



## **APPENDIX A — STATION AREA VISION PLAN**

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# Blue Line/Bus Rapid Transit to Elk Grove

Implementation Plan

## STATION AREA VISION PLAN

MARCH 2026 DRAFT







# PLACE TYPE ASSESSMENT INTRODUCTION AND METHODOLOGY

## Project Background

The Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan (Plan) is advancing previous planning to bring high quality rapid transit from the Sacramento Regional Transit (SacRT) Blue Line's existing southern terminus at Cosumnes River College to the City of Elk Grove. The extension of high-frequency transit into the City is defined as "an important part of the overall transit plan for Elk Grove" in the City of Elk Grove's General Plan (2023). For the last 20 years, the City has defined a potential alignment for high-capacity transit to the west of State Route 99 (SR-99) and has been successful in preserving segments of right-of-way necessary for a fixed transit alignment through Elk Grove. This transit corridor was proposed as a Light Rail Transit (LRT) extension of the existing Blue Line in the City's General Plan (2003), *Fixed Alignment Transit Study* (City of Elk Grove, 2009), and the subsequent *2016 Conceptual Layout for Potential Alignment* (City of Elk Grove, 2016). **Figure 0-1** displays the City's adopted fixed transit alignment.

The Plan will evaluate both LRT and BRT options within the defined alignment, identify station locations, develop station area concepts, assess alternative, and outline and implementation strategy for high-capacity transit.

## Station Area Vision Plan Introduction

The Station Area Vision Plan (Vision Plan) builds upon the proposed conceptual alternatives and develops station area place types, envisions station area concepts, assesses multimodal mobility and accessibility, and evaluates development opportunities within selected station areas. This Vision Plan is intended to guide City staff, elected officials, the community, and future developers in understanding the expectations for infrastructure improvements and development opportunities throughout the transit corridor.

The Vision Plan begins with the identification of place type categories and the methodology used to define them. It then proceeds to assess four selected station areas, incorporating the previously mentioned elements, such as multimodal mobility and accessibility and development opportunities.

## Introduction to Place Types

The Elk Grove General Plan, last amended in 2023, established 24 land use designations within six broad categories including commercial and employment, transect-based, mixed use, public/quasi-public and open space, residential and other land use designations. The General Plan emphasizes the creation of urban spaces which are well-connected to public transit while encouraging development patterns that support high ridership, ensuring financial viability for quality transit services.

In developing high-capacity transit and Transit-Oriented Communities (TOC), Elk Grove has an opportunity to establish and strengthen its environment to one that is more supporting of transit, while also enhancing each station area's sense of place. The place types below provide a future-focused framework for each station area's overall character for urban design based on existing context and opportunities for TOC placemaking.

Within each place type, commonalities exist in terms of infrastructure, urban form and function, and development strategies to generate the highest economic impacts. By focusing on these commonalities, policy recommendations can maximize each place type's development potential and ultimately, ridership.

The Station Area Vision Plan applies a structured methodology to guide these infrastructure improvements and development strategies within Elk Grove's transit corridor. The Place Type Assessment establishes an actionable framework to provide guidance on key station areas, selected based on their existing land use, growth opportunities, and role within the transit corridor.

Figure 0-1. Proposed Alignment and Study Area



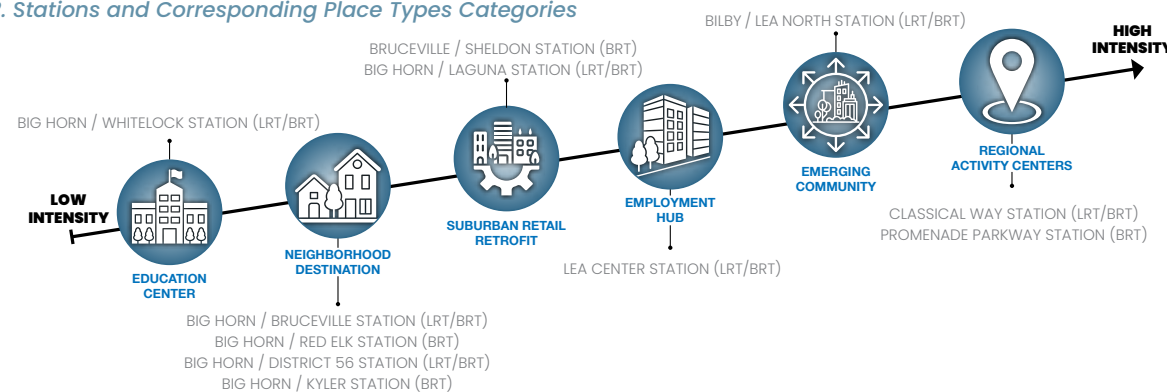
The six Place Type categories are:

1. Education Center
2. Neighborhood Destination
3. Suburban Retail Retrofit
4. Office Park / Employment Hub
5. Emerging Community
6. Regional Activity Center

A brief synopsis is provided for each place type that describes their urban form, mobility, and open space characteristics to better understand the role each place type will serve within the 1/4 mile radius of the station. The Urban Form category applies general building height, intensity, setback, and orientation principles to illustrate the built environment. The Mobility category focuses on first and last mile connectivity with an emphasis on pedestrian/bicycle facilities. This category also includes vehicular connectivity and the range of connection potential each place type has; this is referenced as "points of connection." Points of connection relate to the number of destinations a rider could potentially have within a 1/4 mile radius of the station. As land use intensity rises, the points of connections also rise. Lastly, the Open Space category provides descriptions of shared public spaces to enhance the usability and attractiveness of the station areas. Public spaces may include plazas, pocket parks, greenways/trail systems, or passive open spaces. These spaces are vital to creating sustainable placemaking and ensuring the station areas provide space for people to connect to the built environment.

See **Figure 0-2** for a diagram of the place type categories organized by intensity and the corresponding assignment of potential stations to each place type.

Figure 0-2. Stations and Corresponding Place Types Categories



## Station Area Vision Plans

Using the framework of the six place type categories, four station areas demonstrating a range of the six place type categories were selected by the City for further assessment.

These four station areas are:

1. Bruceville and Big Horn Station
2. Big Horn and Laguna Station
3. Big Horn and Whitelock Station
4. Bilby and LEA North Station

These four stations—each representing a different place type—reflect various levels of recommended future urban form, mobility needs, and opportunities for enhanced public spaces. By analyzing the stations' existing conditions and future potential, the plan establishes a framework for guiding development within the broader transit corridor.

The Station Area Assessment begins with an evaluation of current land uses and development opportunities within a 1/2-mile radius of each station to identify opportunities and constraints. The designated place type serves as a foundation for shaping development strategies, ensuring that future growth aligns with the unique vision and characteristics of each station.

Mobility and accessibility are essential to shaping transit-oriented communities, with pedestrian and bicycle infrastructure playing a central role in station connectivity. Strengthening the active transportation network improves access to transit, allowing users to efficiently connect to their homes, workplaces, and other destinations through multi-modal links. Station area access complements mobility strategies by integrating pedestrian pathways, bike lanes, public transit links, and roadway connections that tie each station to nearby neighborhoods and amenities.

The final phase of the assessment focuses on development opportunities, using a visioning process to reimagine how land use and infrastructure can activate these station areas. Guided by their place type designation, these station area visions provide clear strategies for integrating mixed-use development, enhancing public spaces, and fostering economic vitality, ensuring each station's transformation aligns with Elk Grove's long-term transit-oriented growth goals.



# PLACE TYPE DESCRIPTIONS



## EDUCATION CENTER

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION
- BIG HORN / LAGUNA STATION
- BIG HORN / RED ELK STATION
- BIG HORN / DISTRICT 56 STATION
- BIG HORN / WHITELOCK STATION**
- BIG HORN / KYLER STATION
- BILBY / LEA NORTH STATION
- LEA CENTER STATION
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

### 1. Education Center

Education Center place types offer walkable, student-focused environments by integrating key educational institutions such as the Elk Grove-CRC Satellite Campus, Cosumnes Oaks High School, and Pinkerton Middle School. These station areas should focus on walkability and provide essential amenities for students, staff, and surrounding communities. The future of these areas will focus on improving access to educational resources and fostering a social atmosphere that supports both academic and community growth. These areas can include small-format neighborhood serving retail opportunities and residential areas to enhance connectivity to existing neighborhoods.

#### URBAN FORM:

- 1-4+ stories
- Large building setbacks
- Centralized buildings/campuses



#### MOBILITY:

- Multi-Use Pathways and wide sidewalks
- Bicycle facilities within streets
- Pedestrian and Bicycle connections to existing residential areas
- Points of Connection (1/4 mile): Medium



#### OPEN SPACE:

- Small active spaces (plazas, pocket parks)
- Large active uses (ball fields, sports courts)
- Connections to broader informal open spaces



### STATION AREA FEATURES



SHARED USE PATH



BIKE CONNECTIONS



EDUCATIONAL INSTITUTIONS



RESIDENTIAL



ACTIVE OPEN SPACE



# PLACE TYPE DESCRIPTIONS



## NEIGHBORHOOD DESTINATION

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION**
- BIG HORN / LAGUNA STATION
- BIG HORN / RED ELK STATION**
- BIG HORN / DISTRICT 56 STATION**
- BIG HORN / WHITELOCK STATION
- BIG HORN / KYLER STATION**
- BILBY / LEA NORTH STATION
- LEA CENTER STATION
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

## 2. Neighborhood Destination

Neighborhood Destination place types are designed to foster community-focused environments by integrating diverse housing options and small commercial necessities and amenities to the existing neighborhood fabric. These station areas are anchored by essential neighborhood resources, enhancing and connecting surrounding communities. Typical land uses include a mix of high, medium and low density residential, commercial, and community/public facilities.

Existing community assets near potential station locations include the Barbara Morse Wackford Community & Aquatic Complex, the Elk Grove Aquatics Center, the Elk Grove Skate Park, and Laguna Community Park, among others. The future of these areas will emphasize growth that reflects the existing scale and enhanced connectivity, ensuring balance between existing and new developments.

### URBAN FORM:

- 1-4+ stories
- Minimal building setbacks
- Street-oriented retail and office
- Activated first floor residential



### MOBILITY:

- Residential-scale sidewalks along interior street connections
- Wide shared use paths along arterial corridors
- Connections to existing and planned multi-use trails
- Points of Connection (1/4 mile): Medium



### OPEN SPACE:

- Small active uses (playgrounds, dog parks)
- Linear design with pedestrian/bicycle connections
- Connections to broader informal open spaces



## STATION AREA FEATURES



SHARED USE PATH



RESIDENTIAL



RETAIL



BIKE CONNECTIONS



ACTIVE OPEN SPACE



# PLACE TYPE DESCRIPTIONS



## SUBURBAN RETROFIT

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION
- BIG HORN / LAGUNA STATION
- BIG HORN / RED ELK STATION
- BIG HORN / DISTRICT 56 STATION
- BIG HORN / WHITELOCK STATION
- BIG HORN / KYLER STATION
- BILBY / LEA NORTH STATION
- LEA CENTER STATION
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

### 3. Suburban Retail Retrofit

Suburban Retrofit place types are focused on transforming underperforming, auto-oriented, low-intensity areas into a well-connected pedestrian-oriented community. These areas are currently characterized by in-line retail strip centers with medium to large building footprints oriented towards large underutilized parking fields. The future of these areas will focus on incrementally redeveloping these large parcels and parking fields into mixed use spaces that promote economic activity, placemaking, and creating a more connected and pedestrian-friendly environment. These place types are able to capitalize on the large single-ownership parcels with existing buildings nearing maturity.

#### URBAN FORM:

- 1-4+ stories
- Reduced building setbacks
- Street-oriented retail, office, and residential



#### MOBILITY:

- Main Street-oriented pedestrian connectivity
- Exterior vehicular connections
- Pedestrian and Bicycle connections to adjacent residential areas
- Points of Connection (1/4 mile): Medium



#### OPEN SPACE:

- Small active spaces (plazas, pocket parks, patio spaces)
- Linear design with pedestrian/bicycle connections
- Connections to broader informal open spaces



## STATION AREA FEATURES



SHARED USE PATH



EMPLOYMENT OPPORTUNITIES



SCALE



RETAIL



BIKE CONNECTIONS



# PLACE TYPE DESCRIPTIONS



## EMPLOYMENT HUB

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION
- BIG HORN / LAGUNA STATION
- BIG HORN / RED ELK STATION
- BIG HORN / DISTRICT 56 STATION
- BIG HORN / WHITELOCK STATION
- BIG HORN / KYLER STATION
- BILBY / LEA NORTH STATION
- LEA CENTER STATION**
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

### 4. Employment Hub

Employment Center place types are designated to create hubs of economic activity. These areas offer an attractive space for corporate offices, local businesses, and supporting retail and housing uses to provide convenient and functional access to workplaces. The future of these areas will enhance accessibility and developing amenities that cater to employees while supporting continued economic growth. These areas can also provide a diverse range of housing types and various retail opportunities as a supplementary land use to enhance the sustainability of these place types through flexible land use opportunities and activation.

#### URBAN FORM:

- 2-4+ stories
- Reduced building setbacks
- Street-oriented office
- Activated first floor retail/mixed-use



#### MOBILITY:

- Main Street-oriented pedestrian connectivity
- Exterior vehicular connections
- Pedestrian and Bicycle connections to adjacent residential areas
- Points of Connection (1/4 mile): High



#### OPEN SPACE:

- Small centralized active spaces (plazas, pocket parks, patios)
- Connections to broader informal open spaces



### STATION AREA FEATURES



SHARED USE PATH



EMPLOYMENT OPPORTUNITIES



SCALE



PEDESTRIAN CONNECTIONS



ACTIVE OPEN SPACE



# PLACE TYPE DESCRIPTIONS



## EMERGING COMMUNITY

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION
- BIG HORN / LAGUNA STATION
- BIG HORN / RED ELK STATION
- BIG HORN / DISTRICT 56 STATION
- BIG HORN / WHITELOCK STATION
- BIG HORN / KYLER STATION
- BILBY / LEA NORTH STATION**
- LEA CENTER STATION
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

## 5. Emerging Community

Emerging Community place types offer the greatest range of possibilities for development, serving as blank canvases for future growth. Depending on the market conditions and desired outcomes, these areas may support various development typologies and uses. Currently, these areas are largely undeveloped or minimally developed. Major incoming developments, including the Village Center along Bilby, will be a significant attraction for ridership in these areas. Existing infrastructure in these areas may be limited, so new infrastructure will be essential to accommodate the full build-out of the station areas, shaping the character of these emerging communities.

### URBAN FORM:

- 2-7 stories
- Reduced building setbacks
- Street-oriented residential



### MOBILITY:

- Multi-Use Pathways and wide sidewalks
- Enhanced bicycle facilities
- Connections to existing multi-use trails
- Points of Connection (1/4 mile): High



### OPEN SPACE:

- Small active uses (playgrounds, dog parks)
- Linear design with pedestrian/bicycle connections
- Connections to broader informal open spaces



## STATION AREA FEATURES



PEDESTRIAN CONNECTIONS



BIKE CONNECTIONS



ACTIVE OPEN SPACE



SCALE



RETAIL



# PLACE TYPE DESCRIPTIONS



## REGIONAL ACTIVITY CENTER

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION
- BIG HORN / LAGUNA STATION
- BIG HORN / RED ELK STATION
- BIG HORN / DISTRICT 56 STATION
- BIG HORN / WHITELOCK STATION
- BIG HORN / KYLER STATION
- BILBY / LEA NORTH STATION
- LEA CENTER STATION
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

## 6. Regional Activity Center

Regional Activity Center place types offer the greatest range of land uses and economic impact, serving regional entertainment districts, high intensity office and residential, and a wide range of retail opportunities. The future of these areas will focus on providing consistent activity and events while enhancing pedestrian mobility throughout. Office and residential uses can help stabilize these areas during the week while retail and entertainment opportunities benefit from evening and weekend activity. These areas promote multi-modal connectivity to surrounding neighborhoods and provide consistent pedestrian activity to buildings fronting the street.

