August 9, 2013

Greg Chew
Community Design Program Manager
Sacramento Area Association of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: CITY OF SACRAMENTO MEADOWVIEW ROAD STREETSCAPE PROJECT

Dear Mr. Chew:

I am pleased to submit the City of Sacramento’s application for the Sacramento Area Council of Government’s (SACOG’s) 2013 Community Design Funding Program for the Meadowview Road Streetscape Project. By the City Manager’s designation, I am acknowledging that this application is officially authorized by the jurisdiction.

The Meadowview Road Streetscape Project would provide for final design of remaining improvements identified in the Meadowview Urban Design Plan and support community enhancement and light rail supportive development. We look forward to partnering with SACOG in providing these important community improvements.

The City of Sacramento acknowledges and accepts the conditions under which SACOG will award Community Design Grants as outlined below.

Understanding Terms of Award Statement

Upon receiving funding through the SACOG Community Design Program for the application in this packet, I, as the authorized signatory for the City of Sacramento understand the following:

- The funding for the awarded project is for federal aid projects and the jurisdiction that I represent accepts the responsibility of undertaking federal aid funding.

- The staff person who is knowledgeable of federal aid requirements has reviewed the contents in this application and will be assigned as the lead person overseeing federal aid requirements throughout the delivery of this project. The jurisdiction acknowledges that if it does not have a qualified staff person or consultant to manage federal transportation funds, SACOG withholds the right to retract committed funding for this project.
SACOG Community Design  
Meadowview Road Streetscape Project  
August 9, 2013  
Page Two

• Delivery of the project as conveyed in the application in terms of scope, timeline and deliverables will be used to evaluate the success of this project. If the project is not delivered or completed with three years of receiving authorization by the funding source, this jurisdiction acknowledges that it may be penalized in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. This will likely mean this project will be de-programmed of any its unused grant funding, plus this jurisdiction will be prohibited from applying the next round of funding in this program.

• All awarded projects, regardless of funding source, are required to submit to the SACOG Community Design Program Manager a quarterly update on the status of the project. The responsibility of submitting the 1 or 2 paragraph email to SACOG lies solely with the award recipient. Failure to do so may result in penalties to this jurisdiction in future funding cycles of SACOG’s four regional funding programs, and in particular the Community Design Program. If the awarded jurisdiction’s project manager changes during the course of the project, it is the responsibility of the jurisdiction to convey this Terms of Award Statement to the new project manager.

Lucinda Willcox, our Grants Program Manager, will be the lead contact person for this grant. She is the Department’s liaison to SACOG and Caltrans for federal funding, has attended all of the federal aid training courses offered by Caltrans, and overseen funding and compliance for numerous federal projects. Lucinda believes that she is qualified to manage federal aid funds and has reviewed all of the contents in the application. To the best of her knowledge this project is federal aid eligible.

We believe this project would advance the Blueprint principles and appreciate your consideration of programming funding for this project.

Sincerely,

Jerry Way  
Director of Public Works

Sincerely,

Lucinda Willcox  
Program Manager

Enclosures
### Project Summary - Table #1

<table>
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<tr>
<th><strong>Project Title</strong></th>
<th>Meadowview Road Streetscape Project (T15136300)</th>
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<td><strong>Sponsoring Agency</strong></td>
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| **Lead Person and contact information** | Jesse Gotham, P.E., Project Manager  
Lucinda Willcox, Program Manager  
Public Works Department  
915 I Street, Room 2000  
Sacramento, CA 95814  
Phone: (916) 808-6897  
E-mail: jgothan@cityofsacramento.org |
| **Partner Organizations** | None |
| **Grant Category** | Category 1: Conventional Pre-construction |
| **Community Design FundsRequested** | $442,650 Request ($500,000 participating, $57,350 match) |
| **Overall Committed Total Grant Project Costs** | $500,000 |
| **Local Match and other funds** | $57,350 (Measure A local transportation funds) |
| **Estimated Construction Cost** | $3,000,000 |
| **Minimum Amount to Conduct Project** | $442,650 for preliminary engineering |
| **Project Description** | Environmental review and design of features to enhance the aesthetics and safety along Meadowview Road, between Freeport Boulevard and the Light Rail Station, and along 24th Street from Meadowview Road to Florin Road, including:  
- Replacing rolled curb with vertical curbs.  
- Constructing a 7-foot wide (minimum) raised median along the length of Meadowview Road.  
- Installing a 3.5-foot concrete masonry wall along the property line where homes front Meadowview Road/24th Street.  
- Gateway monuments/community markers at major intersections.  
- Enhanced paving, accent treatments at corners of Meadowview road and 24th Street.  
- Enhanced pavement treatments at 24th Street/Meadowview Road intersection.  
- New crosswalks with enhanced paving in locations near the 24th St Bypass open space area and Manuel Silva Little League. |
Meadowview Road - Context and Blueprint Opportunities

Meadowview Road currently is a four-lane arterial that begins at the interchange with Interstate 5 and continues in an easterly direction until it crosses over the Light Rail tracks and becomes Mack Road. Right-of-way widths vary between 75 feet and 135 feet, changing to accommodate turn lanes and bus turnouts. The typical roadway cross-section for Meadowview road involves two travel lanes in each direction separated by a striped median. The roadway includes Class II bike lanes, a rolled curb and an attached 4.5-foot sidewalk. The south side of the Meadowview Road also includes an 18-inch planting strip.

