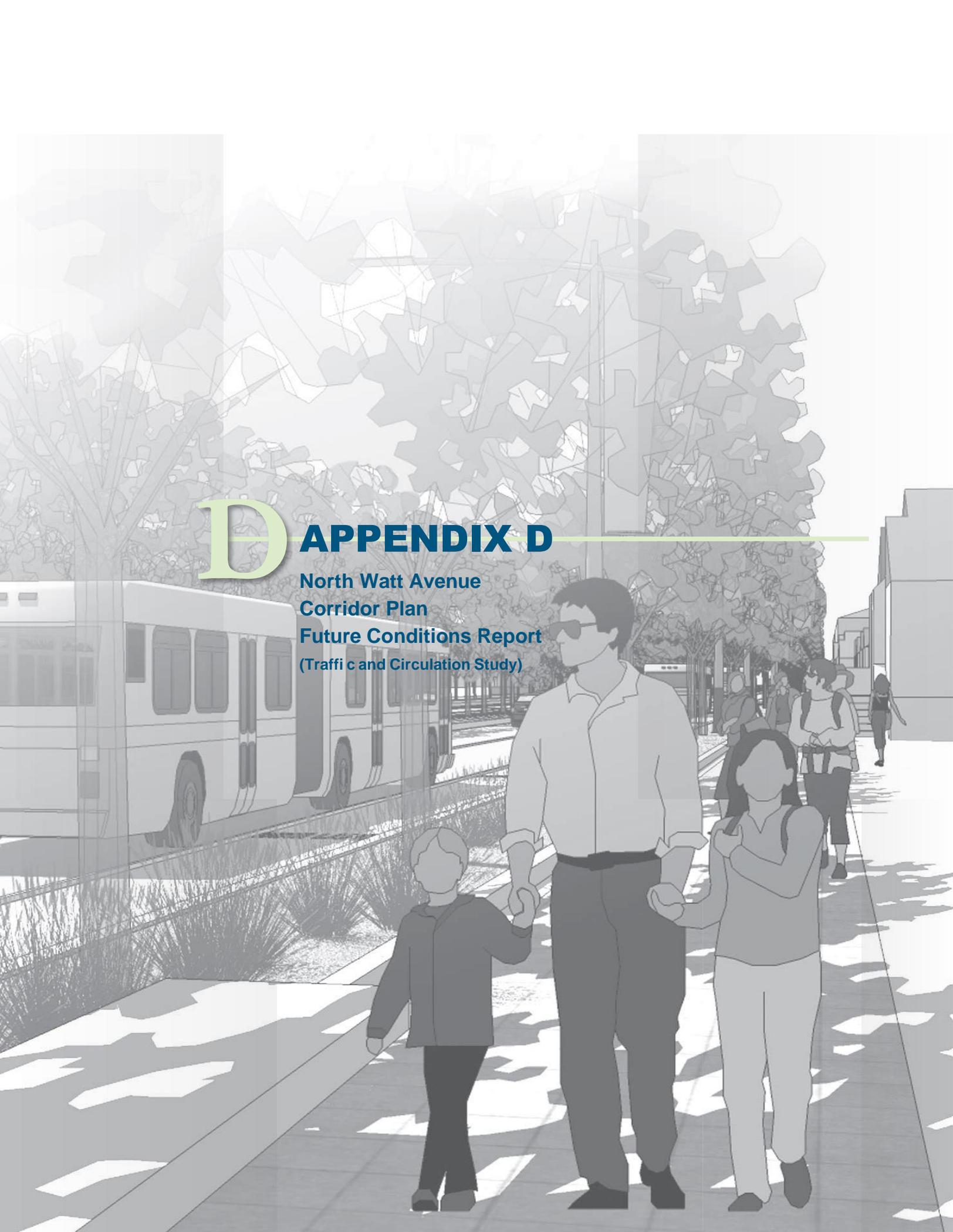
### Land Use

- With bus rapid transit in the median on Watt Avenue, new transit-supportive development would be limited to the west side of Watt Avenue for most of the Corridor Plan area.

### Access

- Alternative 3 would limit left-turn access to parcels on Watt Avenue to signalized intersections or east-west streets like Roseville Road, Winona Way, Orange Grove Avenue, Peacekeeper Way, Palm Street, Freedom Park Drive, James Way, Elkhorn Boulevard, and Q Street.



An architectural rendering of a city street scene. In the foreground, a man in a light-colored shirt and dark pants, wearing sunglasses, holds the hand of a young child. A woman in a light-colored top and pants walks beside them. In the background, a white bus is stopped at a curb. The street is lined with trees and buildings. The scene is rendered in a clean, illustrative style with soft shadows.

# **D** APPENDIX D

**North Watt Avenue  
Corridor Plan  
Future Conditions Report  
(Traffic and Circulation Study)**





**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS



# North Watt Avenue Corridor Plan Future Conditions Report

*August 15, 2008*  
*Prepared for:*  
*Sacramento County*



**SA07-0083**

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## 1. INTRODUCTION

This study describes the future transportation and circulation system for the North Watt Avenue corridor from Interstate 80 (1-80) north to the Sacramento County line. The analysis provides information on the transportation network; vehicle, transit, pedestrian, and bicycle within the study area. Specifically, Fehr & Peers evaluated future conditions for the following areas:

- Roadway configuration and level of service
- Intersection operations and level of service
- Transit services and facilities (including access to light rail stations)
- Pedestrian facilities (including crossing distances and connectivity)
- Bicycle facilities
- Access to adjoining land uses
- On Street Parking
- Constructability and phasing of improvements

### STUDY AREA

Fehr & Peers evaluated operating conditions at the following study intersections and roadways:

#### *Study Intersections*

- |  |  |
|--|--|
| 1. Dudley Boulevard/James Way            | 9. Peacekeeper Way/North Watt Avenue           |
| 2. Elkhorn Boulevard/34th Street         | 10. Roseville Road/North Watt Avenue           |
| 3. Elkhorn Boulevard/North Watt Avenue   | 11. 1-80 Westbound Off-Ramp/North Watt Avenue  |
| 4. Don Julio Boulevard/North Watt Avenue | 12. 1-80 Eastbound Off-Ramp/North Watt Avenue  |
| 5. Freedom Park Drive/North Watt Avenue  | 13. Q Street/North Watt Avenue                 |
| 6. James Way-A Street/North Watt Avenue  | 14. U Street – Antelope Road/North Watt Avenue |
| 7. Palm Street/North Watt Avenue         | 15. Q Street – 34th Street                     |
| 8. Airbase Drive/North Watt Avenue       |  |

### *Study Roadway Segments*

1. North Watt Avenue: PFE Road to Auburn Boulevard
2. Q Street: 34th Street to North Watt Avenue
3. Elkhorn Boulevard: 34th Street to North Watt Avenue
4. James Way: Dudley Boulevard to North Watt Avenue
5. Palm Street: Dudley Boulevard to North Watt Avenue
6. Peacekeeper Way: Dudley Boulevard to North Watt Avenue
7. 34th Street-Dudley Boulevard: Winters Street to Elkhorn Boulevard

### **PROJECT ALTERNATIVES**

This study evaluated one near-term alternative and four long-term alternatives for the roadway cross-section. The alternatives cover different combinations of travel lanes and high capacity transit lanes (Bus Rapid Transit (BRT) and Business Access Transit (BAT)) on 34<sup>th</sup> Street and Watt Avenue. All alternatives include sidewalks and on-street bicycle lanes (Class II).

The near-term alternative is a first phase for the long-term alternatives and will provide an improved transportation system until the planned land uses are developed in the study area.

Figure 1 presents the near-term and long-term alternative cross-sections for both Watt Avenue and 34th Street.

#### *Near-term Alternative*

In this alternative, Watt Avenue would be widened to six lanes, with the curb lane being a BAT lane. A BAT lane is an exclusive transit lane that allows automobiles to make right turns into and out of fronting development. Transit improvements would also include bus pre-emption at traffic signals and bus turnouts at the far side of signalized intersections. Sidewalks, Class II bicycle lanes, and a raised landscaped median would be installed along the entire length of Watt Avenue in the study area. On-street parking would be prohibited. 34<sup>th</sup> Street would be widened to accommodate two-travel lanes, two Class II bicycle lanes, and sidewalks separated from the street by a landscaped strip.

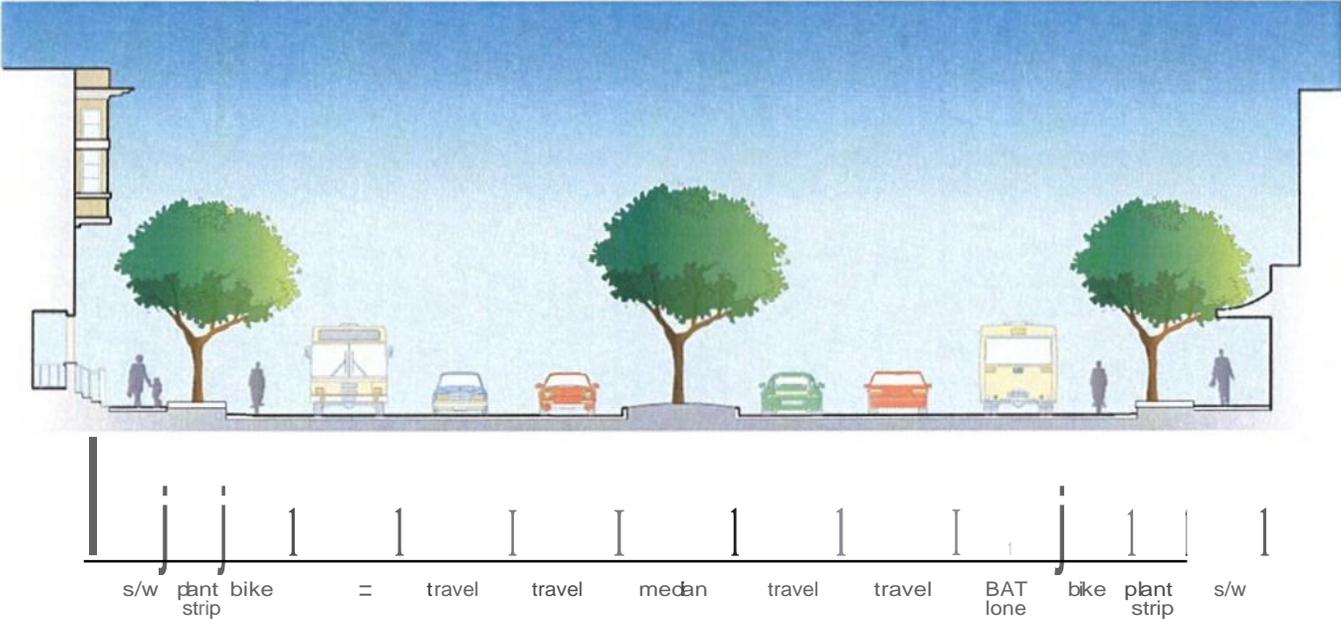
The following images show a before-and-after example of BAT lanes in Shoreline, Washington.

**BAT lanes on Aurora Boulevard in Shoreline, Washington**

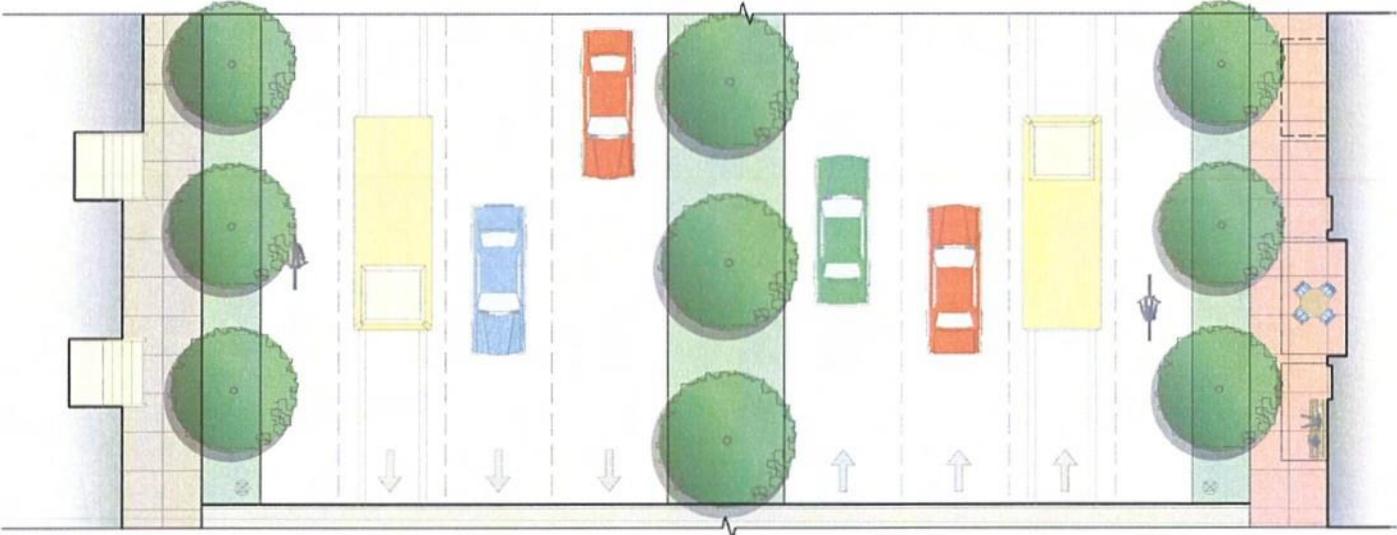


Source:Aurora Corridor Project website (<http://www.cityofshoreline.com/cityhall/projects/aurora/index.cfm>).

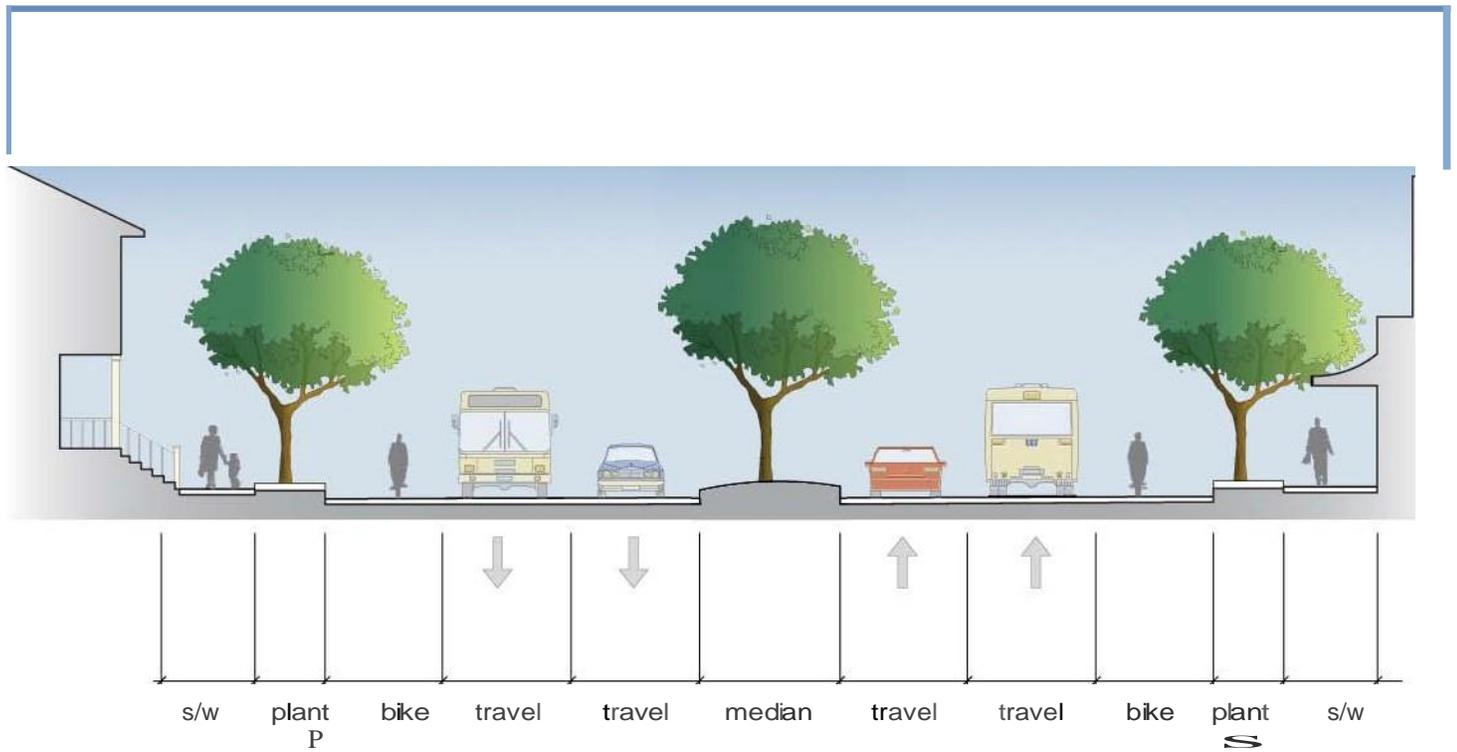
# Near Term Improvements - 6 Lanes on Watt (2 BAT)



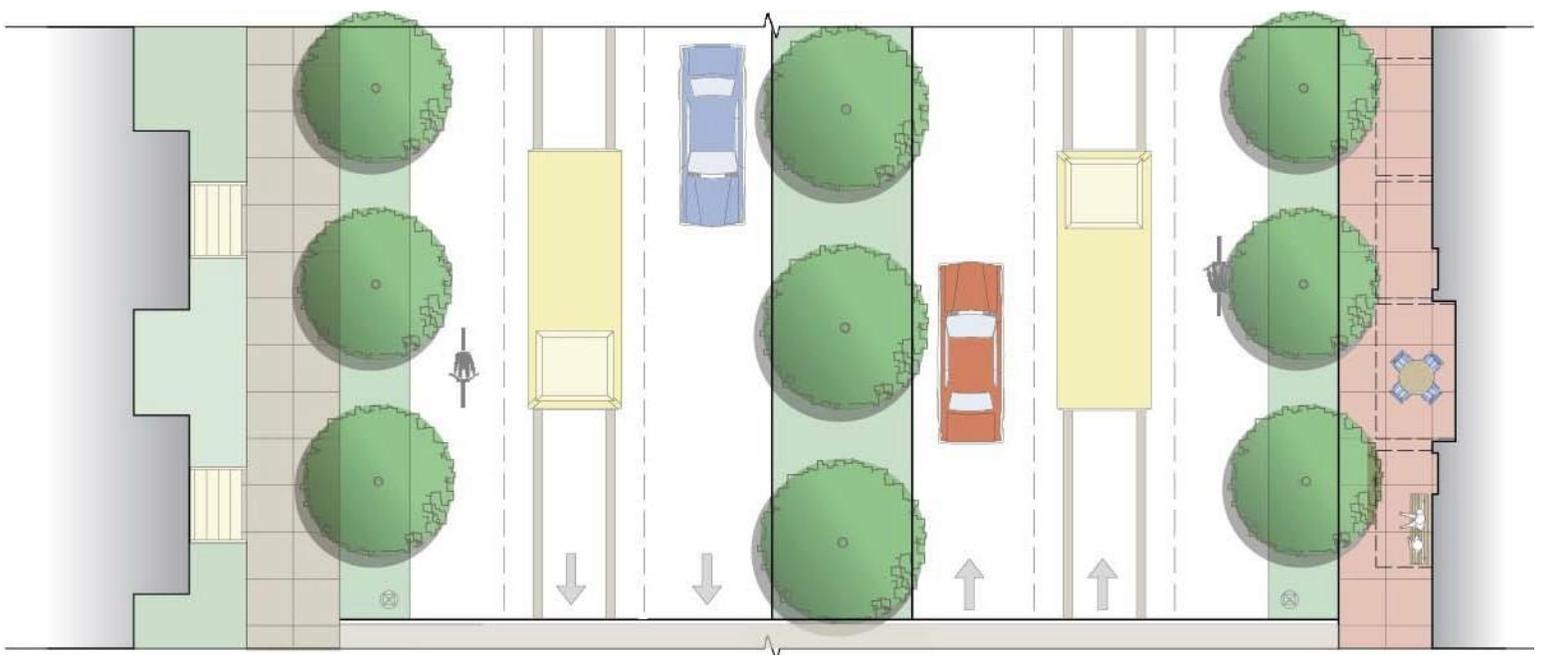
## Watt Avenue



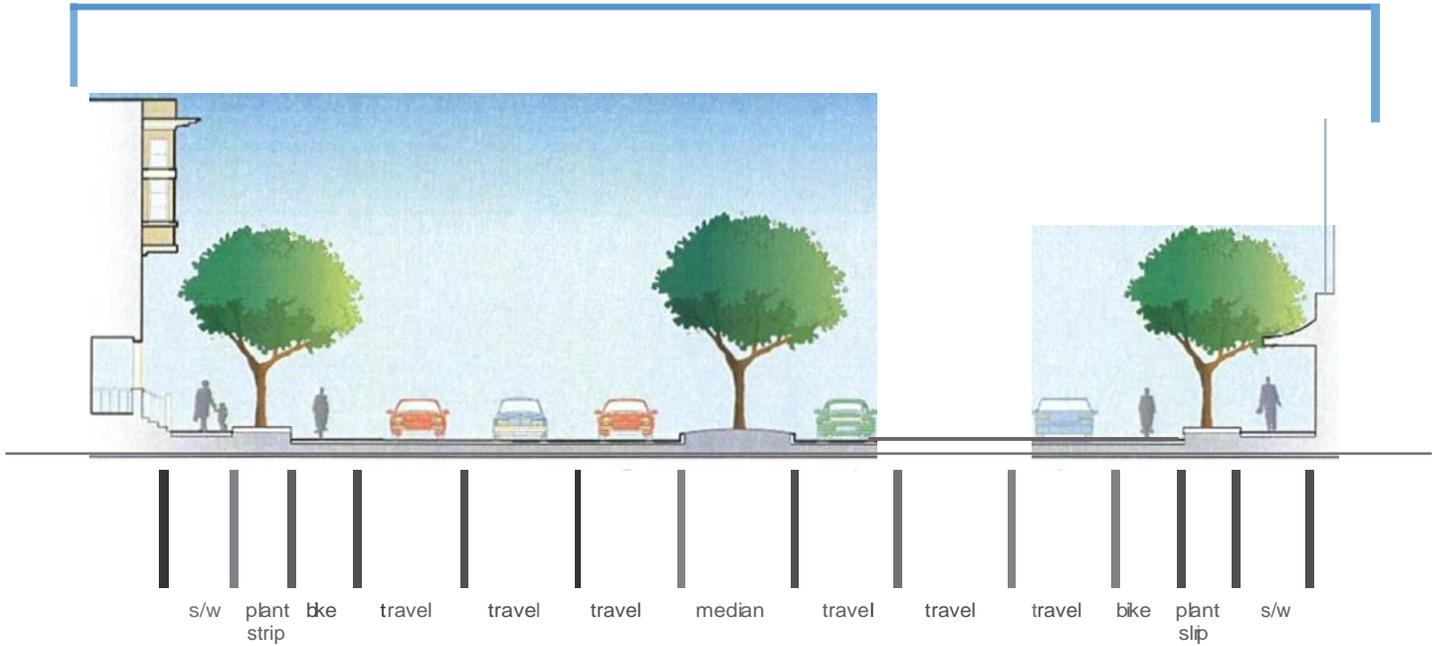
# Long Term Improvements - 4 Lanes on 34th (2 BRT)



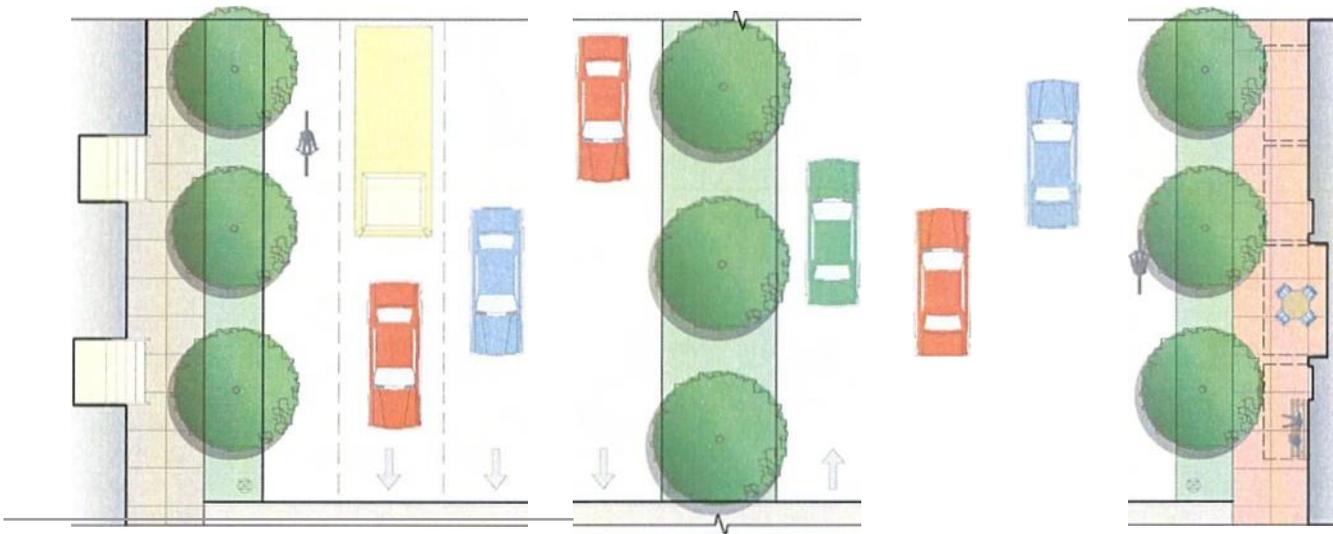
## 34th Street



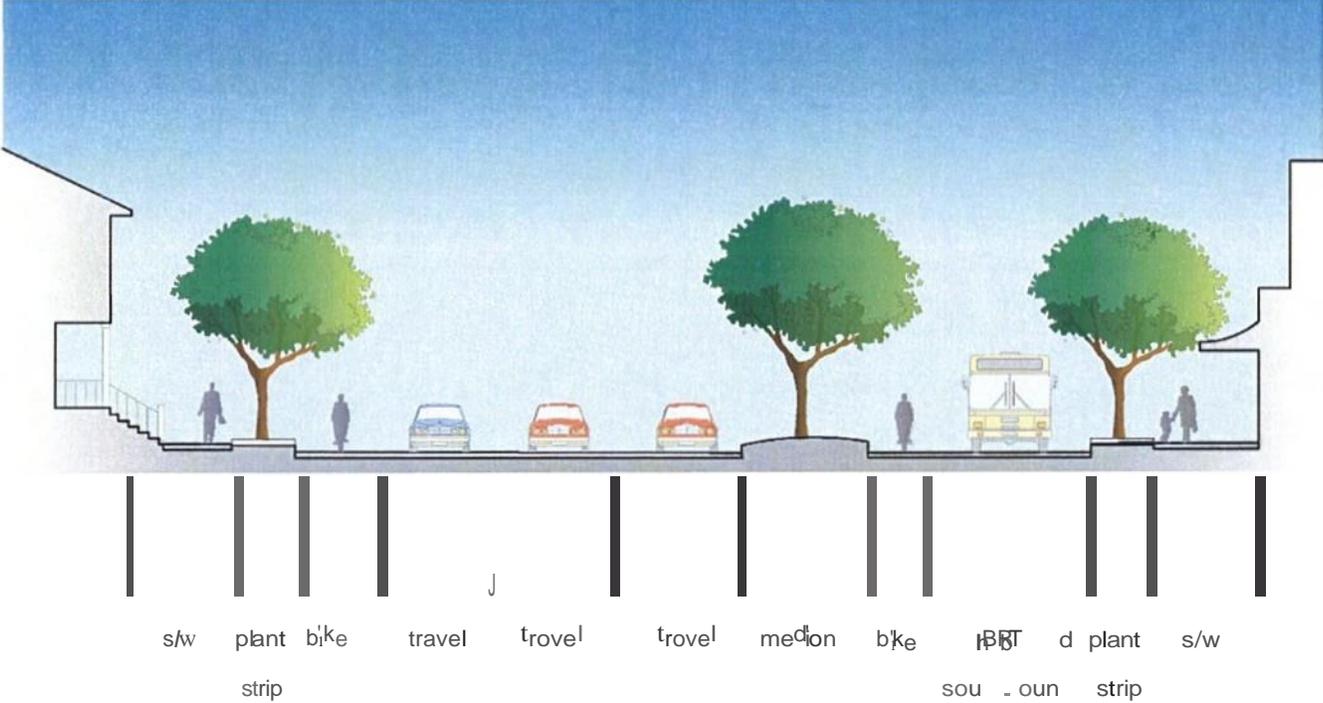
# Long Term Improvements - 6 Lanes on Watt