### URBAN FORM:

- 2-4+ stories
- Reduced building setbacks
- Street-oriented office, retail, and residential



### MOBILITY:

- Multi-Use Pathways and wide sidewalks
- Bicycle facilities within streets
- Connections to existing multi-use trails
- Points of Connection (1/4 mile): High



### OPEN SPACE:

- Small active uses (plazas, event lawns)
- Oriented towards retail and residential
- Linear design with pedestrian/ bicycle connections (greenways, trails)



## STATION AREA FEATURES



SHARED USE PATH



EMPLOYMENT OPPORTUNITIES



SCALE



RETAIL



ENTERTAINMENT





# **STATION AREA VISION PLAN**

BIG HORN AND BRUCEVILLE STATION



# BIG HORN AND BRUCEVILLE STATION



## NEIGHBORHOOD DESTINATION

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION**
- BIG HORN / LAGUNA STATION
- BIG HORN / RED ELK STATION
- BIG HORN / DISTRICT 56 STATION
- BIG HORN / WHITELOCK STATION
- BIG HORN / KYLER STATION
- BILBY / LEA NORTH STATION
- LEA CENTER STATION
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

### OVERVIEW:

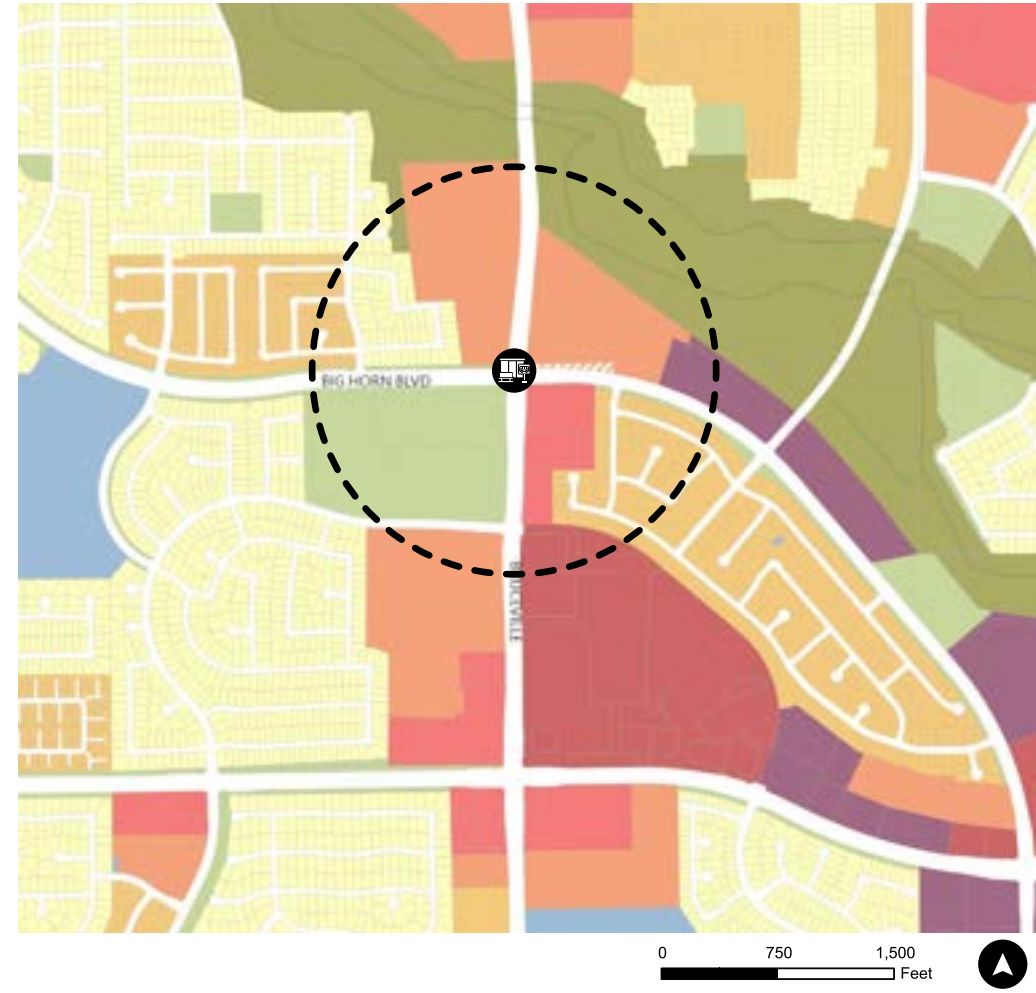
The Big Horn & Bruceville station area features residential uses, with some vacant parcels presenting opportunities for infill development. The area is rich in recreational assets including the Laguna Community Park, Elk Grove Skate Park, and the Barbara Morse Wackford Community & Aquatic Complex. Natural features such as Elk Grove Creek, Laguna Creek, and the Laguna Bypass Channel are surrounded by conservation-designated land.

As a Neighborhood Destination, future development can reinforce existing community-focused characteristics while integrating additional housing and commercial amenities. Planned projects include an affordable housing development at the northeast corner of the Big Horn & Bruceville intersection, residential townhomes along Big Horn Boulevard, at the east side of Lewis Stein, and mini storage with small, attached office space at Big Horn on the west side of Lewis Stein. A 294-unit affordable apartment complex under construction at Laguna Boulevard and Bruceville Road further supports this place type's emphasis on diverse housing options. Improved connectivity through a trail crossing at Elk Grove Creek could strengthen access to surrounding amenities and bike and pedestrian connections.

### Development Opportunities:

1. Increase urban density with residential infill to incentivize foot traffic and support transit ridership.
2. Develop townhomes with frontage along the transit corridor to enhance accessibility.
3. Strengthen connections to Laguna Community Park to improve safety, walkability, and access to key community amenities.
4. Redevelop underutilized box retail spaces and parking for infill or mixed-use development.
5. Establish a new bike/pedestrian crossing over Elk Grove Creek to improve mobility.

Figure 1-1. Station Area Vision Plan – Existing Land Use



**LEGEND**

RESIDENTIAL	CONSERVATION	RESIDENTIAL MIXED USE
COMMERCIAL	PARKS	STATION
PUBLIC	EMPLOYMENT CENTER	1/4 MILE RADIUS

Figure 1-2. Station Area Vision Plan – Development and Redevelopment Opportunities



**LEGEND**

VACANT PARCELS	1/4 MILE RADIUS
DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES	



## Station Area Circulation and Mobility Hub Opportunities

### Pedestrian-Related Improvement Opportunities

Several pedestrian improvements are identified within the walkshed of the Bruceville Road & Big Horn Boulevard intersection to enhance the walkability of the area around the proposed LRT/BRT station. These improvements are focused on enhancing pedestrian safety and accessibility in the station area and surrounding neighborhoods.

Proposed pedestrian improvements shown on map include:


- 1 **High-visibility Crosswalks**
- 2 **Pedestrian Median Islands** to improve safety for pedestrians crossing wide intersections
- 3 **Leading Pedestrian Intervals (LPI)** to allow pedestrians to begin crossing before vehicle traffic advances
- 4 **Advanced Stop Bar** to increase separation between pedestrians and vehicles

In addition to intersection enhancements, the project proposes new shared use paths to support safe and convenient active transportation connections:





- 5 **City planned shared use path (WTL019)**, project to include construction of a shared use path along the north side of Big Horn Boulevard east of Bruceville Road
- 6 **New shared use paths** on both sides of Bruceville Road north of Big Horn Boulevard, connecting attractions to the north along Bruceville Road and the trails along Elk Grove Creek with the station

These improvements work together to support pedestrian safety, improve connectivity, and encourage active modes of travel within the station area.

Refer to **Figure 1-3** for a map illustrating proposed pedestrian improvements in the area.



**Proposed Pedestrian Improvements**

-  High-Visibility Crosswalk
-  Pedestrian Median Island
-  Leading Pedestrian Interval (LPI)
-  Advanced Stop Bar

**LEGEND**







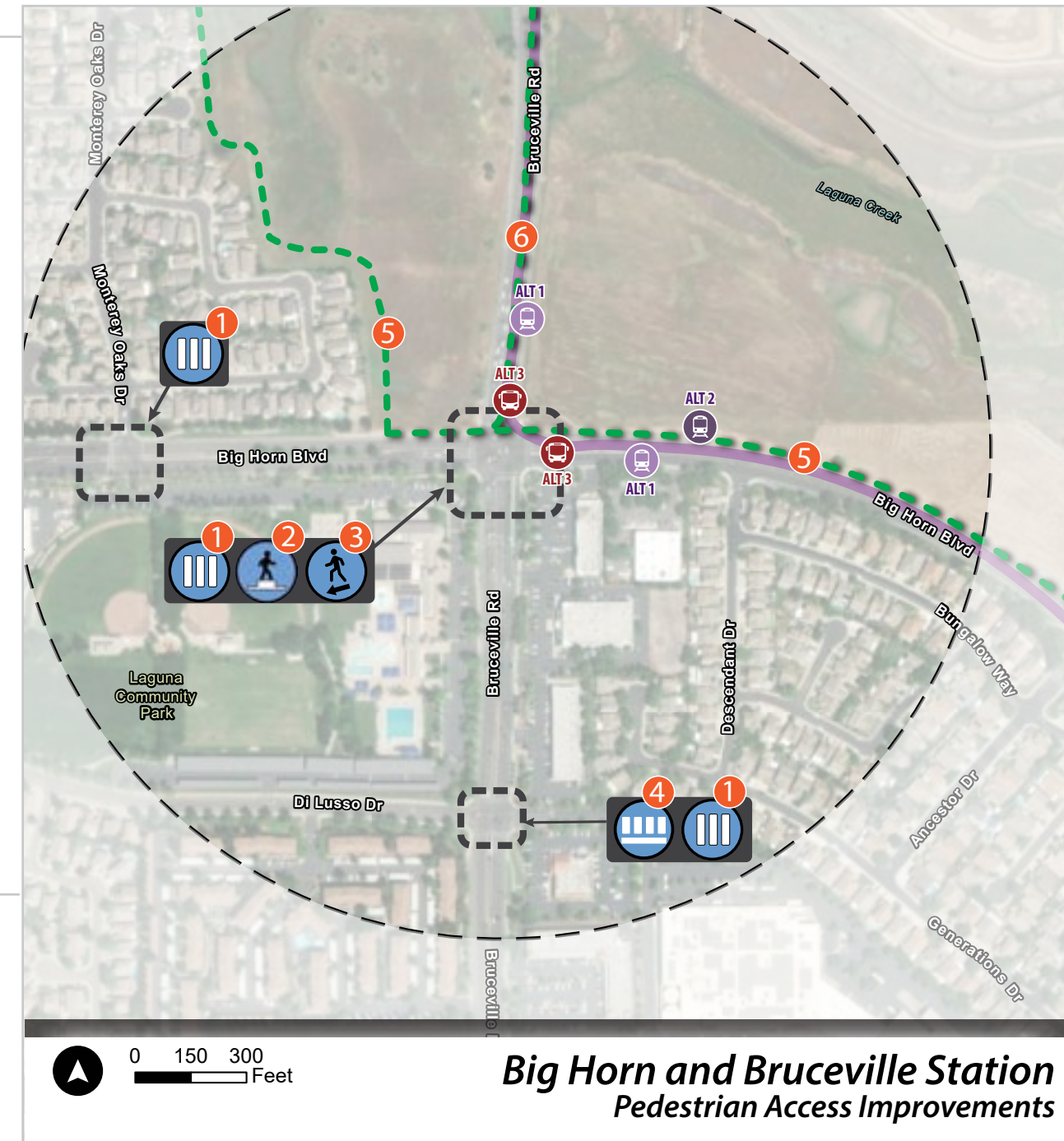
-  Alternative 1 LRT Stations
-  Alternative 2 LRT Station
-  Alternative 3 BRT Stations
-  Proposed LRT Alignment
-  1/4-Mile Station Buffer
-  Class I - Shared-use Path

Figure 1-3. Proposed Pedestrian Improvements





## Bicycle-Related Improvement Opportunities

Several bicycle improvements are identified within the half-mile radius of the Bruceville Road & Big Horn Boulevard intersection to enhance connections between local communities and future development areas to the proposed LRT/BRT station. These enhancements are designed to provide safer, more accessible routes for cyclists, encouraging sustainable transportation while integrating with surrounding land uses and community assets.

A key priority is improving connectivity to the community park located southwest of the intersection, promoting active transportation and offering seamless access for cyclists and pedestrians across neighborhoods, parks, and future developments to public transit. These enhancements are consistent with and build upon the City's Bicycle, Pedestrian, and Trails Master Plan, providing a more cohesive and connected active transportation network.

Proposed bicycle improvements shown on the map include:

- 1 **Installation of Class I Shared Use Paths** on both sides of Bruceville Road north of Big Horn Boulevard, offering a physically separated and more comfortable experience for cyclists and pedestrians.
- 2 **Upgrade of Existing Class II Bike Lanes** on both sides of Bruceville Road south of Big Horn Boulevard to Buffered Class IIB Bike Lanes, improving rider comfort and separation from vehicle traffic.
- 3 **Upgrade of Existing Class II Bike Lane** on Big Horn Boulevard to a Class I Shared Use Path on the north side of Big Horn Boulevard.

Additional intersection upgrades are identified to further improve safety and ease of movement for cyclists throughout the area—including:

- 4 **Bike conflict striping/protection treatment**
- 5 **Bike signals/leading bike indicator**
- 6 **Two-stage bike turn box**

Other mobility hub amenities are suggested to improve accessibility for cyclists—including:

- 7 **Shared micromobility services**, such as bikeshare and scootershare
- 8 **Bike service amenities**
- 9 **Bike storage**
- 10 **E-Bike Charging Station**

Refer to **Figure 1-4** for a map illustrating proposed bike improvements in the area.