The existing development form in the community along Meadowview Road is predominately older single-family suburban with concentrations of apartments located on 24th Street and Meadowview Road. As with many second ring suburban areas, this area had been declining and losing services and home to many lower income families. To help revitalize this area and improve needed services to the area, the City has invested in public facilities, implemented many elements of the Meadowview Urban Design Plan, and adopted transit-oriented development plans. Over the last decade, light rail was extended to the area and new commercial development along Meadowview Road and Freeport Boulevard includes Home Depot, Staples, IHOP, Starbucks, and other new restaurants and stores. Also located in this area are public offices including the City Service Center on Meadowview Road, which contains the city’s solid waste service facility, and the Sam Pannell Meadowview Community Center, which provides meeting space and recreation for the neighborhood as well as the South Sacramento population with patrons arriving primarily by car and shuttle bus. Streetscape improvements will enhance the walkability to and from the RT station and the community center, and help promote continued transit-oriented development at the light rail station.

24th Street – Context and Blueprint Opportunities

24th Street is a four lane road with two travel lanes in each direction, Class II bike lanes, rolled curbs and an attached 4.5-foot sidewalks. Where it does not have a median, 24th Street includes the provision of left-turn lanes at selected intersections. The right-of-way for this roadway segment is defined by the outer edge of the sidewalk leaving little or no room for landscaping or other streetscape improvements.

The General Plan largely categorizes areas along 24th Street as low density residential, medium density residential and community/neighborhood commercial and office occurring near the intersection Meadowview and Florin Roads. Land uses along 24th Street are mixed. The 24th Street Bypass open area is planned by the city for use as a low-intensity park. Immediately to the south of the bypass is the Martin Luther King Jr. Public Library, a church and school. Other land uses along the corridor, to the south, include an older single family detached residential neighborhood, a newer single family detached residential neighborhood, an apartment complex, a retail convenience store and undeveloped lands. The new crosswalks, pavement treatments, and gateway monuments along 24th Street will improve and
encourage pedestrian access to these established neighborhood destinations. Finally, 24th Street is planned to extend south from its existing terminus to Cosumnes River Boulevard, which is currently under construction.
Transit lines – Context and Blueprint Opportunities

Regional Transit (RT)'s Blue Line light rail tracks run parallel to the Union Pacific railroad tracks through the area with stations located at Florin Road and Meadowview Road. These stations include park-and-ride and bus transfer facilities and are also in a state of transition as adjacent land is being developed and redeveloped into transit centers that include a mix of residential, retail, and employment uses. In February 2009 the Sacramento City Council accepted the Meadowview Road Station Area Transit Oriented Development Concept and Guidelines. The Development Program and Concept Plan for the Meadowview Station area followed goals and objectives that were set by the community and the elected representatives serving this area along with the City’s Smart Growth Principles. In the spirit of SACOG Blueprint principles, these goals and objectives include:

1. Support land use, transportation management, infrastructure and environmental planning programs that reduce vehicle emissions and improve air quality;

2. Provide a variety of transportation choices for people to bike, walk, take transit or drive;

3. Promote distinctive, attractive communities with a strong sense of place; and

4. Promote mixed-use development and city centers.

The Meadowview Station is surrounded by stable single-family residential neighborhoods to the east, west, and south, including a large neighborhood of mobile homes east of the Sacramento RT light rail alignment. The station area therefore has a large existing residential population. There is also substantial vacant land between the RT station and the neighborhoods to the west with potential for transit-supportive development. More than one-third of the residential population in the station area is under the age of 18; 82% of all households within one-quarter mile of the station are family households, whereas 63% of households on the South Line corridor are family households. New streetscape improvements on Meadowview Road and 24th Street will enhance the station area and continue to incentivize development of vacant parcels around the RT station.

At the Meadowview Station, the LRT platform, bus facility and surface parking occupy roughly 16 acres of RT-owned land at this station. There are four vacant acres north of the station, some of which have been used for a storm water detention basin; also in RT ownership. The Meadowview Station currently provides 600 parking spaces for LRT users of which roughly 400 are utilized regularly. It is presently the terminal station of the South Line attracting over 5,000 users on an "average day". RT anticipates joint development on their surplus parking to encourage transit-oriented development. Extension of the light rail line further to the south to Cosumnes River College is scheduled to break down shortly. Hampton Station by Woodside Homes was the latest housing development in the area. Since their main entrance is off of Meadowview Road, any enhancements to the corridor will help to promote the single-family housing of this development.
Fulfilling the Blueprint

One of the adopted Blueprint Principles is to provide "Transportation Choices." The concept is to provide the infrastructure and services necessary that allow people to choose to travel in a variety of ways and not only in a single-occupant car. Providing streetscape enhancements along Meadowview Road makes for a more appealing bicyclist and pedestrian experience thereby encouraging even those with cars to consider making at least a portion of their trips by foot or bike. An unadorned corridor presents a harsh and uninteresting environment through which people will want to travel as quickly as possible. In this scenario, the only bicyclists and pedestrians will be those with limited access to a car. The streetscape improvements would connect directly to the corridor and future Meadowview Station Area. Streetscape improvements to Meadowview Road and 24th Street will continue to incentivize development of vacant lots along these roads by offering multi-modal transportation choices.

