



CHAPTER 3 – COMMUNITY FORM & PLANNING PRINCIPLES

3.1 Community Vision

The Amoruso Ranch Specific Plan (ARSP) will guide the development of the Plan Area towards a livable community where housing, recreation, education, retail and employment opportunities are integrated into an urban village. This village is envisioned as a contemporary version of a small walkable town, where the automobile can be replaced by walking and biking to recreation opportunities and to accomplish everyday errands.

Key components of this urban vision include pedestrian and bicycle friendly streets, open space connections and vistas to important community focal points, and an integration of land uses that give the feeling of “development over time.” These visual qualities create a community that has rich variety in the architectural character in both the non-residential and residential architecture. Public spaces such as plazas, urban parks, linear parks and pedestrian linkages are the primary form building features of the ARSP. With the plan as a backdrop, distinctive architecture and landscape elements establish a unique identity.

The ARSP guides the development of a livable community that integrates housing, education, recreation, open space, retail and employment uses and civic facilities into a unique and memorable community. The site forms the “confluence” in the regional road system and forms the northwest edge of the City making it a key parcel in the strategic planning of this part of the City.

3.2 Community Design Principles

The design vision for the ARSP Area has its foundation in the following Community Design Principles:

A. Community Designed Around Connectivity and Walking Paths:

The development areas within the Land Use Plan are linked together by a network of parks, paseos, sidewalks, and block level paseos.

B. Visually Open:

The use of walls is minimized to the extent feasible.

C. Parks Integrated Into the Neighborhood Fabric:

All neighborhoods are linked to a variety of neighborhood parks connected by a network of paseos or other connections.

D. Range of Housing Opportunities:

Building upon Roseville's established growth patterns, the ARSP supports the City's implementation of smart growth principles rooted in SACOG's regional Blueprint. In addition to advancing the City's efforts to meet its fair share obligation of the region's housing needs (RHNA), the ARSP demonstrates an emerging approach to development which results in a more efficient use of land, which will provide a range of housing types.

E. Sustainability:

The ARSP includes elements that embrace sustainable techniques such as narrow, tree-lined streets to reduce heat island effect. The land use plan includes a diversity of housing types, compact design, a local serving community commercial Village District, vehicular, pedestrian and bicycle circulation, resource preservation and proximate access to parks and open space.

F. Vibrant Village District:

The ARSP Area includes a walkable Village District that serves as a major focal point of the Plan Area with a wide range of neighborhood serving uses and recreational opportunities.

3.3 Community Form

The physical form and development pattern of the ARSP is shaped by site opportunities and constraints and policy factors described in **Chapter 2, Plan Setting & Influences**. Factors influencing the community's form include existing site features and natural resources, adjacent development patterns and roadways, the future Placer Parkway alignment, the extension of Westbrook Boulevard, the City's Guiding Principles for new development, Blueprint principles and the Growth Management Visioning Committee's vision.

3.4 Community Form Elements

The overall ARSP land use plan is shaped by three overarching form elements. The elements influencing the community form in each area of the plan are described below.

- Interconnected yet distinct districts
 - Village District
 - Northeast District
 - Central District
 - Northwest District
 - Southeast District
- Parks and Open Space
- Circulation System

A wide variety of residential opportunities will be provided within the various districts. This variety may include single family attached and detached homes, live/work row town homes, town homes, condominiums and apartments. Design of residential neighborhoods emphasizes pedestrian and bicycle connectivity while facilitating dispersed automobile traffic. The modified grid street network creates shorter, more traditional feeling block lengths. The result of this block scaling is that the various home types are woven together within the neighborhood fabric, rather than separated housing tracts of the same lot configuration. This was the traditional pattern of growth for neighborhoods prior to large scale tract housing development.

The following figures graphically illustrate those principles. Figure 3.1 is the Overall Districts diagram that highlights the major planning ideas and areas while the diagrams following those highlight individual districts in detail. Figure 3.2 illustrates a potential build out scenario.