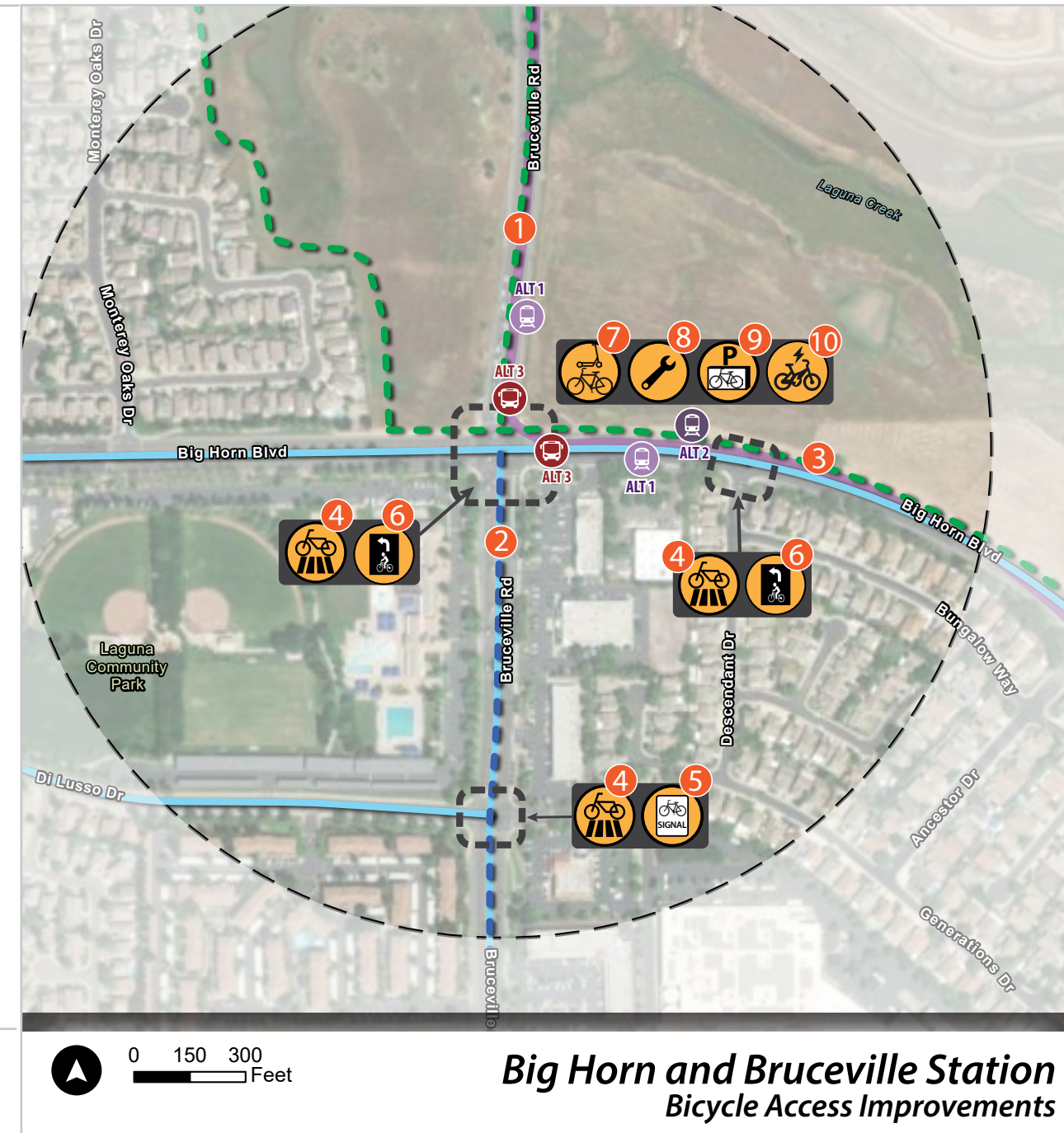
### Proposed Bicycle Improvements

- Two-stage Bike Turn Box
- Bike Conflict Striping/Protection Treatment
- Bike Service Amenities
- Bike Signal/Leading Bike Indicator
- Shared Micromobility
- Bike Storage
- E-Bike Charging Station

### LEGEND

	Alternative 1 LRT Stations	
	Alternative 2 LRT Station	
	Alternative 3 BRT Stations	
	Proposed LRT Alignment	
	1/4-Mile Station Buffer	
	Existing	Proposed
Class I		
Class II		
Class IIB		
Class III		
Class IV		

Figure 1-4. Proposed Bike Improvements





## Transit Connections

Several transit improvements were identified to provide seamless connections between the LRT/BRT station and local bus services as well as provide desirable transit connections for the planned station area. Local bus routes that will continue serving the area include Routes E116 and E14.

Proposed transit facility improvements shown on the map include:

- **A Farside Bus Stop:** on Big Horn Boulevard, west of Bruceville Road
- **Upgrade Local Stops:** to include enhanced transit wayfinding, shelters and benches to improve passenger comfort and accessibility
- **Transit Islands:** at bus stops on bicycle corridors to improve the safety of cyclists and provide additional space for bus passenger waiting.

See other pedestrian recommendations for additional improvements to enhance the walking environment when transferring between local bus and LRT/BRT services.

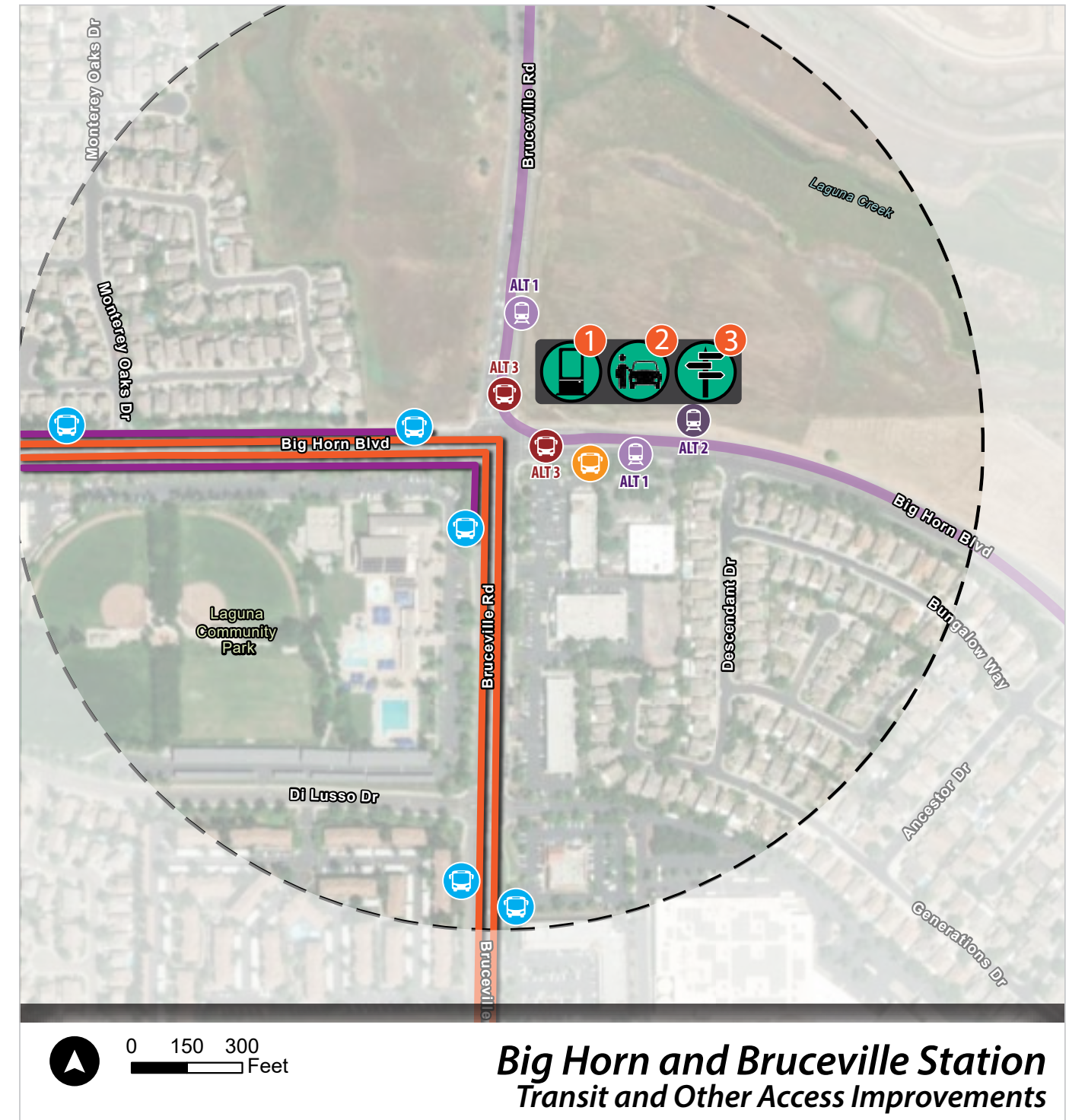
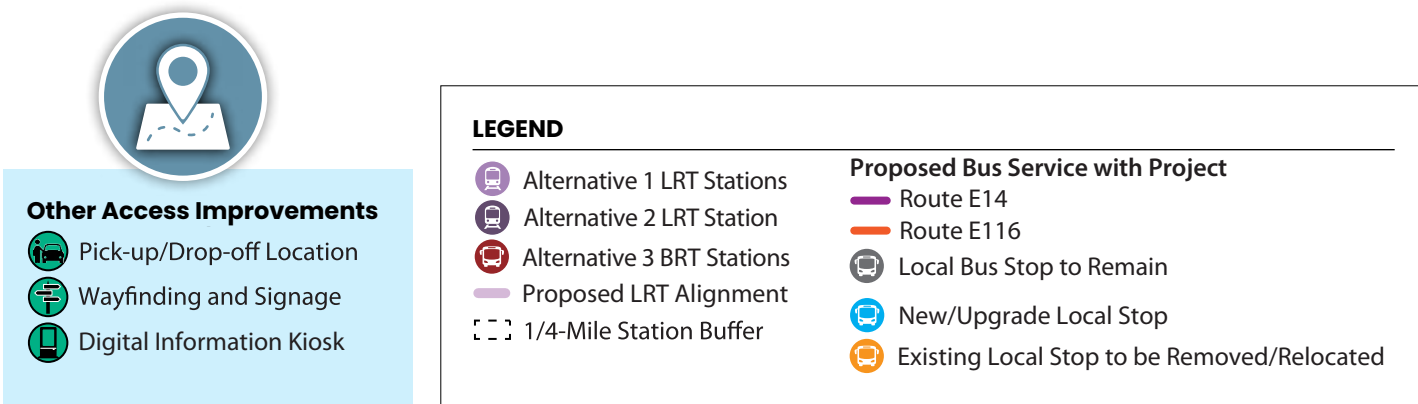
The future LRT/BRT stations are envisioned as shared mobility hubs where a variety of services are integrated seamlessly together in one location. This creates a variety of options for accessing the regional LRT/BRT service. Several shared mobility hub elements are highlighted in the walking and biking sections. Additional elements, specific to accessing the LRT/BRT station, are listed here and shown on **Figure 1-5**:

- 1 **Passenger Amenities:** provide additional passenger amenities such as comfortable waiting areas, digital information kiosks, public Wi-Fi, device charging stations, and real-time transit information displays at the station platform.
- 2 Integration of **Pick-Up and Drop-Off Zones** into adjacent redevelopment with the dedication of curb space or provision of a separate loop.
- 3 Enhanced **Wayfinding:** Installation of signage to help station users navigate between transit services at the station, know expected wait times, access nearby destinations, and locate mobility hub amenities.

Together, these improvements are designed to deliver a more efficient, user-friendly, and accessible transit experience for all users.

Refer to **Figure 1-5** for a map illustrating proposed transit and access improvements in the area.

Figure 1-5. Proposed Transit and Other Access Improvements





## Shared Parking Opportunity

Adjacent planned residential developments present an opportunity to implement shared parking strategies that can be used by future transit riders. These strategies can help maximize land efficiency, improve transit access, and increase ridership.

### Key Development Areas for Shared Parking Consideration

- 1. NE Corner – Sheldon Farms South Project:** A high-density residential project (up to 40 units/acre), located adjacent to the future station access area and within a high transit priority zone. The site is well-positioned to support limited daytime park-and-ride use through shared parking during off-peak residential hours.
- 2. NW Corner – City-Owned Parcel:** Planned for medium-density detached townhomes aimed at supporting regional housing needs. While primarily residential, this site also presents an opportunity to implement shared parking strategies that facilitate access to LRT/BRT service without requiring new, standalone parking infrastructure.

### Shared Parking Implementation Strategies

- A. Designated Shared Use Zones with Defined Time Restrictions:** Allocate a portion of residential parking spaces for commuter use during off-peak residential hours (e.g., 6:00 a.m.–6:00 p.m. weekdays). Ensure clear policies, signage, and enforcement mechanisms are in place to prevent conflicts with resident parking needs.
- B. Formal Use Agreements or Incentive-Based Partnerships:** Establish agreements with developers, property owners, or housing managers to authorize shared use. These can be supported through lease provisions, management contracts, or public-private partnerships offering incentives such as reduced parking requirements or mobility infrastructure grants.
- C. Signage and Wayfinding Standards:** Install consistent, highly visible signage and wayfinding to guide transit riders to shared parking areas. Signage should clearly communicate allowed hours, restrictions, and walking directions to LRT/BRT stations.
- D. Supportive Amenities for Transit Access:** Enhance the user experience with infrastructure such as ADA-accessible pedestrian pathways, secure bicycle parking, lighting, and drop-off/pick-up zones that improve the connection between parking and transit.
- E. Monitoring, Reporting, and Adjustability:** Utilize smart parking tools or periodic surveys to track usage patterns. Establish mechanisms for revising shared parking allocations or time limits based on data and feedback from both residents and transit users.

Planning for shared parking now—particularly in tandem with Sheldon Farms South and the NW parcel—can help integrate housing and mobility in a coordinated, sustainable way and avoid parking spillover challenges down the road. These strategies offer a cost-effective and land-efficient method to support growing LRT/BRT demand while reinforcing TOD goals.



Part-time Paid Public Parking



Short Term Paid Parking

## Potential Station Area Buildout Vision

**Figure 1-6** on the next page depicts one potential build-out of vacant and development/redevelopment parcels in the immediate vicinity of the proposed LRT/BRT station. The image depicts one potential scenario of land use, density, and infrastructure consistent with the defined place type. The image does not reflect a development proposal by property owner.

Note that one project alternative is shown; other project alternatives, which include different modes and configurations, are under consideration as part of this project.

### Characteristics of Depicted Buildout Vision

- Place Type: Neighborhood Destination
- Study Area Size: 30 acres (2 parcels)
- Land Use: Multi-Unit Residential, Townhouse Residential, Locally-Oriented Commercial
- Building Height: 3 to 6 story maximum
- Residential Density: 63 units per acre
- Development Program:
  - Multi-Unit Residential: 1,668 units
  - Townhouse: 227 units
  - Mixed-Use/First Floor Commercial: 25,000 square feet
- Site Plan Features
  - Higher density(s) located along LRT/BRT alignment, lower density adjacent to existing single family residential
  - Commercial retail located at corner plaza and adjacent to transit platforms
  - Corner plaza located across from existing commercial center and cater-corner to existing community recreation facilities
  - Parkway/bikeway facilities located along major street frontages with links to adjacent open space corridor Site Plan Features
- General Plan Land Use Compatibility
  - GP designation(s) - High Density Residential: 15.1 – 40.0 du/ac
  - Concept plan represents a higher density of development than currently included in the General Plan



Figure 1-6. Illustration of Potential Station Area Build-out







# STATION AREA VISION PLAN

BIG HORN AND LAGUNA STATION



# BIG HORN AND LAGUNA STATION



## SUBURBAN RETROFIT

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION
- BIG HORN / LAGUNA STATION**
- BIG HORN / RED ELK STATION
- BIG HORN / DISTRICT 56 STATION
- BIG HORN / WHITELOCK STATION
- BIG HORN / KYLER STATION
- BILBY / LEA NORTH STATION
- LEA CENTER STATION
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

### OVERVIEW:

The Big Horn & Laguna station area features a range of development types, densities, and opportunities. The northeast portion of the Big Horn & Laguna station area is currently occupied by a conglomerate of retail pad sites, in-line retail, and big-box retail with a large portion dedicated to surface parking lots, creating a car-dominated development. An expansion of the Sutter campus has been approved just south of Laguna Boulevard, along with a proposed four-story office building at the southeast corner of Big Horn Boulevard and Longleaf Drive. The largest development opportunity is within the southeast portion of the Big Horn & Laguna station area with large vacant parcels and a proposed roadway connection from Big Horn Boulevard to Longleaf Drive.