![Meadowview Road Station Area - Development Model](image)

Providing streetscape enhancements along Meadowview Road makes for a more appealing bicyclist and pedestrian experience thereby encouraging even those with cars to consider making at least a portion of their trips by foot or bike to the light rail station.

PROJECT SCOPE OF WORK

The project will construct the following features within existing public right of way to enhance the aesthetics and safety along the Meadowview Road, between Freeport Boulevard and the Light Rail Station, a length of approximately 2.0 miles; and along 24th Street from Meadowview Road to Florin Road a length of approximately 1.0 mile.

In General:
- Replacing rolled curb with a vertical curb.
- Constructing a seven-foot wide (minimum) raised median along the length of Meadowview Road. The minimum width of median is seven feet fitting within the existing center turn lane, as needed additional ROW will be acquired to widen sidewalks.
- Installing a 3.5-foot concrete masonry wall along the property line on the north side of the street where homes have direct frontage to Meadowview Road. Walls will be placed so as not
to impede sight lines. Sight lines will be checked according to applicable AASHTO and city standards.

- Maintaining minimum 11-foot vehicular travel lanes.
- Gateway monuments at major intersections: Freeport, 24th Street, and 24th Street bypass.

**Intersection of Meadowview and Freeport Boulevard**

- Corner identity treatments with archways are planned for each side of the street framed by background plantings of large deciduous and evergreen trees.

**Intersection of Meadowview and 24th Street**

- Proposed intersection design treatments include enhanced paving with a Meadowview logo embedded in the center of the street, accent treatments on all four corners, community gateways on two of those corners and community markers within the median.

![Intersection of 24th Street and Meadowview Road](image)

**24th Street**

- A community gateway monument at the 24th Street Bypass open space area.
- Community corners at either end of the 24th Street Bypass open space area.
- New crosswalks with enhanced paving in several locations to the 24th Street Bypass open space area and Manuel Silva Little League.
- A new 3.5 foot concrete masonry wall where homes front on 24th Street.
24th Street Manuel Silva Little League and Steve Jones Park

24th Street Bypass Open Space Area, Park and Vacant Lots
Responses to some specific questions raised by the SACOG/Caltrans Review Team:

Comment 3: The Team requests that the city consider whether a 7 foot median could be decreased and the width of the sidewalk increased.

   Answer: Narrowing the center median does not necessarily provide width for sidewalks. In the case of a median, typically the width is set by the minimum width of a turn lane (10 feet). However, in response to the concern of sidewalk width, the project will include ROW acquisition to achieve wider sidewalks.

Comment 4: Please indicate whether or not the city has other dedicated sources of funding.

   Answer: The city has no other dedicated sources of funding for this project.

Comment 5: The Team has concern that the 3.5 foot high masonry wall on the back edge of a four foot sidewalk will create potential line of sight issues.

   Answer: Walls will be placed so as not to impede sight lines. Sight lines will be checked according to applicable AASHTO and city standards.

Comment 6: Please address how your agency will have the funds available to maintain landscape improvements:

   Answer: While funding for landscape maintenance can be limited, funds in the Citywide Lighting & Landscaping District will continue to increase as property values rise. In addition, the city recently passed voter approved measures to increase funds for city services. The landscaping will be drought tolerant and the final construction plans will be reviewed by maintenance services to ensure any landscaping meets standards and is maintainable in perpetuity.
PROJECT STATUS AND SCHEDULE

Environmental Clearance: The proposed project is consistent with improvements envisioned in the City of Sacramento 2030 General Plan EIR. Any additional documentation necessary under CEQA guidelines will be completed by the end of 2014. If federal funding is provided, a Categorical Exclusion (CE) is anticipated. No organized opposition to this project is known.

Project Design: The project is in planning, if awarded pre-construction funding then completion of environmental documentation and construction drawings is expected by the end of 2015.

Right of Way Acquisition: Acquisition of right of way is needed for this project for corner accent treatments and monument signage. Right of way will also be required to widen the intersection to provide wider sidewalks along some segments.

Schedule: The preliminary engineering and final design phase of the project is expected to be completed by Fall of 2015 and the project could begin construction (if funded) in the Spring of 2016.

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## Project Budget Summary - Table #2

Project Name: Meadowview Road Streetscape

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MEADOWVIEW ROAD STATION AREA
TRANSIT ORIENTED DEVELOPMENT (TOD)
CONCEPT AND GUIDELINES

CITY OF SACRAMENTO
Department of Transportation
Accepted February 17, 2009
PURPOSE

At the Meadowview light rail transit station (Meadowview Station), there is a tremendous opportunity to provide quality development which is oriented towards and compatible with the Sacramento Regional Transit (RT) system. Figure 1 illustrates the general location of the Meadowview Station. It is the goal of the city of Sacramento to have this area develop in a transit oriented development (TOD) - friendly manner. Achieving this goal will provide mixed-use housing opportunities for a variety of citizens while improving the opportunities to use rail transit for trip-making – thus providing travel options to new residents, while reducing greenhouse gas emissions and travel in the region, as well as reducing traffic congestion in the immediate area.