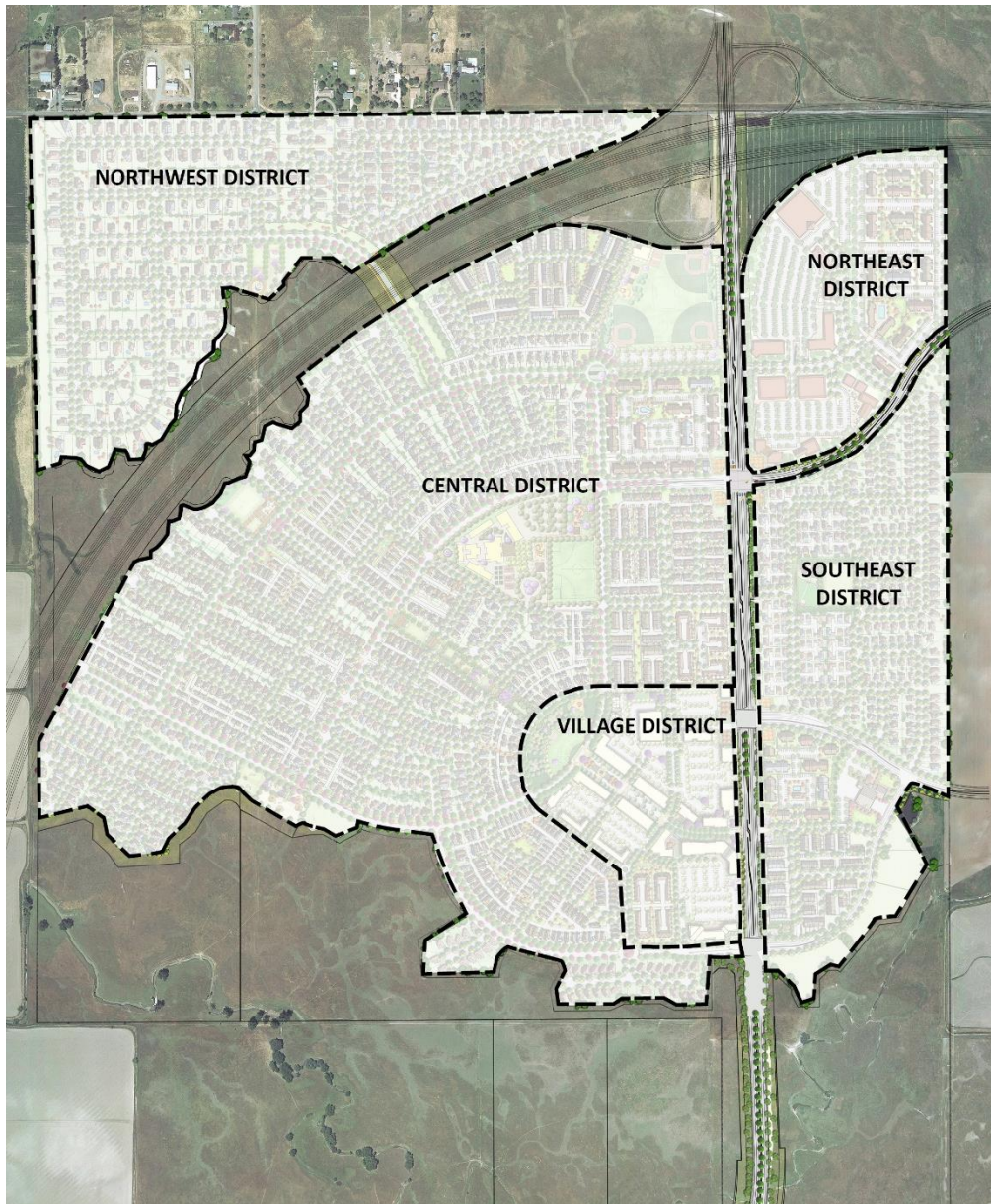


Figure 3.1: Overall Districts



Figure 3.2: Artist's Conceptual Illustrative Plan: Potential Build-out Scenario

The artist's Conceptual Illustrative Plan (above and details throughout this Document) presents the Specific Plan vision within the site context. Precise street alignments, lot locations and dimensions, and building locations shall be determined at the time of Tentative Map approval. Such alignments and locations shall be substantially consistent with the goals and policies of this Specific Plan.