This station area offers opportunities for transforming underutilized and auto-oriented spaces into a more cohesive, walkable mixed-use environment. Large parking lots can be redeveloped to integrate street-oriented retail, office, and residential spaces. Improving pedestrian infrastructure will enhance access to employment hubs while encouraging placemaking. Targeted infill projects could help shift the station from auto-dependence toward a more connected, economically active corridor.

### Development Opportunities:

1. Redevelopment of the existing retail mall site to reduce parking fields and enhance pedestrian oriented retail spaces.
2. Develop medical campus/employment center between Big Horn Boulevard and Longleaf Dr
3. Redevelop underutilized existing movie theater site into future planned development
4. Integrate micro-mobility (multi-use paths, paseos, plazas, etc.) to future development opportunities to strengthen connection to Elk Grove/Laguna Creek and adjacent communities
5. Redevelopment of frontage buildings along Longleaf Dr and Monetta Dr

Figure 2-1. Station Area Vision Plan – Existing Land Use



**LEGEND**

RESIDENTIAL	CONSERVATION	RESIDENTIAL MIXED USE
COMMERCIAL	PARKS	STATION
PUBLIC	EMPLOYMENT CENTER	1/4 MILE RADIUS

Figure 2-2. Station Area Vision Plan – Development and Redevelopment Opportunities



**LEGEND**

VACANT PARCELS	1/4 MILE RADIUS
DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES	



## Station Area Circulation and Mobility Hub Opportunities

### Pedestrian-Related Improvement Opportunities

Several pedestrian improvements are identified within the walkshed of the Big Horn and Laguna Station to enhance the walkability of the area around the proposed LRT/BRT station. These improvements are focused on enhancing pedestrian safety and accessibility in the station area and surrounding neighborhoods.

Proposed pedestrian improvements shown on map include:

- 1 **High-visibility crosswalks**
- 2 **Leading Pedestrian Intervals (LPI)** to allow pedestrians to begin crossing before vehicle traffic advances
- 3 **Advanced stop bars** to increase separation between autos and cars at intersections
- 4 **Accessible curb ramps** to improve ability of all persons to move around

In addition to intersection enhancements, the project proposes the following sidewalk enhancements to support safe and convenient active transportation connections:

- 5 **Fill in sidewalk gap** on a short segment along Laguna Boulevard
- 6 **Widen existing sidewalk** at the northwest corner of the intersection
- 7 **Construct new sidewalk** on the east side of Big Horn Boulevard

These improvements would work together to support pedestrian safety, improve connectivity, and encourage active modes of travel within the station area.

Refer to **Figure 2-3** for a map illustrating proposed pedestrian improvements in the area.



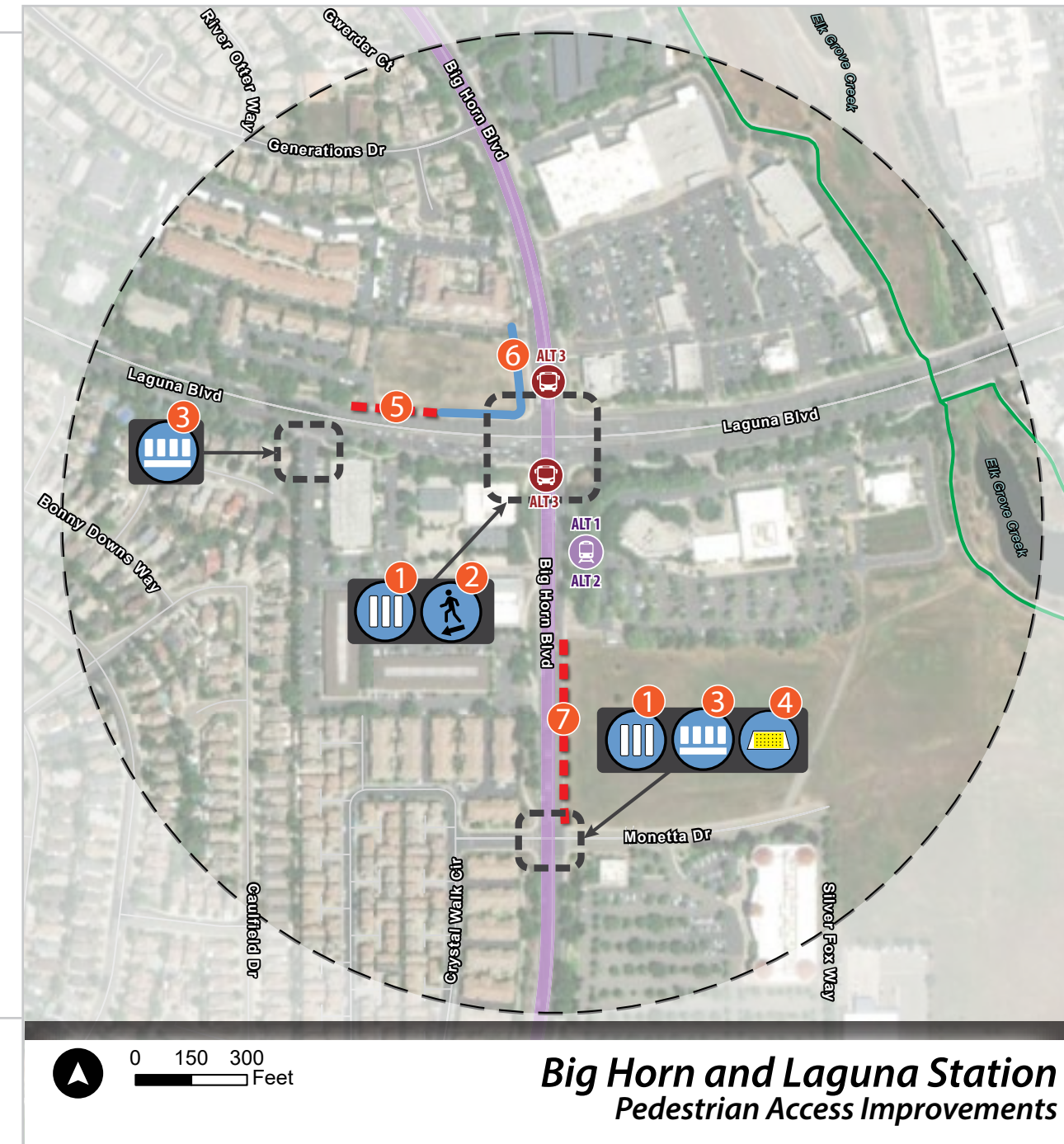
#### Proposed Pedestrian Improvements

- High-Visibility Crosswalk
- Leading Pedestrian Interval (LPI)
- Advanced Stop Bar
- Upgrade/Construct Curb Ramp

#### LEGEND

- Alternative 1 LRT Stations
- Alternative 2 LRT Station
- Alternative 3 BRT Stations
- Proposed LRT Alignment
- 1/4-Mile Station Buffer
- Construct New Sidewalk
- Widen Existing Sidewalk
- Class I Shared Use Path
- Existing Trail

Figure 2-3. Proposed Pedestrian Improvements





## Bicycle-Related Improvement Opportunities

Several bicycle facility improvements are identified within a half-mile radius of the Big Horn and Laguna Station to enhance access and circulation between existing communities and future development areas to the proposed LRT/BRT station. These enhancements are designed to improve bicyclist safety, provide more convenient and direct connections, and create more options for cyclists.

A key priority is enhancing pedestrian and bicycle connectivity to key community assets, including the Elk Grove Creek Trail to the east, major retail destinations, and the large residential neighborhood in the southwest quadrant. These enhancements are consistent with and build upon the City's Bicycle, Pedestrian, and Trails Master Plan, providing a more cohesive and connected active transportation network.

Proposed bicycle improvements shown on the map include:

- 1 **Upgrade to Class IV Protected Bike Lane** on Laguna Boulevard, west of Big Horn Boulevard, to provide a physical separation between auto-lane and cyclists and offer a more comfortable experience for cyclists.
- 2 **Upgrade to Class II Buffered Bike Lane** along Big Horn Boulevard to provide more separation between auto-lane and cyclists in comparison to the existing Class II.

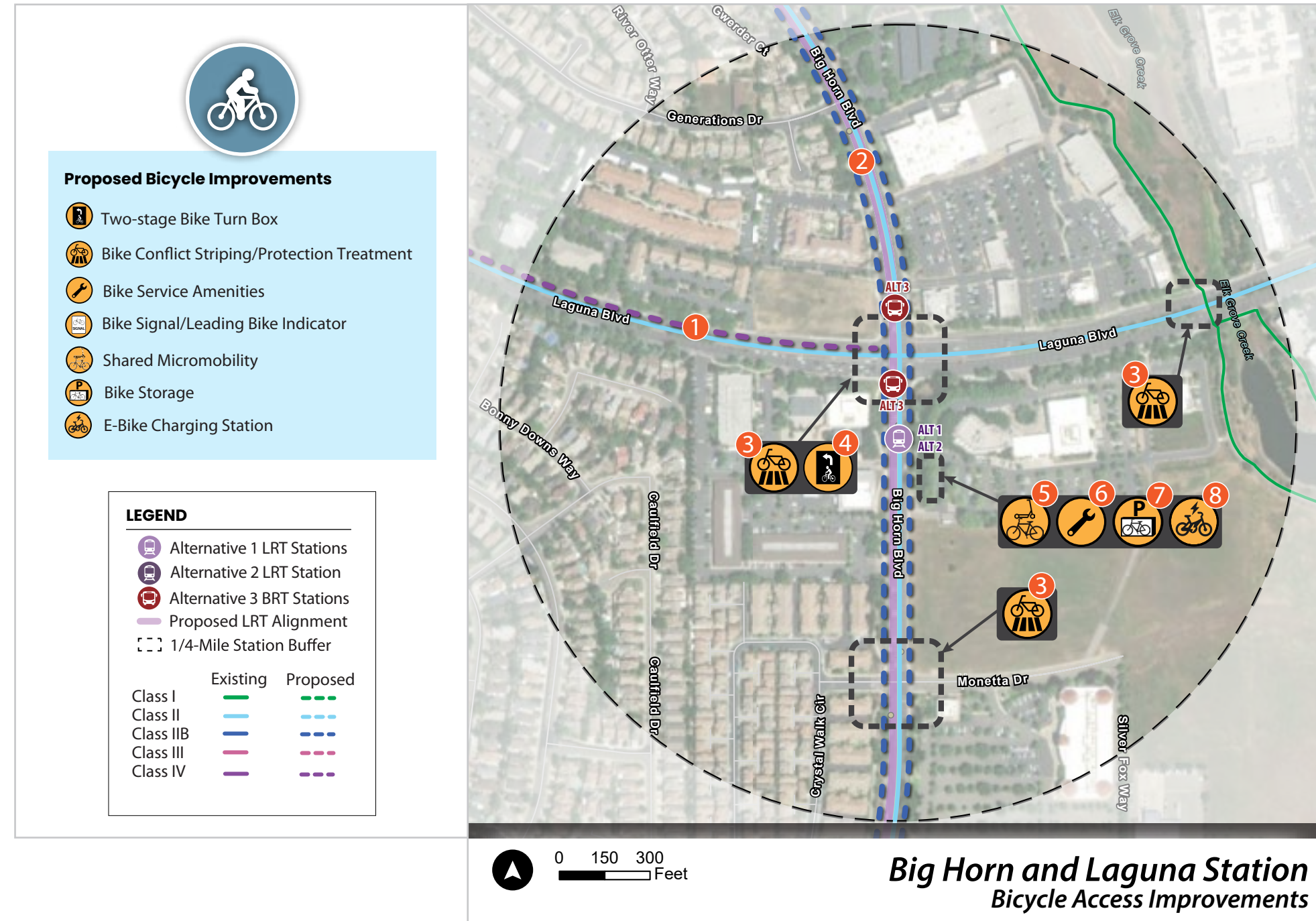
Additional intersection upgrades are identified to further improve safety and ease of movement for cyclists throughout the area—including:

- 3 **Bike conflict striping/protection treatment**
- 4 **Two-stage bike turn box**

Other mobility hub amenities are suggested to improve accessibility for cyclists—including:

- 5 **Shared micromobility services**, such as bikeshare and scootershare
- 6 **Bike service amenities**
- 7 **Bike storage**
- 8 **E-Bike charging stations**

Refer to **Figure 2-4** for a map illustrating proposed bike improvements in the area.





## Transit Connections

Several transit improvements were identified to enhance access and circulation for local transit services connecting to the future LRT/BRT station. Local bus routes that will continue serving the area include Routes E10, E18 (along Longleaf Drive), E19, E113, E114 (east of Laguna Springs Drive).

Proposed transit facility improvements shown on the map include:

- **Upgrade local stops** to include enhanced transit wayfinding, shelters, and benches to improve passenger comfort and accessibility.
- **Transit islands** are proposed at bus stops on bicycle corridors to reduce bus/bike conflicts and provide additional space for bus passenger waiting.

See the pedestrian recommendations for additional improvements to enhance the walking environment when transferring between local bus and LRT/BRT services.

The future LRT/BRT stations are envisioned as shared mobility hubs where a variety of services are integrated seamlessly together in one location. This creates a variety of options for accessing the regional LRT/BRT service. Several shared mobility hub elements are highlighted in the walking and biking sections. Additional elements, specific to accessing the LRT/BRT station, are listed here and shown on **Figure 2-5**:

- 1 **Passenger Amenities:** provide additional passenger amenities such as comfortable waiting areas, digital information kiosks, public Wi-Fi, device charging stations, and real-time transit information displays at the station platform.
- 2 Integration of **Pick-Up and Drop-Off Zones** into adjacent redevelopment with the dedication of curb space or provision of a separate loop
- 3 Enhanced **Wayfinding:** Installation of signage to help station users navigate between transit services at the station, know expected wait times, access nearby destinations, and locate mobility hub amenities.

Together, these improvements are designed to deliver a more efficient, user-friendly, and accessible transit experience for all users.

Refer to **Figure 2-5** for a map illustrating proposed transit and access improvements in the area.