This document should not be construed as a Specific Plan for the area and the information and concepts presented herein have not been environmentally cleared through the California Environmental Quality Act (CEQA). This document does provide both general and specific guidance and direction to future development of the area that will help achieve the goal of the city. Should future development generally follow the guidelines contained herein, it is anticipated that the development review process will recognize this consistency and thus will be less complex and time consuming to achieve – when compared to an alternate development strategy which does not work towards the achievement of the city’s goal. Saving time for future development implementation is a key purpose of this document. The other key purpose is to develop a set of guidelines for the Meadowview Station that will help guide transit-oriented development at that location.

It should be noted that the concepts presented herein reflect an increased densification of the Florin Road Station area, as well as the introduction of key themes into the development approach. Alternative concepts also exist (including most importantly a greater densification than proposed herein) which could also meet the city’s goals. Nothing in this document should be construed as either restricting nor discouraging increased density above the levels proposed herein, should the market dictate. However, options that 

**TOD Plan**

**Meadowview Station Area**
BACKGROUND

It is the intent of the city of Sacramento in producing this document to provide the development community with a general guide for developing the Florin Road Station area in a manner consistent with TOD-friendly principles, while being responsive to the community and decision-maker’s vision at the time of the study completion. Translating the concepts from this document into a market-responsive development at the Florin Road Station will become a tremendous accomplishment with regional benefits in Sacramento.

GENERAL THEMES FOR THE MEADOWVIEW ROAD STATION AREA

This document consists of six distinct, but interconnected, sections. The sections are:

- Background ~ provides an overview of the station area and the development objectives to achieve and for which this Concept and Guidelines has been prepared;
- Development Framework ~ the land use, transportation and parks components are presented as guidance;
- An Illustrative Plan ~ Describes how the land use, transportation and parks “fit” into one design concept;
- The Development Program ~ Describes in greater detail the various land uses recommended as guidance, as well as illustrative examples; and
- The Design Guidelines ~ Presents the various “design principles” and architectural concepts that are most important to fulfill the intent of the TOD concept for the Florin Road Station Area.
- A Zoning Table which provides a comparison of the categories of land use that are recommended in the Plan with the City of Sacramento’s current zoning code. As the General Plan 2030 is being developed, there maybe some modifications to the existing Zoning Ordinance, that may change these designations in this Zoning Table and would need to be updated herein.

The following key general themes or concepts for the Meadowview Road Station area work together to achieve the desired goal of a TOD-friendly development. The key themes are:

- **Forward Looking**
  The Meadowview Station Concept Plan acknowledges and builds upon the land use opportunities created by the extension of the South Line LRT to Cosumnes River College. Following this extension, access to the Meadowview Station will shift from predominantly park and ride to pedestrian and shuttle access.

- **Transformative**
  The development concept/program relates to the communities and land uses that surround the station site. The plan includes retail space appropriately sized for a community supermarket, which was a need established in early meetings with the community. The market is proposed at street level, with some or all of its parking above, and the option of relatively high density residential units.

- **Pedestrian Friendly**
  The neighborhood is structured into a pedestrian-friendly design with low-traffic and parking either curbside or behind residential development screened from the street. Relatively small blocks and interior streets make for safe and well-used sidewalks.

- **Open Space**
  Open and activated space is an integral feature with the inclusion of mini-parks and plazas, green/sustainable streets and other small public spaces ~ including green rooftops. The
open space plan for the Meadowview Station is connected directly to the parks approved for the Hampton Station development and creates a substantial band of open space between Station Drive and the neighborhoods to the west.

- **Integrated**
The concept acknowledges and is integrated with the entitled Hampton Station development to the north, including Station Drive. A new north-south street will parallel Tisdale Way and will provide a second access to the Meadowview Station area.

- **Flexibility**
Area-specific intensities are flexible so long as the overall development yields remain constant in order to maintain the integrity of the infrastructure estimates provided.

Achieving a TOD-friendly development in a manner consistent with the long-term vision of the community and the city of Sacramento and this plan is the ultimate goal.

**THE MEADOWVIEW ROAD STATION TODAY**

The Meadowview Station is surrounded by stable single-family residential neighborhoods to the east, west and south, including a large neighborhood of mobile homes east of the Sacramento Regional Transit (RT) rail alignment. The station area therefore has a large existing residential population. There is also substantial vacant land between the RT station and the neighborhoods to the west. More than one-third of the residential population in the station area is under the age of 18; 82% of all households within one-quarter mile of the station are family households, whereas 63% of households on the South Line corridor are family households. The income level of families in the neighborhoods around the Meadowview Station is higher than most of the neighborhoods adjacent to the other stations along the South Line.

The station area is under-served by major retail outlets and services. This deficiency is greatest for grocery stores currently — and resolving this deficiency was a common theme in responses from residents to the community survey conducted as part of this project. According to the economic study conducted for the Transit for Livable Communities (TLC) project, and updated and revised for this TOD plan, the area is also job deficient.

The Meadowview Community is served by the Pannell Community Center, which provides meeting space and recreation for the neighborhood as well as the South Sacramento population with patrons arriving primarily by car and shuttle bus. While a significant asset to the community, the Pannell Center does not eliminate the need for park space, tot-lots and facilities for seniors and other residents that are within walking distance of their Meadowview Station neighborhood homes.