A. Village District

The Village District is an important component of the Plan Area and provides a dynamic center for the community. The intersection of Westbrook Boulevard and Main Street creates a high level of activity that establishes the core of the District. The Village District development pattern is not just a linear main street surrounded by parking lots. The plan creates a subtle block grid that forms more connection with the surrounding residential neighborhoods and better hides the parking from view. The Village District will provide retail and office space, with buildings organized along a Main Street, creating a classic small town main street character. Buildings with storefronts and tall floor plates, that may include office or residential units above, provide a sense of enclosure to the street.

The Main Street continues and “T’s” at an Urban Park. Storefronts line the street in buildings that are broken into sections that establish a walkable rhythm, rather than block long single structures with consistent storefronts and setbacks. This rhythm is crucial to establish the pedestrian scale inherent to a classic main street. The variety in building character and setbacks makes the Village District visually interesting and creates an environment focused on the pedestrian.



Figure 3.3: Conceptual Plan Detail – Village District

The variety of building heights and facades of the buildings framing the Main Street adds to the character and architectural interest of the place, and lends an appearance of development over time. While there will be a consistent level of quality and some signature detailing, it is important that the buildings do not look too themed. They should have variety in their design to reinforce the downtown character. Their design is guided by the architectural guidelines in Section B.6 of Appendix B.

Sign guidelines, included in the ARSP in Appendix B are intended to guide merchants towards providing unique and individual signage that is critical in establishing the desired downtown character.

Buildings fronting on the Main Street may have residential or office uses above ground floor retail to energize the area. It is important to bring residential opportunities into this area to create a vibrant district, and to support the merchants. Decks and balconies are encouraged as they engage residents with the outdoor activities along the street and plaza.

Forming a transition from the Main Street retail and mixed-use to the surrounding neighborhoods, the edges of the Village District are anticipated to include medium or high density residential. This residential may be high density single family dwellings (SFD), row townhomes, or a mix of townhomes and flats. Vehicular access and guest parking for these homes provide a buffer to the residential parking areas.



Figure 3.4: Conceptual Plan Detail – Plaza Along Main Street



Figure 3.5: Parking Concept – Shared Lots Behind Main Street Building



Outdoor Dining Along a Main Street.

Main Street Promenade

At the block where Main Street meets the Urban Park, a wide median splits the street, creating the Main Street Promenade. Here auto traffic is subordinate to the pedestrian experience. This is a private street and this block may be closed to vehicular traffic for community events such as street fairs. There is no raised curb along the median to allow the spaces to flow together with special paving that links both sides of the street.

The buildings facing the Main Street Promenade should have taller first floor plates (10'-14') than standard residential heights, with residential units above, or may be row town homes with raised stoop or entries, such as a classic “brownstone”. It is important that the homes have balconies large enough to be furnished and usable (minimum depth of 4 feet). Resident activity will add to the character of the street scene.

At the end of the median is a plaza. While privately owned and maintained, the space serves as an extension of the park and is designed more like a plaza than a median. It functions as an outdoor living room, with seating and other amenities such as a fire pit and it may contain a small specialty building that houses a coffee house, wine bar, flower shop or similar type use. This building is envisioned to be of a unique design and an urban jewel for the community.

The plaza is intended to create an intimate setting for uses such as street performers, or simply a wonderful place to “hang out” and people watch with a great cup of coffee. Buildings on either side may include restaurants that would provide outdoor dining creating a lively atmosphere.