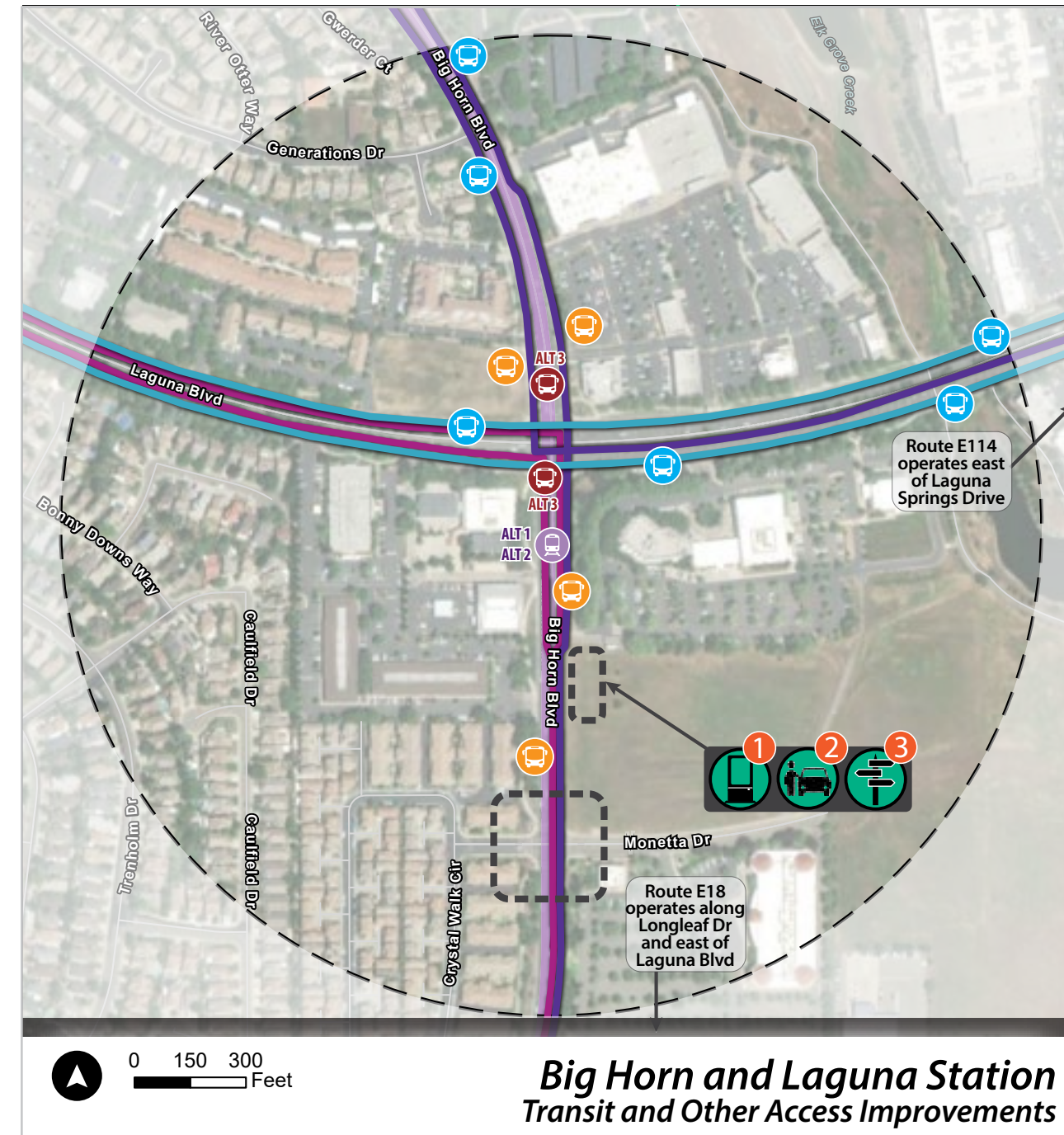
### Other Access Improvements

- Pick-up/Drop-off Location
- Wayfinding and Signage
- Digital Information Kiosk

### LEGEND

- |                               |   |
|-------------------------------|---|
| Alternative 1 & 2 LRT Station | <b>Proposed Bus Service with Project</b>    |
| Alternative 3 BRT Stations    | Route E10                                   |
| Proposed LRT/BRT Alignment    | Route E19                                   |
| 1/4-Mile LRT Station Buffer   | Route E113                                  |
|                               | Local Bus Stop to Remain                    |
|                               | New/Upgrade Local Stop                      |
|                               | Existing Local Stop to be Removed/Relocated |

Figure 2-5. Proposed Transit Access Improvements





## Potential Station Area Buildout Vision

**Figure 2-6** on the next page depicts one potential build-out of vacant and development/redevelopment parcels in the immediate vicinity of the proposed LRT/BRT station. The image depicts one potential scenario of land use, density, and infrastructure consistent with the defined place type. The image does not reflect a development proposal by property owner.

Note that one project alternative is shown; other project alternatives, which include different modes and configurations, are under consideration.

### Characteristics of Depicted Buildout Vision

- Place Type: Office Park/Employment Center
- Study Area Size: 41 acres (10 parcels)
- Land Use: Commercial Office; Locally-Oriented Retail/Service Commercial
- Building Height: 4 to 6 story maximum
- Development Intensity: 0.9 FAR
- Development Program:
  - Commercial Office: 1,600,000 square feet
  - First Floor Commercial: 20,000 square feet
- Site Plan Features
  - East and west corporate campus areas with parking and shared access streets/drives centralized between
  - Four basic development phases; parcel assembly as required
  - Higher intensity located along LRT/BRT alignment, i.e. corporate HQ with central green/podium parking facing main roadway frontage
  - Typical parking mix of structures and surface lots
  - Commercial retail located at street-facing frontage adjacent to transit platforms
  - Parkway/bikeway facilities located along main street frontage with links through sites to adjacent open space corridor
- General Plan Land Use Compatibility
  - GP designation(s) – Commercial and Employment: 2.0 FAR max
  - Concept plan consistent with GP designation



Figure 2-6. Illustration of Potential Station Area Build-out







# STATION AREA VISION PLAN

BIG HORN AND WHITELOCK STATION



# BIG HORN AND WHITELOCK STATION



## EDUCATION CENTER

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION
- BIG HORN / LAGUNA STATION
- BIG HORN / RED ELK STATION
- BIG HORN / DISTRICT 56 STATION
- BIG HORN / WHITELOCK STATION**
- BIG HORN / KYLER STATION
- BILBY / LEA NORTH STATION
- LEA CENTER STATION
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

### OVERVIEW:

The Big Horn and Whitelock station area features several educational campuses, including Cosumnes Oaks High School, Pinkerton Middle School, and the Cosumnes River College Elk Grove Campus. Other surrounding land uses primarily consist of low-density residential, contributing to a lack of street activation. A recently approved 276-unit apartment complex at the southwest corner of Whitelock Parkway and Big Horn Road introduces higher density residential to the area.

Priorities for this station area include pedestrian-friendly infrastructure, ensuring safe and direct connections between residences, schools, and transit access points. Improvements such as upgraded sidewalks, crosswalks, and enhanced bike connections will support the mobility needs of students, faculty, staff, and residents. A shared-use path along Big Horn Boulevard can further strengthen connectivity while reinforcing the station area's student-oriented environment. The Franklin Creek Trail also provides an opportunity to connect the station area to the Oasis Recreation Center and Elk Grove Regional Park.

### Development Opportunities:

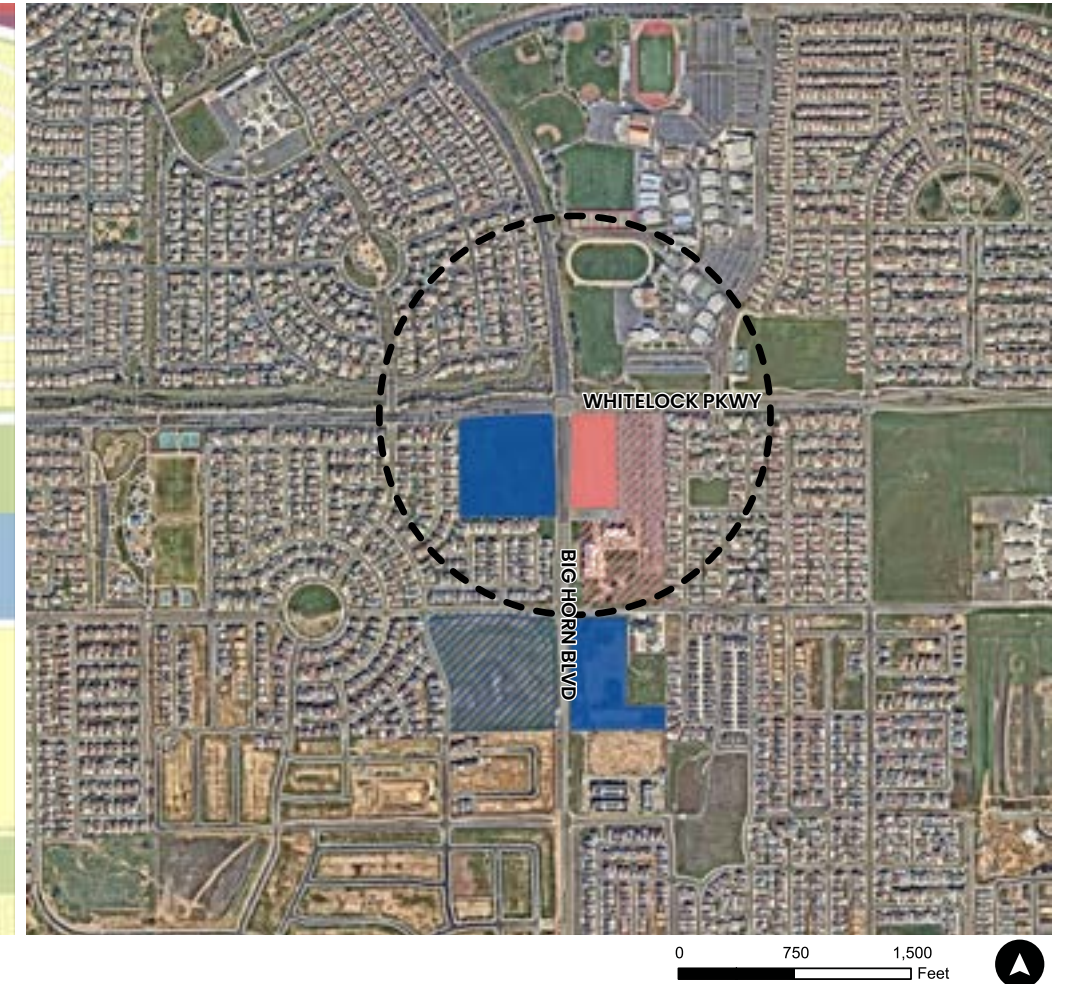
1. Enhance residential access to transit stations through improved pedestrian infrastructure, upgraded crosswalks, and safer connections for future residential developments
2. Redevelopment of the SE corner of Big Horn Boulevard and Whitelock Pkwy into a mixed-use to provide additional housing/commercial opportunities for the CRC satellite campus
3. Implement comprehensive signage, wayfinding, and kiosks to improve wayfinding around the station area.
4. Develop shared micro-mobility options tailored to serve the first-mile/last-mile needs of the education-affiliated populations.
5. Strengthen bike and pedestrian connectivity to the Franklin Creek Trailhead at Big Horn Boulevard through strategic wayfinding, streetscape improvements, and infrastructure enhancements.

Figure 3-1. Station Area Vision Plan – Existing Land Use



LEGEND		
<span style="color: yellow;">■</span> RESIDENTIAL	<span style="color: green;">■</span> CONSERVATION	<span style="color: purple;">■</span> EMPLOYMENT CENTER
<span style="color: red;">■</span> COMMERCIAL	<span style="color: lightgreen;">■</span> PARKS	STATION
<span style="color: blue;">■</span> PUBLIC	<span style="color: orange;">■</span> RESIDENTIAL MIXED USE	1/4 MILE RADIUS

Figure 3-2. Station Area Vision Plan – Development and Redevelopment Opportunities



LEGEND	
<span style="color: red;">■</span> VACANT PARCELS	1/4 MILE RADIUS
<span style="color: orange;">■</span> DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES	<span style="color: blue;">■</span> UNDER CONSTRUCTION
<span style="color: blue;">■</span> UNDER CONSTRUCTION	<span style="color: lightblue;">■</span> APPROVED DEVELOPMENT



## Station Area Circulation and Mobility Hub Opportunities

### Pedestrian-Related Improvement Opportunities

Several pedestrian improvements are identified within the walkshed of the Big Horn and Whitelock Station. These improvements are focused on enhancing pedestrian safety and accessibility in the station area and surrounding neighborhoods.

Key intersection enhancement features shown on map include:


- 1 **High-visibility Crosswalks**
- 2 **Pedestrian Median Islands** to improve safety for pedestrians crossing wide intersections
- 3 **Leading Pedestrian Intervals (LPI)** to allow pedestrians to begin crossing before vehicle traffic advances
- 4 **New Midblock Crossings** with a Pedestrian Hybrid Beacon (PHB) to create new, safe crossings of Whitelock Parkway
- 5 **Advance Stop Bar** to increase separation between autos and cars at intersections

In addition to intersection enhancements, the project proposes sidewalk enhancement to support safe and convenient active transportation connections:






- 6 A **multi-use path** along the east side of Big Horn Boulevard

These improvements collectively support pedestrian safety, improve connectivity, and encourage active modes of travel within the station area.

Refer to **Figure 3-3** for a map illustrating proposed pedestrian improvements in the area.



**Proposed Pedestrian Improvements**

-  High-Visibility Crosswalk
-  Pedestrian Median Island
-  Midblock Crossing
-  Leading Pedestrian Interval (LPI)
-  Advanced Stop Bar

**LEGEND**







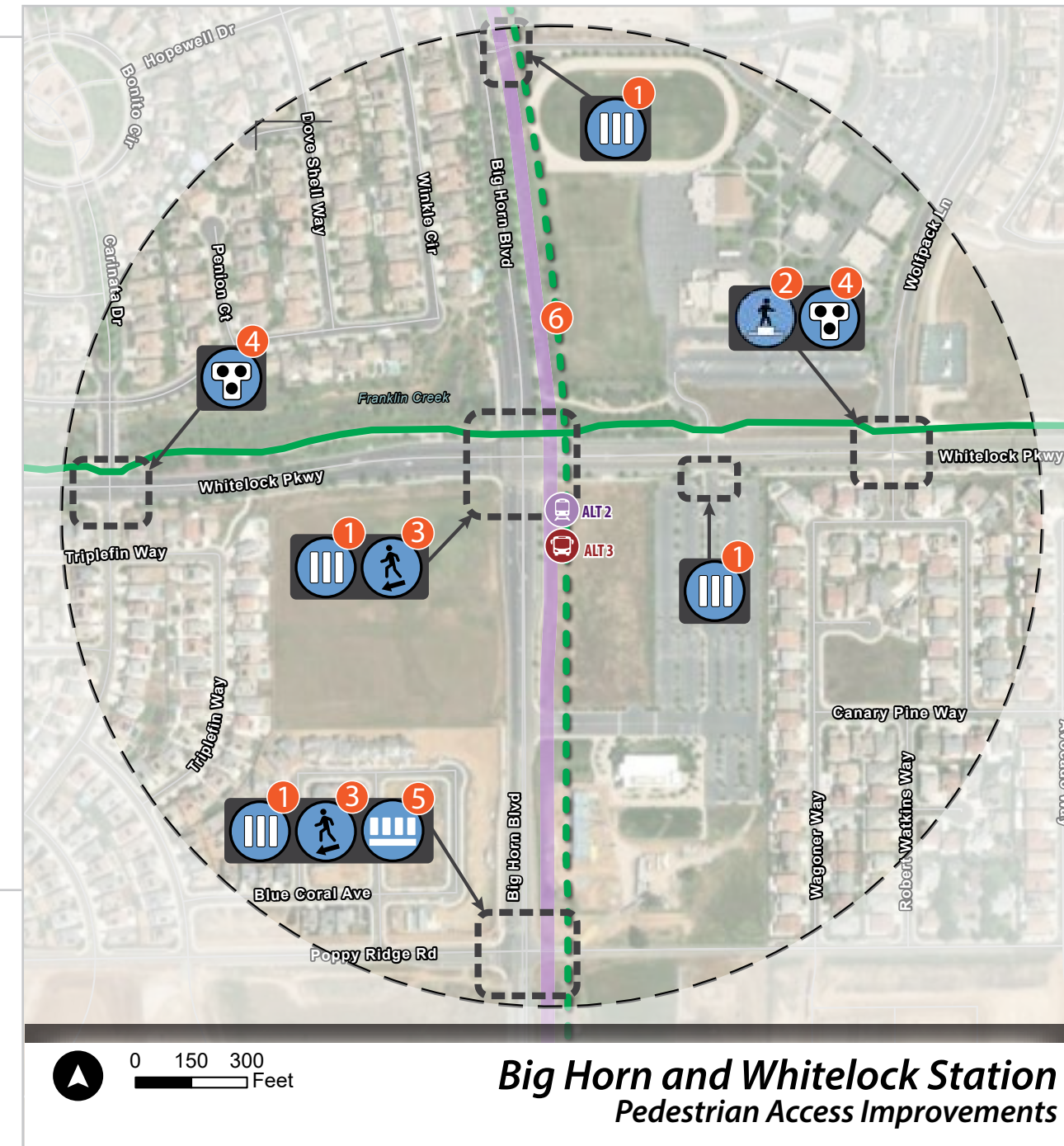
-  Alternative 2 LRT Station
-  Alternative 3 BRT Stations
-  Proposed LRT Alignment
-  1/4-Mile Station Buffer
-  Class I Shared Use Path
-  Existing Multi-Use Trail

Figure 3-3. Proposed Pedestrian Improvements



**Big Horn and Whitelock Station**  
Pedestrian Access Improvements



## Bicycle-Related Improvement Opportunities

Several bicycle improvements are planned within a half-mile radius of the Big Horn and Whitelock Station to enhance connections between residential communities, schools, and future development areas and the proposed LRT/BRT station. These enhancements are designed to improve bicyclist safety, provide more convenient and direct connections, and create more options for cyclists.