The LRT station platform, bus facility and surface parking occupy roughly 16 acres of RT-owned land at this station. There are four vacant acres north of the station, some of which have been used for a storm water detention basin; also in RT ownership. The Meadowview Station currently provides 600 parking spaces for LRT users. It is presently the terminal station of the South Line, and about 400 spaces are occupied on an average day attracting over 5,000 users on an "average day".

The 2002 Transit for Livable Communities (TLC) plan proposed 1,230 new dwelling units at the Meadowview Station. Substantial increases in transit boardings were predicated upon this substantial increase in the number of homes within walking distance from the station. The TLC plans proposed loft housing over major retail southwest of the transit station and community retail and offices on Meadowview Road west of Tisdale.
BACKGROUND

The land to the northwest of the RT property is being developed as a small lot single family development called Hampton Station, which will add 155 new families to the Meadowview Station area. Hampton Station is an indication that there is a market for residential development in the station area. The Hampton Station development plan has been incorporated into the Meadowview TOD concept, including its proposed parks and open spaces along with the internal streets that link the development to Meadowview Road.

Figure 2 Existing Land Use
**Key Plan Features**

- Civic uses to southwest of station
- Residential and open space to north of station
- Employment uses centered around station

**Identified Market Opportunities**

- Neighborhood Retail
- Public/Civic

**PLACE'S Indicators**

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**Percent Change in Rail Boardings from Existing Conditions in Corridor:**

- Total Plan Construction Value: $143,000,000
- Total RT-Owned Acres: 20

Figure 3 TLC Summary Plan
Meadowview Road is a major four-lane east-west arterial with an average daily traffic (ADT) volume in excess of 35,000 vehicles per day. The principal points of access to the plan area from the south (Meadowview Road) is at Tisdale Way and Station Drive. No access is provided from the east as the RT mainline and UPRR mainline serve as a barrier. From the west, the principal access is provided from Loma Verde Way (on the north), Trentwood Way and Ellwood Way. From the north, access is limited to the Hampton Station development roadways (i.e., Station Drive).
LAND USE CONCEPT

RT Property

The program for development of the 20 acres of RT owned land primarily dedicated to the following land uses:

- Approximately four (4) acres at the station are proposed to be re-developed with mixed-use development integrated with a proposed RT parking structure that would replace up to 400 of the 600 surface parking spaces utilized today (based upon the existing peak utilization figures). This number of spaces could be reduced as the station transitions from a “terminal station” to a “line station” with the South Corridor extension.
- Civic or retail uses for the community at the foot of the parking structure.
- Residential and commercial uses would be developed immediately adjacent to and/or over the station/parking.
- Open spaces/greenways that connect the various neighborhoods by direct, non-motorized pathways to the Station area.
- The existing bus intermodal connection (bus/rail transfer), supplemented by kiss & ride spaces in the immediate vicinity of the station. These spaces could eventually be combined with the structured parking proposed for the retail center at the Meadowview Station further enhancing the “shared-use” nature of the parking, while encouraging transit ridership and reducing overall traffic volumes at the project site.

Contiguous Properties

On the properties not owned by RT but within 1/4 mile of the station, the proposed development programmatic content is similar in the sense of mixed-use retail and residential. While the parcels are largely vacant today, future development will need to be sensitive of the need to blend into the surrounding neighborhoods. Station Drive, the access street to the Hampton Station development, has been incorporated into the proposed TOD plan, reflecting the fact that there are prior entitlements that will ultimately be used to develop the area west of RT’s property.

Open Space

The plan features an extension of the larger park which is being developed as part of the Hampton Station development to the north. The parks are situated at the north end of this new TOD neighborhood and are large enough to accommodate small soccer fields, playgrounds and passive recreation.

The Greenway

The parks are connected to the rest of the community by a ‘greenway’ six hundred and fifty feet long and approximately 50 feet wide. The greenway has park-like landscape features, decorative paving and pedestrian lighting and is envisioned as a recreational/access facility for ped and bikes connecting parks, residences and neighborhoods within the Concept Plan area. As this green, pedestrian street crosses the central east-west axis of the RT station, a pedestrian plaza marks the event, and a similar pedestrian environment extends in both directions, toward the civic or commercial base of the structure nearest the RT station, as well as toward the western neighborhoods along 32nd Street. Maintenance of these “Greenways” should fall to the developer of the project through a PUD or other form of landscaping funding mechanism.

Neighborhood and Community Retail/Commercial
DEVELOPMENT FRAMEWORK

The Concept Plan identifies a site on Meadowview Road, east of Tisdale Way that would accommodate a variety of commercial retail opportunities. This site is large enough to accommodate up to 70,000 square feet of retail, which would accommodate substantial supermarket at-grade, with structured parking above it, and (potentially) a green roof capping the structure. The small-retail program would be smaller as there could be some community serving uses or offices included as well as residential at-grade or above the commercial development. These retail components are a major aspect of the land use concept, responsive both to community wishes and to finding the right programmatic mix for a highly pedestrian-oriented TOD development.