Figure 3.6: Conceptual Plan Detail – Main Street Promenade



Public Gathering Place.



Example of Specialty Building.



Figure 3.7: Conceptual View of Main Street Promenade

An urban park

Historically, many towns include a park near their downtowns. In the Amoruso Ranch community, an urban park forms a strong focal point at the termination of Main Street. At approximately 3 acres, the park is intended to be used for community wide gatherings and events. Parking for the park is provided on-street and it also shares the ample Village District off-street parking. The park is intentionally not over programmed. Homes front directly on this park allowing the residents to engage with the park events. To enhance the pedestrian experience, no residential driveways are accessed from the roads surrounding the park. Their design is guided by the standards in Section A.2 in Appendix A and guidelines in Section B.12 in Appendix B.



Twinkle Lights.



Twinkle Lights.



Street Furnishings.



Public Art.



Public Art.



Figure 3.8: Conceptual View of an urban park

Along its southeast side, the park may be fronted by live/work or row town homes, creating a transition to the commercial uses in the Village District. Street trees are within tree grates and the paving pattern is more indicative of a linear plaza than of standard sidewalk. The architecture has an urban flair with ground floor windows that are indicative of commercial storefronts that allow the Main Street character to expand. This strong urban streetscape may be further re-enforced by the inclusion of artwork that creates additional interest along the walk.

The Village District also includes a site appropriate for a market or grocer. This location allows for an appropriately scaled and visible parking area as well as several small pads for stand-alone buildings. These buildings are appropriate for larger chain restaurants or banks that are not well suited to a main street. The combination of a “Main Street” retail and traditional options provides for opportunities for a wide variety of retail and commercial options. In-line service-oriented shops link the market back to the Main Street completing the pedestrian grid.



Figure 3.9: Market Site



Figure 3.10: An Urban Park



Example of Stand-Alone Retail

B. Northeast District- Retail and Business Park

A 23-acre parcel in the northeast quadrant of the site, bounded by Placer Parkway, Westbrook Boulevard and Road “D”, is designated for retail and business park uses, as well as high density housing. This will be an ideal location for large format retail that will serve a wider area than Amoruso Ranch and the neighboring communities. Depending upon market demand, this site may include retail/office commercial or business park uses. Buildings should frame the road into the District, with large parking fields behind. A prominent building should be located at the intersection of Road D and Westbrook.

The 15-acre high density residential site provides residents the opportunity to walk to work and to retail services. Twenty-five spaces within the commercial parking lot will be provided for a park and ride lot. A small private park with amenities such as a play area, pool, or community building for use by the residents should be included. Parking should be broken into several lots and conveniently located for residents.



Figure 3.11: Conceptual Plan Detail – Northeast District

C. Central District

The Central District forms the heart of the Plan Area. It includes an elementary school, residential neighborhoods, and a variety of parks, including the crossing park that will provide pedestrian access throughout the area. A looped roadway with paseos around the District provides connectivity between the neighborhoods, parks, school, and the Village District for pedestrians and bicycles.

This District provides the broadest range of housing types and choices. Residents will be able to choose from homes as dense as apartments and townhomes, or single-family detached homes. This mixing of densities and lifestyle choices create a more fully integrated community.

A variety of parks serves the residents and creates options for recreation. A ten-acre park (AR-62) is located on the north end of the quadrant, adjacent to Westbrook Boulevard, south of Placer Parkway. Two smaller neighborhood parks are also proposed within the Central District. The linear east west park (AR-64), links the elementary school, parks, and Urban Park together.

The southern edge of the District has frontage along open space. Homes could front on, side on, or back on the open space creating a sequence of different experiences and edge conditions. A one-acre park (AR-63) and a pedestrian and bicycle path along the northern edge will provide visual and physical connections to the open space.