This intersection is a critical hub poised for significant development, with in-development and planned projects in three quadrants. Franklin Creek Trail is a high-quality east-west connection; however, there are no enhanced crossing amenities where it crosses Big Horn Boulevard.

A key priority is improving connectivity from the nearby neighborhoods to schools, Franklin Creek Trail, and the future LRT/BRT station. These enhancements are consistent with and build upon the City's Bicycle, Pedestrian, and Trails Master Plan, providing a more cohesive and connected active transportation network.

Proposed bicycle improvements shown on the map include:

- 1 **Upgrade to Class I Multi-Use Path** along the east side of Big Horn Boulevard to provide physical separation between autos and cyclists
- 2 **Upgrade to Class II Buffered Bike Lane** on Poppy Ridge Road to provide a physical separation between auto-lane and cyclists and offer a more comfortable experience for cyclists.
- 3 **Construct new Class II Bike Lane** on Poppy Ridge Road, east of Big Horn Boulevard, to provide continuous facility for cyclists.

Additional intersection upgrades are identified to further improve safety and ease of movement for cyclists throughout the area—including:

- 4 **Bike conflict striping/protection treatment**
- 5 **Two-stage bike turn box**

Other mobility hub amenities are suggested to improve accessibility for cyclists—including:

- 6 **Shared micromobility services**, such as bikeshare and scootershare
- 7 **Bike service amenities**
- 8 **Bike storage**
- 9 **E-Bike charging stations**

Refer to **Figure 3-4** for a visual representation of the recommended improvements.

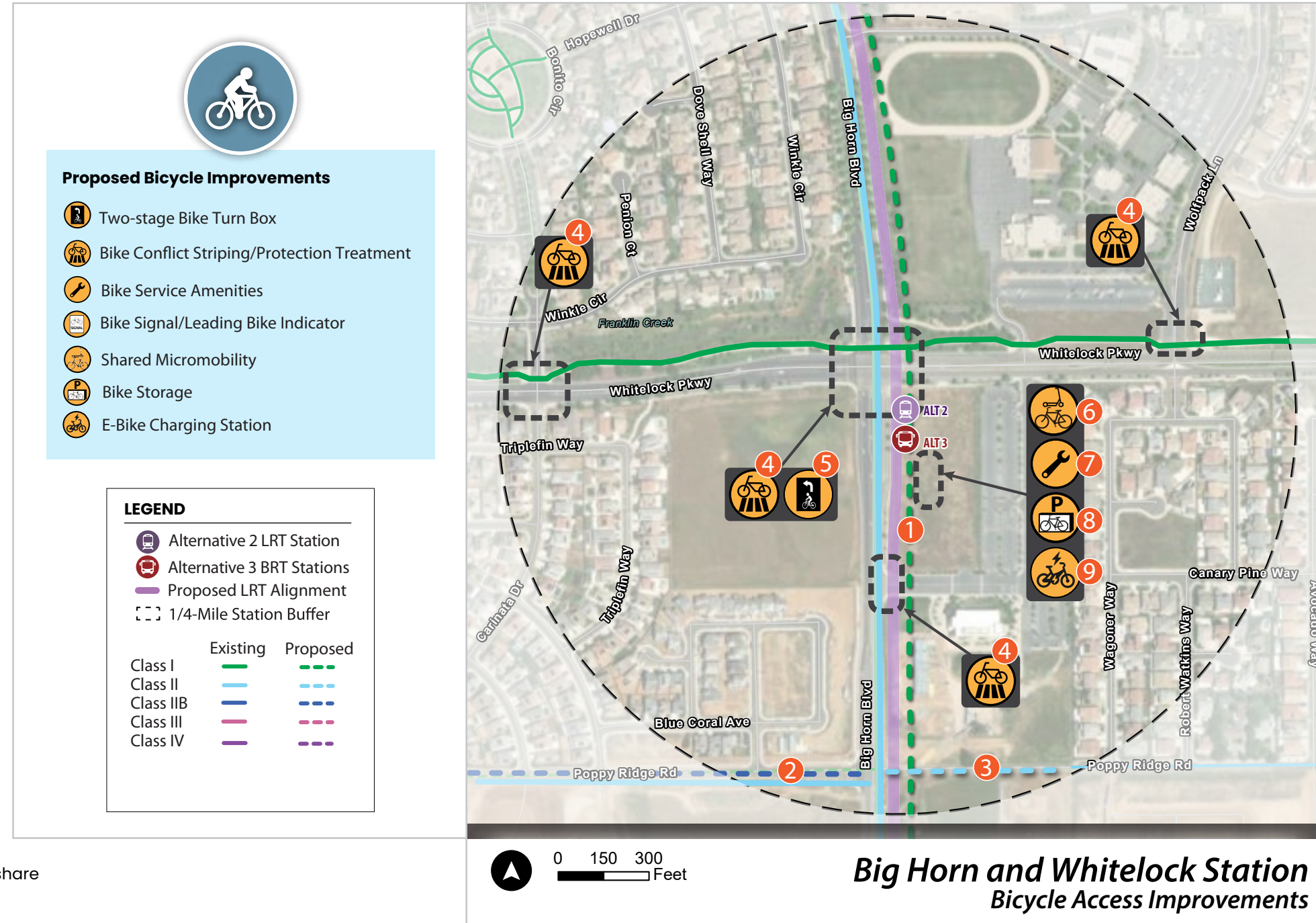


Figure 3-4. Proposed Bike Improvements



## Transit Connections

Several transit improvements were identified to provide seamless connections between the LRT/BRT station and local bus services. Local Route E111 will be reconfigured to cross Whitelock Parkway.

See the pedestrian recommendations for additional improvements to enhance the walking environment when transferring between local bus and LRT/BRT services.

The future LRT/BRT stations are envisioned as shared mobility hubs where a variety of services are integrated seamlessly together in one location. Several shared mobility hub elements are highlighted in the walking and biking sections. Additional elements, specific to accessing the LRT/BRT station, are listed here and shown on **Figure 3-5**:

- 1 **Passenger Amenities:** provide additional passenger amenities such as comfortable waiting areas, digital information kiosks, public Wi-Fi, device charging stations, and real-time transit information displays at the station platform.
- 2 Integration of **Pick-Up and Drop-Off Zones** into adjacent redevelopment with the dedication of curb space or provision of a separate loop
- 3 Enhanced **Wayfinding:** Installation of signage to help station users navigate between transit services at the station, know expected wait times, access nearby destinations, and locate mobility hub amenities.

Together, these improvements are designed to deliver a more efficient, user-friendly, and accessible transit experience for all users.

Refer to **Figure 3-5** for a map illustrating proposed transit and access improvements in the area.



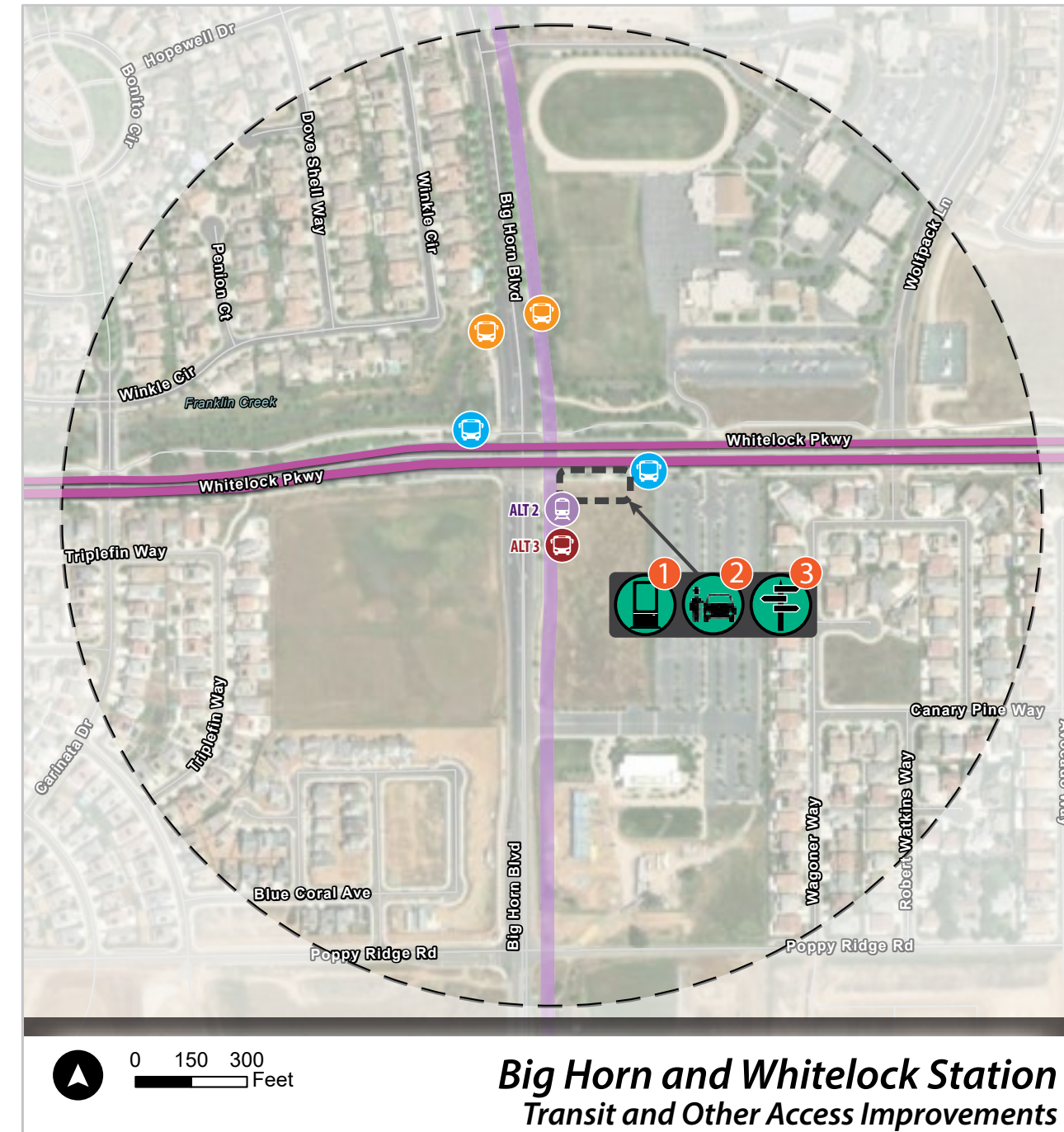
### Other Access Improvements

- Pick-up/Drop-off Location
- Wayfinding and Signage
- Digital Information Kiosk

### LEGEND

- |                             |   |
|-----------------------------|---|
| Alternative 2 LRT Station   | <b>Proposed Bus Service with Project</b>    |
| Alternative 3 BRT Stations  | Route E111                                  |
| Proposed LRT/BRT Alignment  | Local Bus Stop to Remain                    |
| 1/4-Mile LRT Station Buffer | New/Upgrade Local Stop                      |
|                             | Existing Local Stop to be Removed/Relocated |

Figure 3-5. Proposed Transit Access Improvements





### Shared Parking Opportunity

Adjacent planned developments present an opportunity to implement shared parking strategies that can be used by future transit riders. These strategies can help maximize land efficiency, improve transit access, and increase ridership.

#### Key Development Areas for Shared Parking Consideration

- 1. SW Corner – Future Residential Complex:** a higher density residential project (up to 30 units/acre), located opposite from the future station area. The site is well-positioned to support limited daytime park-and-ride use through shared parking during off-peak residential hours.

#### Shared Parking Implementation Strategies

- A. Designated Shared Use Zones with Defined Time Restrictions:** Allocate a portion of residential parking spaces for commuter use during off-peak commercial hours (e.g., 8:00 a.m.–8:00 p.m. weekdays). Ensure clear policies, signage, and enforcement mechanisms are in place to prevent conflicts with resident parking needs.
- B. Formal Use Agreements or Incentive-Based Partnerships:** Establish agreements with developers, property owners, or housing managers to authorize shared use. These can be supported through lease provisions, management contracts, or public-private partnerships offering incentives such as reduced parking requirements or mobility infrastructure grants.
- C. Signage and Wayfinding Standards:** Install consistent, highly visible signage and wayfinding to guide transit riders to shared parking areas. Signage should clearly communicate allowed hours, restrictions, and walking directions to LRT/BRT stations.
- D. Supportive Amenities for Transit Access:** Enhance the user experience with infrastructure such as ADA-accessible pedestrian pathways, secure bicycle parking, lighting, and drop-off/pick-up zones that improve the connection between parking and transit.
- E. Monitoring, Reporting, and Adjustability:** Utilize smart parking tools or periodic surveys to track usage patterns. Establish mechanisms for revising shared parking allocations or time limits based on data and feedback from both residents and transit users.

Planning for shared parking now, particularly in tandem with the future residential complex and satellite college campus, can help integrate housing and mobility in a more sustainable, coordinated way. It also helps prevent future parking spillover challenges. These strategies provides a cost-effective and land-efficient approach to support growing LRT/BRT demand while reinforcing TOD goals.

### Potential Station Area Buildout Vision

**Figure 3-6** on the next page depicts one potential build-out of vacant and development/redevelopment parcels in the immediate vicinity of the proposed LRT/BRT station. The image depicts one potential scenario of land use, density, and infrastructure consistent with the defined place type. The image does not reflect a development proposal by property owner.

Note that one Project alternative is shown; other project alternatives, which include different modes and configurations, are under consideration.