NEIGHBORHOODS AND SUB-NEIGHBORHOODS

The character of the community around the Meadowview station should be shaped by a number of interactive factors. These factors should be taken into account as the development plans are considered and refined and some the market is more precisely defined. The issues affecting the plan include:

- Proximity to RT station
- Access to parks and open space both existing and planned
- Proximity to Meadowview Road
- Contiguity to surrounding neighborhoods
- Desirable residential density
- Anticipated household size and family types

There are two unique attributes of the planned Meadowview area that also have specific impacts on the potential to shape neighborhoods. The first is the Hampton Station development at the north end of the station area that will provide 155 single family residential units and a substantial amount of public park area. The second is the community serving market that was planned as a result of community feedback. These elements have been given significant consideration. In the case of the Hampton Station, the location of the park and the access road have been taken as givens, and built into the plan. The market has been located north of Meadowview Road, and southwest of the RT station to make it visible and accessible, and to avoid routing traffic through the new residential environment.

As the largest single land holding in the plan area, RT will eventually seek a developer for its property. Market conditions at the time of development as well as RT's specific development objectives will have considerable effect on the ultimate intensity of development and the mix of uses. This Concept Plan will serve as guidance to that process.

Of course it is not possible to predict the nature of the neighborhoods that will be developed. The map and the corresponding subneighborhoods described below are an attempt to show how the factors described above might come to fruition.

Active Family Medium Density Residential (Map Key: C, E, and F)

This area should be a welcoming environment for families with children because of the relatively easy access to the planned parks to the north along the proposed 'greenway' that forms the central feature of the area.

Platform Adjacent Mixed Use (Map Key: B and D)

Transit oriented and ideal for the kind of households that occupy loft housing. This area will be ideal for people who work at home or use transit daily for their daily commute. Both the station
Figure 8 Neighborhoods and Sub neighborhoods
June 29, 2013

Greg Chew
Community Design Funding Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: Pre-Submittal Letter for the Community Design Grant Program – Meadowview Boulevard Streetscape Project between Freeport Boulevard and the Light Rail Transit Station – Environmental and Final Design

Dear Mr. Chew:

On behalf of the City of Sacramento, we want to thank you for the opportunity to submit a pre-submittal letter for the Sacramento Area Council of Governments Sixth Round of the Community Design Grant Program. The City of Sacramento is providing the requested information to receive approval to submit a Community Design Grant Application for the Meadowview Urban design plan.

The City of Sacramento would like to submit a conventional Community Design Grant proposal to fund the design of the final phase of the Meadowview Urban design plan. The final phase would continue the vision created by several first phase improvements that have been constructed over the past ten years.

Already through various local funding sources and public-private partnerships, landscape medians have been constructed between Freeport Boulevard and Amherst Street, accessibility improvements have been installed around the existing light rail station, and the wood slat fences which were in poor condition have been replaced with a decorative masonry wall on the south side of Meadowview Road. The elements proposed to be funded as part of this funding round are a new concrete masonry wall in front of homes that front Meadowview Road and 24th Street, new crosswalks and pavement treatments along the corridors, landscape medians, replacing rolled curb with vertical curb, and the design of community gateway identity monuments.
SACOG Community Design Application Pre-Submittal Letter
Meadowview Boulevard Streetscape Improvements
Page 2

Sponsoring Jurisdiction: City of Sacramento
Name of Project: Meadowview Boulevard Streetscape
Project Category: Category 1: Conventional, pre-construction
Total Cost of Project: $500,000
Local Match: $57,350 (Source: Local transportation funds)
Community Design Grant Requested: $442,650

PROJECT OUTCOMES
The proposed project will promote the ongoing revitalization and beautification of the Meadowview community. A key feature of this plan is the community imagery system, that is, an array of design treatments that together address the issue of community identity, and design continuity. This project will build on past improvements and complete the final elements of the plan. Together with the past improvements, the proposed scope of work once completed would improve the aesthetics and safety of the corridors.

PROJECT SCOPE OF WORK
If awarded, Community Design grant funds will be used to help achieve the following:

Meadowview Road
- Replace the rolled curb with a vertical curb.
- Constructing a 7-foot wide raised median along the length of Meadowview Road.
- Replacing the existing sidewalk with a 4-foot sidewalk.
- Installing a 3.5-foot concrete masonry wall along the property line on the north side of the street where homes have direct frontage to Meadowview Road.
- Developing 4-foot wide (minimum) planted zones on each side of the street. Where space allows, the minimum dimension should be increased and used along the south side of the street.

24th Street
- A major community gateway at the 24th Street Bypass Open Space Area.
- Enhanced pavement treatment at its intersection with Meadowview Road.
- New crosswalks with enhanced paving in several locations to the 24th Street Bypass Open Space Area and Manuel Silva Little League.
- A new 3.5-foot concrete masonry wall where homes front on 24th Street.
PROJECT STATUS AND SCHEDULE

Environmental Clearance: Proposed project is consistent with improvements envisioned as part of the Meadowview Urban Design Plan. Plans and technical studies would be done to complete the environmental documentation by 2014.

Project Design: Funds would be used to complete the environmental documentation and final design.

Right of Way Acquisition: No acquisition of right of way is anticipated for this project. During design plan development specific ROW boundaries will be noted and there may be minor acquisition necessary to monuments and or fences.

Schedule: The preliminary and final design phase of the project expected by December of 2014 and the earliest the project would begin construction is summer of 2015.