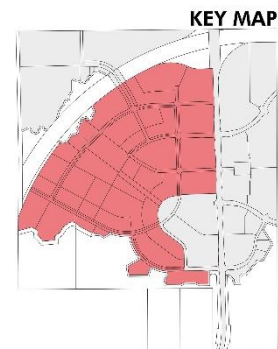


Figure 3.12: Conceptual Plan Detail – Central District

D. Northwest District

The northwest portion of the ARSP is located north of the proposed Placer Parkway. A roadway with striped on-street bike lanes provides access to the rest of the Plan Area. It is bordered by Sunset Boulevard to the north, and unincorporated land to the west. This area provides transition to existing rural uses within the County.

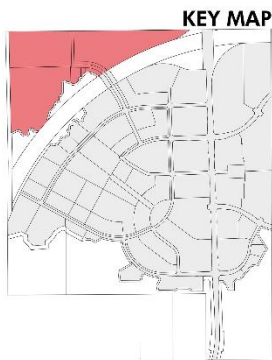


Figure 3.13: Conceptual Plan Detail – Northwest District

E. Southeast District

The Southeast District of the ARSP contains a mix of residential neighborhoods including high density apartments, townhomes, and single family detached, ranging from small to standard lot, as well as a one-acre park, and a fire station site.

This District is located between Westbrook Boulevard and the future Placer Ranch Plan Area. Two arterials connect Westbrook to the Placer Ranch Plan Area. The District also takes direct access from Westbrook Boulevard where a neighborhood street provides a direct focal point at the neighborhood park.



Figure 3.14: Conceptual Plan Detail – Southeast District

F. Parks and Open Space

Over twenty-three percent (23%) of the Plan Area is planned for park and open space uses, which is equivalent to 22 acres of park, 11 acres of open space paseo, and 155 acres of open space. The open space and park network provides a key element of the ARSP. In general, environmentally sensitive or significant land due to the presence of habitat, resources, natural features, or man-made features is designated as open space. Open space areas provide opportunities for scenic vistas, water conveyance and retention, stormwater quality/treatment, pedestrian/bike trails and resource avoidance and preservation.

The vision for the neighborhood parks is to create a variety of parks, both in size and activity, which are linked together via a paseo system. To create a “string of pearls,” the parks range in size from one-acre to ten-acres. Design of each park is intended to be unique to create memory points or landmarks within the community. They are dispersed throughout the Plan Area so that almost all residents are within a quarter mile of a park, and have a pleasant route to walk or bike to that park. See Figure 8.2 Park Distribution and Figure 8.3 Walking Distances to Parks in Chapter 8.

To create a unique identity for each park, each conceptual layout draws from a wide variety of amenities at a minimum; parks will provide turf areas for informal activities, benches or tables for picnicking and shaded seating for larger group events as well as active, formal areas for organized play. See Chapter 8 for more information.



Figure 3.15: Conceptual Park on Western Edge



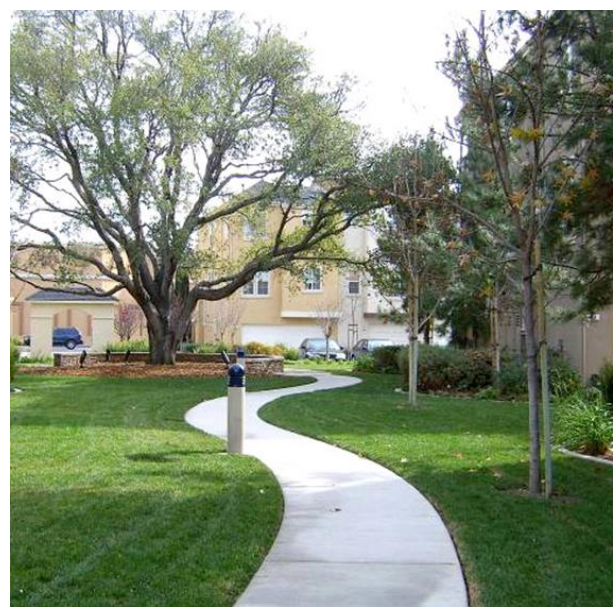
Figure 3.16: Conceptual Park on Eastern Edge



Informal Play Area.