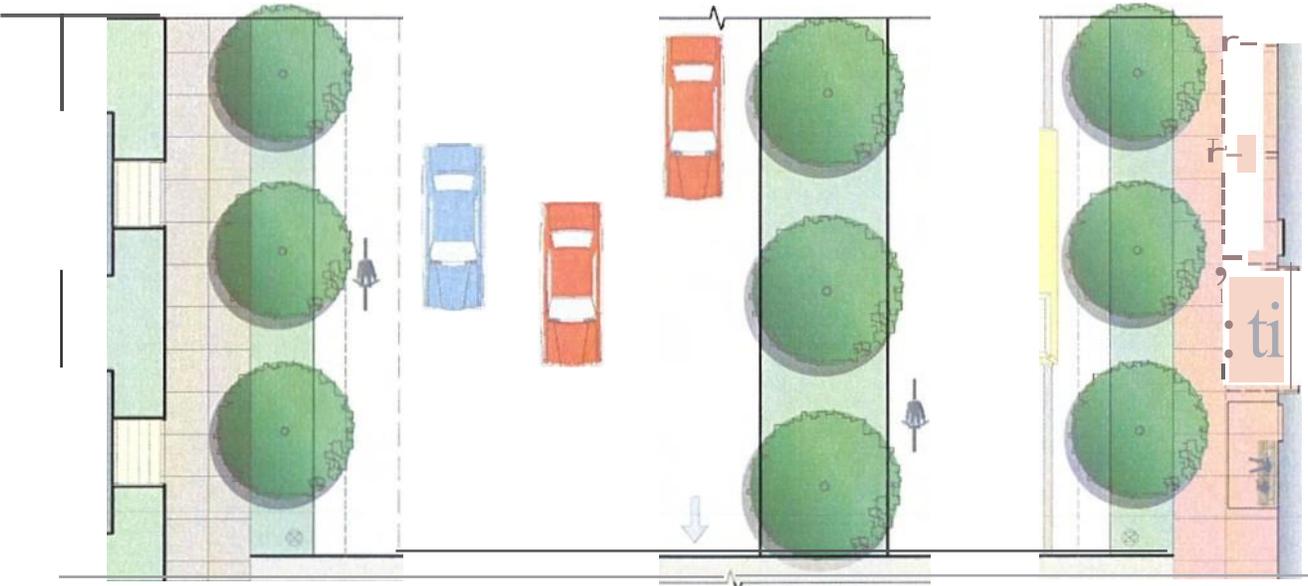
## Watt Avenue



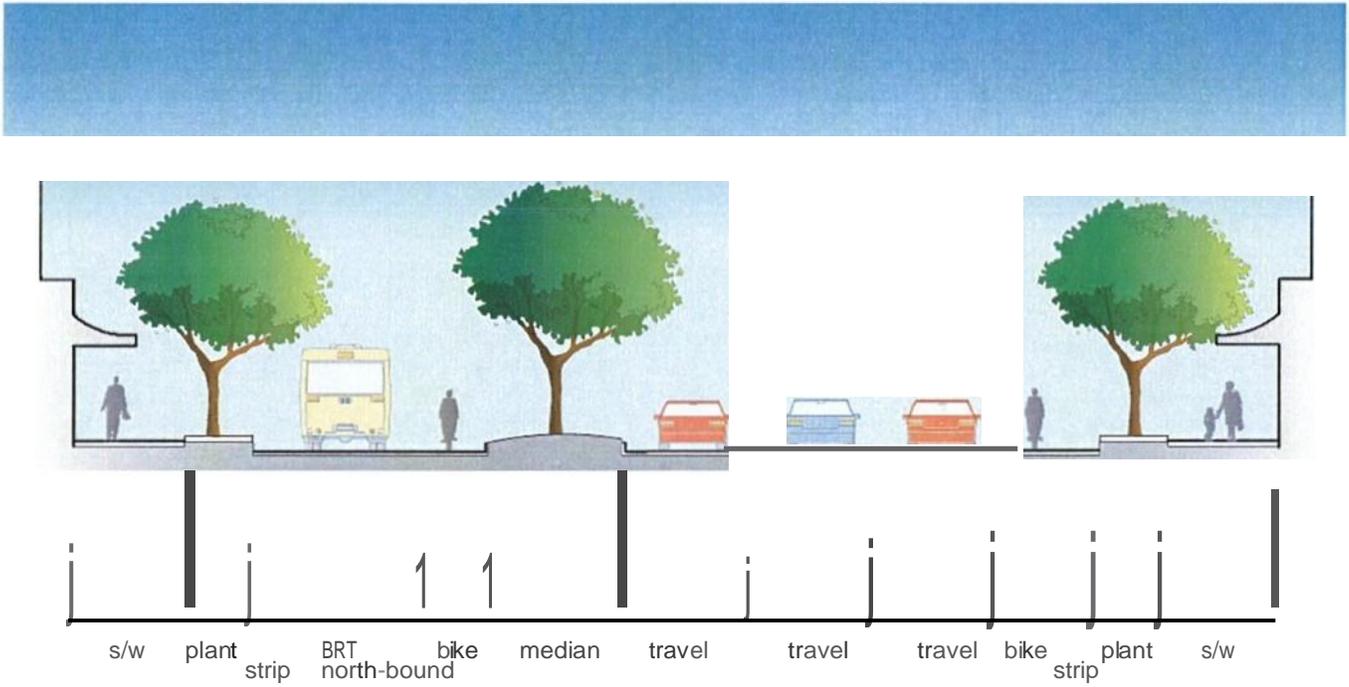
# Couplet - 3 Lanes on 34th + 1 BRT



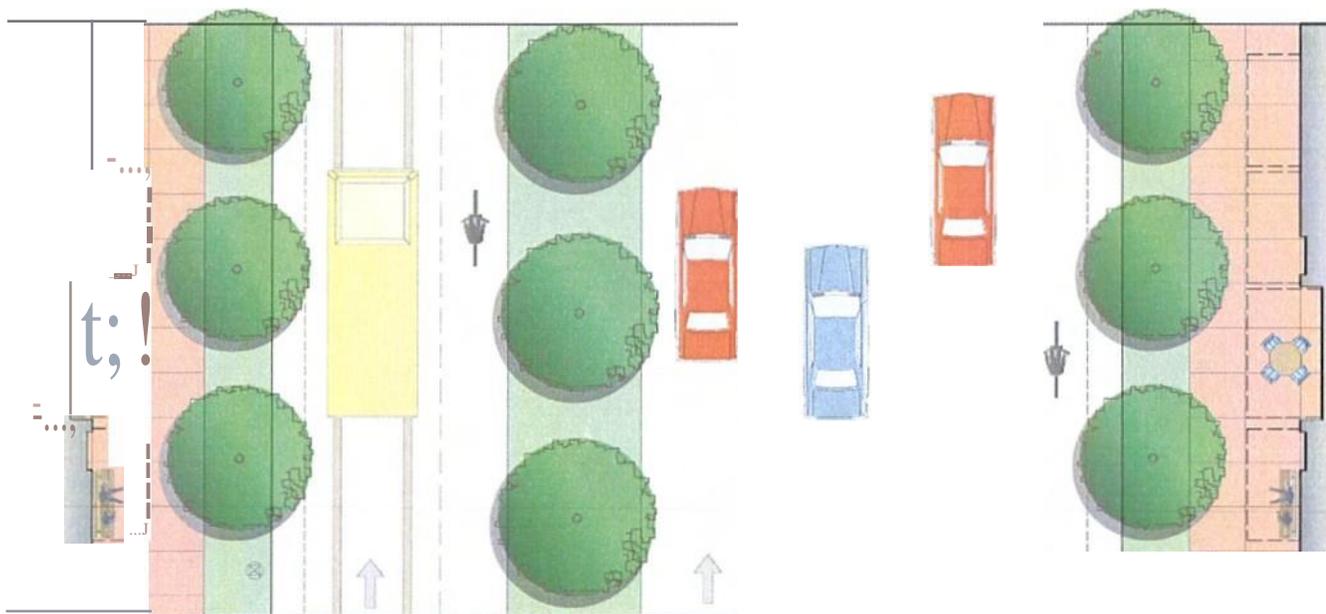
## 34th Street



# Couplet - 3 Lanes on Watt + 1 BRT



## Watt Avenue



## *Long-term Alternatives*

### No Project Alternative

The no project alternative assumes that both Watt Avenue and 34<sup>th</sup> Street would be modified to the current County of Sacramento General Plan designations. Watt Avenue is designated as a six-lane thoroughfare. This cross-section includes six travel lanes, a raised landscaped median, Class II bicycle lanes, and sidewalks. On-street parking is prohibited.

34<sup>th</sup> Street is not designated on the current General Plan, but has been assumed a two-lane major residential street with two travel lanes, sidewalks, Class III bicycle facilities, and on-street parking allowed.

### Alternative 1

This alternative modifies Watt Avenue to include six mixed-flow vehicle lanes, Class II bicycle lanes, sidewalks, and a raised landscaped median. On-street parking would be prohibited.

34<sup>th</sup> Street would be modified to include two mixed-flow travel lanes, two BRT lanes (exclusive transit lanes), Class II bicycle lanes, and sidewalks.

### Alternative 2

This alternative provides a one-way couplet between James Way and Antelope Road, with Watt Avenue being the northbound lanes and 34<sup>th</sup> Street being the southbound lanes. North of Antelope Road and

south of James Way, Watt Avenue would be a standard county six-lane thoroughfare. The northbound section of the couplet would have three mixed-flow travel lanes on the east side of the existing median on Watt Avenue. This section would include a northbound Class II bicycle lane and a sidewalk. The existing lanes west of the median would be converted into a northbound BRT lane, a southbound Class II bicycle lane, and a sidewalk. The BRT lane and travel lanes would be separated by a raised landscaped median.

34<sup>th</sup> Street would be modified to accommodate three mixed-flow southbound travel lanes, a southbound

Class II bicycle lane, and a sidewalk on the west side of the street. A southbound BRT lane, northbound Class II bicycle lane, and sidewalk would be constructed on the east side of the street. The travel lanes and BRT lane would be separated by a raised landscaped median.

On-street parking would be prohibited on both Watt Avenue and 34<sup>th</sup> Street in the study area.

### Alternative 3

This alternative modifies Watt Avenue to include six mixed-flow travel lanes, Class II bicycle lanes, and sidewalks. The median would be constructed to accommodate two BRT lanes. The median would need to be widened further to accommodate stations.

34<sup>th</sup> Street would be modified to accommodate two travel lanes, sidewalks, Class II bicycle lanes, and on-street parking.

---



## REPORT ORGANIZATION

The remainder of this report includes the following chapters:

- Chapter 2 – Vehicular Circulation: For each proposed project alternative, this section describes the measures of effectiveness related to vehicle circulation in the study area, including operations at the study intersections and roadway segments.
- Chapter 3 – Transit Facilities: This section describes transit-related options and considerations for each of the proposed project alternatives.
- Chapter 4 – Pedestrian Facilities: This section discusses pedestrian facilities for each of the proposed project alternatives.
- Chapter 5 – Bicycle Facilities: This section discusses bicycle facilities for each of the proposed project alternatives.
- Chapter 6 – Access Options: For each proposed project alternative, this section describes roadway and fronting land use access options and considerations for vehicles traveling in the project area.
- Chapter 7 – Project Constructability: This section briefly describes the construction concerns and considerations for each proposed project alternative.

## 2. VEHICULAR CIRCULATION

This chapter describes the measures of effectiveness related to vehicle circulation in the study area, including operations at the study intersections and roadway segments.

### ROADWAY SYSTEM ALTERNATIVES

#### *Near-term Alternative*

In this alternative, Watt Avenue would be widened to six-lanes with the curb lane being a Business Access Transit (BAT) lane. A BAT lane is an exclusive transit lane that allows automobiles to make right turns into and out of fronting development. Transit improvements would also include bus pre-emption at traffic signals and bus turnouts at the fair side of signalized intersections. Sidewalks, Class II bicycle lanes (7-foot), and a raised landscaped median would be installed along the entire length of Watt Avenue in the study area. Travel lanes on Watt Avenue would be a minimum of 11 feet wide to accommodate trucks and busses. On-street parking would be prohibited.

34th Street would be widened to accommodate two travel lanes (10-foot), two Class II bicycle lanes (7-foot), and sidewalks separated from the street by a landscaped strip.

#### *Long-term Alternative*

##### No Project Alternative

The no project alternative assumes that both Watt Avenue and 34th Street would be modified to the current County of Sacramento General Plan designations. Watt Avenue is designated as a six-lane thoroughfare. This cross-section includes six travel lanes, a raised landscaped median, Class II bicycle lanes (7-foot), and sidewalks. Travel lanes on Watt Avenue would be a minimum of 11 feet wide to accommodate trucks and busses. On-street parking would be prohibited.

34<sup>h</sup> Street is not designated on the current General Plan, but has been assumed a two-lane major residential street with two travel lanes (10-foot), sidewalks, and Class III bicycle facilities. On-street parking would be allowed.

##### Alternative 1

This alternative modifies Watt Avenue to include six mixed-flow vehicle lanes, Class II bicycle lanes, sidewalks, and a raised landscaped median. On-street parking would be prohibited. Travel lanes on Watt Avenue would be a minimum of 11 feet in width. This is to accommodate trucks and busses, which are 10 feet or more in width.

34th Street would be modified to include two mixed-flow travel lanes, two BRT lanes (exclusive transit lanes), Class II bicycle lanes (7-foot), and sidewalks. On-street parking could be allowed on sections where the BRT lanes are in or adjacent to the median. Travel lanes on 34<sup>h</sup> Street would be a minimum of 11 feet wide to accommodate trucks and busses.

## Alternative 2

This alternative provides a one-way couplet between James Way and Antelope Road, with Watt Avenue being the northbound lanes and 34<sup>th</sup> Street being the southbound lanes. North of Antelope Road and

south of James Way, Watt Avenue would be a standard county six-lane thoroughfare. The northbound section of the couplet would have three mixed flow travel lanes on the east side of the existing median on Watt Avenue. This section would include a northbound Class II bicycle lane (7-foot) and a sidewalk. The existing lanes west of the median would be converted into a northbound BRT lane and southbound on-street Class II bicycle lane (7 foot) and a sidewalk. The BRT lane and travel lanes would be separated by a raised landscaped median. Travel lanes would be a minimum of 11 feet wide to accommodate trucks and busses.

34<sup>th</sup> Street would be modified to accommodate three mixed-flow southbound travel lanes, a southbound on-street bicycle lane (7-foot), and a sidewalk on the west side of the street. A southbound BRT lane, northbound Class II bicycle lane (7-foot), and sidewalk would be constructed on the east side of the street. The travel lanes and BRT lane would be separated by a raised landscaped median. Travel lanes on Watt Avenue would be a minimum of 11 feet wide to accommodate trucks and busses.

On-street parking would be prohibited on both Watt Avenue and 34<sup>th</sup> Street in the study area.

## Alternative 3

This alternative modifies Watt Avenue to include six mixed-flow travel lanes, Class II bicycle lanes, and sidewalks. The median would be constructed to accommodate two BRT lanes (25 feet). At station locations, the median would need to be widened further. Travel lanes on Watt Avenue would be a minimum of 11 feet wide to accommodate trucks and busses. On-street parking would be prohibited.

34<sup>th</sup> Street would be modified to accommodate two travel lanes (10-foot), sidewalks, and Class II bicycle lanes (7-foot). On-street parking could be allowed.

## Traffic Volumes

Future traffic volumes were developed using a modified version of the Sacramento Council of Governments (SACOG) regional transportation demand model (SACMET). The model was modified to provide more detail in the study area, including more traffic analysis zones and updated land uses, and additional roadways. The SACMET model was used to forecast intersection turning movements for the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hours and Average Daily Traffic (ADT) data for the study area intersections and roadway segments. Figure 2 displays the daily roadway segment traffic volumes, and Figures 3 through 6 show the AM and PM peak hour intersection turning movement volumes and lane configurations for the four long-term project alternatives.

## LEVEL OF SERVICE

Level of service (LOS) is a qualitative measure describing the operating condition of intersections and roadways from the perspective of motorists and passengers. LOS ranges from A through F, which represents driving conditions from best to worst, respectively. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

### Analysis Methodology

Traffic operations on study roadway segments and at study intersections were analyzed in accordance with Sacramento County's *Traffic Impact Analysis Guidelines*, (July 2004). The following summarizes the methodologies utilized for study roadway segments and intersections.

### Roadway Segments

Roadway segments were analyzed by comparing the average daily traffic volume to daily volume thresholds for various facility types. These thresholds are used as guidelines by the county to identify the need for new or upgraded facilities based on daily traffic volumes.

Facility Type	Number of Lanes	Daily Volume Threshold				
		LOSA	LOS B	LOSC	LOSO	LOSE
Arterial, low access control	2	9,000	10,500	12,000	13,500	15,000
	3	13,500	15,750	18,000	20,250	22,500
	4	18,000	21,000	24,000	27,000	30,000
Arterial, moderate access control	6	27,000	12,600	14,400	16,200	18,000
	2	10,800	18,900	21,600	24,300	27,000
	3	16,200				
	4	21,600	25,200	28,800	32,400	36,000
Arterial, high access control	6	32,400	37,800	43,200	48,600	54,000
	2	12,000	14,000	16,000	18,000	20,000
	3	18,000	21,000	24,000	27,000	30,000
	4	24,000	28,000	32,000	36,000	40,000
Rural, 2-lane highway	6	36,000	42,000	48,000	54,000	60,000
Rural, 2-lane road, paved shoulders	2	2,400	4,800	7,900	13,500	22,900
Rural, 2-lane road, no shoulders	2	2,200	4,300	7,100	12,200	20,000
Rural, 2-lane road, no shoulders	2	1,800	3,600	5,900	10,100	17,000

Source: *Traffic Impact Analysis Guidelines* (County of Sacramento, July 2004).

### Signalized and Unsignalized Intersections

Per the County's direction, the study intersections were analyzed using the Synchro software. This software applies the methodology presented in the *Highway Capacity Manual* (Transportation Research Board, 2000). The HCM methodology determines the LOS at signalized intersection by comparing the average control delay per vehicle at the intersection to the thresholds shown in Table 2. At two-way or

side-street stop-controlled intersections, LOS is calculated for each movement rather than for the intersection as a whole. If an approach consists of a single lane from which vehicles can make multiple movements, the LOS is based on the average control delay for all movements from that approach. The LOS reported at side-street stop-controlled intersections is for the maximum control delay experienced on a specific approach for movement.

TABLE 2: LEVEL OF SERVICE DEFINITIONS FOR STUDY INTERSECTIONS		
Level of Service	Average Control Delay (seconds/vehicle)	
	Signalized	Unsignalized
A	≤ 10.0	≤ 10.0
B	10.1 - 20.0	10.1 - 15.0
C	20.1 - 35.0	15.1 - 25.0
D	35.1 - 55.0	25.1 - 35.0
E	55.1 - 80.0	35.1 - 50.0
F	> 80.0	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

### Analysis Evaluation Criteria

Consistent with the County's *Traffic Impact Guidelines*, Sacramento County defines the minimum acceptable operation level for its roadways and intersections to be LOS D for rural areas and LOS E for urban areas. Since the study roadway segments and intersections are located within the county's Urban Service Boundary, LOS E is applied to identify existing operational deficiencies.

### Traffic Operations

Following are discussions of existing traffic operations of the study roadways and intersections.

### Roadway Segments

The daily volumes shown in Figure 2 were compared to the capacity criteria for arterial roadway segments presented above. Table 3 presents the study roadway segment operations. Implementation of Alternative 2 will result in the least number of roadway segments (3) operating at unacceptable levels of service (LOS F). The No Project Alternative, Alternative 1, and Alternative 3 result in 6 roadway segment operating at LOS F.

TABLE 3:  
ROADWAY SEGMENT LEVEL OF SERVICE - FUTURE CONDITIONS

Roadway	Segment	No Project		Alternative 1		Alternative 2		Alternative 3	
		Volume	V/C (LOS)	Volume	V/C (LOS)	Volume	V/C (LOS)	Volume	V/C (LOS)
Watt Ave.	Elverta Rd. to Antelope Rd.	57,100	1.06(F)	57,100	1.06(F)	54,900	1.02(F)	57,100	1.06(F)
Watt Ave.	Antelope Rd. to Q St.	56,400	1.04(F)	56,400	1.04(F)	50,000	0.92(E)	56,400	1.04(F)
Watt Ave.	Q St. to Elkhorn Blvd.	58,100	1.07(F)	58,100	1.07(F)	34,500	1.15(F)	58,100	1.07(F)
Watt Ave.	Elkhorn Blvd. to ISt.	57,700	1.07(F)	57,700	1.07(F)	29,600	0.99(E)	57,700	1.07(F)
Watt Ave.	ISt. to Don Julio Blvd.	47,700	0.88(D)	47,700	0.88(D)	28,100	0.93(E)	47,700	0.88(D)
Watt Ave.	Don Julio Blvd. to Freedom Park Dr.	50,100	0.93(E)	50,100	0.93(E)	28,700	0.96(E)	50,100	0.93(E)
Watt Ave.	Freedom Park Dr. to James Way	50,700	0.94(E)	50,700	0.94(E)	27,100	0.90(E)	50,700	0.94(E)
Watt Ave.	James Way to Palm Ave.	54,000	1.00(E)	54,000	1.00(E)	41,200	0.76(C)	54,000	1.00(E)
Watt Ave.	Palm Ave. to Airbase Dr.	59,100	1.09(F)	59,100	1.09(F)	48,900	0.91(E)	59,100	1.09(F)
Watt Ave.	Airbase Dr. to Peacekeeper Way	49,200	0.91(E)	49,200	0.91(E)	43,200	0.80(C)	49,200	0.91(E)
Watt Ave.	Peacekeeper Way to Roseville Rd.	56,200	1.04(F)	56,200	1.04(F)	45,600	0.84(D)	56,200	1.04(F)
Watt Ave.	Roseville Rd. to 1-80	49,700	0.92(E)	49,700	0.92(E)	48,400	0.90(D)	49,700	0.92(E)
34th St.	U St. to Q St.	8,200	0.48(D)	8,200	0.48(D)	7,700	0.45(D)	8,200	0.48(D)
34th St.	Q St. to Elkhorn Blvd.	15,000	0.88(E)	15,000	0.83(D)	30,600	1.02(F)	15,000	0.88(E)
34th St.	Elkhorn Blvd. to ISt.	7,700	0.90(D)	7,700	0.43(A)	27,000	0.90(D)	7,700	0.90(D)
Dudley Blvd.	Freedom Park Dr. to James Way	9,000	0.60(A)	9,000	0.60(A)	20,300	0.68(B)	9,000	0.60(A)
Dudley Blvd.	James Way to Palm Ave.	14,100	0.39(A)	14,100	0.39(A)	12,900	0.36(A)	14,100	0.39(A)
Q St.	34th St. to Watt Ave.	9,500	0.48(D)	9,500	0.53(A)	24,200	0.67(B)	9,500	0.48(D)
Elkhorn Blvd.	34th St. to Watt Ave.	47,700	0.88(D)	47,700	0.88(D)	46,300	0.86(D)	47,700	0.88(D)
Freedom Park Dr.	34th St. to Watt Ave.	9,600	0.53(A)	9,600	0.53(A)	6,000	0.33(A)	9,600	0.53(A)
James Way	34th St. to Watt Ave.	9,300	0.31(A)	9,300	0.31(A)	19,500	0.65(B)	9,300	0.31(A)
Palm Ave.	34th St. to Watt Ave.	7,100	0.24(A)	7,100	0.24(A)	9,900	0.33(A)	7,100	0.24(A)
Peacekeeper Way	34th St. to Watt Ave.	22,600	0.75(C)	22,600	0.75(C)	18,600	0.62(B)	22,600	0.75(C)

Notes: Bold text indicate unacceptable operations.

Source: Fehr & Peers, 2008

Study Intersections

Figures 3 through 6 present AM and PM peak hour intersection turning movement volumes and lane configurations for each project alternative. The traffic volumes in the figures were used to calculate levels of service at the study intersections based on the methodology presented above. Table 4 summarizes the LOS for each study intersection. Alternative 2 has the least number of intersections that an unacceptable LOS during either the AM or PM peak hour (5 intersections). The No Project Alternative has the most intersections operating at an unacceptable LOS in either the AM or PM peak hour (7 intersections).

TABLE 4:  
INTERSECTIONS LEVEL OF SERVICE - FUTURE CONDITIONS

Intersection	Traffic Control	No Project		Alternative 1		Alternative 2		Alternative 3	
		AM	PM	AM	PM	AM	PM	AM	PM
1. Dudley Blvd. / James Way	Multi-Way Stop	30/D	49/E	35/C <sup>1</sup>	27/C <sup>1</sup>	20/B <sup>1</sup>	24/C <sup>1</sup>	30/D	49/E
2. Elkhorn Blvd. / 34th St.	Signal	74/E	101/F	60/E	93/F	105/F	165/F	74/E	101/F
3. Elkhorn Blvd. / Watt Ave.	Signal	122/F	139/F	128/F	140/F	61/E	131/F	122/F	140/F
4. Don Julio Blvd. / Watt Ave.	Signal	117/F	140/F	112/F	142/F	29/C	61/E	117/F	140/F
5. Freedom Park Dr. / Watt Ave.	Signal	26/C	39/D	28/C	31/C	8/A	34/C	26/C	39/D
6. James Way-A St. / Watt Ave.	Signal	130/F	176/F	96/F	133/F	78/E	111/F	130/F	173/F
7. Palm St. / Watt Ave.	Signal	18/B	17/B	16/B	15/B	19/B	21/C	18/B	19/B
8. Airbase Dr. / Watt Ave.	Signal	53/D	62/E	74/E	68/E	47/D	62/E	64/E	65/E
9. Peacekeeper Way / Watt Ave.	Signal	33/C	47/D	40/D	42/D	44/D	38/D	33/C	47/D
10. Roseville Rd. / Watt Ave.	Signal	59/E	69/E	65/E	61/E	60/E	54/D	59/E	71/E
11. 1-80 Westbound Off Ramp / Watt Ave.	Signal	17/B	19/B	18/B	22/C	26/C	24/C	17/B	19/B
12. 1-80 Eastbound Off Ramp / Watt Ave.	Signal	37/D	37/D	40/B	38/D	39/D	36/D	37/D	37/D
13. Q St. / Watt Ave.	Signal	87/F	72/E	79/E	51/D	58/E	46/D	78/E	76/E
14. U St. - Antelope Rd. / Watt Ave.	Signal	43/D	98/F	41/D	115/F	62/E	136/F	43/D	124/F
15. Q St. / 34th St.	Multi-Way Stop	83/F	111/F	92/F <sup>1</sup>	79/E <sup>1</sup>	152/F <sup>1</sup>	145/F <sup>1</sup>	83/F	111/F

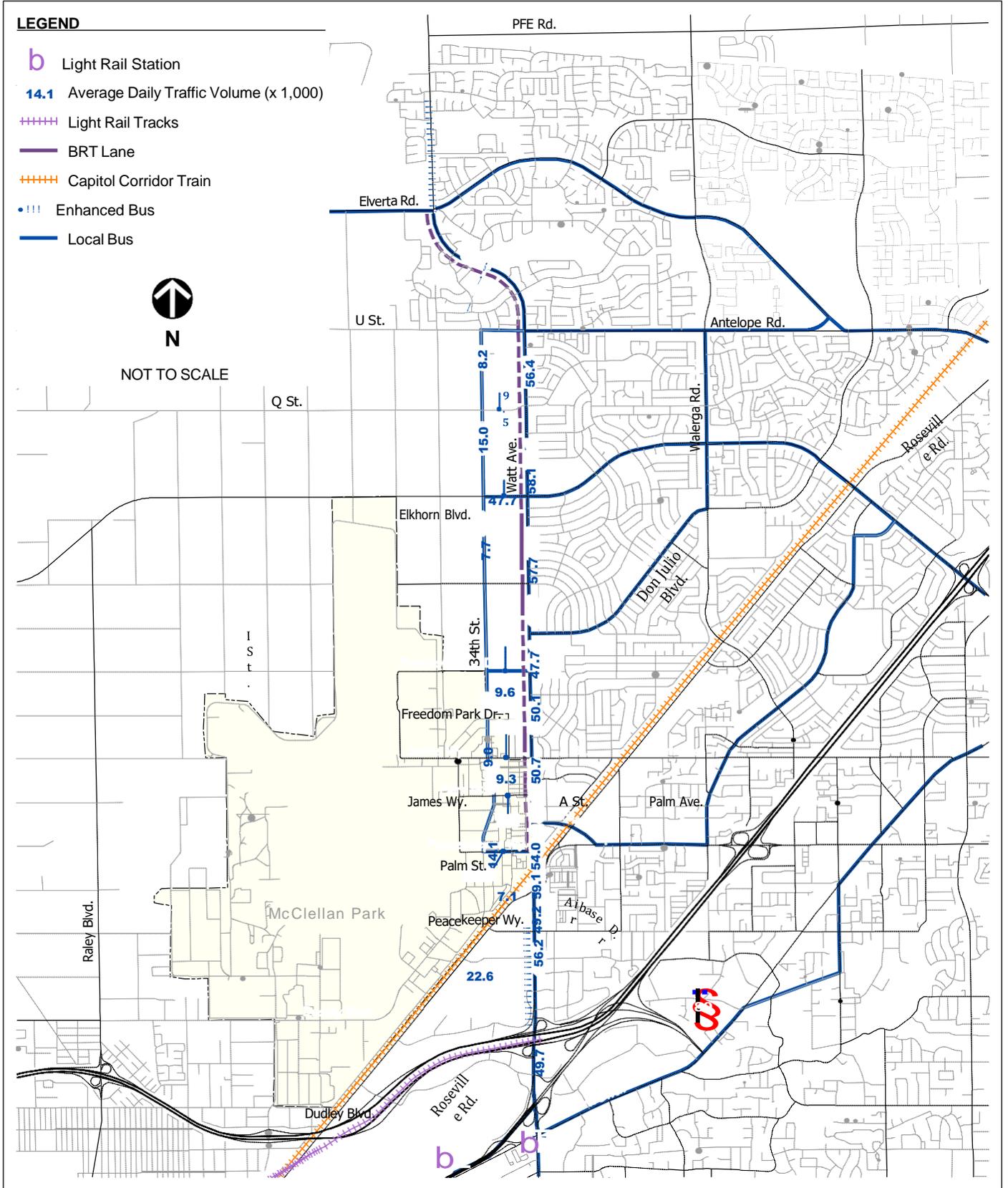
Notes: 1= Signalized intersection control.  
 Bold text indicates unacceptable operations.  
 Source: Fehr & Peers, 2008

**LEGEND**

- b Light Rail Station
- 14.1 Average Daily Traffic Volume (x 1,000)
- + + + + Light Rail Tracks
- BRT Lane
- + + + + Capitol Corridor Train
- Enhanced Bus
- Local Bus