#### Characteristics of Depicted Buildout Vision

- Place Type: Education Center
- Study Area Size: 8.8 acres (2 parcels)
- Land Use: Educational Classroom/Office, Multi-Unit Residential, Townhouse Residential, Locally-Oriented Commercial
- Building Height: 4-6 story maximum
- Development Intensity: 1.0 FAR
- Residential Density: 53 units per acre
- Development Program:
  - Educational Classroom/Office facilities: 185,000 square feet
  - Multi-Unit Residential: 244 units
  - First Floor Commercial: 15,000 square feet
- Site Plan Features
  - Educational campus expansion and green facing LRT/BRT alignment
  - Lower density adjacent to existing single family residential
  - Commercial retail located with residential at corner plaza and adjacent to transit platforms
  - Parkway/bikeway facilities located along major street frontage
- General Plan Land Use Compatibility
  - GP designation(s) – Public/Quasi-Public and Residential
  - Concept plan depicts High Density Residential with local commercial and Public/Educational



Part-time Paid Public Parking



Short Term Paid Parking



Reserved Parking



Figure 3-6. Illustration of Potential Station Area Build-out







# STATION AREA VISION PLAN

BILBY AND LEA NORTH STATION



# BILBY AND LEA NORTH STATION



## EMERGING COMMUNITY

- BRUCEVILLE / SHELDON STATION
- BIG HORN / BRUCEVILLE STATION
- BIG HORN / LAGUNA STATION
- BIG HORN / RED ELK STATION
- BIG HORN / DISTRICT 56 STATION
- BIG HORN / WHITELOCK STATION
- BIG HORN / KYLER STATION
- BILBY / LEA NORTH STATION**
- LEA CENTER STATION
- CLASSICAL WAY STATION
- PROMENADE PARKWAY STATION

### OVERVIEW:

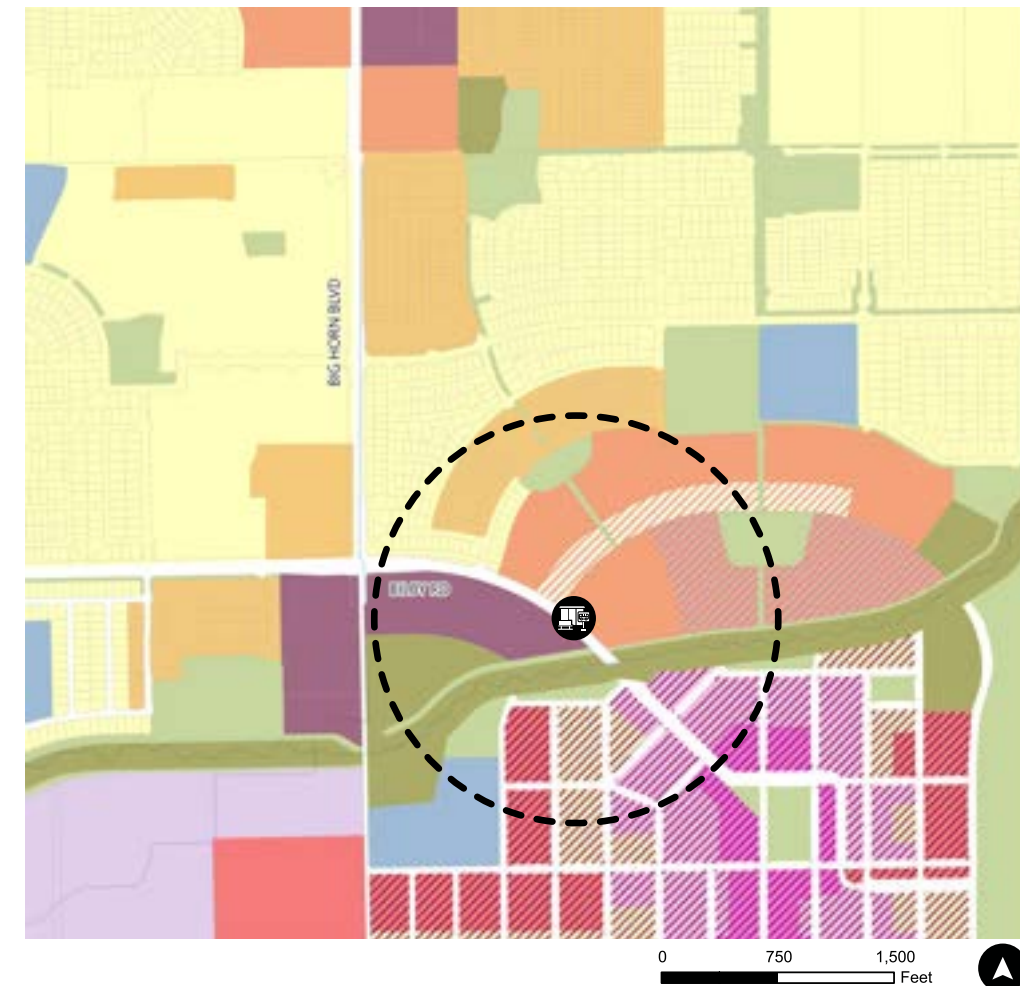
The Bilby and LEA North station area features a range of high-density residential and mixed-use development opportunities along Bilby Road. Just west of the site at the southwest corner of Bilby Road and Big Horn Boulevard is Fortune Early College High School. Other existing land uses primarily consist of single-family detached residential. To the south and east of the station is the Livable Employment Area, a major growth area for the City planned for higher density development. This area has potential to integrate future development and linear open spaces with the channel, creating a multi-use trail connection to adjacent residential areas.

As an Emerging Community, future development can appropriately transition land uses from the existing residential areas to the station while enhancing pedestrian connections across Bilby Road and Big Horn Boulevard. Future plans for affordable housing north of Bilby Road support this place type's emphasis on diverse housing options.

### Development Opportunities:

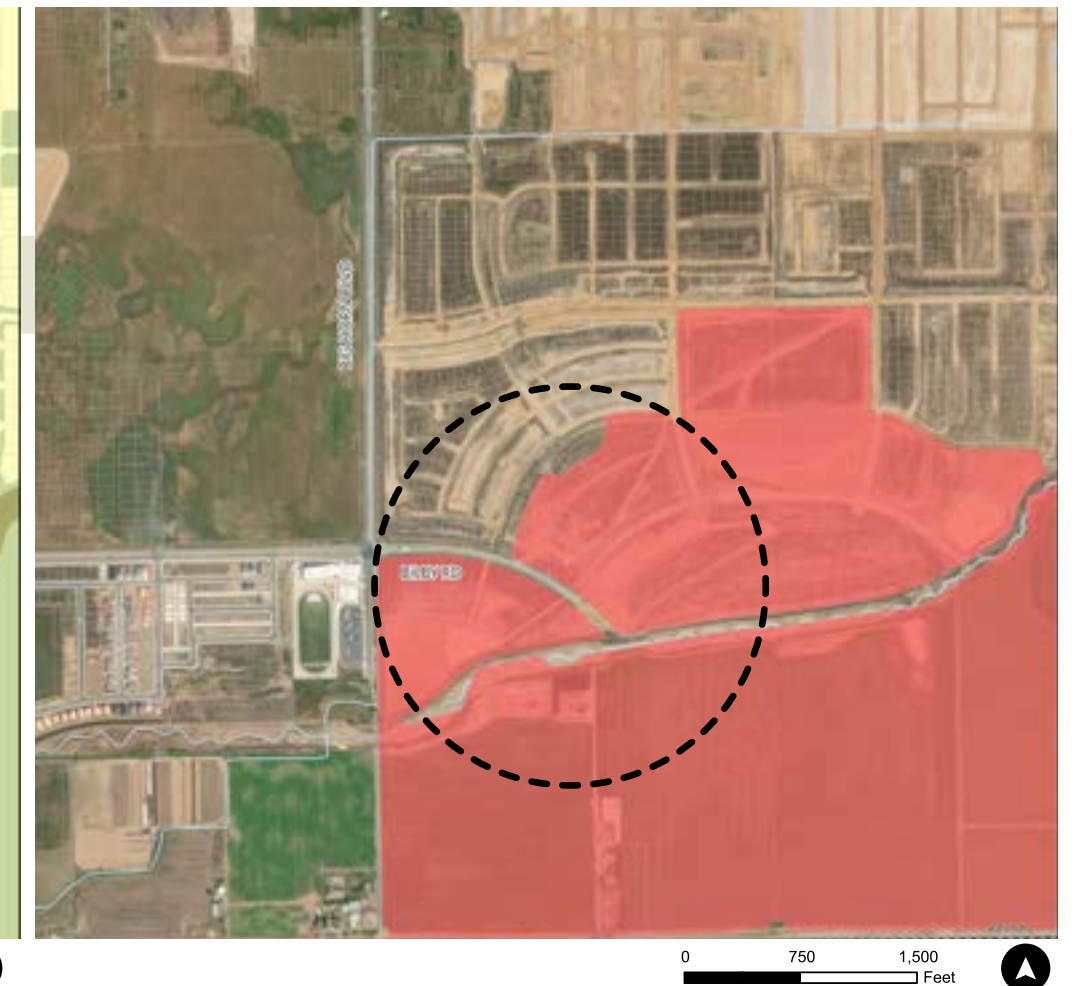
1. Provide residential access to transit station through a future pedestrian-oriented transportation network with frequent, safe, and comfortable crossings and wide, separated sidewalks
2. Integrate small active open spaces into future planned mixed-use developments
3. Develop a walkable street grid strengthening pedestrian connections to adjacent residential neighborhoods
4. Develop shared micro-mobility options tailored to serve the first-mile/last-mile needs of the academic community.

Figure 4-1. Station Area Vision Plan – Existing Land Use



LEGEND		
<span style="color: yellow;">■</span> RESIDENTIAL	<span style="color: green;">■</span> CONSERVATION	<span style="color: orange;">■</span> RESIDENTIAL MIXED USE
<span style="color: red;">■</span> COMMERCIAL	<span style="color: lightgreen;">■</span> PARKS	STATION
<span style="color: blue;">■</span> PUBLIC	<span style="color: purple;">■</span> EMPLOYMENT CENTER	1/4 MILE RADIUS

Figure 4-2. Station Area Vision Plan – Development and Redevelopment Opportunities



LEGEND	
<span style="color: red;">■</span> VACANT PARCELS	1/4 MILE RADIUS
<span style="color: orange;">▨</span> DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES	



## Station Area Circulation and Mobility Hub Opportunities

### Pedestrian-Related Improvement Opportunities

As the roadway network in this area is not yet built out, minimal retrofit of existing facilities is needed. It is recommended for the future network to include a well-connected and comfortable network of pedestrian and bicycle facilities.

Select pedestrian improvements are identified within the station walkshed. These improvements are focused on enhancing pedestrian safety and accessibility near the station area and surrounding neighborhoods.

Key intersection enhancement features shown on map include:

- 1 **Advanced stop bar** to increase separation between pedestrians and vehicles
- 2 **Leading pedestrian intervals (LPI)** to allow pedestrians to begin crossing before vehicle traffic advances
- 3 **Pedestrian median islands** to improve safety for pedestrians crossing wide intersections

In addition to intersection enhancements, the project proposes sidewalk enhancement to support safe and convenient active transportation connections:

- 4 A **multi-use path** along the east side of Big Horn Boulevard and the north side of Bilby Road
- 5 New sidewalk along the west side of Big Horn Boulevard north of Bilby Road and on the north side of Bilby Road west of Big Horn Boulevard

These improvements collectively support pedestrian safety, improve connectivity, and encourage active modes of travel within the station area.

Refer to **Figure 4-3** for a map illustrating proposed pedestrian improvements in the area.



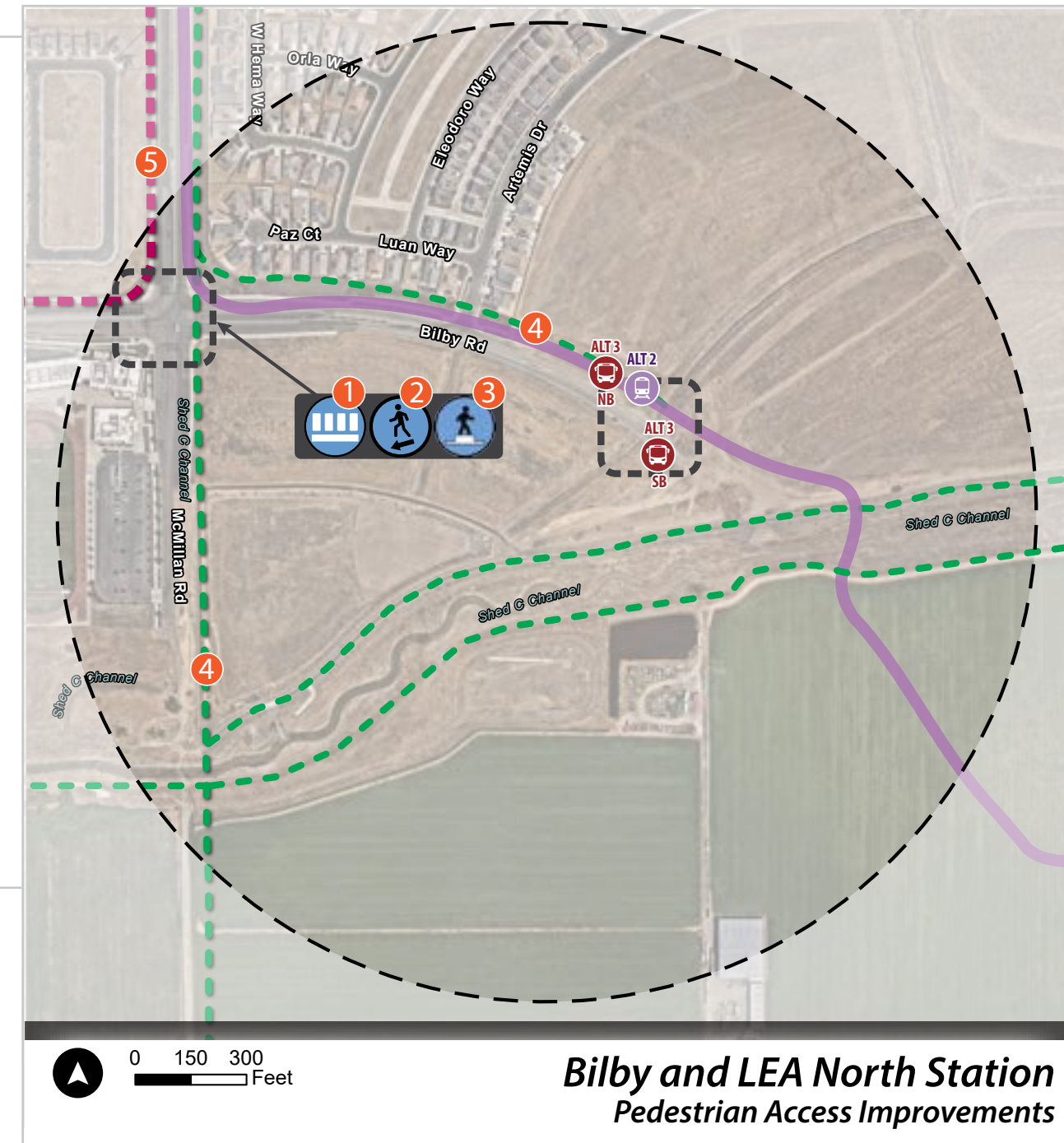
#### Proposed Pedestrian Improvements

- Advanced Stop Bar
- Pedestrian Median Island
- Leading Pedestrian Interval (LPI)

#### LEGEND

- Alternative 2 LRT Station
- Alternative 3 BRT Stations
- Proposed LRT Alignment
- 1/4-Mile Station Buffer
- Class I Shared Use Path
- Construct New Sidewalk

Figure 4-3. Proposed Pedestrian Improvements





## Bicycle-Related Improvement Opportunities

As noted in the pedestrian improvements opportunities section, with few roadways currently existing within the bikeshed, there are only select needs for improvements to existing facilities. Bicycle facilities to accommodate a range of abilities and ages should be incorporated into the implementation of future roadways in the station area, with a particular emphasis on providing direct and comfortable bicycle access to the station.