Play Area.



Pedestrian Paseo.

G. Circulation System

The ARSP includes many of the City's Blueprint Implementation Strategies for multi-modal circulation, providing multiple transportation choices to address vehicles, public transit, bicyclists and pedestrians. The pedestrian and bicycle network forms the backbone of the Plan Area. It includes on-street bike lanes, pedestrian paths or paseos along specific streets, a network of sidewalks separated from driving or parking areas by landscaped parkways, and small, individual block serving paseos that link directly to homes. Where important pedestrian links occur, such as the street-side paseos, driveway access for individual homes are not allowed in order to reduce pedestrian/auto conflicts and reinforce the pedestrian friendly street experience.

This network links all land uses together within the ARSP and allows for connections to the regional system as well as off-site amenities such as the Al Johnson Wildlife Area. The pedestrian network is further defined in Chapter 7.

For vehicles, the backbone roadway system includes a combination of regional arterial and collector streets to provide connections from existing and planned roadways adjacent to the Plan Area. These roadways are designed to accommodate future anticipated local and area traffic demands, with opportunities for connections to future planned Placer Parkway and to roadways leading to the City of Lincoln. The design of the backbone roadway system supports the creation of a smaller "neighborhood" network of local roadways. This network forms a modified grid where high connectivity eliminates the need for collector streets within the community.

Many homes face onto pedestrian oriented streets, neighborhood serving parks, garden courts, small pocket parks and block level paseo connections. Curbcuts and driveway cuts are minimized along the streetside paseos creating a continuous and a safe path for walkers utilizing the pedestrian network. These homes may side on to the paseos, or have garages served by carriageways or alleys behind the unit. Mixed with traditional street loaded homes, this expands the housing choices for future residents within the Plan Area.

In keeping with the design philosophy of an integrated community, sound and privacy walls are eliminated wherever feasible by the creation of a street network that results in low Average Daily Trip (ADT) counts. Additionally, the Development Standards of the ARSP (Appendix A) places certain requirements on parcels adjacent to arterial roads to minimize walls. Appropriate land uses, orientation of structures and appropriate landscaped setbacks are some of the methods the Amoruso Ranch plan utilizes to mitigate noise while minimizing walls.

While no fixed guideway transit is currently planned for the area, the City of Roseville may, as funding allows, provide commuter, dial-a-ride, and local transit services to the Plan Area. This may include some form of bus service that would link the Amoruso Ranch community to the region. Locations for future convenient transit stops may be provided on both sides of Westbrook Boulevard and will provide amenities to support a Bus Rapid Transit (BRT) route through the Plan Area. Any transit shelter should be complementary to and reinforce the character of the Village District architecture. Potential transit facilities are further discussed in Circulation Plan Chapter 7.

3.5 Landscape Concept

The landscape design at Amoruso Ranch plays an important role in meeting the overall vision set forth by this document to create a truly memorable community. The vision behind the landscape concept at Amoruso Ranch is to design a community that achieves the following goals:

- Reinforce a strong identity and "sense of place" through landscape design.
- Create an interconnected pedestrian network supported by landscape character.
- Maintain a visually open character of the site.

Landscape character and design responds to each land use and becomes one of the main unifying elements for Amoruso Ranch. Continuity and consistency is key to achieving this goal. The “big idea” for the landscape at Amoruso Ranch is to create a landscape character with texture, variety and botanical diversity and interest in the planted forms.

Great streetscapes create initial impressions of a community. The Amoruso Ranch Plan strives to enhance the pedestrian experience. The street hierarchy and their corresponding street tree program help establish a sense of place and a certain visual continuity throughout the community. Detailed design guidelines for streetscape and landscape that include adherence to the City’s Water Efficient Landscape Ordinance are included in Section B.13 in Appendix B of this document.