NOT TO SCALE



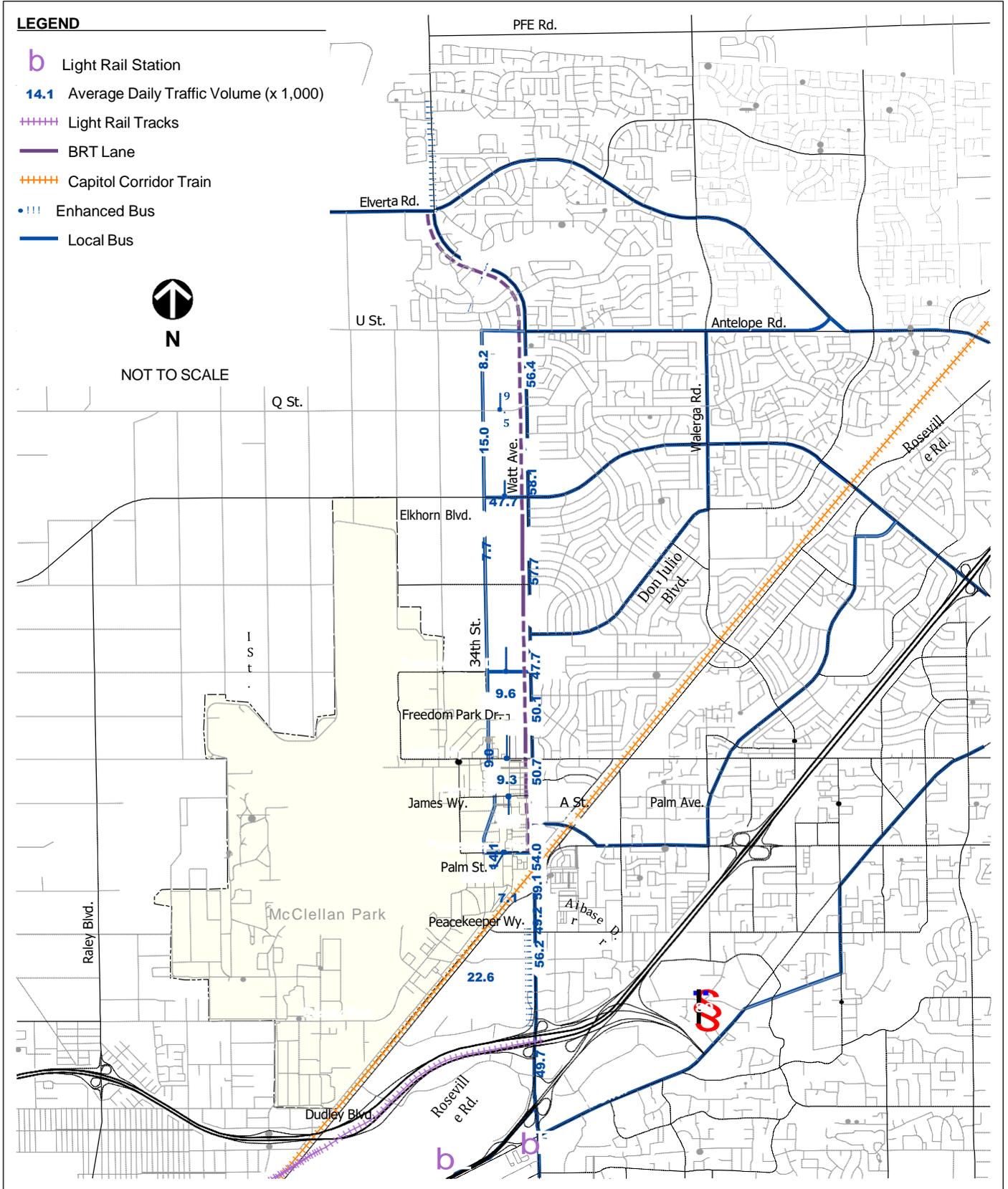


**LEGEND**

- b Light Rail Station
- 14.1 Average Daily Traffic Volume (x 1,000)
- + + + + Light Rail Tracks
- BRT Lane
- + + + + Capitol Corridor Train
- Enhanced Bus
- Local Bus



NOT TO SCALE



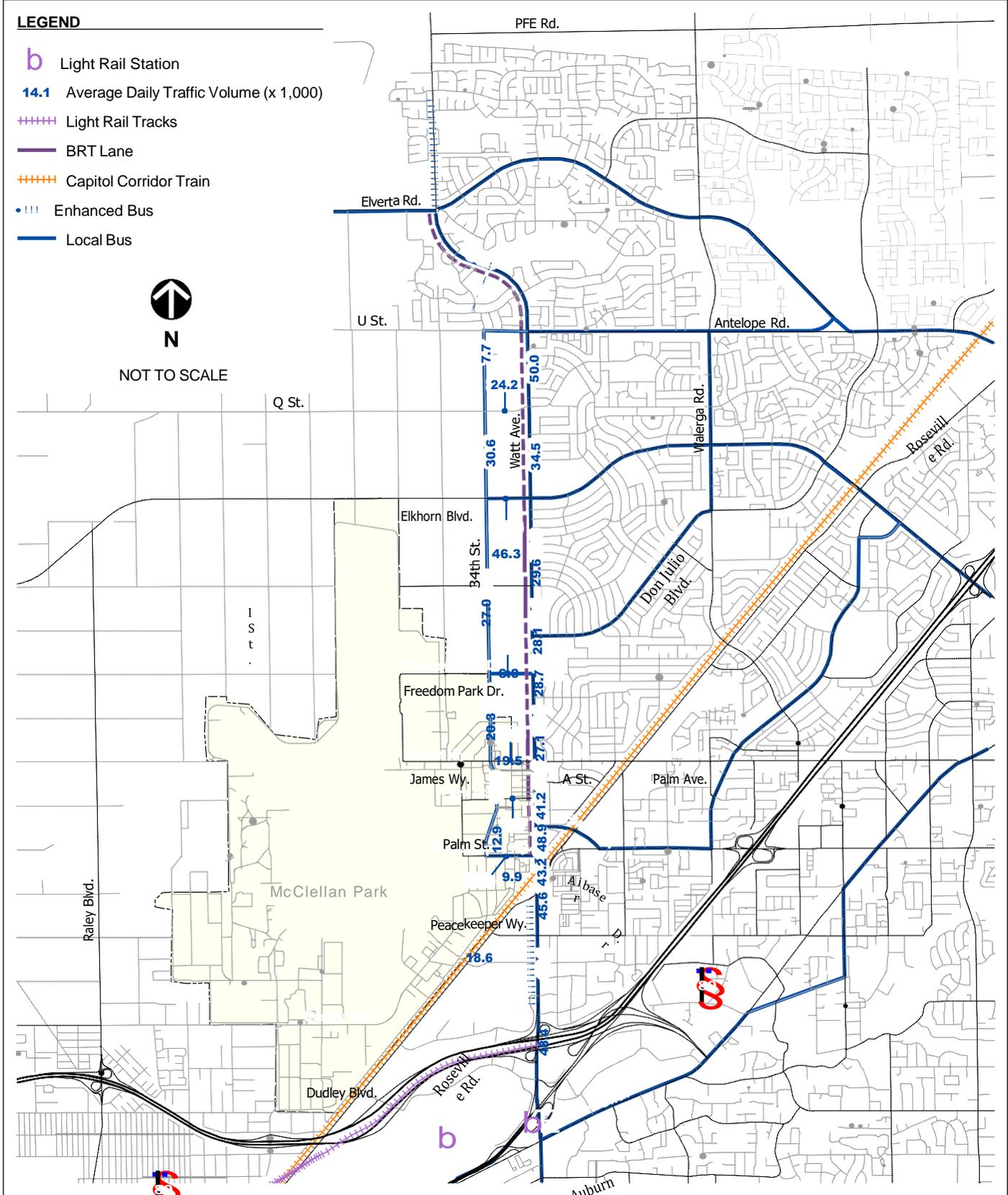


**LEGEND**

- b Light Rail Station
- 14.1 Average Daily Traffic Volume (x 1,000)
- + + + + Light Rail Tracks
- BRT Lane
- + + + + Capitol Corridor Train
- Enhanced Bus
- Local Bus



NOT TO SCALE



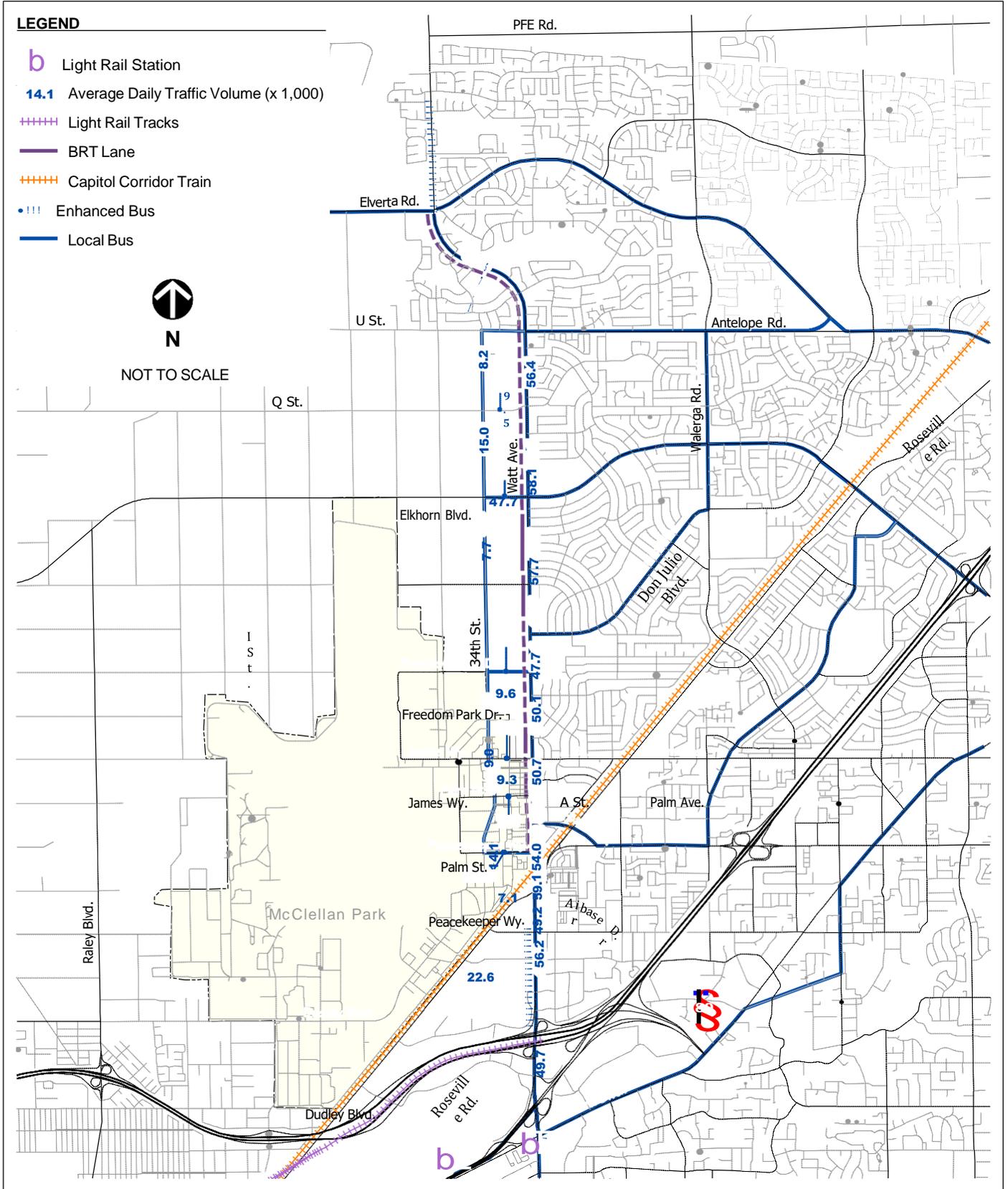


**LEGEND**

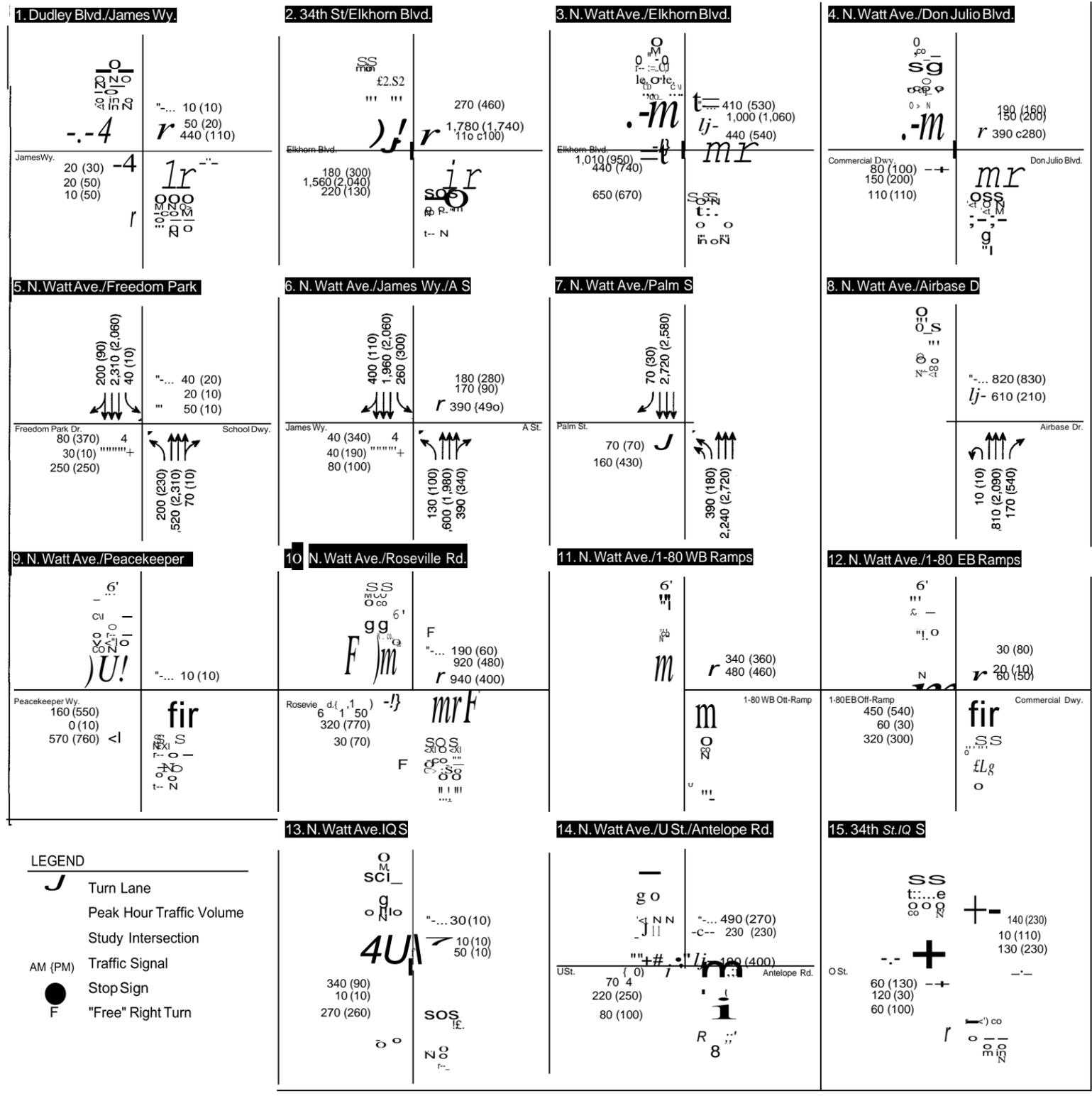
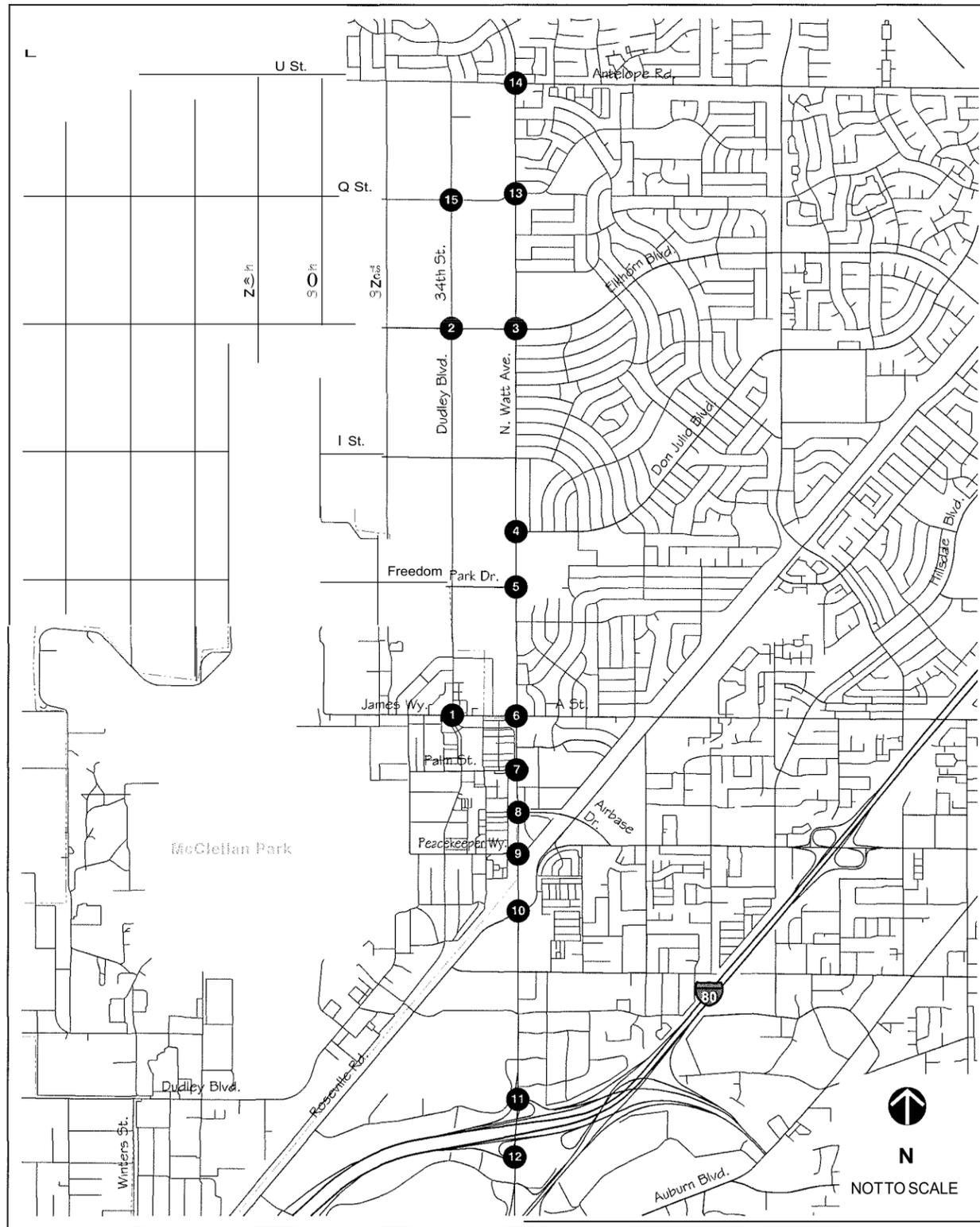
- b Light Rail Station
- 14.1 Average Daily Traffic Volume (x 1,000)
- + + + + Light Rail Tracks
- BRT Lane
- + + + + Capitol Corridor Train
- Enhanced Bus
- Local Bus

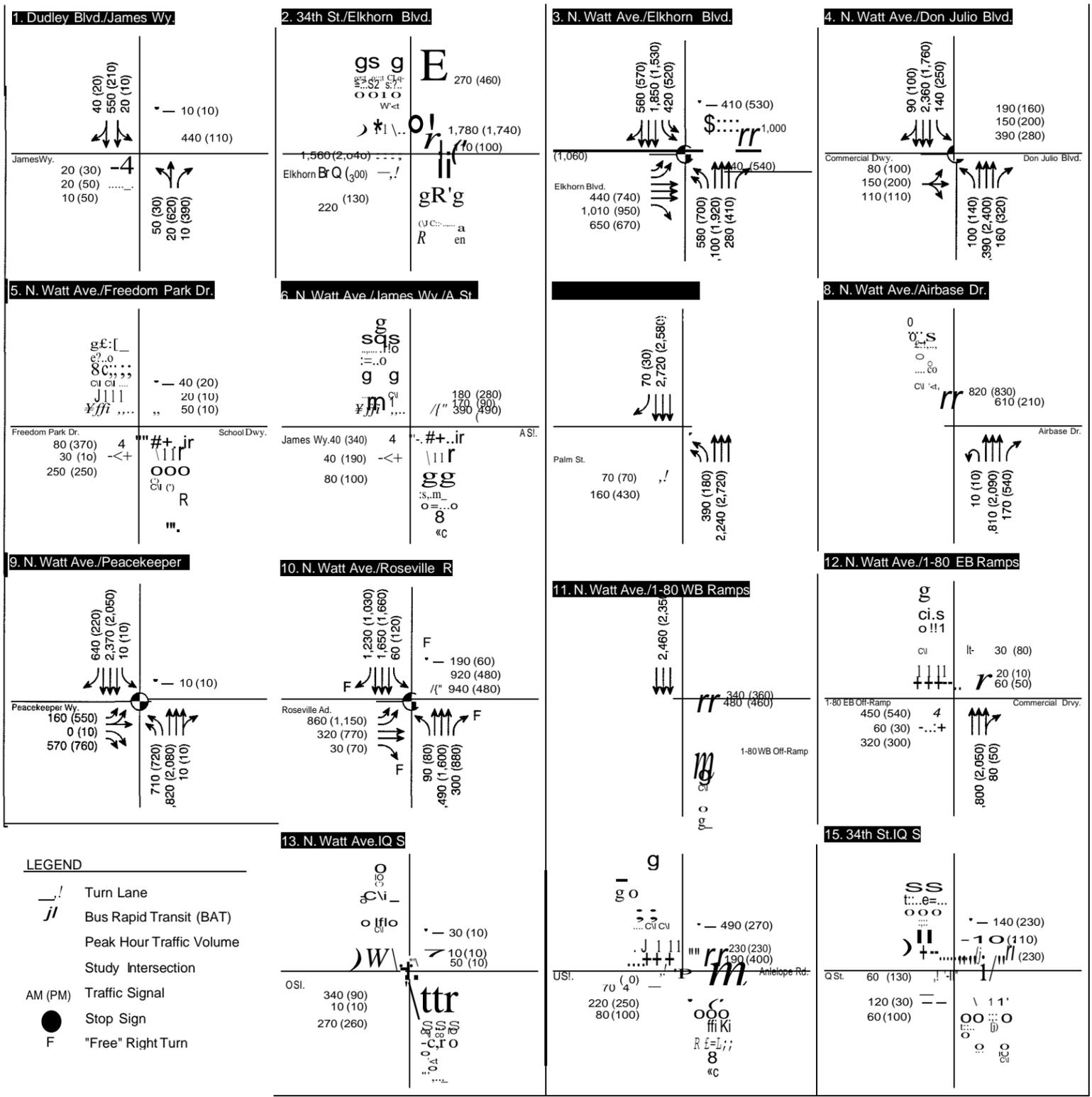
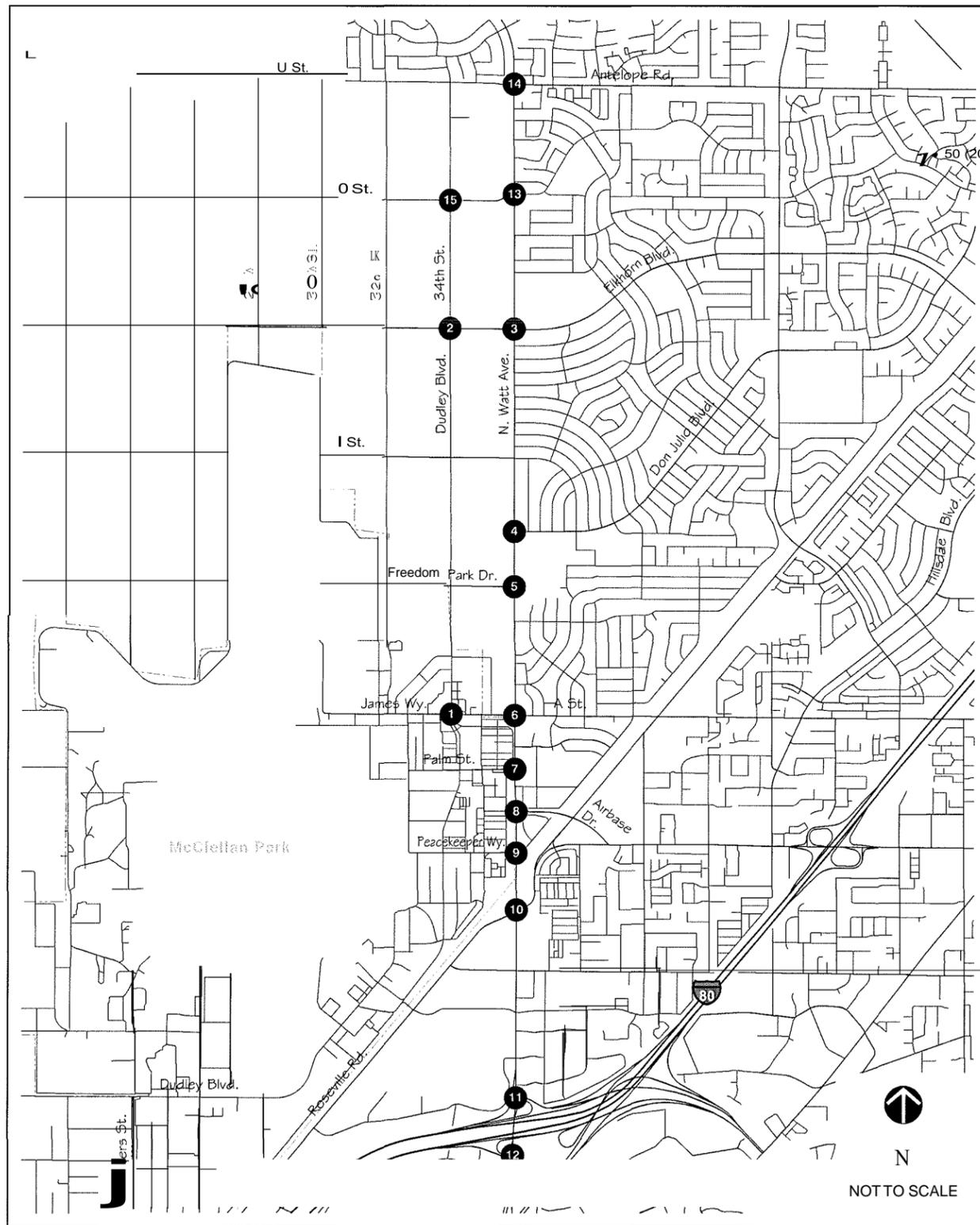