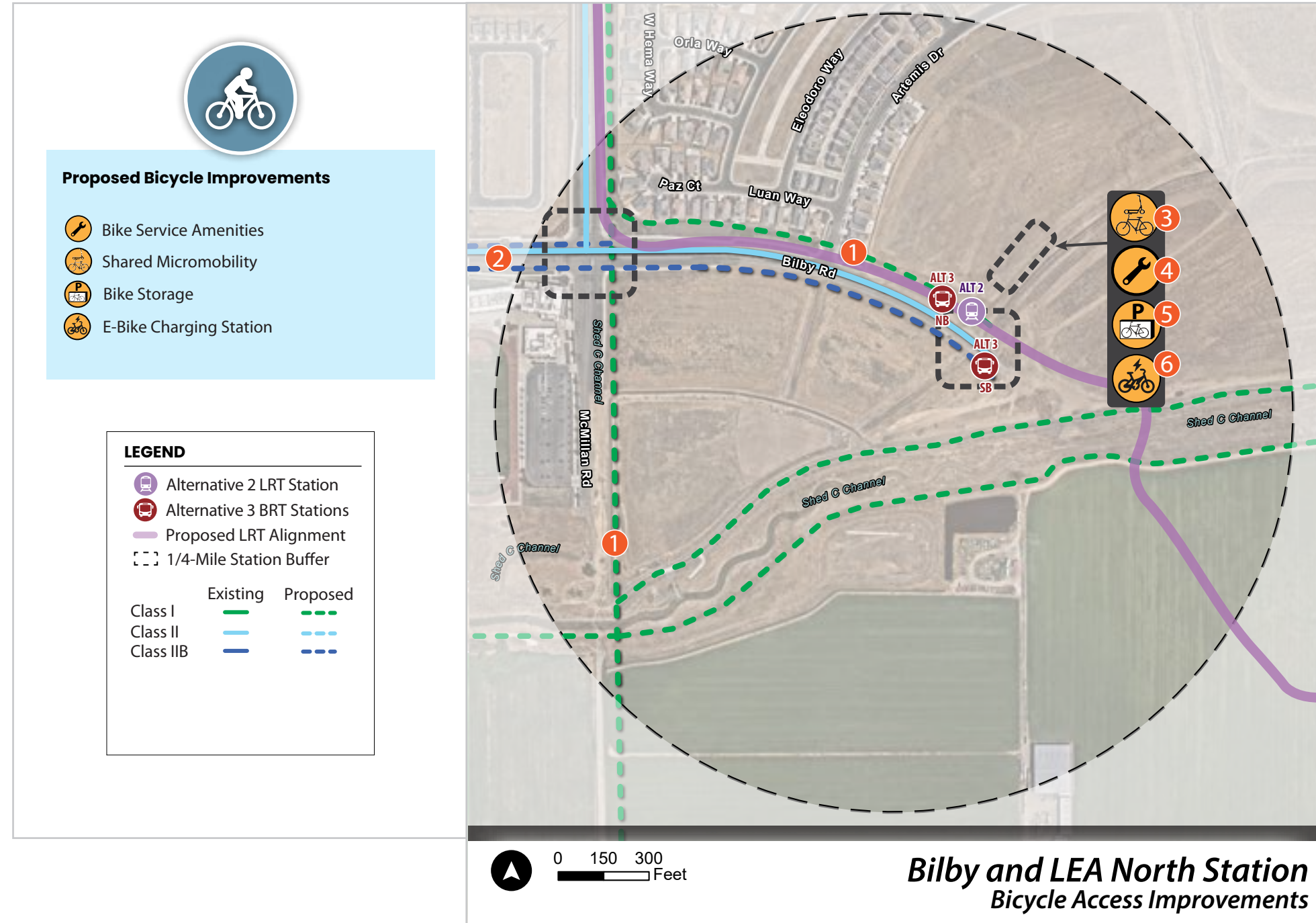
Proposed bicycle improvements to existing roadways shown on the map include:

- 1 **Construct shared use path** along the east side of Big Horn Boulevard, east of the proposed light rail alignment, to provide a physical separation and offer a more comfortable experience for cyclists
- 2 **Upgrade to Class IIB Buffered Bike Lane** on both sides of Bilby Road

Other mobility hub amenities are suggested to improve accessibility for cyclists—including:

- 3 **Shared micromobility services**, such as bikeshare and scootershare
- 4 **Bike service amenities**
- 5 **Bike storage**
- 6 **E-Bike charging stations**

Refer to **Figure 4-4** for a map illustrating proposed bike improvements in the area.





## Transit Connections

The future LRT/BRT stations are envisioned as shared mobility hubs where a variety of services are integrated seamlessly together in one location. This creates a variety of options for accessing the regional LRT/BRT service. Several shared mobility hub elements are highlighted in the walking and biking sections.

A future bus route is envisioned for Bilby Road to create transit connections from new neighborhoods to the west of the station on or near Bilby Road to the station. The exact alignment of this future route has not yet been determined. The buildout of Bilby Road should consider the needs for the route, including accessible bus stops with sufficient space for amenities. Local bus stops should be provided on Bilby Road in close proximity to the station, with a street crossing across Bilby Road between the eastbound stop and the station, planned to be north of the roadway.

Additional elements, specific to accessing the LRT/BRT station, are listed here and shown on **Figure 4-5**:

- 1 **Passenger Amenities:** provide additional passenger amenities such as comfortable waiting areas, digital information kiosks, public Wi-Fi, device charging stations, and real-time transit information displays at the station platform
- 2 Integration of **Pick-Up and Drop-Off Zones** into adjacent redevelopment with the dedication of curb space or provision of a separate loop
- 3 Enhanced **Wayfinding:** Installation of signage to help station users navigate between transit services at the station, know expected wait times, access nearby destinations, and locate mobility hub amenities

Together, these improvements are designed to deliver a more efficient, user-friendly, and accessible transit experience for all users.

Refer to **Figure 4-5** for a map illustrating proposed transit and access improvements in the area.



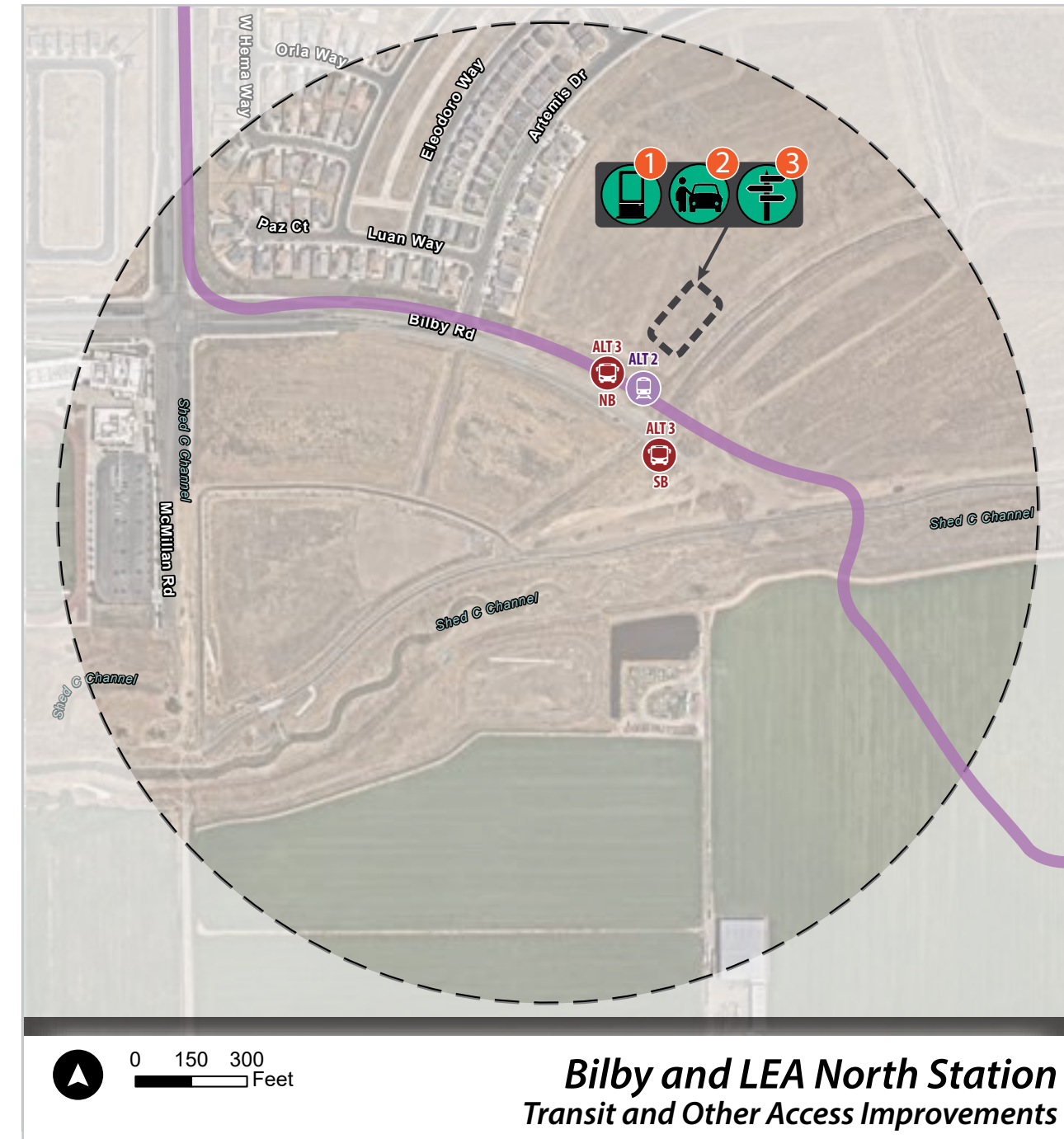
### Other Access Improvements

- Pick-up/Drop-off Location
- Wayfinding and Signage
- Digital Information Kiosk

### LEGEND

- Alternative 2 LRT Station
- Alternative 3 BRT Stations
- Proposed LRT/BRT Alignment
- 1/4-Mile LRT Station Buffer

Figure 4-5. Proposed Transit Access Improvements





## Potential Station Area Buildout Vision

**Figure 4-6** depicts one potential build-out of vacant parcels in the immediate vicinity of the proposed station. As an Emerging Community, future development can appropriately transition land uses from the existing residential areas to the station while enhancing pedestrian connections along and across Bilby Road. The station area offers opportunities to provide prominent plaza spaces near the station, mixed-use development oriented along the channel, and a variety of trails and sidewalks to connect to adjacent residential areas. This would prioritize pedestrian and multi-modal connections while activating spaces along the channel. Future plans for affordable housing north of Bilby Road supports this place type's emphasis on diverse housing options.

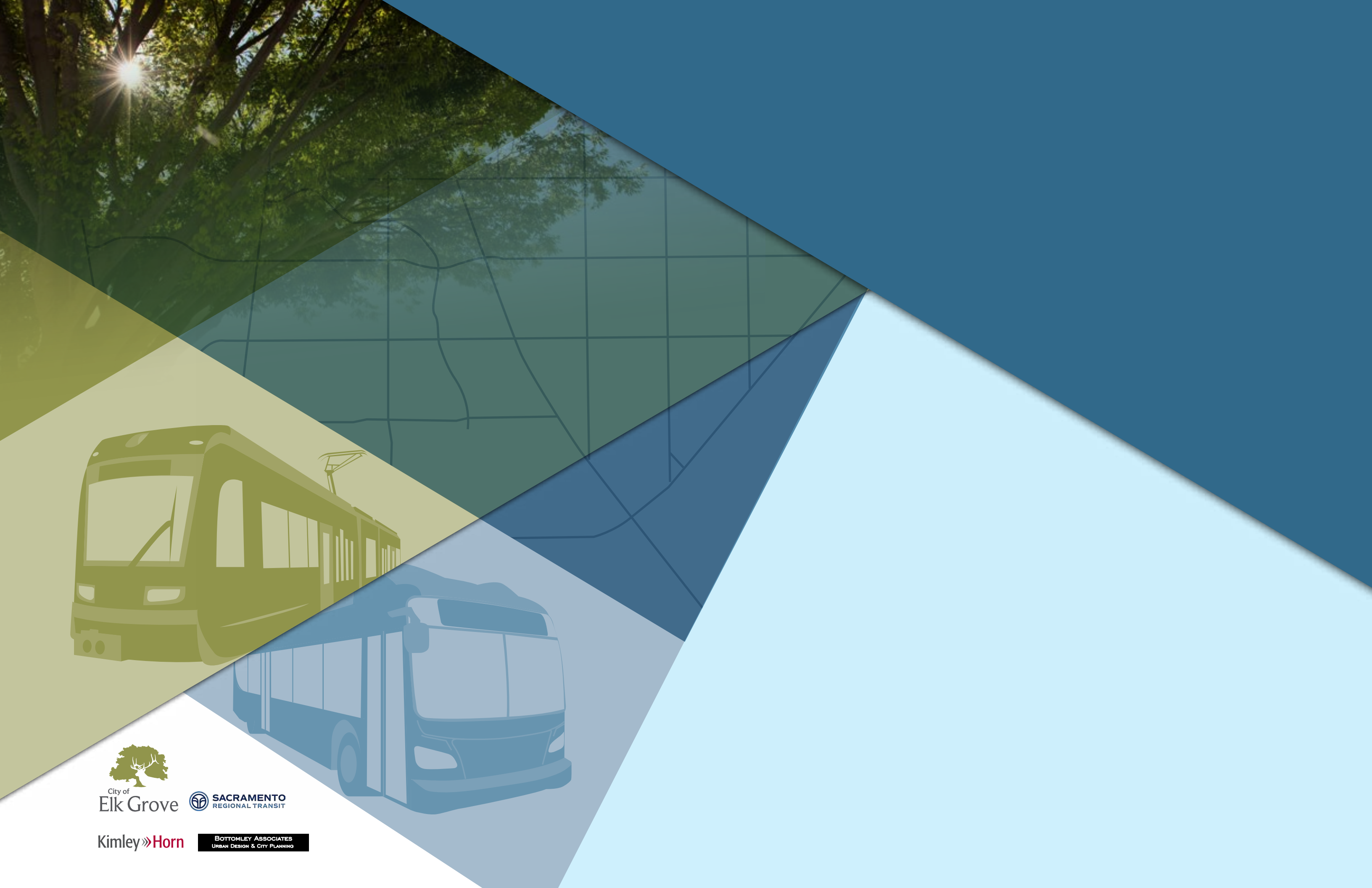
### Characteristics of Depicted Buildout Vision

- Place Type: Emerging Community
- Study Area Size: 31.5 acres
- Land Use: Multi-Unit Residential, Townhouse Residential, Locally-Oriented Commercial, Commercial Office
- Building Height: 3 to 6 story maximum
- Residential Density: 26 units per acre (gross)
- Development Program:
  - Multi-Unit Residential: 720 units
  - Townhouse: 102 units
  - Mixed-Use/First Floor Commercial: 60,000 square feet
  - Commercial Office: 160,000 square feet (2.0 FAR)
- Site Plan Features
  - Higher density(s) located along LRT/BRT alignment, lower density adjacent to existing single family residential
  - Commercial retail focused at plaza adjacent to transit platform
  - Parkway/bikeway facilities located along major street frontages with links to adjacent open space corridor
- General Plan Land Use Compatibility
  - GP designation(s) - High Density Residential: 15.1 – 40.0 du/ac; Medium Density Residential/Mixed Use: 15.1 – 40.0 du/ac, Max FAR 2.0
  - Concept plan consistent with GP designation



Figure 4-6. Illustration of Potential Station Area Build-out





City of  
**Elk Grove**



**SACRAMENTO**  
REGIONAL TRANSIT

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