The preparation of preliminary design, completion of final design and environmental clearance would be funded by SACOG.

ASSOCIATED DEVELOPMENT

The abundance of undeveloped and open space lands along Meadowview Road provides an opportunity for incorporation of an expanded streetscape in new development plans. Significant vacant and open space lands occur at the intersections of Meadowview Road and Freeport Boulevard (south side), at Amherst, and at 24th Streets. Other significant vacant and open space parcels occur between Red Willow and Henrietta Streets, and adjacent to the light rail station. The land next to the light rail station is of particular importance as planned mixed use development activities could provide a significant urban design statement for the community. Since the completion of the Urban Design Plan, private development has funded the improvements at the intersection of Freeport Boulevard extending to Amherst Drive, and near the light rail station adjacent to a mixed use high-density community. In addition, local transportation funds have constructed the six foot masonry sound wall on the south side of Meadowview Road.

The abundance of undeveloped and open space lands along 24th Street provides further opportunity for the incorporation of an expanded streetscape in development plans. Key parcels include the area planned of the 24th Street Bypass Open Space Area, the vacant lot next to the Martin Luther King Jr... Library, lands associated with the Manuel Silva Little League, the proposed detention facility next to Buena Park and the parcels at the intersection of Meadowview Road.
PROMOTION OF BLUEPRINT PRINCIPLES

The proposed project promotes the Blueprint Project principles in the following ways:

Transportation Choices – This project will provide a physical separation of vehicles travelling in opposite directions; provide safer pedestrian/bicycle crossings; provide a safer mid-block vehicular ingress/egress movement and add an aesthetically pleasing greenscape element to the roadway.

Housing Diversity/Choices – This project will facilitate further mixed use redevelopment and encourage private investment along the corridor and surrounding neighborhood consistent with the adopted vision for the Meadowview Urban Design Plan.

Mixed Land Uses - The improvements will provide better access to the Light Rail station and associated mixed use development.

Use of Existing Assets – The Meadowview Urban Design plan will utilize the existing right-of-way to transform the two-way left turn lane in the median of a four-lane arterial to an aesthetically pleasing greenscape element, provide a physical separation of vehicles travelling in opposite directions and a safer pedestrian/bicycle crossings. The mini-wall will provide sound attenuation and a separation for homes fronting these major arterial roads, and transforming the rolled curb to a vertical curb will make the sidewalks more pedestrian friendly.

Quality Design – The proposed project is the final implementation for the Meadowview Road Urban Design plan. After community workshops and ten years of implementation, this project would complete the beautification of the corridor.

I am trained in managing federal aid eligible projects and have reviewed and approved the contents of this pre-submittal letter. If you have any questions, or would like to discuss this project in further detail, please find my contact information below:

Lucinda Willcox  
Program Manager  
City of Sacramento  
915 I Street, Room 2000  
Sacramento CA, 95814  
(916) 808-5052  
L.Willcox@cityofsacramento.org

We look forward to working with you on this important and exciting project.
SACOG Community Design Application Pre-Submittal Letter
Meadowview Boulevard Streetscape Improvements
Page 5

Sincerely,

[Signature]

Jacinda Willcox,

c: Nicholas Theocharides
Jesse Gothan

Attachments
MEADOWVIEW CONCEPTUAL PLAN

Conceptual Plan Legend:
- Community Gateway
- Community Identity Monument
- Community Corner
- Enriched Paving
- New crosswalk
- New mini wall
- New masonry wall
- Expanded streetscape opportunity
24th Street

The major constraint facing the beautification of 24th Street is the lack of right of way available for landscape improvements. The replacement of the rolled curb with a vertical curb will free up some land for improvements; installing a 4-foot sidewalk will also help create space. This being said, where the existing right of way is roughly 65 feet, there may not be enough space to provide for landscape improvements with the possible exception of building a small theme wall at the property boundary.

Urban design treatments proposed for 24th Street are depicted in Figure 35 and include:

- A major community gateway at the 24th Street Bypass Open Space Area.
- Community corners (Figure 28) at either end of the 24th Street Bypass Open Space Area.
- Corner accent treatments (Figure 29) in the 24th Street Bypass Open Space Area.
- Enhanced pavement treatments at its intersection with Meadowview Road.
- New crosswalks with enhanced paving in several locations to the 24th Street Bypass Open Space Area and Manuel Silva Little League.
- Expanded definition of streetscape to include areas of opportunity (i.e. undeveloped lots, new developments, publicly-owned lands).
- A new 3.5-foot concrete masonry wall where homes front on 24th Street.
August 5, 2013

Lucinda Willcox  
Program Manager  
City of Sacramento  
915 I Street, Room 2000  
Sacramento, CA 95814

Re: Meadowview Road Streetscape Projects (Freeport Blvd to Light Rail Station)

Dear Ms. Willcox:

Thanks for providing us with the city of Sacramento’s pre-submittal letter for initial review for the Meadowview Road Streetscape Projects (Freeport Blvd to Light Rail Station) as a potential candidate for Category 1 of the Community Design Funding Program. The main purpose of the pre-submittal letter is for the SACOG/Caltrans Review Team to help determine if your potential project is eligible for federal-aid funding through the Community Design Funding Program. Secondarily, it provides SACOG Review Team (comprised of SACOG and Caltrans staff) the opportunity to provide feedback on how well the proposed project fits the objectives of the program and what information it will look for in the application.