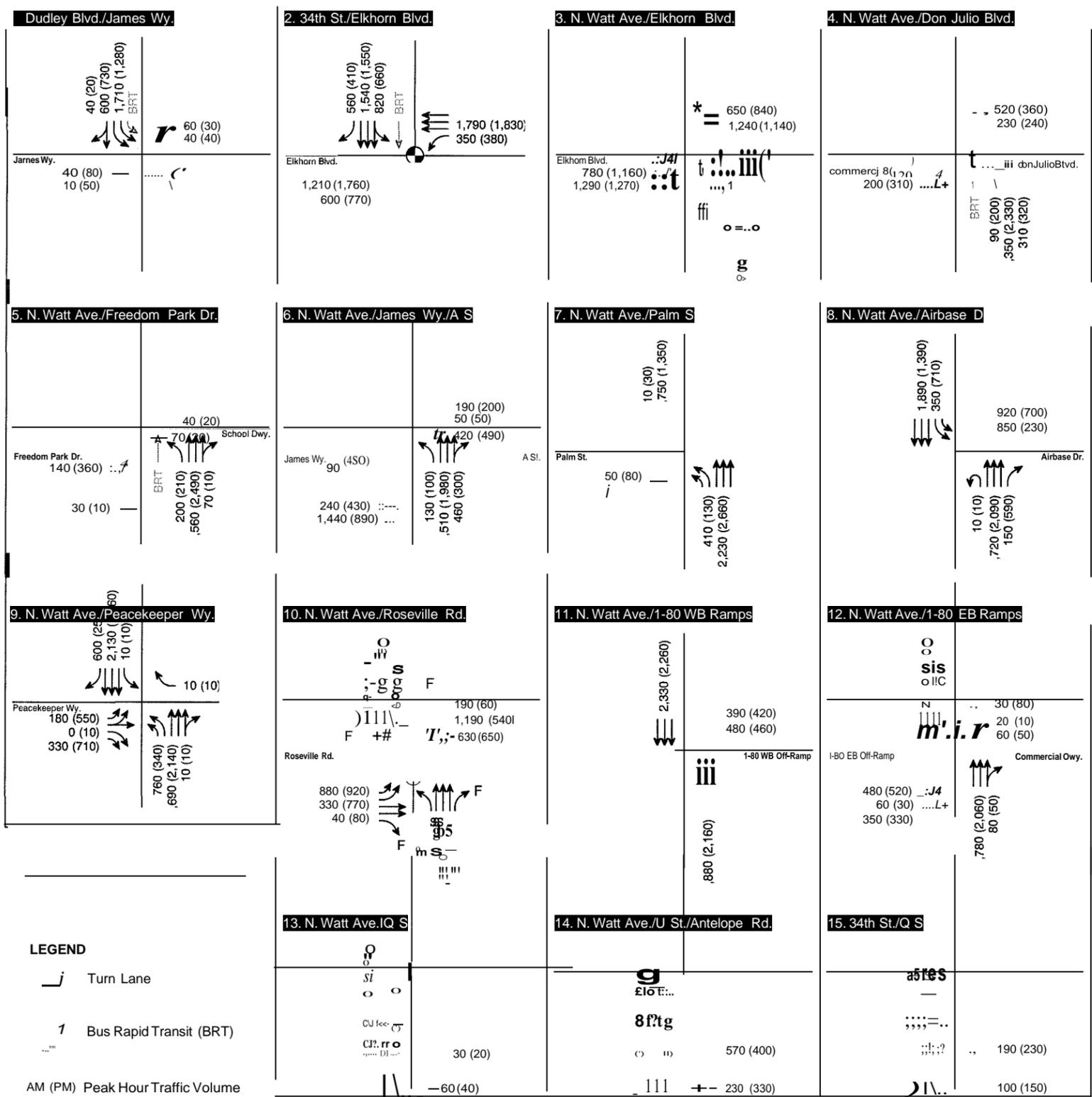
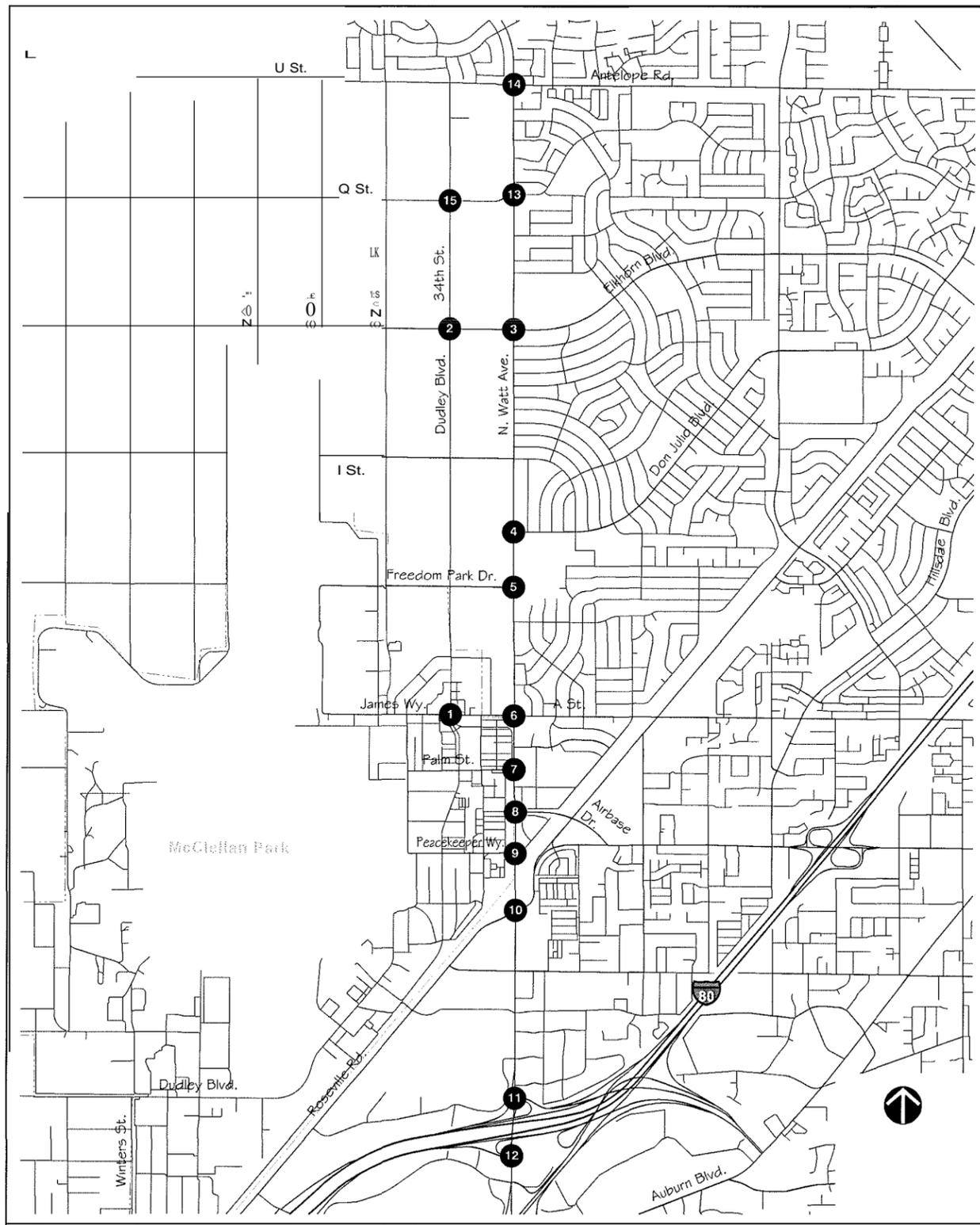
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**LEGEND**

- Turn Lane
- Bus Rapid Transit (BRT)
- Study Intersection Traffic Signal
- Stop Sign
- "Free" Right Turn

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NOT TO SCALE

Rg

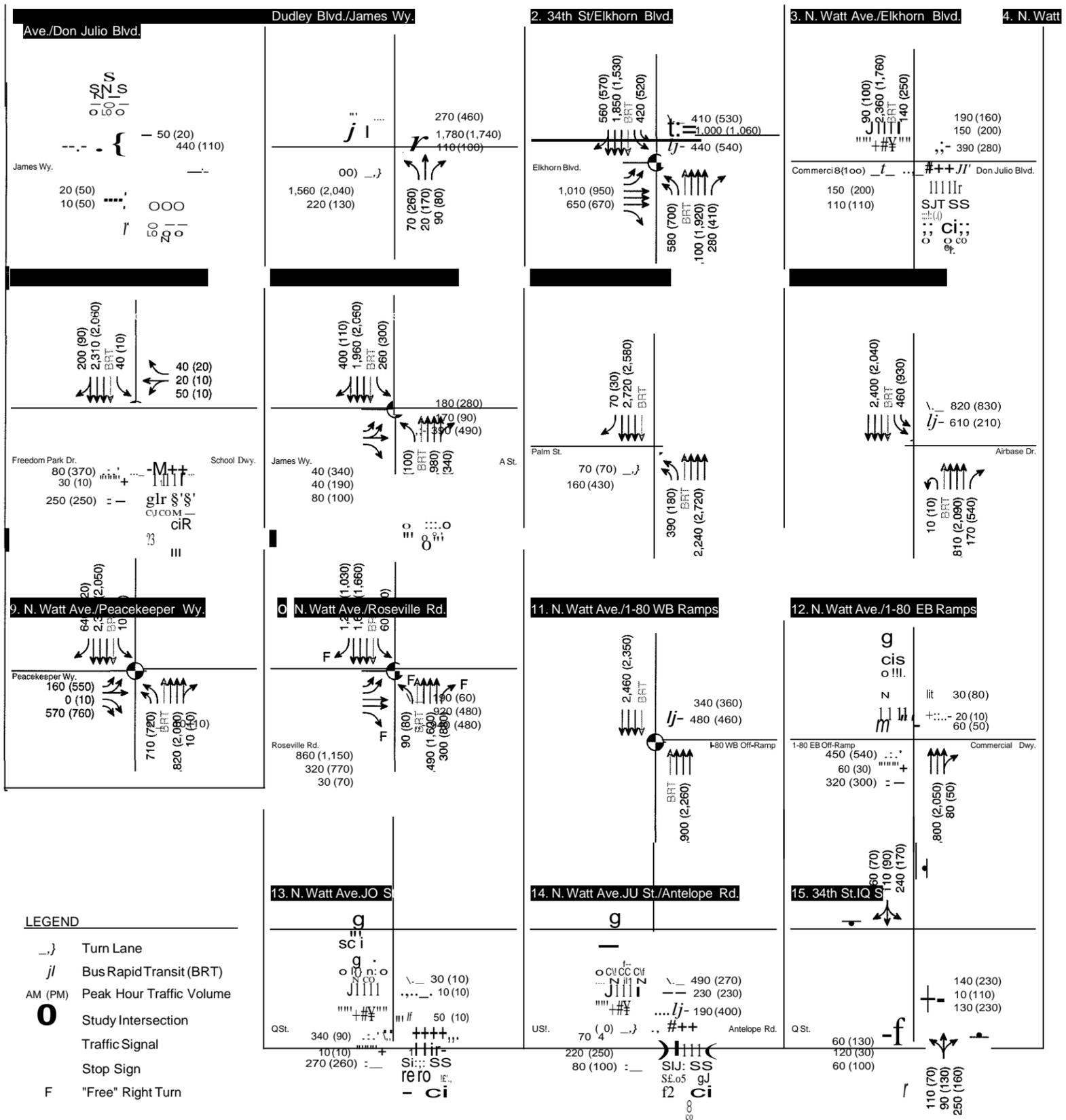
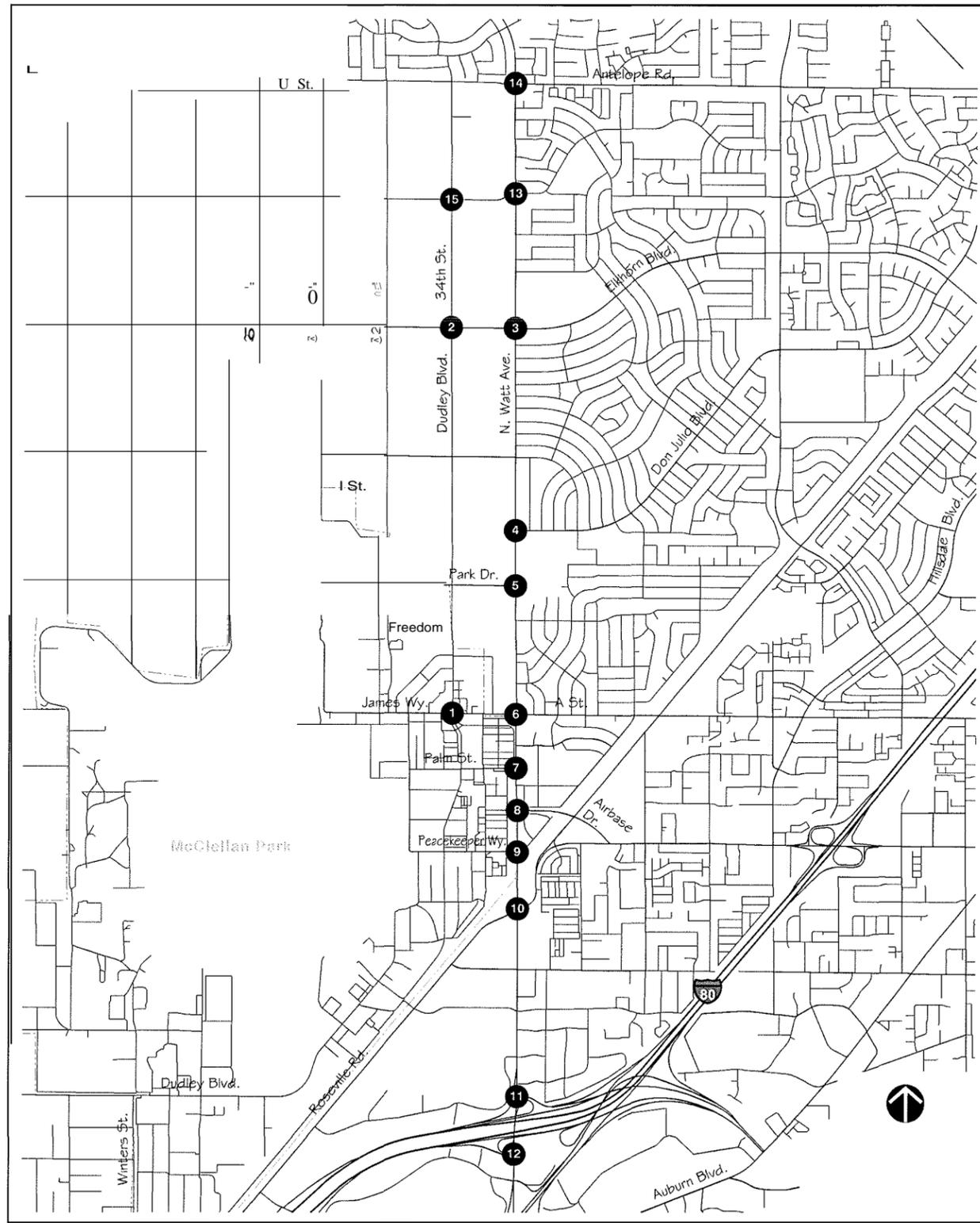


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Aug 14, 2008 CEC  
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**PEAK HOUR TRAFFIC VOLUMES  
AND LANE CONFIGURATIONS -  
LONG-TERM ALTERNATIVE 2**

**FIGURE 5**



- LEGEND**
- } Turn Lane
  - jl Bus Rapid Transit (BRT)
  - AM (PM) Peak Hour Traffic Volume
  - Study Intersection
  - Traffic Signal
  - Stop Sign
  - F "Free" Right Turn

**PEAK HOUR TRAFFIC VOLUMES  
AND LANE CONFIGURATIONS  
LONG-TERM ALTERNATIVE 3**

FIGURE 5

### 3. TRANSIT FACILITIES

Sacramento Regional Transit District (RT) provides public transit service and facilities to North Watt Avenue, offering local bus service and a light rail service to the study area. The Capitol Corridor provides regional commuter rail service on the Union Pacific Railroad tracks. The closest station for the Capitol Corridor is in Roseville. Figure 7 illustrates the location of the Light Rail Station and the Capitol Corridor route.

The 2035 Metropolitan Transportation Plan calls for Bus Rapid Transit (BRT)/Enhanced Bus service on the Watt Avenue corridor. Service would be with 15- to 20-minute headways. The intent of BRT/Enhanced Bus service is to provide transit service that is competitive with automobile travel times during the peak periods of the day. Access to the system would be at stations rather than bus stops. This provides more permanence to the system and allows transit-supportive uses to develop around the stations without the concern that the "stop" could be easily moved at some point in the future. Stations would be placed at half-mile or more spacing. To provide the highest quality BRT service, busses should operate in an exclusive lane. This type of service provides busses with the biggest time advantage, as they are not encumbered by congestion in the vehicle lanes.

Enhanced bus service is a lower quality BRT service that utilizes queue-jumping lanes at intersections and bus pre-emption at traffic signals to provide busses with time advantages over vehicular traffic. Business Access Transit (BAT) lanes, as used on Aurora Boulevard in the City of Shoreline, Washington, are lanes that are designated for use by transit vehicles in the lane adjacent to the curb, and automobiles entering or exiting driveways or side streets along a BAT lane can use the lane. BAT lanes require bus turnouts to allow BRT/Express busses to pass local busses.

RT will refine the BRT/Enhanced bus concept in their upcoming Transit Master Plan. They do not have any near-term plans for major improvements along this roadway.

#### *Near-term Alternative*

In this alternative, Watt Avenue would be widened to six-lanes with the curb lane being a BAT lane from Peacekeeper Way to U Street-Antelope Road. Transit improvements would also include bus pre-emption at traffic signals, queue-jump lanes, and bus turnouts at the far side of signalized intersections. BRT/Enhanced bus stations would be provided at Elkhorn Boulevard, Freedom Park Drive, Peacekeeper Way, and Winona Way. From Peacekeeper Way to 1-80, busses would operate in the mixed-flow lanes.

Transit service on 34th Street between U Street and Freedom Park Drive is not anticipated. Local transit service could be provided on Dudley Boulevard from Freedom Park Drive to Peacekeeper Way.

Figure 7 shows the transit service for this alternative.

#### *Long-term Alternatives*

##### No Project Alternative

The no project alternative assumes that both Watt Avenue and 34th Street would be modified to the current County of Sacramento General Plan designations. Bus service would operate in the mixed-flow lanes with automobiles. Transit improvements would include bus pre-emption at traffic signals, queue-jump lanes, and bus turnouts at the fair side of signalized intersections.

Transit service on 34<sup>th</sup> Street between U Street and Freedom Park Drive is not anticipated. Local transit service could be provided on Dudley Boulevard from Freedom Park Drive to Peacekeeper Way.

Figure 8 shows the transit service for this alternative.

#### Alternative 1

This alternative modifies Watt Avenue to include six mixed-flow vehicle lanes. BRT/Enhanced bus service would operate in mixed-flow lanes from U Street-Antelope Road to Q Street, and from Peacekeeper Way to 1-80. Transit improvements would include bus pre-emption at traffic signals, queue-jump lanes, and bus turnouts at the far side of signalized intersections. Local bus service would operate along the entire length of Watt Avenue in the study area.

34<sup>th</sup> Street would be constructed to include two BRT lanes (exclusive transit lanes) from Q Street to Freedom Park Drive. The BRT service would operate in the mixed-flow lanes on Q Street from Watt Avenue to 34<sup>th</sup> Street, Dudley Boulevard from Freedom Park Drive to Peacekeeper Way, and on Peacekeeper Way from Dudley Boulevard to Watt Avenue. Transit improvements would include bus pre-emption at traffic signals, queue-jump lanes, and bus turnouts at the far side of signalized intersections. Local bus service would operate along the entire length of 34<sup>th</sup> Street.

Figure 9 shows the transit service for this alternative.

#### Alternative 2

This alternative provides a one-way couplet between James Way and Antelope Road, with Watt Avenue being the northbound lanes and 34<sup>th</sup> Street being the southbound lanes. North of Antelope Road and south of James Way, Watt Avenue would be a standard county six-lane thoroughfare. Transit improvements on those sections would include bus pre-emption at traffic signals, queue-jump lanes, and bus turnouts at the far side of signalized intersections. Local bus service would operate along the entire length of Watt Avenue and 34<sup>th</sup> Street in the study area. The local bus service would operate in the mixed-flow lanes.

The northbound section of the couplet (Watt Avenue) would have a BRT lane on the west side of the street. The BRT lane and vehicle travel lanes would be separated by a raised landscaped median. The southbound section of the couplet (34<sup>th</sup> Street) would have a BRT lane on the east side of the street. The BRT lane and vehicle travel lanes would be separated by a raised landscaped median. The BRT operation would transition into mixed-flow lanes north of Antelope Road and south of James Way.

Figure 10 shows the transit service for this alternative.

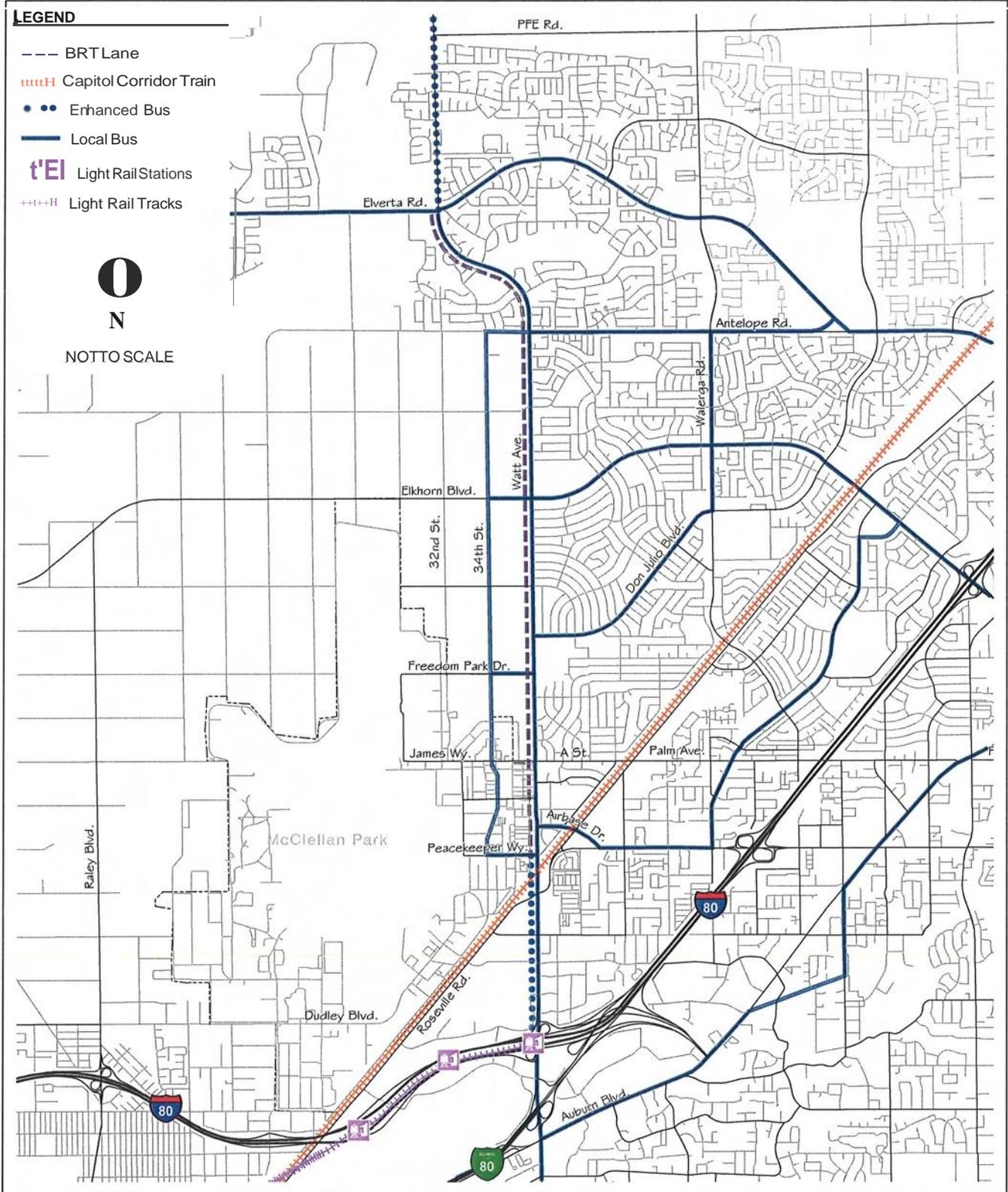
#### Alternative 3

This alternative modifies Watt Avenue to include six mixed-flow travel lanes, Class II bicycle lanes, and sidewalks. The median would be constructed to accommodate two BRT lanes (25 feet). At station locations, the median would need to be widened further. Local bus service would operate in the mixed-flow lanes. The installation of the BRT lanes in the median will require moving the frontage improvements along Watt Avenue. The location and extent of the required widening will be determined in a latter phase of the project.



34<sup>th</sup> Street would be modified to accommodate two travel lanes (10-foot), sidewalks, and Class II bicycle lanes (7-foot). On-street parking could be allowed. Local bus service would operate in the mixed-flow lanes.

Figure 11 shows the transit service for this alternative.



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**TRANSIT FACILITIES -  
NEAR-TERM SCENARIO**

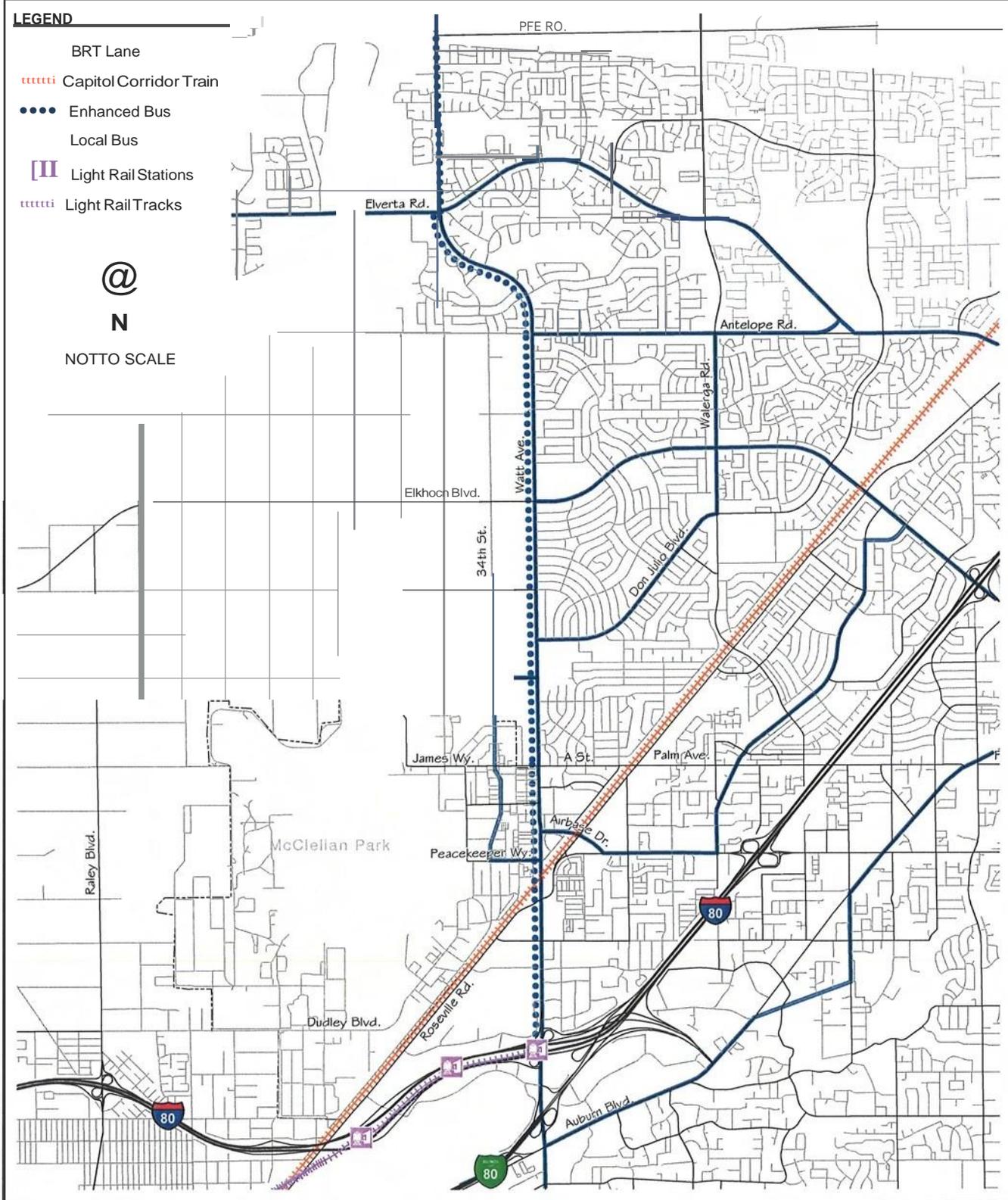
**LEGEND**

- BRT Lane
- Capitol Corridor Train
- Enhanced Bus
- Local Bus
- Light Rail Stations
- Light Rail Tracks

@

N

NOT TO SCALE

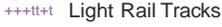


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**TRANSIT FACILITIES -  
LONG-TERM NO PROJECT ALTERNATIVE**

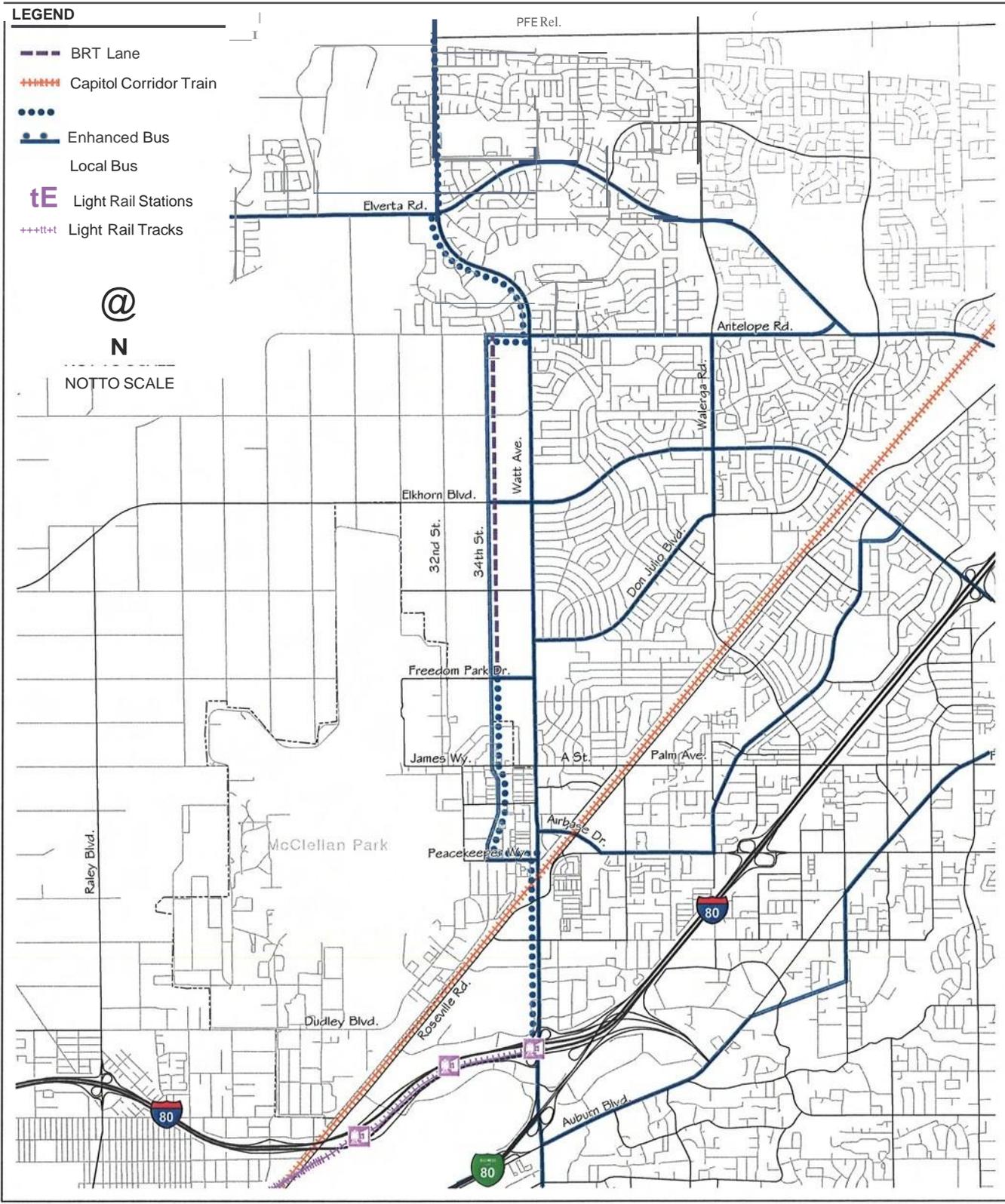
**LEGEND**

-  BRT Lane
-  Capitol Corridor Train
-  Enhanced Bus  
Local Bus
-  Light Rail Stations
-  Light Rail Tracks

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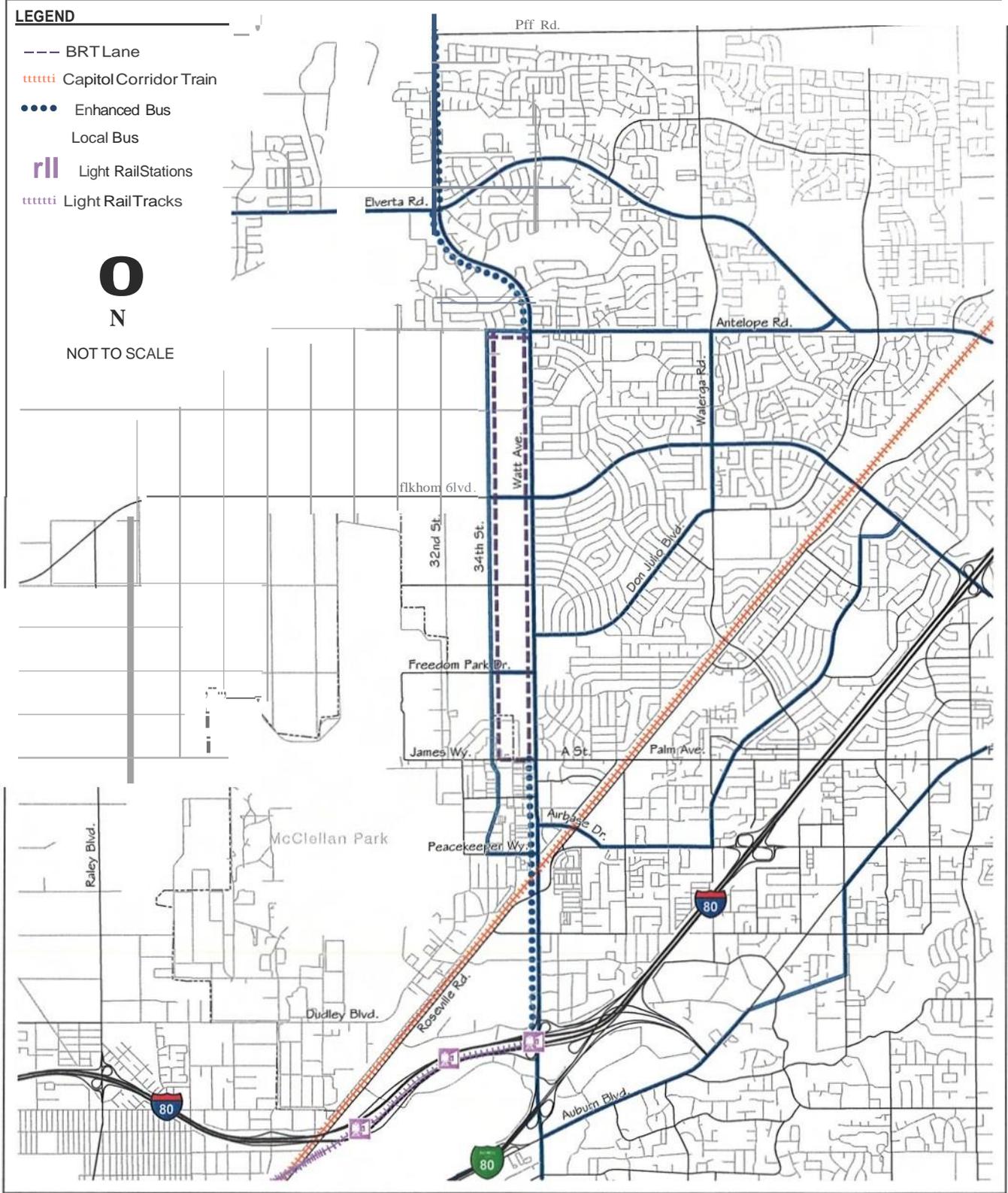
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**TRANSIT FACILITIES -  
LONG-TERM ALTERNATIVE 1**





## 4. PEDESTRIAN FACILITIES

The *Sacramento County Draft Pedestrian Master Plan* (2006) identifies existing and proposed pedestrian facilities in the study area with a goal of improving pedestrian safety and access on public streets within the unincorporated portions of Sacramento County.

All of the project alternatives call for completion of sidewalks along Watt Avenue and 34th Street. It is anticipated that pedestrian facilities will be constructed on the roadways between Watt Avenue and 34th Street and as part of redevelopment/development of the area between 34th Street and Watt Avenue.

The 2035 Metropolitan Transportation Plan includes funding for a study to improve the pedestrian and bicycle access between Roseville Road and Peacekeeper Way under the Union Pacific mainline railroad tracks. The Plan also includes funding for the installation of separated sidewalks on Watt Avenue from Folsom Boulevard to the Placer County Line and on Elkhorn Boulevard from Watt Avenue to Don Julio Boulevard. The Plan also identifies the addition of sidewalks and Class II bike lanes on roadways within McClellan Park. A new pedestrian/bicycle connection between Dudley Boulevard and Roseville Road is recommended for all long-term alternatives.

### ***Near-term Alternative***

In this alternative, Watt Avenue would be widened to six lanes, with the curb lane being a Business Access Transit (BAT) lane. Sidewalks with a landscaped planting strip between the BAT/curb travel lane and sidewalk would be installed along the entire length of Watt Avenue. The crossing distance at major intersections would be approximately 130 feet. At mid-block locations, the crossing distance would be 96 feet.

34<sup>th</sup> Street would be widened to accommodate two travel lanes (10-foot), two Class II bicycle lanes (7-foot), and sidewalks separated from the street by a landscaped strip. The crossing distance at intersections would be approximately 50 feet. At mid-block locations, the crossing distance would be 42 feet.

Figure 12 shows the pedestrian facilities for this alternative.

### ***Long-term Alternatives***

#### **No Project Alternative**

The no project alternative assumes that both Watt Avenue and 34<sup>th</sup> Street would be modified to the current County of Sacramento General Plan designations. Watt Avenue is designated a six-lane thoroughfare, thus sidewalks attached to the curb (no landscaped strip) would be constructed. The crossing distance at major intersections would be approximately 130 feet. At mid-block locations, the crossing distance would be 96 feet.

34<sup>th</sup> Street is not designated on the current General Plan, but is assumed to be a two-lane major residential street with two travel lanes (10-foot), sidewalks and Class III bicycle facilities. Sidewalks would be constructed with no landscaped strip. The crossing distance at intersections would be approximately 50 feet. At mid-block locations, the crossing distance would be 42 feet.

Figure 13 shows the pedestrian facilities for this alternative.



### Alternative 1

This alternative modifies Watt Avenue to include six mixed-flow vehicle lanes, sidewalks, and a raised landscaped median. Sidewalks would be detached from the street by a landscaped planting strip. The crossing distance at major intersections would be approximately 130 feet. At mid-block locations, the crossing distance would be 96 feet.

34<sup>th</sup> Street would be modified to include two mixed-flow travel lanes, two Bus Rapid Transit (BRT) lanes (exclusive transit lanes) and sidewalks. Sidewalks would be detached from the street by a landscaped planting strip. The crossing distance at intersections would be approximately 70 feet. At mid-block locations, the crossing distance would be 58 feet.

Figure 14 shows the pedestrian facilities for this alternative.

### Alternative 2

This alternative provides a one-way couplet between James Way and Antelope Road, with Watt Avenue being the northbound lanes and 34<sup>th</sup> Street being the southbound lanes. North of Antelope Road and south of James Way, Watt Avenue would be a standard county six-lane thoroughfare. The northbound section of the couplet would have three mixed-flow travel lanes on the east side of the existing median on Watt Avenue. The section would include a sidewalk detached from the roadway by a planting strip. The existing lanes west of the median would be converted into a northbound BRT lane, a southbound Class II bicycle lane (7-foot) and a sidewalk. Sidewalks would be detached from the street by a landscaped planting strip. The crossing distance at intersections would be 71 feet. At mid-block locations, the crossing distance would be 71 feet.

34<sup>th</sup> Street would be modified to accommodate three mixed-flow southbound travel lanes, a southbound on-street bicycle lane (7-foot), and a sidewalk, detached from the roadway by a planting strip, on the west side of the street. A southbound BRT lane, northbound Class II bicycle lane (7-foot), and sidewalk, detached from the roadway by a planting strip, would be constructed on the east side of the street. The travel lanes and BRT lane would be separated by a raised landscaped median. The crossing distance at intersections would be 71 feet. At mid-block locations, the crossing distance would also be 71 feet.

Figure 15 shows the pedestrian facilities for this alternative.

### Alternative 3

This alternative modifies Watt Avenue to include six mixed-flow travel lanes and sidewalks detached from the roadway by a planting strip. The median would be constructed to accommodate two BRT lanes (25 feet). At station locations, the median would need to be widened further. The crossing distance at major intersections would be approximately 155 feet. At mid-block locations, the crossing distance would be 109 feet.

34<sup>th</sup> Street would be constructed to accommodate two travel lanes (10-foot), sidewalks, and Class II bicycle lanes (7-foot). A landscaped planting strip would separate the sidewalks from the street. The crossing distance at intersections would be approximately 50 feet. At mid-block locations, the crossing distance would be 42 feet.

Figure 16 shows the pedestrian facilities for this alternative.

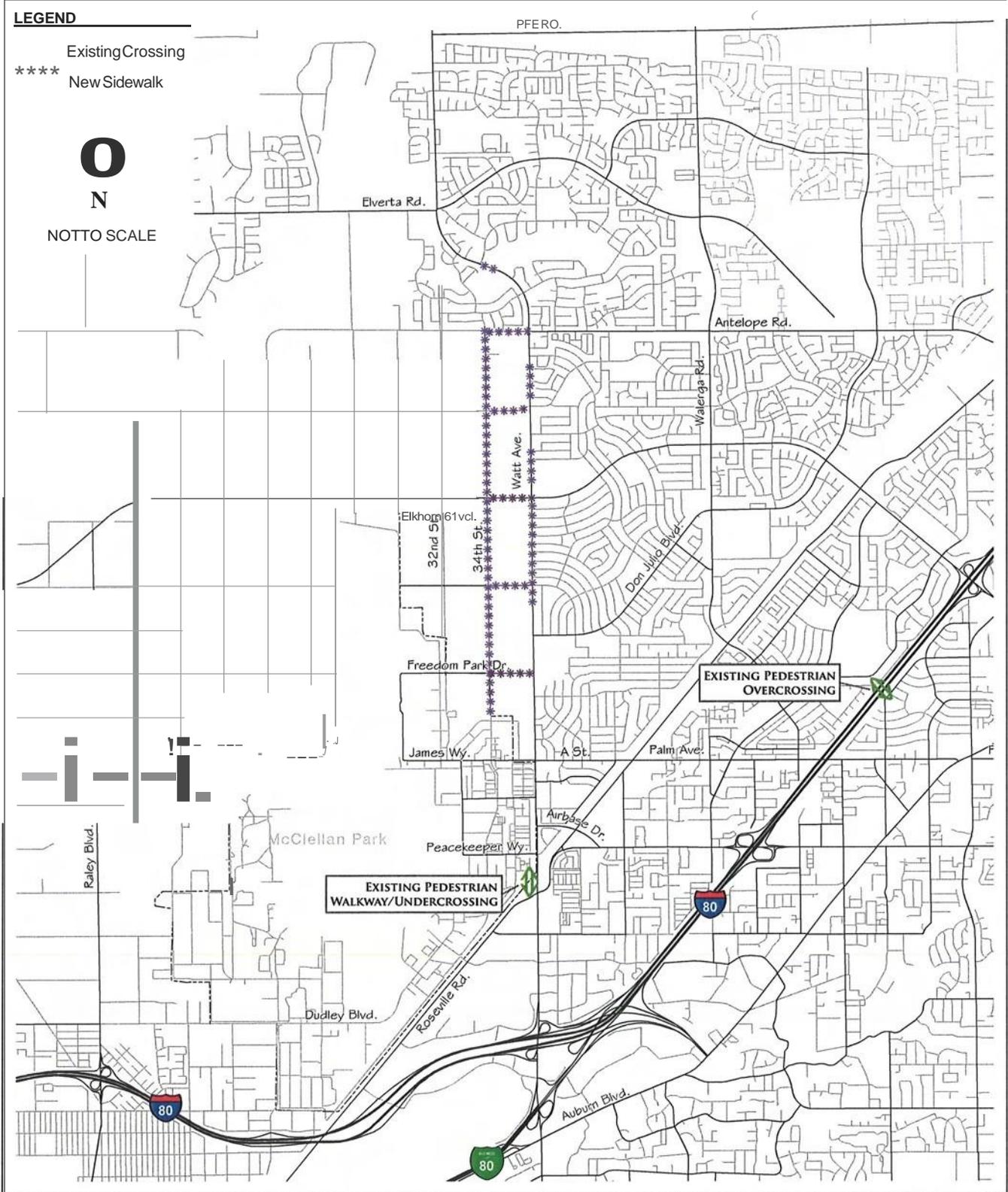
**LEGEND**

Existing Crossing

\*\*\*\*  
New Sidewalk

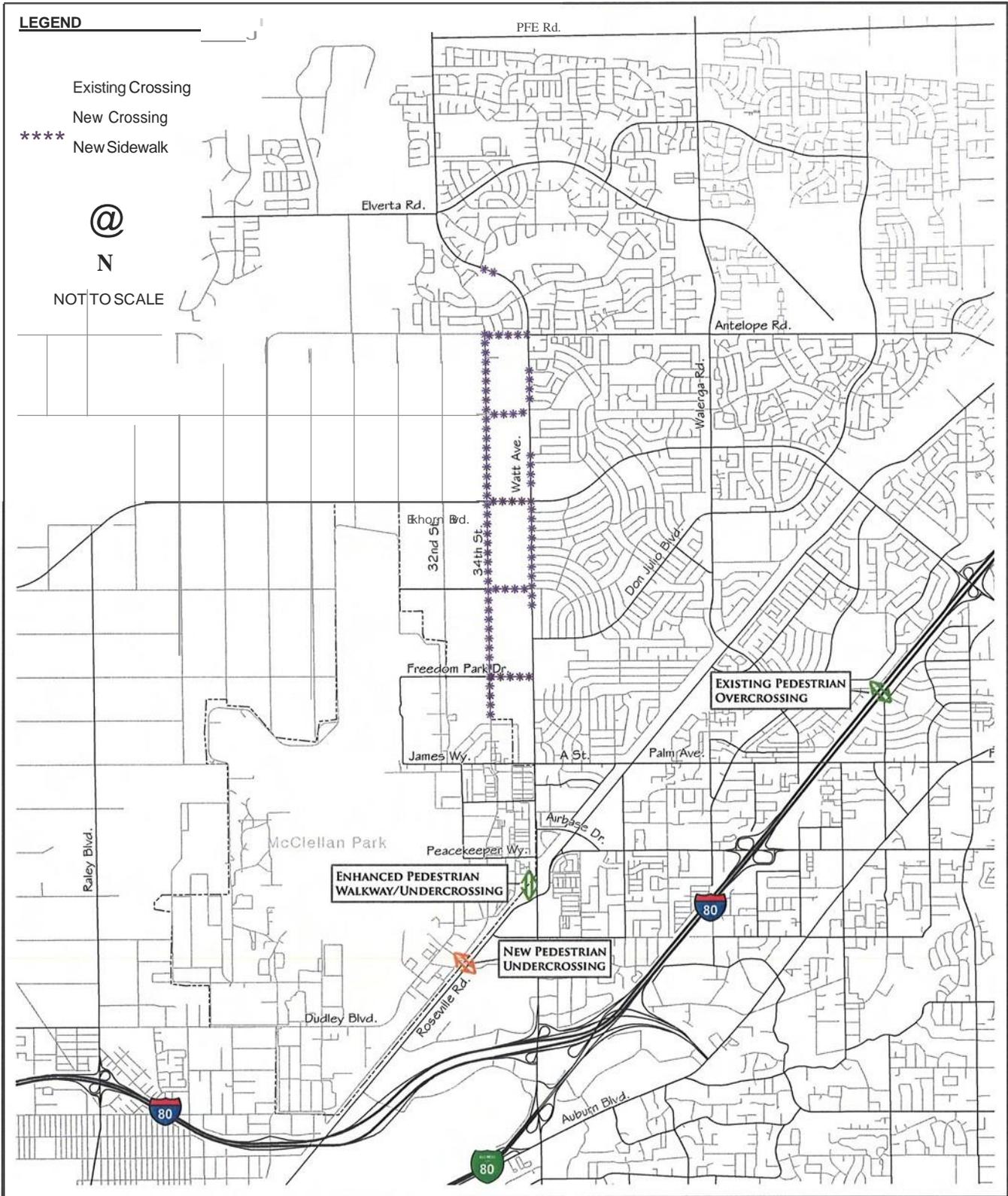


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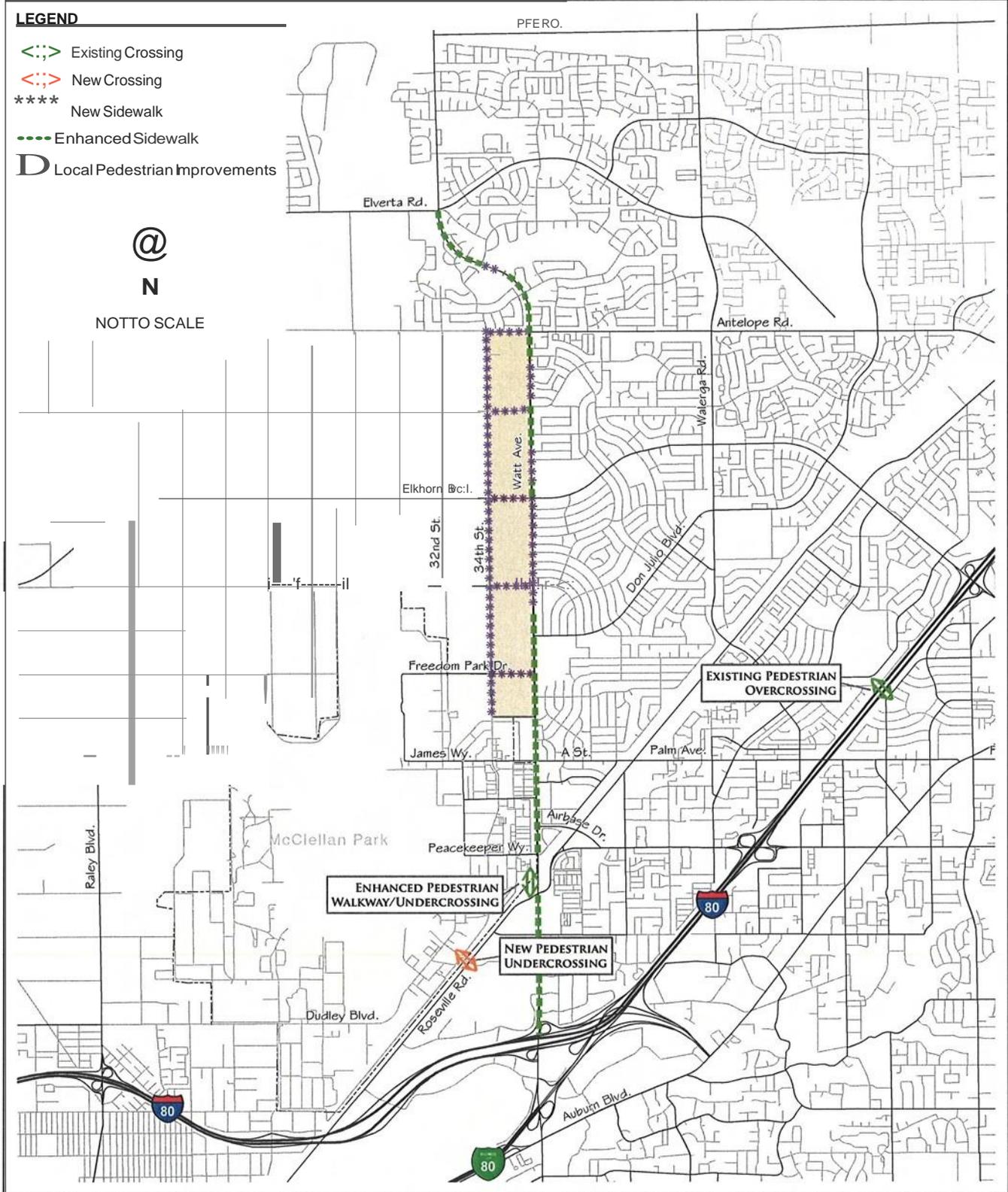
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**PEDESTRIAN FACILITIES -  
NEAR-TERM SCENARIO**



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**PEDESTRIAN FACILITIES -  
LONG-TERM NO PROJECT ALTERNATIVE**



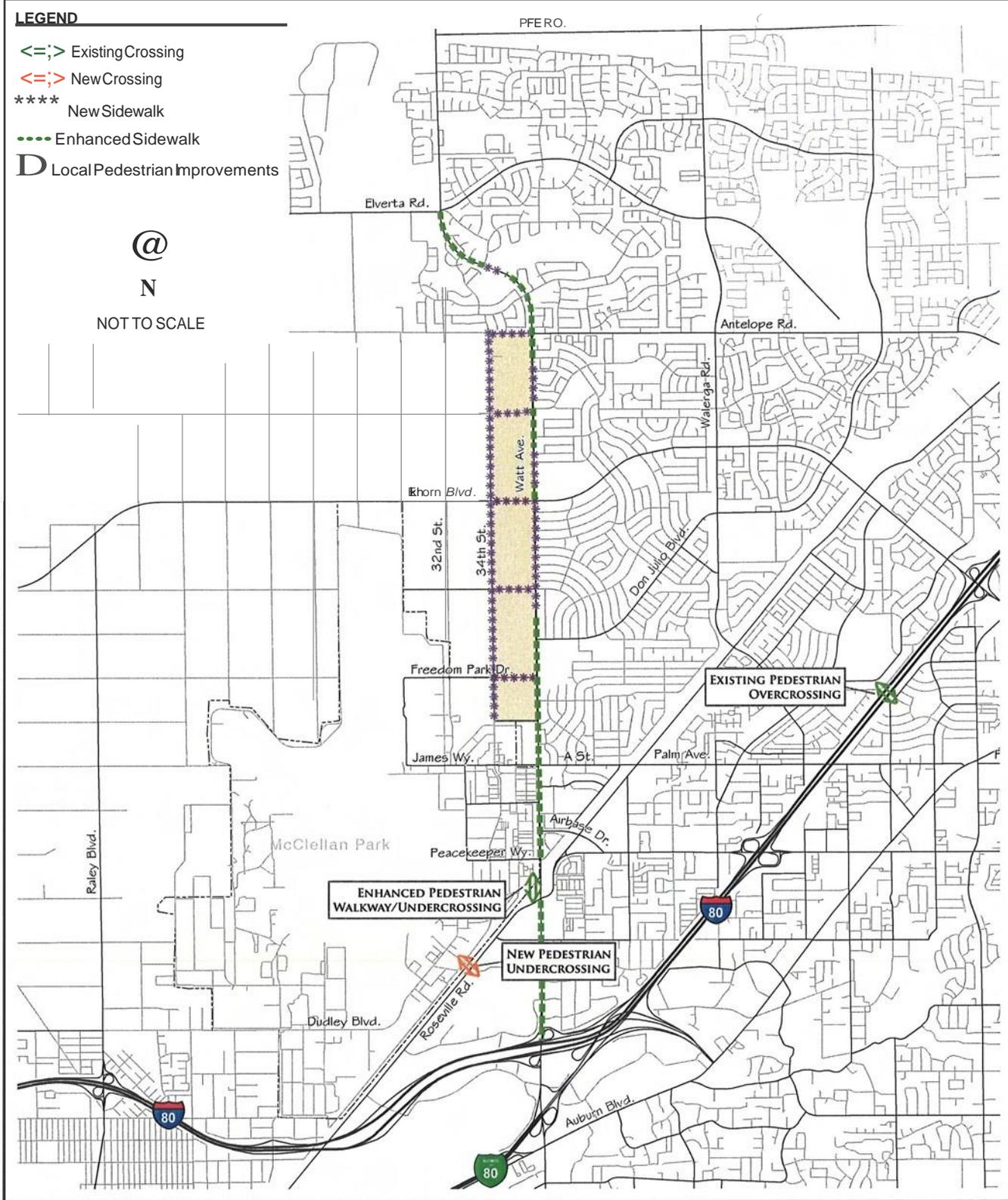
**LEGEND**

- <=> Existing Crossing
- <=> New Crossing
- \*\*\*\* New Sidewalk
- ..... Enhanced Sidewalk
- D Local Pedestrian Improvements

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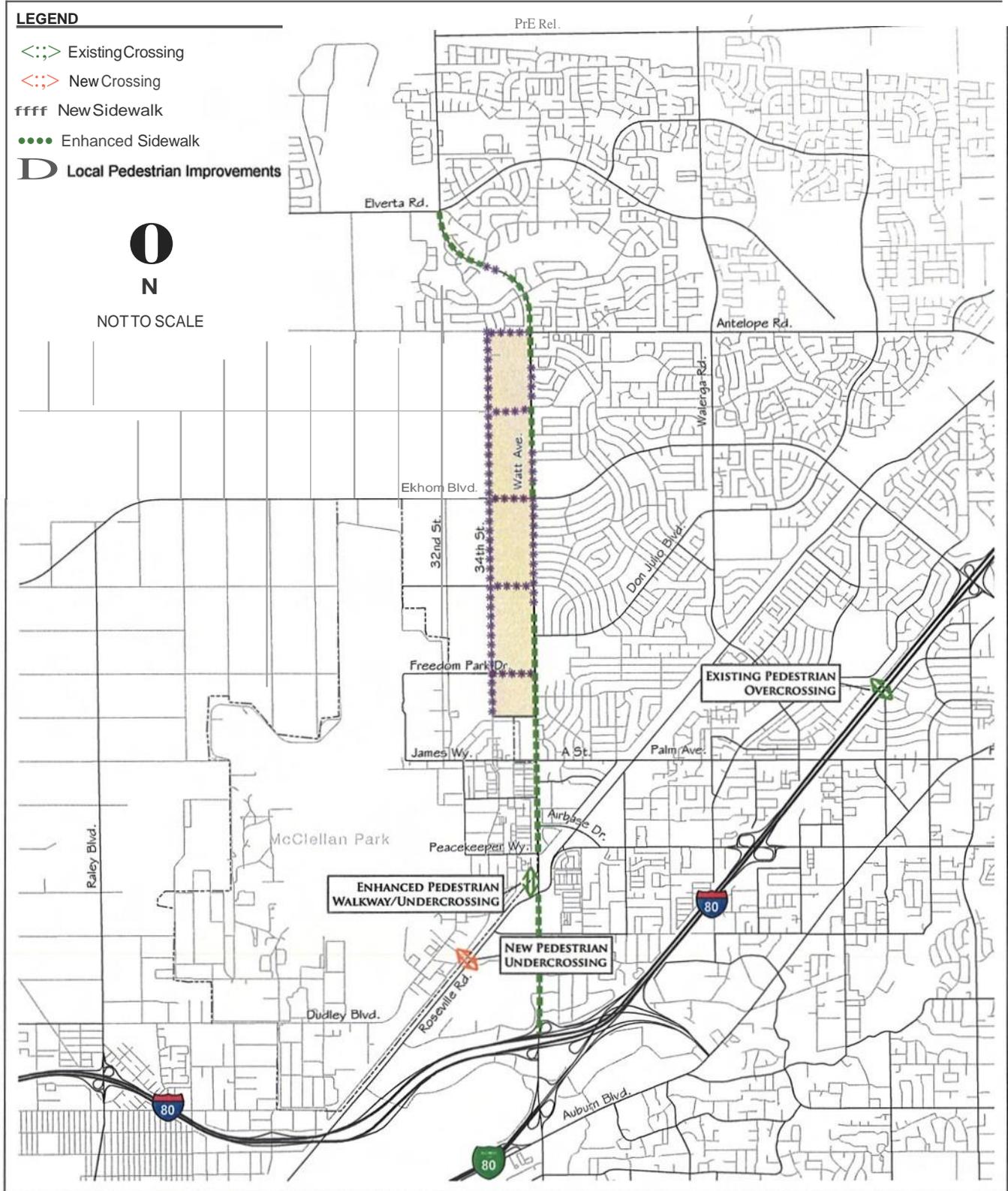
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**PEDESTRIAN FACILITIES •  
LONG-TERM ALTERNATIVE 2**



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**PEDESTRIAN FACILITIES -  
LONG-TERM ALTERNATIVE 3**

## 5. BICYCLE FACILITIES

The 2010 Sacramento City/County Bikeway Master Plan adopted by the County of Sacramento in 1993 identifies existing and planned bikeway facilities in the study area. The facilities identified in the Master Plan are defined as follows.