The SACOG/Caltrans Review Team has completed a review of your project, and the following are its comments:

1. The Team understands that your project would continue improvements along the Meadowview corridor consistent with the Meadowview Urban Design Plan. This project would construct a new masonry wall in front of homes at the corner of 24th and Meadowview Road, new crosswalks and pavement treatments along the corridor, landscape medians, vertical curbs and the design of a community gateway monument.

2. The intent of the Community Design Program is to promote implementation of the Blueprint principles, and not necessarily to replace deficient existing infrastructure just because it is needed. Your application will need to provide narrative information how these proposed improvements fit in with promoting those principles. For instance, does the Meadowview plan call for greater use of infill areas, transit, walking, etc. If so, how does this project meet those objectives? Are there associated plans for private or public investment to come into the area to help revitalize it if these improvements are made?
3. The Team requests that the city consider whether a 7 foot median could be decreased and increase the width of the sidewalks beyond the minimum. The Community Design Program provides funding for only projects that have “over and above” improvements, meaning jurisdictions must go beyond what is already a required city standard. In most places, ADA requires a four foot sidewalk minimum width. If this is consistent for the city, then either the 4 foot sidewalks would have to be widened for the proposal or this element would need to be eliminated from the application.

4. For the portion of the project that seeks funding for preliminary and final design, the applicant is required to provide an estimate on the construction cost in the application. If funded, the project must apply for the Community Design Program at the next funding round when the design work has been completed, unless the applicant has other sources of funding for construction. Please indicate whether or not the city has other dedicated sources.

5. The Team has concern that the 3.5 foot high masonry wall on the back edge of a 4 foot sidewalk will create potential line of sight issues. Please discuss this in your application in more detail.

6. Landscape maintenance funding is extremely limited in most jurisdictions. Please address how your agency will have the funds available to maintain landscape improvements. Your project contains landscaping improvements that can be funded with RSTP or TAP. Given the issues noted in item #9 below about these funds, please address how your agency would respond to a situation where no federal funds are available for landscaping.

7. The Team believes that this project is fundamentally federal aid eligible. You may submit an application for this project. It will most likely qualify for CMAQ, RSTP or TAP funds. Please be aware that the funding source in the fiscal year that you request may not be available. This may mean a later programming year or somehow advancing the project.

The following notes are sent to all applicants:

8. If you choose to apply for Community Design Program funding and your project is recommended for funding by the Community Design Evaluation Committee (the first of two review committees), you will be contacted to schedule at least one week in advance for a working meeting with the SACOG/Caltrans Review Committee on Wednesday, September 11th. Prior to the meeting, SACOG will ask you to submit a draft of a scope of work, schedule and detailed cost estimate and submit it by September 10. We do not expect these documents to be complete, but enough of it so that we may discuss it during the working meeting on Sept 11. After the meeting, then we’ll ask you to make revisions to those documents per the discussion in the interview. SACOG and your organization would need to agree upon the final version of those three documents by September 20.

9. Historically the Community Design Program was funded with STIP-TE and CMAQ funds with a very small amount of RSTP funds. Due to the uncertainties surrounding the
implementation of the TA Program (the replacement of TE in MAP-21), more of the program funding will likely be needed from RSTP. However RSTP is a high demand fund type because that is the preferred fund type for most road projects. SACOG will need to prioritize the needs of RSTP between the SACOG funding programs. The order in which your project is ranked will be the order that SACOG will match funding types to projects. If the correct fund type is not available for your project, SACOG staff will need to either delay your project or may need to recommend not programming your project.

10. Project sponsors may be required to calculate the emissions benefits of your project. SACOG will ask you to perform this requirement only if and when there is a realistic possibility that your project may receive Congestion Mitigation and Air Quality (CMAQ) program funding. For a project to spend CMAQ, it must show that it reduces emissions of certain types of pollutants.

11. Likewise, if the project is recommended for funding by the Community Design Evaluation Committee, and there is a realistic possibility that the project might receive Transportation Alternative Program (TAP) funding, then you may be asked to do two tasks. First, you may be asked to fill out an eligibility application for review. Secondly, there is a law that requires that SACOG give priority to TAP-eligible projects that partner with or employ the Sacramento Regional Conservation Corps (916) 386-8394 or the California Conservation Corps (916) 341-3129. During the interview on September 11, the Review Team will discuss how this issue may be addressed.

Based on the comments above, the Team believes that this project is mostly or entirely federal aid eligible as proposed. Please keep in mind that if the project that you apply for substantively changes from what you have written in your pre-submittal letter, you may need to re-send a new pre-submittal letter for SACOG review. Because of Ms. Willcox’s qualifications (the city’s proposed federal aid manager) in managing federal-aid funding, SACOG will defer to her if and when a new letter is warranted. Also, if your jurisdiction decides to apply for the Community Design funding during this round, please include a copy of your pre-submittal letter and this response in your application.

If you have any questions about SACOG’s response, please feel free to contact me at (916) 340-6227.

Sincerely,

[Signature]

Gregory R. Chew
SACOG Community Design Program Manager