- Class I Bike Path - bike paths are facilities within exclusive right of way
- Class II Bike Lane – bike lanes for preferential use of bicycles that are established within the paved area of roadways
- Class III Bike Route – bike routes are shared facilities, either with motor vehicles on the street or with pedestrians on sidewalks

All of the project alternatives call for completion of Class II bicycle lanes along Watt Avenue and either Class II bicycle lanes or Class III bicycle routes along 34<sup>th</sup> Street. It is anticipated that bicycle lanes or routes will be constructed on the roadways between Watt Avenue and 34<sup>th</sup> Street and that additional Class I or Class II facilities will be included as part of redevelopment/development of the area between 34<sup>th</sup> Street and Watt Avenue.

The 2035 Metropolitan Transportation Plan includes funding for a study to improve the pedestrian and bicycle access between Roseville Road and Peacekeeper Way under the Union Pacific mainline railroad tracks. It also identifies a new Class I path on the west side of McClellan Park and Class II bike lanes on Roseville Road from Auburn Boulevard to the City of Roseville, on Dudley Boulevard from Peacekeeper Way to Winter Street, and on Watt Avenue from Peacekeeper Way to Arden Way. The plan also identifies additional sidewalks and Class II bike lanes on roadways within McClellan Park. A new pedestrian/bicycle connection between Dudley Boulevard and Roseville Road is recommended for all long-term alternatives.

### **Near-term Alternative**

Watt Avenue would be widened to six lanes with the curb lane being a Business Access Transit (BAT) lane. Class II bicycle lanes (7-foot) would be installed along the entire length of Watt Avenue.

34<sup>th</sup> Street would be widened to accommodate two travel lanes (10-foot), two Class II bicycle lanes (7-foot), and sidewalks separated from the street by a landscaped strip.

Figure 17 shows the bicycle facilities for this alternative.

### **Long-term Alternatives**

#### **No Project Alternative**

The no project alternative assumes that Watt Avenue and 34<sup>th</sup> Street would be modified to the current County of Sacramento General Plan designations. Watt Avenue is designated a six-lane thoroughfare, thus 7-foot Class II bicycle lanes would be constructed.

34<sup>th</sup> Street is not designated on the current General Plan, but is assumed to be a two-lane major residential street with two travel lanes (10-foot), sidewalks, and Class III bicycle facilities.

Figure 18 shows the bicycle facilities for this alternative.



### Alternative 1

Watt Avenue would be constructed to include six mixed-flow vehicle lanes, Class II bicycle lanes (7-foot), and a raised landscaped median.

34<sup>th</sup> Street would be constructed to include two mixed-flow travel lanes, two Bus Rapid Transit (BRT) lanes (exclusive transit lanes) and Class II bicycle lanes (7-foot).

Figure 19 shows the bicycle facilities for this alternative.

### Alternative 2

This alternative provides a one-way couplet between James Way and Antelope Road, with Watt Avenue being the northbound lanes and 34<sup>th</sup> Street being the southbound lanes. North of Antelope Road and south of James Way, Watt Avenue would be a standard county six-lane thoroughfare. The northbound section of couplet would have three mixed-flow travel lanes and a 7-foot northbound Class II bicycle lane on the east side of the existing median on Watt Avenue. The existing lanes west of the median would be converted into a northbound BRT lane, a southbound Class II bicycle lane (7-foot), and a sidewalk.

34<sup>th</sup> Street would be constructed to accommodate three mixed-flow southbound travel lanes, a southbound Class II bicycle lane (7-foot), and a sidewalk on the west side of the street. A southbound BRT lane, northbound Class II bicycle lane (7-foot), and a sidewalk would be constructed on the east side of the street. The travel lanes and BRT lane would be separated by a raised landscaped median.

Figure 20 shows the bicycle facilities for this alternative.

### Alternative 3

Watt Avenue would be constructed to include six mixed-flow travel lanes and Class II bicycle lanes (7-foot). The median would be constructed to accommodate two BRT lanes (25 feet). At station locations, the median would need to be widened further.

34<sup>th</sup> Street would be constructed to accommodate two travel lanes (10-foot) and Class II bicycle lanes (7-foot).

Figure 21 shows the bicycle facilities for this alternative.

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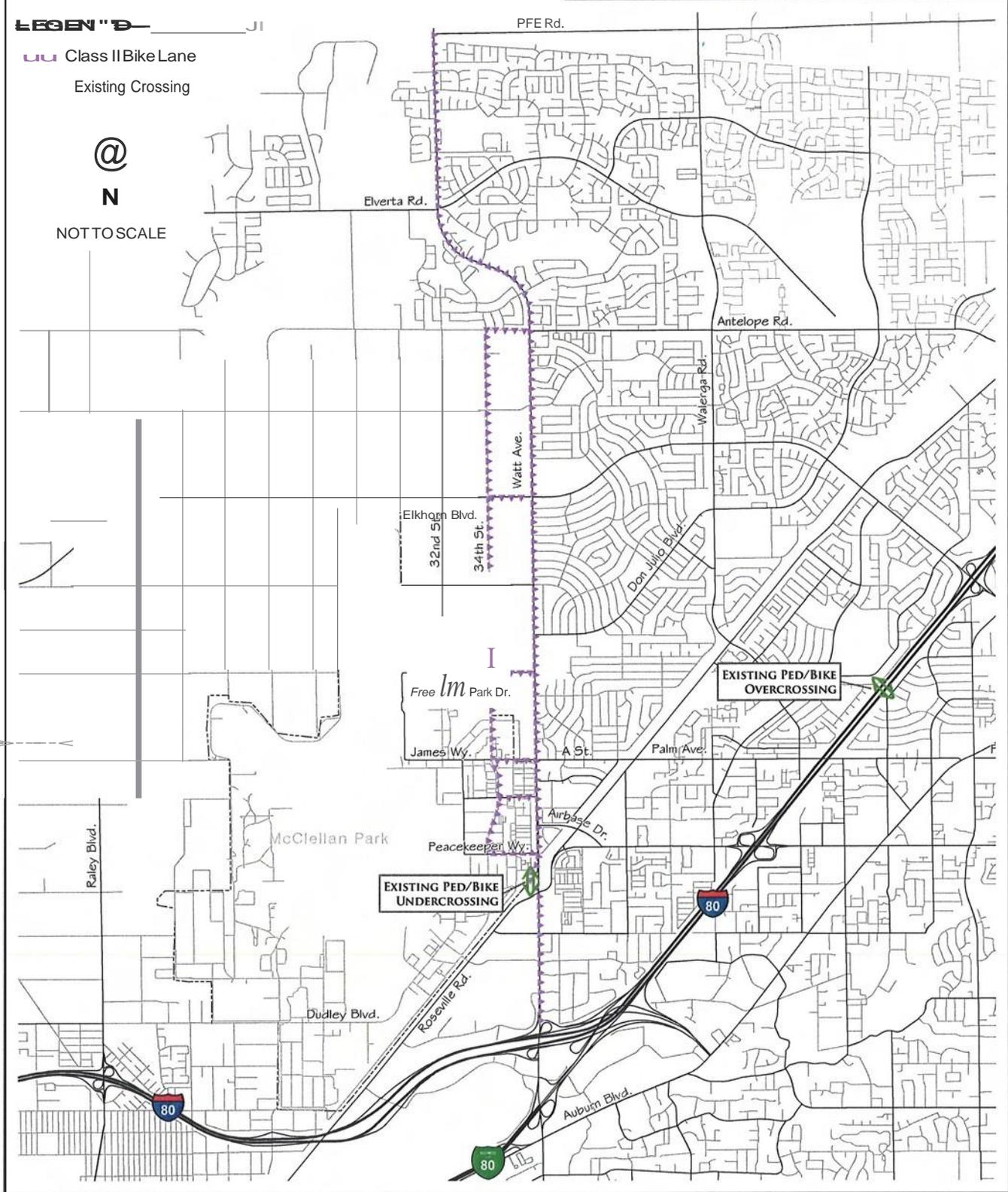


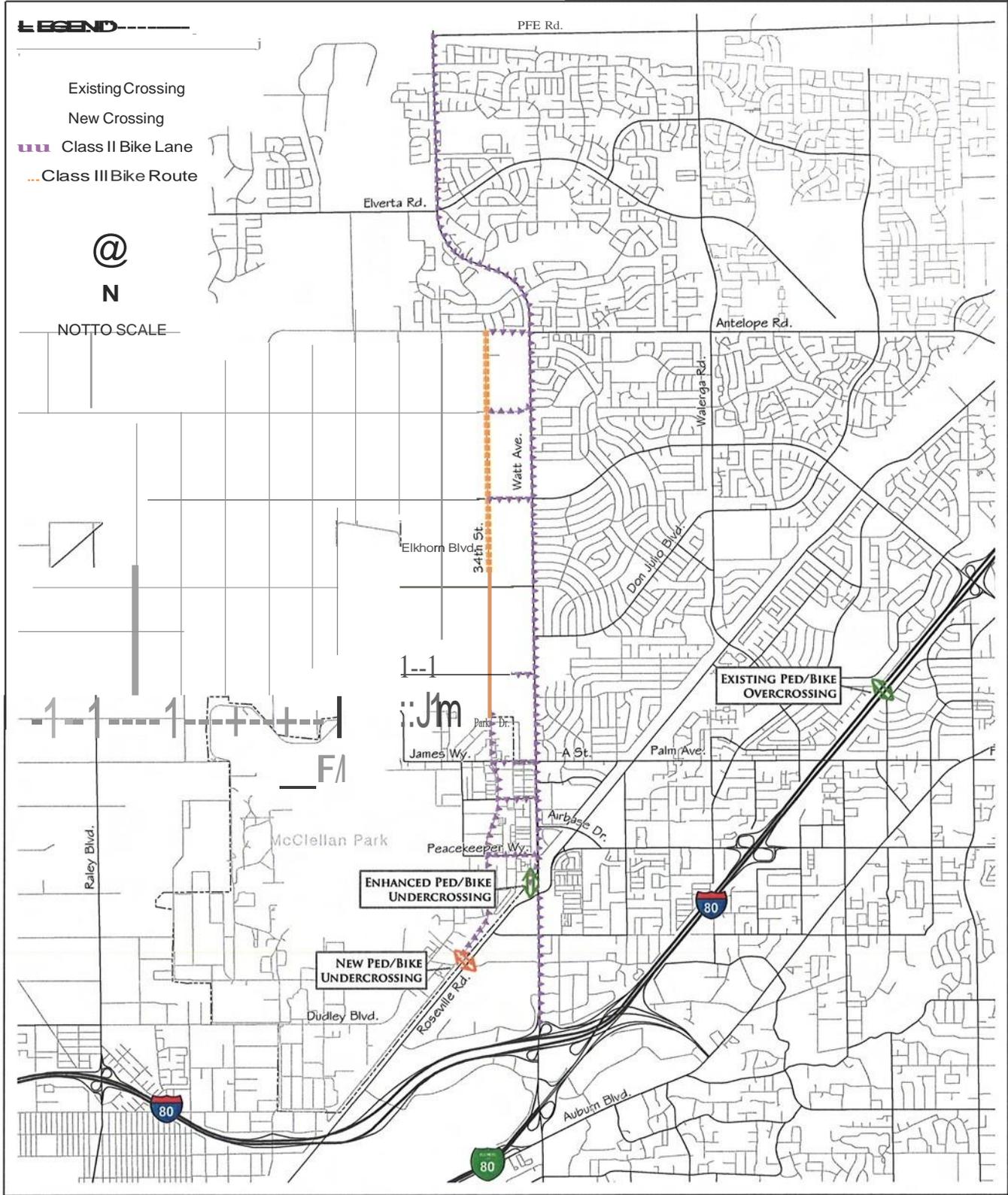
**LEGEND**

-  Class II Bike Lane
-  Existing Crossing



NOT TO SCALE

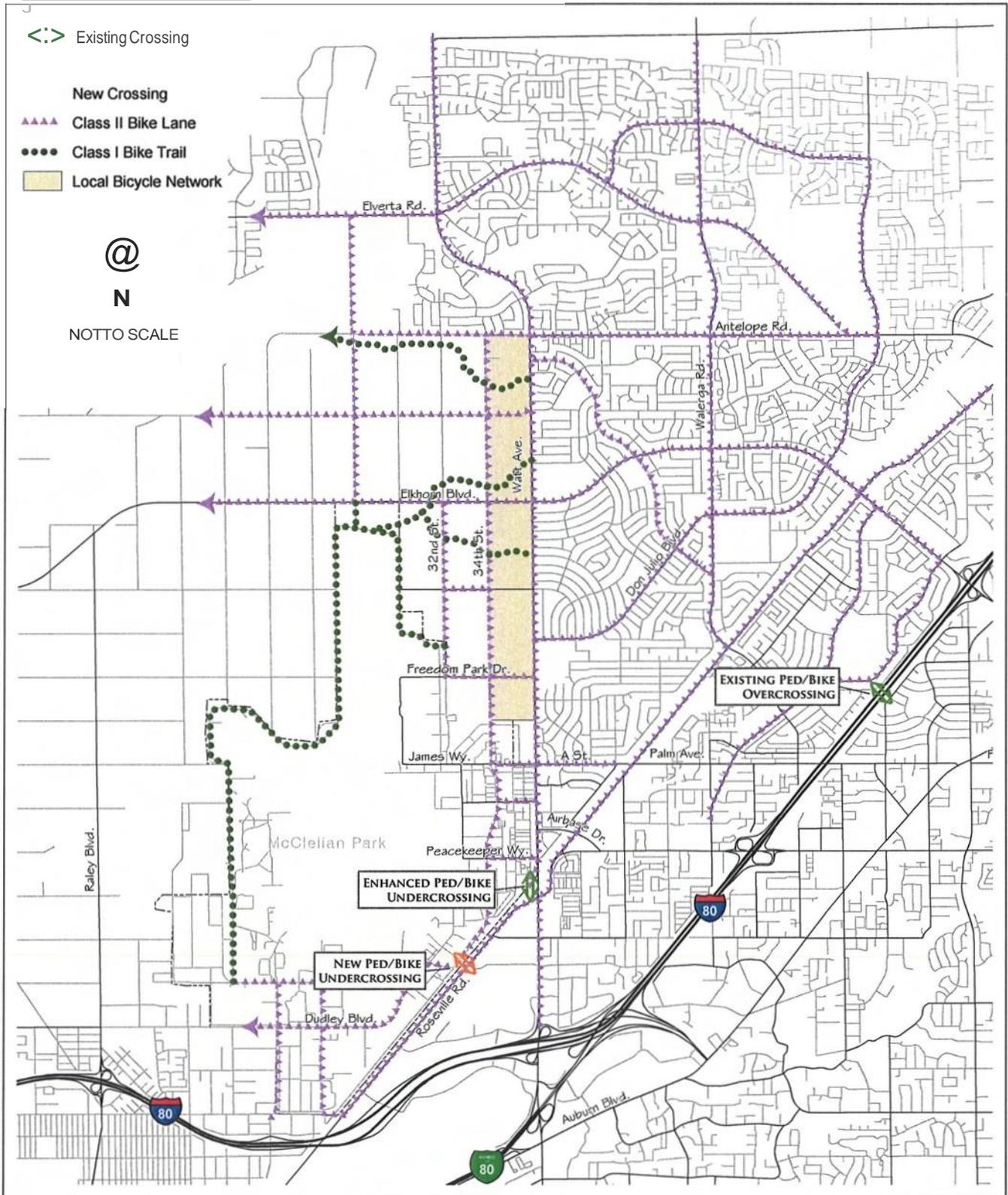






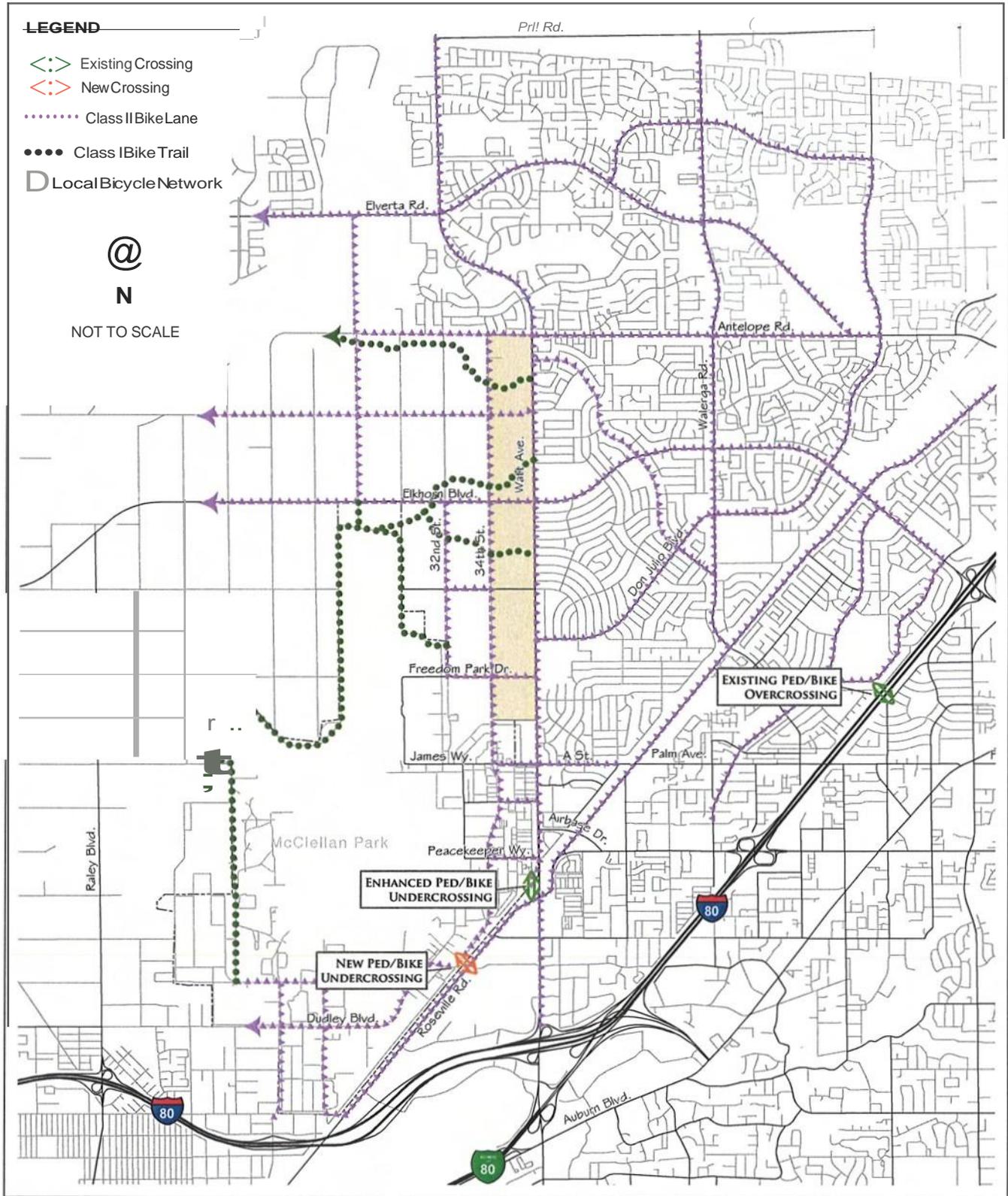
**LEGEND**

Pff Rd.



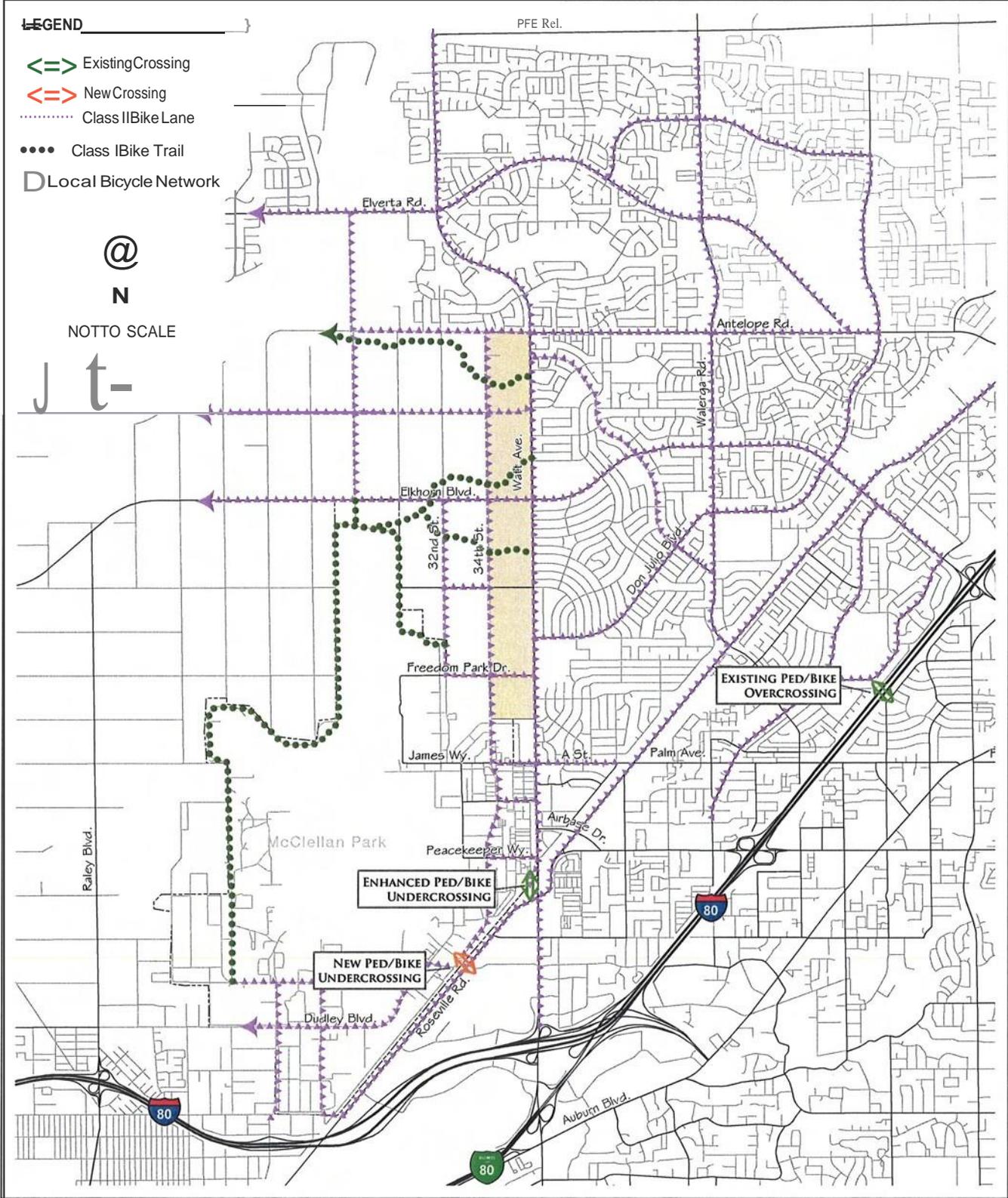
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**BICYCLE FACILITIES -  
LONG-TERM ALTERNATIVE 1**



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**BICYCLE FACILITIES -  
LONG-TERM ALTERNATIVE 2**



## 6. ACCESS OPTIONS

Access to fronting land uses varies between the project alternatives. Depending on the alternative, access can range from full access to no access (i.e., access from side streets only). The following summarizes the access restrictions for each project alternative.

### ***Near-term Alternative***

In this alternative, access to fronting properties on Watt Avenue would be limited on both sides of the street to right-in and right-out only for most of the roadway length. Left turn access to fronting development is assumed to be limited to signal controlled intersections.

Full access to fronting properties would be allowed along 34<sup>1</sup><sub>h</sub> Street.

Figure 22 shows the frontage access options for this alternative.

### ***Long-term Alternative***

#### **No Project Alternative**

Access to fronting properties on Watt Avenue would be limited on both sides of the street to right-in and right-out only for most of the roadway length. Left turn access to fronting development is assumed to be limited to signal controlled intersections.

Full access to fronting properties would be allowed along 34<sup>1</sup><sub>h</sub> Street.

Figure 23 shows the frontage access options for this alternative.

#### **Alternative 1**

Access to fronting properties on Watt Avenue would be limited on both sides of the street to right-in and right-out only for most of the roadway length. Left turn access to fronting development is assumed to be limited to signal controlled intersections.

Along 34<sup>1</sup><sub>h</sub> Street, full access to fronting properties would be restricted to right-in and right-out only, except at locations without left turn pockets.

Figure 24 shows the frontage access options for this alternative.

#### **Alternative 2**

This alternative provides a one-way couplet between James Way and Antelope Road, with Watt Avenue being the northbound lanes and 34<sup>1</sup><sub>h</sub> Street being the southbound lanes. North of Antelope Road and

south of James Way, Watt Avenue would be a standard county six-lane thoroughfare. Access to fronting properties in these segments of Watt Avenue would be limited on both sides of the street to right-in and right-out only for most of the roadway length. Left turn access to fronting development is assumed to be limited to signal controlled intersections.

In the sections where the one-way couplet is constructed, access to the west side of Watt Avenue would be limited to locations served by a side street. Direct access would be prohibited by the location of the BRT lane. Access to properties along the east side of the street would be limited on right-in and right-out

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only for most of the roadway length. Left turn access to fronting development is assumed to be limited to signal controlled intersections.

Access along 34<sup>th</sup> Street would be restricted in a similar fashion, with access to the east side of 34<sup>th</sup> Street limited to locations served by side streets. Direct access would be prohibited by the location of the BRT lane. Access to properties along the west side of the street would be limited on to right-in and right-out only for most of the roadway length. Left turn access to fronting development is assumed to be limited to signal controlled intersections.

Figure 25 shows the frontage access options for this alternative.

### Alternative 3

Access to fronting properties on Watt Avenue would be limited on both sides of the street to right-in and right-out only for most of the roadway length. Left turn access to fronting development is assumed to be limited to signal-controlled intersections at major intersections. The Lane County (Eugene, Oregon) BRT system that operates in the median limited left turns to major intersections (signal-controlled) due to conflicts between bus operations and left-turning vehicles.

Full access to fronting properties would be allowed along 34<sup>th</sup> Street.

Figure 26 shows the frontage access options for this alternative.



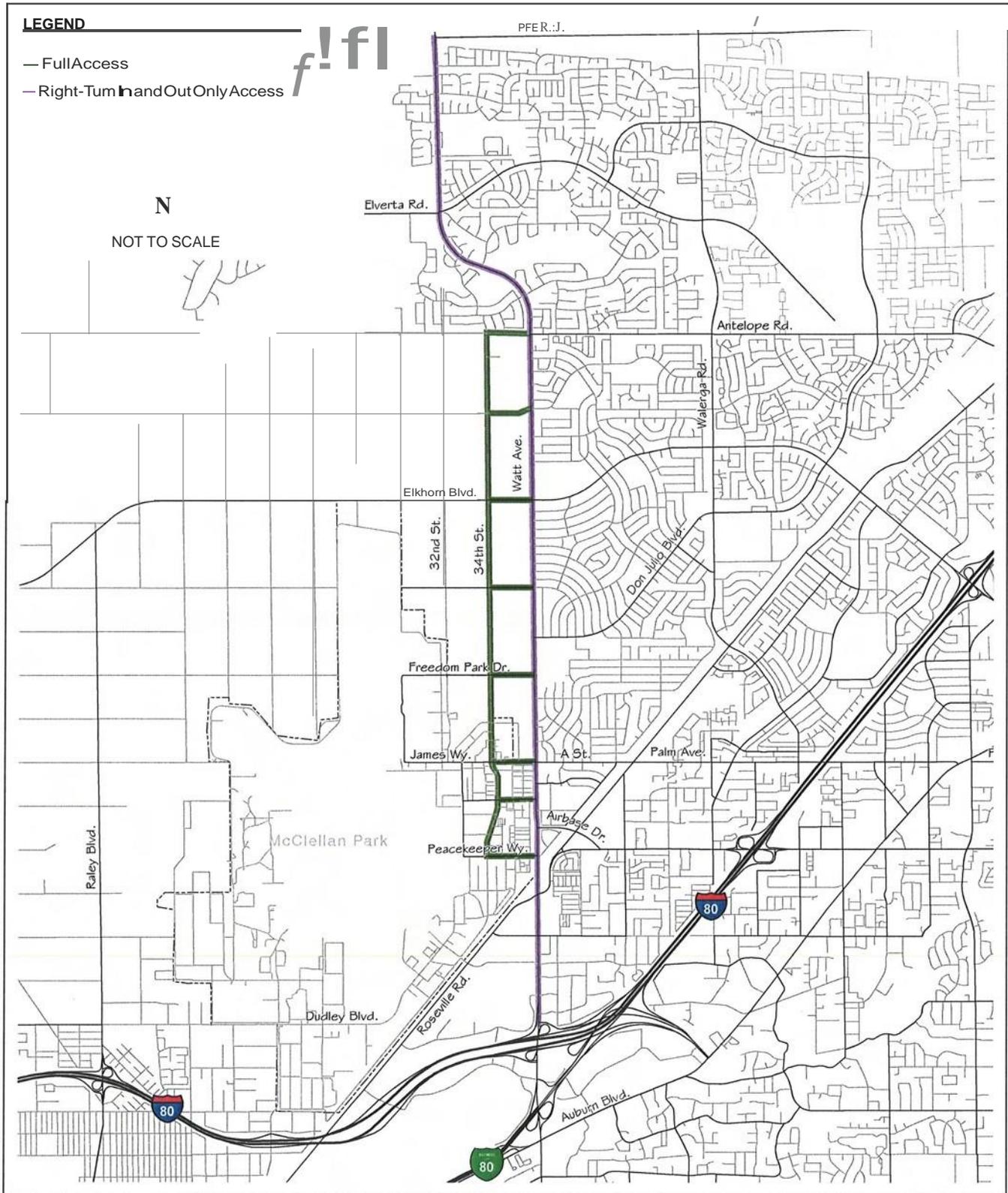
**LEGEND**

- Full Access
- Right-Turn and Out Only Access

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NOT TO SCALE



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ACCESS-  
NEAR-TERM SCENARIO

**LEGEND**

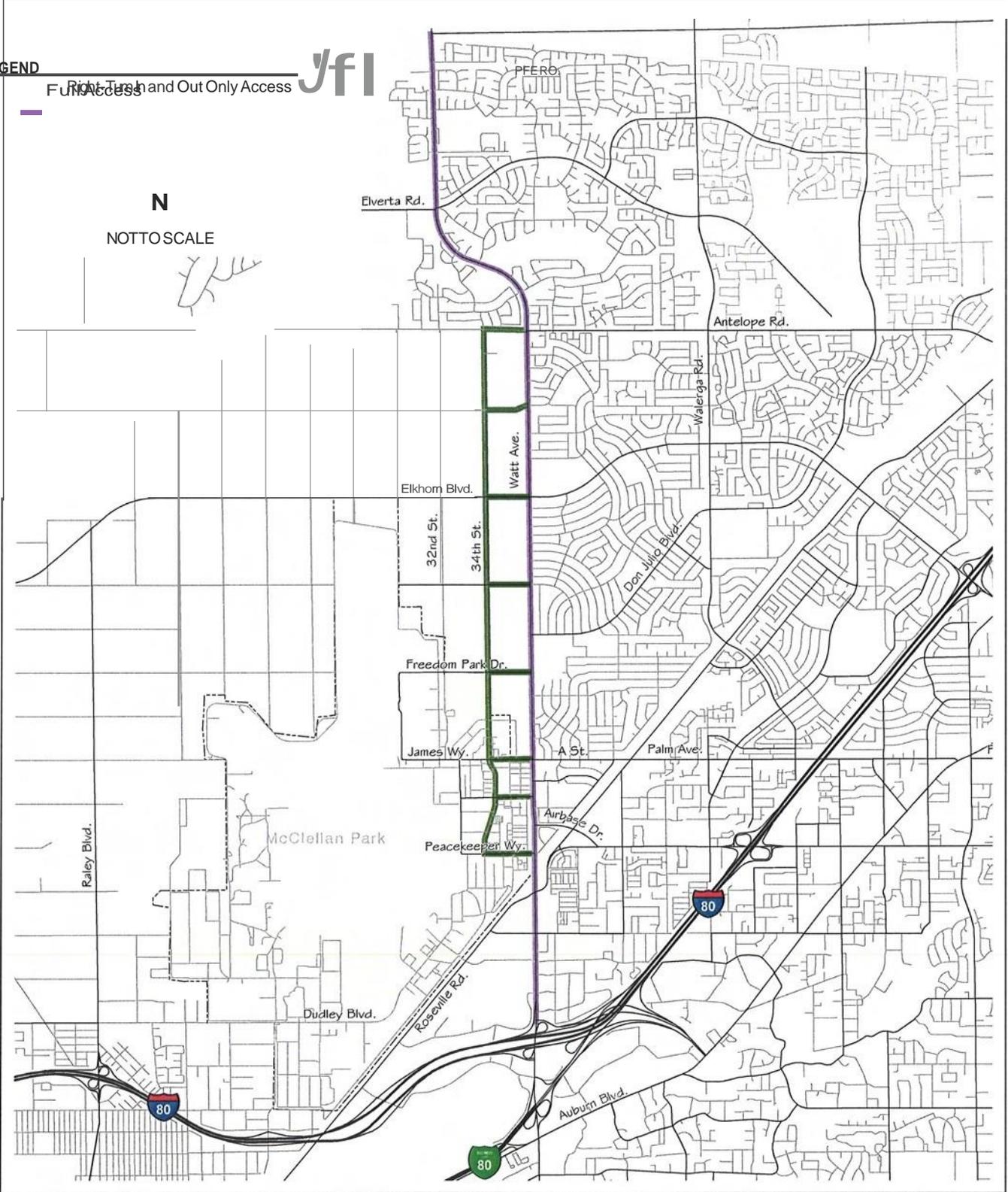
Right-Turn and Out Only Access

Full Access



N

NOT TO SCALE

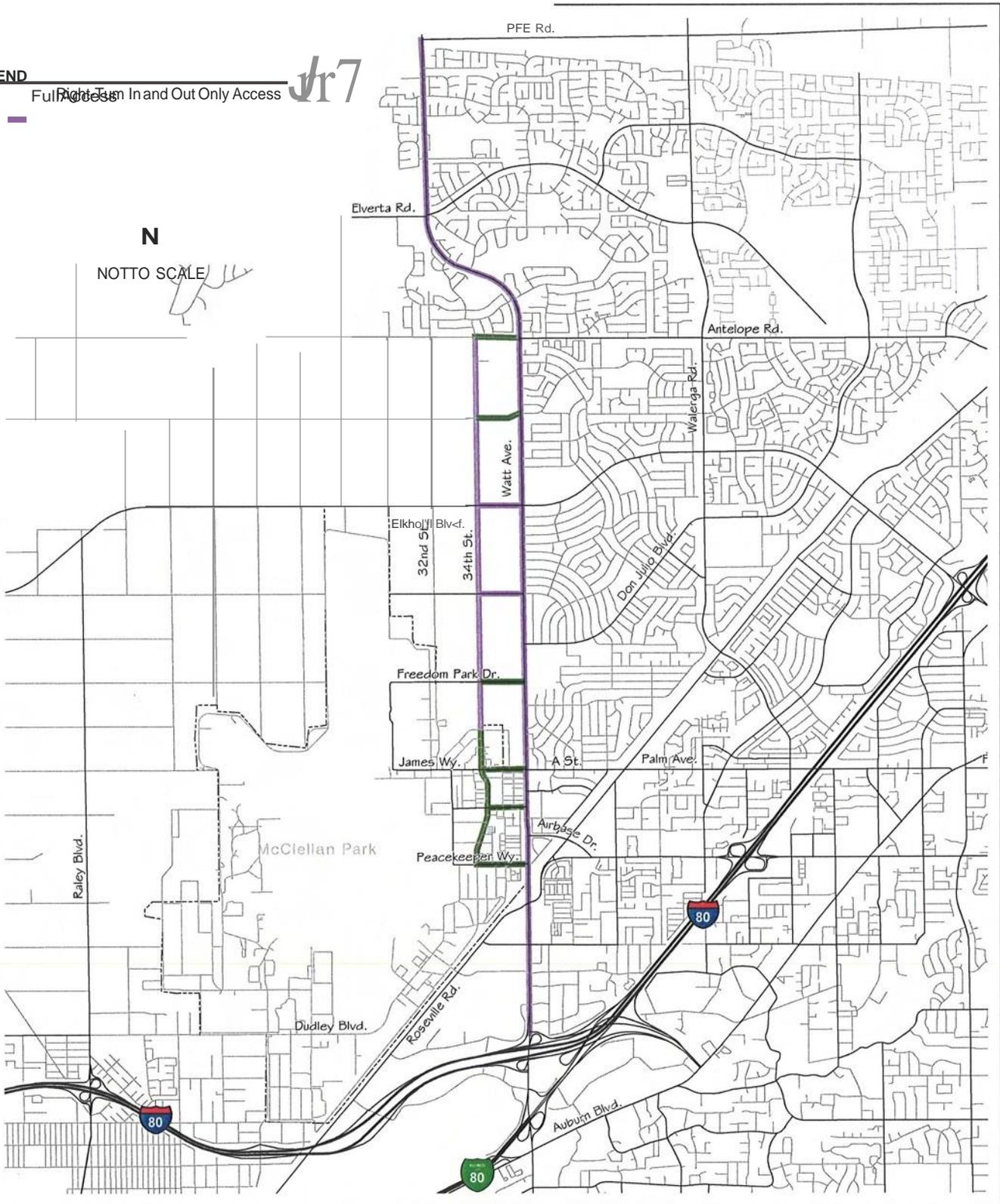


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**ACCESS -  
LONG-TERM NO PROJECT ALTERNATIVE**

**LEGEND**

Full Access  
Right Turn In and Out Only Access

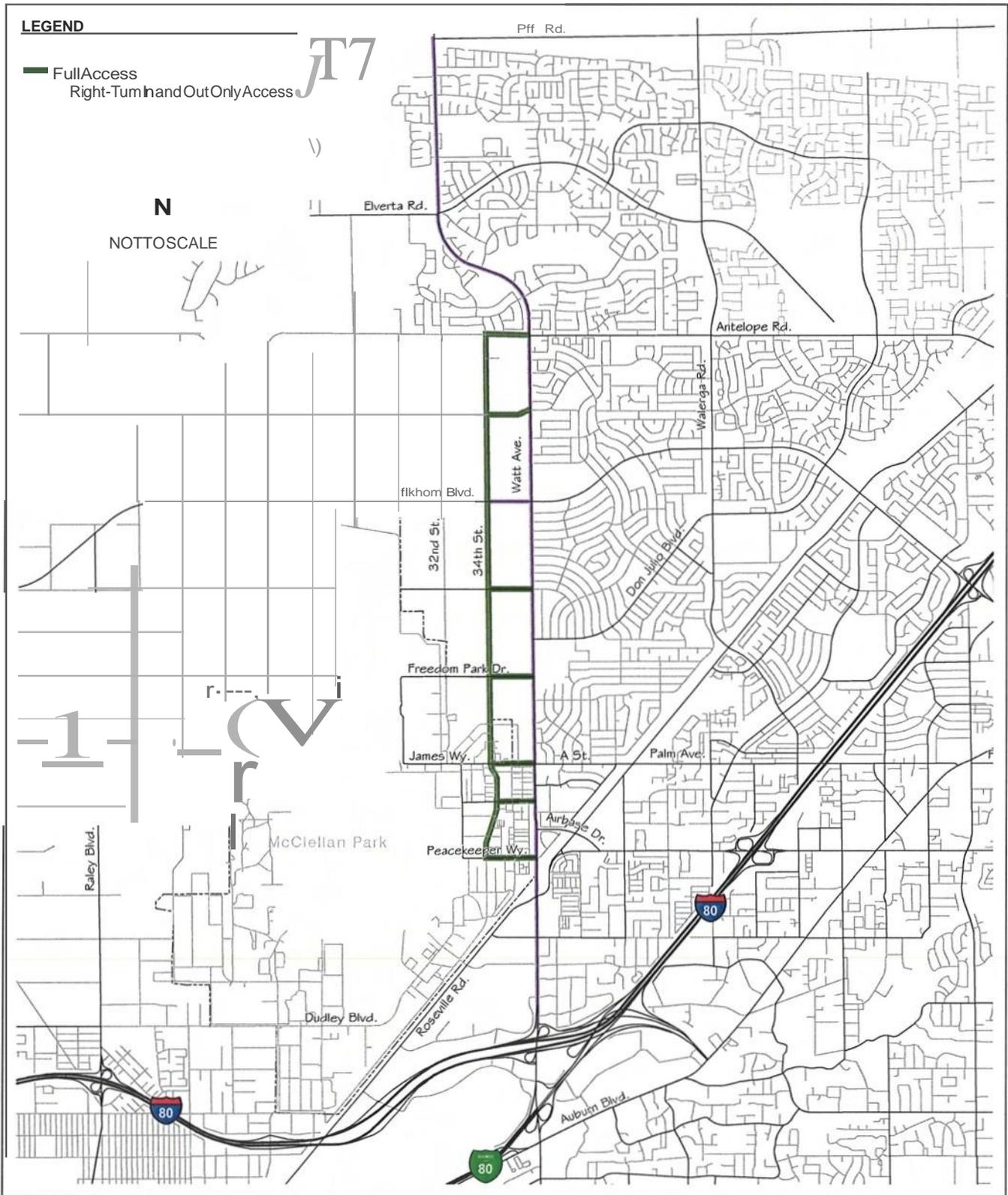


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**ACCESS -  
LONG-TERM ALTERNATIVE 1**





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**ACCESS -  
LONG-TERM ALTERNATIVE 3**

## 7. PROJECT CONSTRUCTABILITY

This section reviews the ability to phase construction of each of the project options.

### ***Near-term Alternative***

In this alternative, Watt Avenue would be widened to six lanes with the curb lane being a Business Access Transit (BAT) lane. This can be done as development occurs or as a County-sponsored project.

Improvements to 34<sup>th</sup> Street could occur with development of fronting uses or as a County-sponsored project.

### ***Long-term Alternatives***

#### No Project Alternative

The construction of Watt Avenue as a six-lane thoroughfare can be completed as fronting development occurs or as a County-sponsored project.

Improvements to 34th Street could occur with development of fronting uses or as a County-sponsored project.

#### Alternative 1

The construction of improvements on Watt Avenue can be completed as fronting development occurs or as a County-sponsored project.

Improvements to 34th Street could occur with development of fronting uses or as a County-sponsored project.

#### Alternative 2

The construction of the couplet would need to be completed as a County-sponsored project and does not lend itself to phasing.

#### Alternative 3

The construction of improvements on Watt Avenue can be completed as fronting development occurs or as a County-sponsored project.

Improvements to 34th Street could occur with development of fronting uses or as a County-sponsored project.



**E** APPENDIX E  
Mitigation Measures



# E MITIGATION MEASURES

## **LU-1: North Area Recovery Station**

A policy shall be added to the North Watt Avenue Corridor Plan establishing a 1,000 foot North Area Recovery Station Buffer Zone. In consultation with and to the satisfaction of the Department of Waste Management & Recycling, specific land use restrictions and design guidelines shall be established for the NARS Buffer Zone.

## **PS-1: Public Service Infrastructure**

Prior to Development Plan Review or issuance of building permits for projects resulting in intensification of use or increased square footage associated with development pursuant to the Fair Oaks Boulevard North Watt Avenue Special Planning Area Ordinance, The Community Development Department shall prepare or facilitate the preparation of, a phasing plan that identifies thresholds of development for when necessary improvements are required. The phasing plan shall also identify a mechanism to track when thresholds are met so infrastructure improvements are constructed when needed.

The Phasing Plan or project specific analyses shall not be required for a period of five years from the date of adoption of the North Watt Avenue Corridor Plan. The purpose of this five year period is to allow for revitalization projects that support the project objectives to proceed without the need for additional studies or specific improvements, recognizing that build out of the Corridor is long-term over a 30 plus year timeframe. The Directors of Transportation and Community Development Departments shall have the authority to require project specific studies for project that have a significant effect on transportation systems.

## **PS-2: Water Supply**

When water supply thresholds are met, as identified in the MSA phasing plan, no further development in accordance with the Corridor Plan shall occur until additional water supply is secured to support future Corridor Plan development and necessary fire flows.

## **TC-1: Traffic Improvements**

Prior to Development Plan Review or issuance of building permits for projects resulting in intensification of use or increased square footage associated with development pursuant to the Fair Oaks Boulevard North Watt Avenue Special Planning Area Ordinance, The Community Development Department shall prepare or facilitate the preparation of, a phasing plan that identifies thresholds of development for when necessary improvements are required. The phasing plan shall also identify a mechanism to track when thresholds are met so infrastructure improvements are constructed when needed.

The Phasing Plan or project specific analyses shall not be required for a period of five years from the date of adoption of the North Watt Avenue Corridor Plan. The purpose of this five year period is to allow for revitalization

projects that support the project objectives to proceed without the need for additional studies or specific improvements, recognizing that build out of the Corridor is long-term over a 30 plus year timeframe. The Directors of Transportation and Community Development Departments shall have the authority to require project specific studies for project that have a significant effect on transportation systems.

The following improvements shall be installed:

- (EP 1) North Watt Avenue / Don Julio Boulevard – provide the following improvements:
  - i. Widen the northbound approach to provide dual left-turn pockets, 2-through lanes, and 1-shared through/right lane, which is partially based on measure EP-6. The construction of a second left-turn pocket would require Don Julio Boulevard to provide 2-departing lanes for the west leg of the intersection. These lanes would eventually taper to 1-lane prior to or at the first downstream intersection;
  - ii. Widen the southbound approach to provide 1-right-turn pocket;
  - iii. Widen the eastbound approach to provide 1-left-turn pocket, 1-through lane, and dual right-turn pockets;
  - iv. Modify the signal timing splits and cycle length for the implementation of ITS signal coordination through the corridor.
- (EP 2) North Watt Avenue / Airbase Drive – modify the lane striping of the westbound approach to provide 1-left-turn pocket and 2-right-turn lanes.
- (EP 3) Elkhorn Boulevard / 34th Street – signalize the intersection. Widen the northbound and southbound approaches to provide an exclusive left-turn pocket and 1-shared-through/right lane. Allow protected left-turns on all approaches.
- (EP 4) 34th Street / Freedom Park Drive – signalize the intersection and widen all of the approaches to provide 1-left-turn pocket and 1-shared through/right lane. Allow protected left-turns on all approaches. The installation of a roundabout could also be analyzed as a possible option to improve the intersection operations.
- (EP 5) North Watt Avenue from Antelope Road to Elkhorn Boulevard – widen the roadway from 4-lanes to 6-lanes.
- (EP 6) North Watt Avenue from Elkhorn Boulevard to Don Julio Boulevard – widen the roadway from 4-lanes to 6-lanes.
- (CP 2-1) North Watt Avenue / Antelope Road – modify the signal timing splits and cycle length for the implementation of ITS signal coordination through the corridor.
- (CP 2-2) North Watt Avenue / Don Julio Boulevard – Widen the eastbound approach to provide dual left-turn pockets and two through lanes.
- (CP 2-3) North Watt Avenue / A Street/James Way – provide the following improvements:

- i. Provide an overlap phase for the eastbound right-turn movement during the northbound phase. This would require prohibiting northbound u-turn movements;
- ii. Widen the northbound approach to provide an exclusive right-turn pocket.
- (CP 2-4) North Watt Avenue / Palm Street – modify the signal timing splits and cycle length for the implementation of ITS signal coordination through the corridor.
- (CP 2-5) Elkhorn Boulevard / 32nd Street – provide the following improvements:
  - i. Widen the westbound approach to provide a second left-turn pocket. Widening 32nd Street from 2- to 4-lanes between Freedom Park Drive and Elkhorn Boulevard as specified in roadway segment measure CP 2-12 would provide the additional required receiving lane on the south-leg of the intersection;
  - ii. Modify the signal timing splits and cycle length for the implementation of ITS signal coordination through the corridor.
- (CP 2-6) 34th Street / Q Street – widen the southbound and eastbound approaches to provide 1-shared through/left-turn lane and 1-right-turn pocket.

#### **AQ-1: Ozone Precursors and Diesel Particulates**

All future construction projects shall include an ozone precursor analysis. If the analysis results indicate that the project will generate ozone precursors that exceed the current Sacramento Metropolitan Air Quality Management District thresholds this mitigation shall apply. This mitigation may be modified if guidance from the Sacramento Metropolitan Air Quality Management District changes in the future.

- a. The project shall provide a plan for approval by the District demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most recent California Air Resources Board (ARB) fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction.
- b. The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of

vehicles surveyed as well as the dates of each survey. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other District or state rules or regulations.

- c. If at the time of construction, the District has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the District prior to construction will be necessary to make this determination.

#### **AQ-2: Operational Emissions**

All development projects within the North Watt Avenue Corridor Plan shall comply with the SMAQMD endorsed Air Quality Mitigation Plan (7-16-2010), which requires implementation of reduction measures that will achieve a minimum of 15.75 percent reduction in operational and area source emissions, consistent with General Plan Policy.

#### **AQ-3:**

All projects within 500 feet of I-80 or the UP rail line which involve sensitive uses (residential uses, and those with concentrations of the very young, elderly, or infirm such as parks, daycares, nursing homes, or hospitals), shall develop a mitigation plan to reduce impacts associated with toxic air contaminants, in consultation with SMAQMD. The mitigation plan may include measures such as vegetative plantings, the installation of electrostatic filters, and/or site redesign.

#### **AQ-4:**

The following policy shall be added to the Corridor Plan: To avoid significant health impacts due to chronic pollutant exposure related to I-80, new sensitive uses (residential uses, and those with concentrations of the very young, elderly, or infirm such as parks, daycares, nursing homes, or hospitals) shall not be permissible within 200 feet of the nearest I-80 travel lane. The location of this restricted area may be altered consistent with any new protocols for major roadways that may be published by the Sacramento Metropolitan Air Quality Management District which alters the location of the evaluation criterion (currently 281 chances per million).

#### **NS-1: Traffic Noise Impacts to Residential Uses: Interior**

To ensure compliance with General Plan Noise Element standards of 45 dB Ldn or less for residential interiors, the following measure shall apply: Any/all new residential construction shall be located at or beyond the 70 dB noise contours, as found in the Cumulative Plus Project conditions tables describing noise contour locations (Table NS-8 and Table NS-9 of this EIR).

Any departure or deviation from the above measure must be accompanied by an acoustical analysis, prepared by a qualified acoustical consultant and verified by the Division of Environmental Review and Assessment, substantiating that the General Plan Noise Element standard cited above is met.

**NS-2: Traffic Noise Impacts to Non-Residential Uses: Interior**

To ensure compliance with General Plan Noise Element standards for non-residential interiors, as indicated in Table I of the Sacramento County General Plan, the following measure shall apply: Any/all new non-residential construction shall remain outside the 60 to 75 dB contour, as applicable, assuming a 25 dB standard construction reduction, unless sound resistant construction materials are utilized such that interior noise levels do not exceed the applicable noise level standards.

Any departure or deviation from the above measure must be accompanied by an acoustical analysis, prepared by a qualified acoustical consultant and verified by the Division of Environmental Review and Assessment, substantiating that the General Plan Noise Element standard cited above is met.

**NS-3: Railroad Noise**

To ensure compliance with General Plan Noise Element standards for interior noise levels at sensitive residential receptors subjected to railroad noise, the following policy shall be added to the Corridor Plan:

No use shall be operated or constructed that would result in interior noise levels at sensitive residential receptors that exceed the General Plan Noise Element noise standards. Proponents applying for sensitive uses in close proximity to the Union Pacific Railroad shall submit a noise analysis substantiating compliance with interior noise standards of the General Plan Noise Element noise standards.

**NS-4: Community Generated Noise**

To ensure compliance with General Plan Noise Element standards for non-transportation sources, the following policy shall be added to the Corridor Plan:

No use shall be operated so as to generate recurring noises that are unreasonably loud, cause injury, or create a nuisance to any person of ordinary sensitivities. No nonresidential use shall be operated so as to generate any noise in an adjacent residential area, as detected in that area without instruments, that is louder than the noise which could be generally expected from uses permitted in that area.

**BR-2: Potential Wetland Features**

Prior to execution of redevelopment/ development projects within the Corridor Plan area or installation of public service infrastructure, the project proponent(s) shall submit a wetland delineation to the Division of Environmental Review and Assessment for the project impact areas if appropriate habitat exists. The wetland delineation shall be prepared by a qualified biologist.

When a construction level project is proposed in the future, and appropriate habitat exists on the project site, to compensate for the loss of wetlands and Waters of the U.S., one of the following measures shall be implemented:

1. Preserve or create wetlands sufficient to result in no net loss of wetland acreage, and protect their required watersheds as is necessary for the continued function of wetlands on the project site. The project design, configuration, and wetland management plan shall provide reasonable assurances that the wetlands will be protected and their long-term ecological health maintained.
2. Where a Section 404 Permit has been issued by the Corps of Engineers, or an application has been made to obtain a Section 404 Permit, the Mitigation and Management Plan required by that permit or proposed to satisfy the requirements of the Corps for granting a permit may be submitted for purposes of satisfying Paragraph 1, provided a no net loss of wetlands is achieved.
3. Pay to the County an amount based on a rate of \$35,000 per acre of the unmitigated/uncompensated wetlands, which shall constitute mitigation for purposes of implementing adopted no net loss policies and CEQA required mitigation. The payment shall be collected by the Community Planning and Development Department at the time of Improvement Plan or Building Permit approval, whichever occurs first, and deposited into the Wetlands Restoration Trust Fund.

### **BR-3: Riparian Habitat**

Where riparian habitat exists, the project proponent(s) of redevelopment/ development projects within the Corridor Plan area shall submit a biological assessment performed by a qualified biologist or botanist to the Division of Environmental Review and Assessment delineating the extent of on-site riparian habitat and shall ensure no net loss of habitat consistent with County Policies with the following mitigation:

1. Prior to initiating project construction install chain link fencing or a similar protective barrier at the limits of any on site riparian zone as dictated by the biological assessment in order to protect and preserve the riparian habitat. No earthwork shall be conducted within the protection area and fencing shall remain in place for the duration of all construction work.

Or,

2. Where preservation is found to be infeasible, prior to the issuance of building, grading or other improvement permits, the applicant shall prepare a re-vegetation plan for any altered riparian habitat, consistent with General Plan Policies, that compensates for riparian habitat removals.

The re-vegetation plan shall be prepared by a qualified biologist or botanist and provide quantifiable success criteria and include at least a one year monitoring and adaptive management program as well as implementation and funding mechanisms. The plan shall be subject to the approval of the Division of Environmental Review and Assessment.

Or,

3. Any mitigation required by the state or federal permitting agencies that compensates for the loss of riparian vegetation, functions and values and that provides for a native re-vegetation plan consistent with or exceeding the requirements of measure 1 above shall be deemed mitigation sufficient to reduce impacts to a less than significant level and may be utilized in place of items 1 and 2 above.

#### **BR-4 Raptor Nesting Habitat**

Where appropriate raptor nesting habitat exists, if construction, grading, or project-related improvements are to occur between March 1 and September 15, a focused survey for raptor nests on the site and on nearby trees shall take place within ½ mile of the project site and shall be conducted by a qualified biologist within 14 days prior to the start of construction work (including clearing and grubbing). If active nests are found, the California Department of Fish and Game (CDFG) shall be contacted to determine appropriate protective measures. If no active nests are found during the focused survey, no further mitigation will be required.

#### **HM-1: Contamination Sites**

Prior to the issuance of any building or grading permits on the properties listed in Table HM-1 or Table HM-2 the project applicant shall consult with the Sacramento County Environmental Management Department (EMD), to obtain a site evaluation and to determine the need for a Phase II Environmental Site Assessment, Soil Management Plan or a Health Risk Assessment. If said analyses are required, all site clean-up recommendations, in consultation with EMD, shall be completed prior to the issuance of any building or grading permit, unless EMD approves clearance due to extenuating circumstances.

#### **CR-1: Evaluated Historical Architectural Resources**

Significant historical architectural resources within North Watt Avenue Corridor Plan shall be preserved in situ with all proposed modifications carried out to The Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings. In the instance that demolition of a significant historical architectural resource is proposed, the applicant shall have a qualified architectural historian prepare a historical report with archival prints of the structure, including architectural details, for CRHR Criterion 3 eligible properties and/or preparation of public interpretation documents (video, articles, local history) for treatment of CRHR Criterion 1 eligible properties. All documentation shall be archived with the Sacramento Archives and Museum Collection Center (SAMCC) and the County of Sacramento.

#### **CR-2: Unevaluated Historical Architectural Resources**

Properties that have not been subject to a previous architectural evaluation and are at least 50 years or older shall have a historic architectural study performed by a qualified, professional architectural historian if potential historic structures present on the project site are subject to demolition or otherwise impacted. The resulting report should include results of a background literature search and field survey, an historic context statement, and analysis of the potential significance of the noted resource, and recommendations for preservation and/or mitigation. If the

structure is considered significant and demolition is proposed, mitigation documentation, as detailed in Mitigation Measure CR-1, shall be prepared, reviewed and endorsed by the Planning Division.

### **CR-3: Unanticipated Discoveries of Cultural Resources**

If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 200-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

Work cannot continue within the 200-foot radius of the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

If a potentially-eligible resource is encountered, then the archaeologist, DERA, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to DERA as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

In addition, pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

### **CC-1: Residential Energy Sector Emission Reductions**

Add a policy to the North Watt Corridor Plan requiring that future applicants for residential projects reduce residential emissions by 0.25 MT CO<sub>2</sub> per capita. In consultation with the Division of Environmental Review and Assessment and Sacramento Metropolitan Air Quality Management District, applicants shall submit a plan detailing a set of quantitative and/or qualitative measures that achieve the reduction in CO<sub>2</sub> emissions per capita, prior to the issuance of building permits or prior to obtaining any discretionary entitlements. This mitigation may be modified to conform with current Sacramento County climate change standards, including but not limited to a Green Building Program and Climate Action Plan. Additionally, applicants may choose to submit revised, project-specific, residential energy-use emissions factors; however, the applicant will be required to provide adequate data to support the revised emission factor.

### **CC-2: Commercial Energy Sector Emission Reductions**

Add a policy to the North Watt Corridor Plan requiring that future applicants for commercial projects reduce commercial emissions by 1.75 MT CO<sub>2</sub> per Kft<sup>2</sup>. In consultation with the Division of Environmental Review and Assessment and Sacramento Metropolitan Air Quality Management District, applicants shall submit a plan detailing

a set of quantitative and/or qualitative measures that achieve the reduction in CO<sub>2</sub> emissions per Kft<sup>2</sup>, prior to the issuance of building permits or prior to obtaining any discretionary entitlements. This mitigation may be modified to conform with current Sacramento County climate change standards, including but not limited to a Green Building Program and Climate Action Plan. Additionally, applicants may choose to submit revised, project-specific, commercial energy-use emissions factors; however, the applicant will be required to provide adequate data to support the revised emission factor.



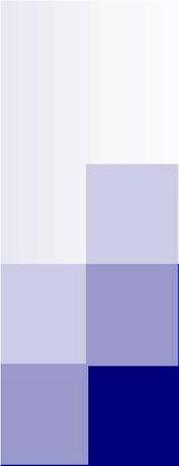
# F APPENDIX F

## Infi II Program and Principles





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# Infill Program and Principles



County of Sacramento  
Municipal Services Agency

Approved by the Board of Supervisors  
May 14, 2008

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**COUNTY OF SACRAMENTO  
CALIFORNIA**

**INFILL PROGRAM & PRINCIPLES**

**BACKGROUND:**

The Board of Supervisors recognized the need for an Infill Program and requested the County hire an Infill Coordinator to direct this program. The Board recognized the value of infill development, not only for its environmental benefits of using land more efficiently, but also the benefit quality infill brings to neighborhoods and communities. Quality infill helps to energize communities and contributes to jobs, housing and area sustainability. Vacant lots can be developed into public gathering areas that give communities a sense of place and identity. The Board approved the Infill Coordinator position in September 2007, at the Principal Planner level, and made it accountable to the Deputy Agency Administrator for the Municipal Services Agency (MSA). The Board and the Agency recognize the importance of this program, the challenges and the high level of coordination that is required among most of the Departments in MSA, in order to facilitate Infill development. The Agency is committed to meeting these challenges and working collaboratively with its departments, other jurisdictions, the public, the Development community and other organizations in bringing quality infill projects to the Sacramento County communities.

The County is addressing infill development in many different ways; in the General Plan, Community Plans, Commercial Corridor Plans, the new Development Code, Design Review and through project review. Infill development is generally considered development in established urban areas where services and infrastructure exist. Infill can be development of vacant property, as well as reuse and revitalization of underutilized properties. The infill program and principles focus on key quality, strategic infill projects that are consistent with community values and that enhance existing communities. The infill program is not intended to promote projects that significantly conflict with community planning objectives. The focus is on key commercial, residential and mixed use projects in our aging commercial corridors and other sites that provide similar opportunities.

The primary responsibilities of the Infill Program and Principles include:

- Define what quality infill is.
- Identify constraints and barriers to quality infill development
- Develop County-wide strategies and policies to minimize and where possible

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## County of Sacramento - Infill Program and Principles

- remove those constraints.
- Develop and provide incentives for quality infill projects.
  - Develop an outreach program for the county's residents and hearing bodies that will help to inform them on the benefits of a quality infill project.
  - Form a project "response team" that will work together to identify infrastructure challenges, coordinate construction of needed infrastructure in targeted areas and serve as a coordination/response team to identified key infill projects.

Much of the efforts of the Infill Program will be to focus resources on the commercial corridor planning and revitalization efforts where the greatest infill opportunities for the County exist. In re-claiming and re-using properties in our existing communities, we can also improve our air quality by reducing vehicle miles traveled, encourage the public to walk and use other available modes, and bring health and sustainability to our communities and those who live there.

### **DISCUSSION:**

#### Foundation and Collaboration Building:

The proposed Infill Program and Principles have been developed after much research. Presently, regular meetings are occurring with the County Infill Coordinator and: the City of Sacramento Infill Coordinator, Economic Development and Governmental Affairs staff (Economic Development) Planning and Community Development (Planning) staff; and Sacramento Housing and Redevelopment Agency (SHRA) staff. Other collaboration meetings include meetings with: Valley Vision and the BIA Infill Committee, Sacramento County Department of Transportation (DOT); Department of Environmental Review and Assessment (DERA); Sacramento Area Sewer District (SASD) & Sacramento Regional County Sewer District (SRCSD); Sacramento Municipal Utilities District (SMUD) and Environmental Council of Sacramento (ECOS). As a result of these meetings, infill obstacles and barriers as well as challenges and opportunities have been identified and solutions are developing. Existing policies and practices are currently being looked at by MSA Departments for adaptation within our Infill Corridors. Some new, draft policies are included, (Attachment 1), for consideration of approval by the Policy Planning Commission and the Board of Supervisors within the updated proposed 2008 Housing Element. Additional solutions, once developed, will be brought back to the Board. It is hoped that more concrete solutions will be ready by Fall 2008, if not sooner.

The following definitions and recommended principles are an outcome of this work that forms the building blocks of the Infill Program.

#### Definition of Infill:

"Infill" is the greater use of property that benefits the urban and suburban community.

## County of Sacramento - Infill Program and Principles

“Infill” development generally refers to construction of new housing, workplaces, shops, and a combination of these called mixed-use, within existing urban or suburban areas. This development can consist of: building on vacant lots, reuse of underutilized sites (such as parking lots, underutilized shopping centers and old industrial sites), and rehabilitation or expansion of existing buildings. Infill sites should capitalize on existing urban infrastructure (physical i.e. sewer, water and non-physical i.e. public service availability), and where there is opportunity for access and connection to infrastructure. Through infill, communities can increase their housing, place density along transportation corridors, increase jobs and community amenities without expanding their overall footprint out into open space or otherwise undeveloped lands. “Infill” also contributes to sustainable development; economically, socially and environmentally. “Infill” shall also be consistent with Smart Growth Principles.



### Definition of Sustainable Development:

As defined by the United Nations, “Sustainable Development” is development that "meets the needs of the present without compromising the ability of future generations to meet their own needs."

### Definition of Smart Growth:

The following smart growth principles are widely accepted to encourage more livable communities:

- Mix land uses.
- Take advantage of compact development and design.
- Offer housing choices and opportunities.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with quality design and a strong sense of place.
- Use existing assets.
- Strengthen and direct development toward existing communities.



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## County of Sacramento - Infill Program and Principles

- Provide a variety of transportation choices.
- Preserve open space, farmland, natural beauty, and critical environmental areas through natural resources conservation.
- Encourage community and stakeholder collaboration in development decisions.
- Make development decisions predictable, fair and cost effective.

### What is Quality Infill?

In determining which projects meet the criteria for Quality Infill and that receive “special handling and assistance” by the County, the project shall meet two of these three tests:

1. It is within one of the locations identified for such projects in the County (i.e. commercial corridors, transit area plans and transit oriented development),
2. The project “itself” stimulates economic and social benefit to the community, and
3. It is a “Quality” project.



It is recommended that a “Quality” project must meet all of the following:

- Development, redevelopment or reuse of a vacant or underutilized buildings and/ or sites that is surrounded by urban uses. If present, it should eliminate blight and other conditions that deteriorate the neighborhoods.
- Consistency with the County’s design guidelines and Infill Program and Principles.
- Enhances and makes a positive contribution to the surrounding neighborhood.
- Consistency with the County General Plan.
- Close to transit (within 1/2 mile), or designated by Regional Transit as having transit available within the near future.

### What is Successful Infill Development:

Successful infill development refers to the planning, design, and construction of homes, stores, workplaces and other facilities that make existing communities more livable. It describes the reuse of property and buildings in a way that makes economic sense for

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## County of Sacramento - Infill Program and Principles

property owners, local governments and the regional economy. Successful infill development channels economic growth into existing urban and suburban communities and conserves natural resources at the periphery. Successful infill looks, feels and functions differently from typical single use, low density development, dominated by autos. It creates neighborhoods and districts where a wide variety of citizens live, work and play. It serves pedestrians and cyclists as well as autos. It is based on the scale of the pedestrian, where the auto becomes an option. Children and the elderly and others can move about independently, without cars, to conduct their daily activities. Unsuccessful infill occurs when local governments accept any development proposal.

Successful infill does not rely on a single store, ballpark or office building to improve a community. Rather, it weaves a fabric of land uses that support each other. – residences within a short walk to neighborhood-serving shops and businesses, with access to transit and nearby to jobs and open spaces. (The foregoing is an excerpt from “Successful Infill Development,” provided by the Northeast-Midwest Institute and the Congress for the New Urbanism). This also describes some of the goals that development of our Commercial Corridor Plans seeks to accomplish.



### Proposed Principles of a successful Infill program:

Based on research and review of other jurisdiction’s infill programs, input from local Developers and numerous interviews with agencies involved with the challenges of infill, staff identified the following as principles of a successful and quality infill program. They generally fall into three groups: Policy, Information and Outreach, and Coordination with Internal and External customers.

### Proposed Principles:

- 1. Create Policies, Development Codes and Zoning Codes that support Infill, with the commitment from all to implement them.**
- 2. Provide incentives for developing Infill projects (typically financial).**
- 3. Engage and provide for neighborhood and community involvement.**
- 4. Facilitate quality infill projects through the entire development process that recognizes the difficulty and challenges of infill.**
- 5. Reduce and remove barriers to Infill.**

## GROUP #1 - POLICY

### **Principle #1: Create Policies, Development Codes and Zoning Codes that support Infill, with the commitment from all to implement them.**

The existing and draft General Plan includes language and policies that support infill development (to identify some: LU-5, 7, 8, 12, 18, 19, 20, 21, 26, 28, 42, 43, 107, 114, CI-7, CI-11, CI-14, AQ 23-26). These policies discourage auto-dependent sprawl development and promote infill development that is compact, mixed-use, pedestrian-friendly and transit-oriented. At the same time the County has regulatory barriers such as zoning and the zoning code, building setbacks, minimum lot sizes, and building codes that present obstacles to developing infill sites. As each Corridor Plan is developed, along with Special Planning Area (SPA) projects (i.e. West Auburn, Old Florintown, and Folsom Blvd Transit Area Plan) many of these issues will be addressed and removed. For the rest of the County, the Board has already hired a Consultant team to revise and update the County's Zoning Code. When this new Development/Zoning Code comes before the Board for review and adoption it will include aspects that allow for flexibility, support infill projects and provide for staff level approvals for infill developments that meet the desired criteria (currently being developed), which will help to expedite project review and approval. This new Development Code will eliminate some of the significant barriers to infill development that exists today.

- The new development code will eliminate the use of words that mislead such as “exception” or “variance” and which give the public perception that there is something wrong with these projects.
- The Development Code may propose a new procedure that will grant general, rather than case-specific, Administrative authority to the Planning Director to grant minor modifications from a variety of development standards. For example, a modification allowing 1 or 2 fewer parking spaces out of 100, or allowing an applicant to encroach an extra 12 inches into a 10-foot setback, are two ways this administrative modification authority might be used, is minor in nature, and will go far in expediting some current practices.



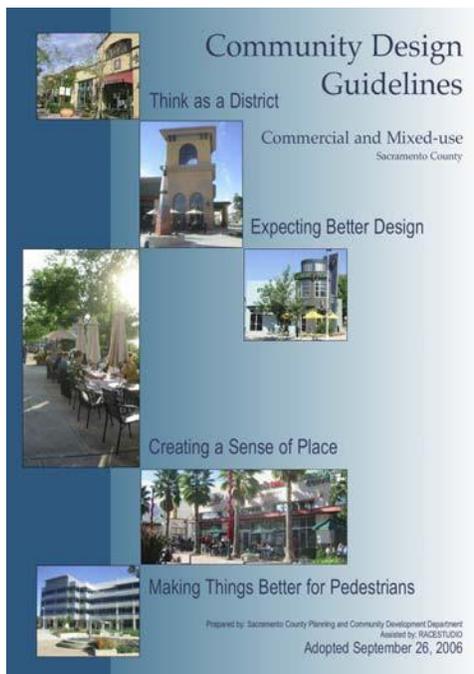
No. Highlands Development Code

- Provide flexibility within the improvement standards to accommodate Infill site-specific “existing conditions” constraints where a certain improvement is not necessary or can't fit on the site as designed in the code.
- Create zoning districts that encourage and/or allow mixed use development by right. An example of this is the recently approved North Highlands Town Center Development Code. Under the existing code Developers have to jump through

## County of Sacramento - Infill Program and Principles

multiple hoops to gain approval to mix uses within a single project, such as obtaining variances, waivers and/or planned development approval. Other communities in the country recognize that mixed use development can be a key tool for reducing sprawl, concentrate development in strategic locations where it can be serviced most efficiently and providing a variety of housing and business opportunities.

**Design Guidelines for Infill:** Infill design needs to be addressed in all design guidelines that provide flexibility and yet are commensurate with the County Design Guidelines and Improvement Standards. Quality Infill Projects need to achieve a balance between the goals for providing additional housing and/or commercial opportunities in established neighborhoods with the community's concerns for reinforcing cherished aspects of community character. New Infill development should help create desirable and attractive places.

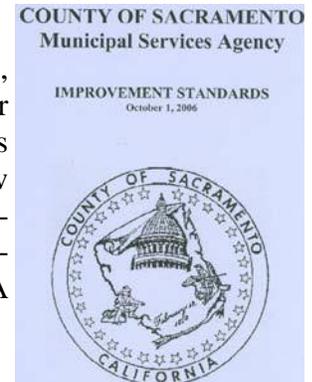


The County is already using Commercial and Mixed Use Design Guidelines. The draft Multi-family Design Guidelines, for projects with densities of RD-8 and greater, are currently being used by Planning Department staff to evaluate and comment on current proposed projects. The Multi-family Design Guidelines will go to the Board of Supervisors for approval in May. Some of these guidelines address setbacks, heights, landscaping, pedestrian circulation and other items that will be further addressed in the County's new Development Code. Infill projects (which will typically be mixed use or medium to high density residential) will be reviewed under the existing commercial and mixed-use design guidelines as well as the multi-family. This principle focuses on the importance of improving designs of infill projects (a common complaint of residents) and to expand the typical design requirements of "compatible" with the existing neighborhood character.

- Further design considerations for infill projects need to address the possibility that a "future desired character may be more important than compatibility with existing development," and how is this achieved.
- Infill projects need to be creative in minimizing scale contrasts between existing development, and new higher density development.

County improvement standards will most likely need to address infill sites differently

than other areas of the county (i.e. allowing for on-street parking, reduction of parking requirements, minimize areas required for driveways, different frontage improvements, allowing attached sidewalks to continue in areas where they already exist rather than the new “detached” standard). These standards, as an example, can work at cross-purposes for infill development on small sites, which can hamper well-designed infill projects. These are currently being looked at by our MSA Departments for flexibility and modification within the Infill Corridors.



Updating the code and training staff on how to apply and implement the code to support infill-friendly design will help to lessen and remove some of the barriers to infill. This will also facilitate the County Development Streamlining Committee efforts to lessen the time to process projects, a complaint expressed by the Development community.

**Response to Global Climate Change and Green Building standards:** The passage of AB32, reducing greenhouse gas emissions to 1990 levels by 2020, poses additional policy needs for the County. Infill development supports many of the solutions, and can be part of the strategy, recommended in addressing AB32. As recommended by the State Attorney General, one of the most important actions that the county can take is to shrink our global warming “footprint.” The County can do this by:

- Discouraging auto-dependent sprawl and “leapfrog” development.
- Promote infill development that is compact, mixed-use, pedestrian-friendly and transit-oriented.
- Facilitate “Brownfield” and “Greyfield” development and incorporate public transit into project design.
- Discouraging single-occupant motor vehicles by reducing the amount of available parking and providing incentives for use of mass transit, high-occupancy vehicles, bicycling, walking, and telecommuting.
- In responding to Green Building standards, the County needs to incorporate “green building” into our improvement standards and promote energy and resource efficiencies. This effort is currently underway. Changing the way we do business and new technologies can actually decrease development costs. MSA is currently piloting three of the commercial corridors to look at new design ideas for needed infrastructure and development standards as a way to decrease development costs in the corridors.

**Principle #2: Provide incentives for developing Infill projects (typically financial).**

Typically, effective infill programs include significant financial or other direct support,

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## County of Sacramento - Infill Program and Principles

from a variety of sources. Some of these incentives include:

- Tax-increment financing
- Acquiring and assembling land
- Fee reductions and deferrals.
- Tiered fee schedules (1 for infill, the other for non-infill).
- Assuming or sharing costs of infrastructure improvements.
- Allocation of general funds and using or leveraging other funding sources such as community development block grants.
- Financial assistance from Economic Development
- Prop 1C Grants
- SACOG Community Design Grants
- Utilizing other grant programs that facilitate complete streets and infrastructure improvements.

Some of these grant opportunities exist in Prop 1C-State Workforce Housing Grant Reward funds tied to the construction of housing projects (at least 15% affordable). Grant funds can be used for infrastructure improvements, lights, and parks for infill. In order to be competitive the County will need to have higher density projects (RD-35 and higher) which are accessible to transit and other amenities. SMUD offers a System Enhancement program in commercial corridors that assist in burying power lines. Other opportunities for incentives that have been suggested and successfully used by other jurisdictions include:

- Use of new Measure A funds (competitive grant program '09)
- Deferred improvement agreements for certain frontage and site improvements.
- A different set of improvement standards for infill projects.
- Pre-approved residential and commercial improvement plans.

County Staff is presently reviewing the County's Fee Waiver and Deferral Ordinances. Amendments are being looked at to make this program more desirable for use by Developers. Staff will present additional recommendations on policies and tangible incentives when they have been further developed.

## **GROUP #2 - INFORMATION AND OUTREACH**

**Principle #3: Engage and Provide for neighborhood and community involvement – information, outreach, project input. Every infill project will have solicited the input of the neighborhood.**

The County has embarked on an aggressive commercial corridor planning program and the infill program will supplement these efforts. The Planning Department has been very successful in engaging residents and getting their input on the various corridor plans.

## County of Sacramento - Infill Program and Principles

Most of the quality infill sites available in the County are along our commercial corridors. Infill usually involves more units per acre than what might currently exist on a vacant or underutilized parcel. This tends to generate more neighborhood opposition even when the proposed densities are allowed by zoning and are the same as those of nearby and surrounding areas. Identified as one of the most significant barriers to Infill, on-going dialogue with residents and having a dialogue on what quality infill can be is crucial. Future projects that are sustainable will also more fully mitigate for a greater variety of impacts (i.e. Build It Green building standards) which may be viewed more favorably by residents.

In gaining community acceptance the community needs to be informed and involved in the process. This involves:

- Informing the community on the goals and benefits of infill.
- Listening and responding to their concerns.
- Ensuring high quality, design and sustainability.
- Pointing out, where possible, how the project contributes positively to the community.



Design standards for compatibility are important, as discussed in Principle #1, and Developers need to go further in working with neighborhoods. Developers should be required to meet with residents and solicit their input on the project design before finalizing plans. For projects requiring Planning entitlements, Developers are already being asked to provide their community outreach plan. The Infill Coordinator needs to identify key, quality infill projects and working with the community deliver examples that set the standard for quality infill throughout the County. Only by building upon a foundation of quality projects can residents understand and start to accept that quality infill benefits neighborhoods and communities.



## **GROUP #3 - COORDINATION WITH INTERNAL AND EXTERNAL CUSTOMERS**

**Principle #4: Facilitate quality infill projects through the entire development process that recognizes the difficulty and challenges of infill (entitlements to certificate of occupancy). This also includes: coordination of Infill program with internal and external customers.**

**Team Approach:** For the Infill Program to be successful it will require “buy-in” from County Departments, and others. To facilitate this, a response team approach (similar to that successfully utilized by Economic Development) is currently being used. The Infill Coordinator will oversee an Infill Response Team comprised of key personnel from the departments and agencies involved in project review and development. Included, but not limited to: Transportation, County Engineering, Planning, Environmental Review, Infrastructure Finance, Water Quality, Fire Districts, Building Inspection, Water Resources, Economic Development, Water Districts, Park Districts, SHRA, SMUD and others as needed. Additionally, the Infill Coordinator is staff to the Infill Council comprised of the: Agency Administrator, Deputy Agency Administrator, and Directors of Planning, Transportation, Environmental Review, County Engineering, Economic Development, and Sacramento Housing Redevelopment Agency. This Council will assist and advise the Coordinator in facilitating the Infill Program and Projects.

Infill facilitation consists of:

- Development of new policies and changes to administrative procedures that supports Infill.
- Provide higher level of coordination where infrastructure issues need resolution (including the timing and coordination of improvements).
- Help to leverage agency resources (best use of staff, funding, project scheduling to deliver a priority project).
- Resolve issues where one department’s mission may be competing with another department or the agency’s mission.
- Decide on what projects will be given priority status and the necessary special handling, resources and funding to insure that other projects are not slowed down.
- Targeted priority projects will usually be determined by the Infill Council and carried out by the Infill Response Team or Coordinator.

While the Council is charged with facilitating Infill projects, each MSA department, is charged with:

- Reviewing their current policies and administrative practices to identify where

incentives and changes can be made (i.e. deferral of certain new improvements where improvements already exist, changes to improvement standards/requirements such as reduced parking, allowing for attached sidewalks where appropriate, assessing current capacity requirements to determine if they are too conservative, or identify a different solution in meeting the level of service requirements).

- Initiate infill incentive programs when coming forward with new fees and fee increases (i.e. a tiered fee schedule with lower fees for infill, when doing fee increases freeze fees for infill projects, fee deferral or fee waivers for infill, new fee programs that would facilitate complete streets or other assistance for infill infrastructure).
- Recommend new policies to remove regulatory barriers and facilitate infill (i.e. change in level of service (LOS) standards to a different standard that measures Mobility (the moving of people, rather than the measurement and efficiencies of moving vehicles), remove obsolete procedures and review bodies, consider more Administrative delegation of Authority).
- The Municipal Services Agency shall initiate and complete the proposed implementation plan (next steps) to facilitate Infill development, which provide solutions to barriers (i.e. reviewing and recommending changes to: current policies, standards and administrative practices, use of pre-approved commercial and single family improvement plans that meet design criteria, streamline and simplify the development review process, provide assistance to move projects through the process when they get “stuck,” new building and improvement standards that assist Infill projects while not compromising safety or quality).

**Principle #5: Reduce and Remove barriers to Infill:**

One primary role of the Infill Coordinator is to identify the major barriers to quality infill development and develop strategies for addressing the removal of those barriers. A special effort was undertaken by Valley Vision/Cleaner Air Partnership and the Northern California BIA to also identify these barriers and develop recommendations on how to remove them. The County is part of this effort along with Sacramento Area Council of Government (SACOG), Regional Transit (RT), ECOS, the City of Sacramento, SHRA, ULI of Sacramento, Sacramento Metropolitan Air Quality District, several Chambers of Commerce, Breathe California of Sacramento and private Development.

In a white paper issued by Valley Vision/BIA (Attachments 2 & 3) barriers were identified for Sacramento that is also common in other jurisdictions throughout the country. These include:

- NIMBYism and barriers to higher densities. Infill involves more units per acre

than currently exists on a vacant parcel. This generates neighborhood opposition and other barriers even when proposed densities are the same as those nearby.

- Traffic Impact Studies required by CEQA. Levels of Service (LOS) standards that drop to “D” or “F” are not acceptable to neighborhoods as “not significant” or “unavoidable” in an environmental report. The review process is drawn out, often without solutions.



- CEQA and CEQA Review time. Problems cited were difficulties with the agency review itself, the minimal thresholds opponents must meet to prove harm, and the ability for objections to be raised at the end of the review process.

- Existing zoning does not encourage, or in some cases even allow, higher density infill. Zoning codes that require projects to obtain entitlements/special permits, variances or request changes and deviations to the code are perceived as “bad projects” by the public.

- The institutional culture of approving bodies can help make or break projects, and the need for political will to maintain momentum in order to provide strong examples of higher density development in the urban and suburban areas.
- Building costs are high, and infill building costs are getting higher.

The major barriers identified with recommended solutions include:

- A. “NIMBYism” was clearly the most significant barrier to infill development. Residents have had negative past experiences with bad design, and a perception that higher density brings low-income tenants and a general mistrust of change.

Solutions:

- Prepare and conduct presentations to CPACs, CPCs, Planning Commissions and community groups and organizations informing the community on the goals and benefits of infill.
- Create a coalition to provide for public dialogue and support for higher-density infill projects. This comes through an information and communication forum for an ongoing exchange of views and information among policymakers, members of our Community Councils and Planning Commission, CPAC members, developers and neighborhood advocates on projects and policies that further the General Plan and the principles of Infill. The forum provides



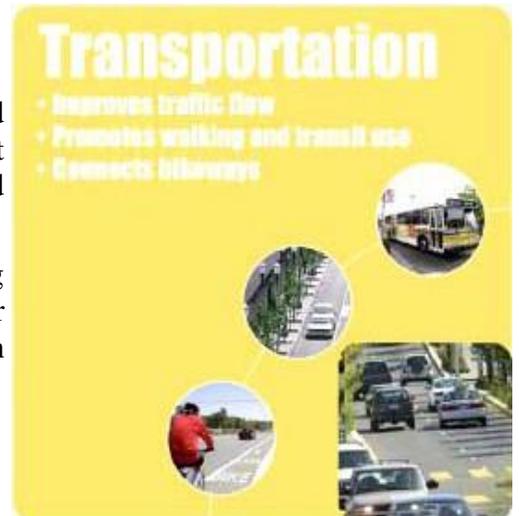
on-going dialogue about development projects, identifies areas of consensus and concern, and opportunities to resolve problems early.

- Another tool to facilitate public information and outreach is the use of computer-based technology to model a project and engage the public in dialogue about the project early on in the process. “Sketch-up” or similar technology has been effective in some communities in achieving dialogue with stakeholders, receiving input and providing benefit to all parties.

B. Congestion is a by-product of infill and higher density development. We need to change the way we typically view our corridors. Rather than measuring the Level of Service (LOS) performance of our roadways, how do we want these public spaces to function considering mobility and the “moving of People” through multiple modes. It’s about supporting “complete streets” and “smart streets” that serves many uses, not just vehicles.

Solutions:

- Change County Policy from a LOS standard for traffic analysis, to a new Policy that addresses overall mobility for infill projects, that is consistent with the new General Plan.
- Support policy changes that increase safety and mobility for pedestrians and bicyclists that recognizes slower traffic makes walking and biking safer and more of an option.
- Direct mitigation efforts to enhancing pedestrian, bicycle and transit facilities rather than expanding roadways. Provide information to the community that congestion can be good.



C. Infill Projects, consistent with the General Plan and these Principles, should be expedited.

Solutions:

- Use of a Master EIR for the County’s Corridor Projects can provide the majority of necessary CEQA review, avoiding lengthy additional CEQA review in the future. As mentioned in Principle #1 create zoning districts that encourage and/or allow mixed use development. The goal would be for many projects to be allowed by right, after each Corridor Plan and respective EIR has been approved. Developers would have minimal Planning requirements

or entitlements and could proceed to applying for permits. Special development standards that account for infill and corridor constraints and irregularities (corridor specific) will help to provide relief to hard-to-develop sites.

- As part of each Corridor Master Plan (which will include land uses and functions as a type of development plan for the corridor) include a finance plan to share the burden of development costs throughout the entire corridor rather than a parcel by parcel basis. This will also provide more certainty in development.
- Updating the Zoning Code to the new Development Code will eliminate certain unnecessary reviews and entitlements currently required under the code (i.e. reduce setbacks and allow flexibility for better site use and design). The County's effort in Development Streamlining and process improvement supports expediting all projects, not just Infill. With that said, from time to time, priority Infill projects may make requests for special handling due to the special nature of the project.

Additionally, and of utmost importance to the County is infrastructure capacity; roads, sewer, drainage and water. Intensification of commercial corridors has surfaced issues and concerns about infrastructure capacity, availability and access. The County has accepted the challenge to find creative ways keep the costs down for private infill development while still meeting our service delivery requirements.

### **IMPLEMENTATION AND NEXT STEPS:**

The above Program and Principles will guide the County and MSA in the next steps of policy and implementation. These steps include:

1. Identify targeted priority projects that are considered strategic to the County, which meet the requirements of a Quality Infill Project;
2. Designate the 3 Infill commercial corridors, which are currently underway, as priority Infill Areas and focus solutions for Infill barriers in key opportunity areas/parcels that have development or redevelopment potential (i.e. find new solutions to sewer and drainage constraints);
3. Designate the 3 Infill commercial corridors (starting with North Watt Avenue\*)

as Pilot areas for purposes of reviewing and recommending changes to: current policies, standards and administrative practices, to identify where incentives can be implemented;

4. Recommend Infill Incentives for consideration by the Board when coming forward with updates to standards, policies, new fees and fee increases; and
5. Approve and implement new policies to remove regulatory barriers and facilitate infill, for review and adoption by the Board (draft policies attached).

\*The basis for selecting the North Watt Avenue Corridor as the Pilot Infill Corridor to start in was due to the many resources and opportunities that exist in the Corridor and the timing of the completion of the Corridor Plan. The resources and opportunities include: the recent approval of the North Highlands Town Center Development Code, the receipt of two SACOG grants, presence of development activity along the corridor and on McClellan Park, and funding from Redevelopment and Tax increment sources. The timing is also right for finding and including in the draft Plan creative solutions and new policies for infill infrastructure, which when approved will help to expedite development. The goal is to pool all our resources and focus solutions in each corridor (one corridor at a time) in order to make substantial progress, and then move on to the next corridor. It is expected that results from the pilot corridors will provide incentives or revised standards that may be applied to other corridors.

**CONCLUSION:**

The proposed Infill Program is designed to identify and address the most pressing issues concerning Infill Development in Sacramento County. As previously stated, one of the first steps is to start identifying priority target areas and projects, that meets the requirements of a “Quality Infill Project,” and facilitate their development. To launch this effort the Agency is recommending three (3) Pilot Corridors (North Watt Avenue,

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## County of Sacramento - Infill Program and Principles

Florin Road and Fair Oaks Blvd.) to initiate this work, starting with the North Watt Avenue Corridor and then progressing to the others. Types of projects would include: mixed use, housing, community-based retail, and job-creating projects that foster community revitalization.

The Commercial Corridor Plans are progressing and the Agency is an active participant in applying the Infill Program and Principles to all of these areas as they evolve. As the Agency proceeds to “look within” at current policies and practices and starts making recommendations to the Board that facilitate infill and remove barriers, “Legacy” Thinking and “Legacy” Planning will be required so that our efforts are sustainable for decades to come.

### Attachments:

1. “Infill Program and Principles” - draft Policies
2. “2007 Infill Barrier Assessment: Barriers Analysis White Paper,” September 24, 2007, discussion draft.
3. “2007 Infill Barrier Assessment: Stakeholders Priorities/Areas for Further Development,” October 30, 2007, discussion draft.
4. Commercial Corridor Exhibit