



MEADOWVIEW URBAN DESIGN PLAN

Administrative Draft - July 2003



Stantec



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INTRODUCTION

INTRODUCTION

The Meadowview Urban Design Plan (MUDP) establishes a framework for the beautification and safety of specific areas of Meadowview Road and 24th Street (Figure 4). The plan was developed based upon an extensive analysis of inherent opportunities / constraints, direction by the community through a series of public workshops and discussions with the various City departments. This framework is meant to be implemented over time either as the City develops new public improvement projects or through the efforts of developers on lands adjacent to either Meadowview Road or 24th Street. The plan encourages joint public-private partnerships as a means of implementing beautification concepts.

HISTORY

The Meadowview community evolved relatively quickly from a rural and pastoral environment in the mid-1950s to a thriving suburban extension of South Sacramento during the 1960s. Meadowview is still largely a residential community. The original subdivisions developed in its creation make up a majority of the current housing stock, with new multi-family housing projects being constructed in openings along Meadowview Road.

Increasingly the community has become the focus of new development activities, best represented by the design and construction of the Samuel C. Pannell Meadowview Community Center. Key seed projects have included the new Home Depot at the intersection of Meadowview and Freeport Boulevard, and a new light rail station, both of which have provided impetus for additional development activities.

COMMUNITY INVOLVEMENT

From the onset, the directive from the City was that this was to be the community's plan. A series of three public workshops were held at the Samuel C. Pannell Meadowview Community Center on December 5th of 2002, January 13th and March 13th, 2003. All three workshops were well attended.

Workshop One reviewed existing conditions, discussed opportunities / constraints, and identified issues that the community wanted to see addressed. Foremost among those issues were the fence along the south side of Meadowview, pedestrian safety and the desire for landscaped medians. Other issues discussed included the width and safety of existing bike lanes, lighting, and the desire to add banners or some form of community identification to the neighborhood. Workshop One provided participants with a photographic montage illustrating the way other communities have addressed similar issues.



Figure 1 / Meadowview street plan 1954 (top) and 1966 (bottom).

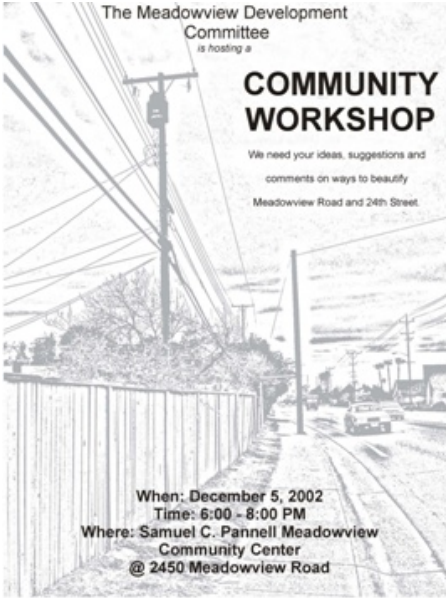


Figure 2 / Three workshops were held over a period of four months.

Workshop Two reviewed possible solutions to issues raised in Workshop One. Streetscape variations for both Meadowview Road and 24th Street were presented and discussed. Landscape treatments for open space areas, intersections and other hardscape elements were also reviewed and discussed. Workshop Two introduced the 'meadows concept' as a primary theme for community beautification. This concept reflects the historical properties of the area.

As a result of the workshops the following recommendations were made:

- g replacement of existing rolled curbs with vertical curbs
- g replacement of the wood fence along Meadowview Road with a masonry wall
- g addition of a median to Meadowview Road
- g a community awareness / signage program



Figure 3 / Meadowview residents at the first workshop, 12/5/2002.

Draft urban design plans for both Meadowview Road and 24th Street were developed for review and presented to the community at Workshop Three. These plans included detailed designs for a community identity program, prototypical streetscape and open space treatments. Plans were also prepared and discussed for the creation of a park (24th Street Bypass Open Area / Bypass Park) as an extension of prototypical intersection and entry designs. For the most part, participants agreed with the proposed urban design framework, but wanted to ensure that the location of median breaks, the security and durability of the wall along the south side of Meadowview Road, and pedestrian safety issues be addressed in the final plan. Each of the three community workshops included a Powerpoint presentation and those presentations are included as an Appendix to this document.

E X I S T I N G
C H A R A C T E R &
C O N D I T I O N S

EXISTING CONDITIONS & CHARACTER

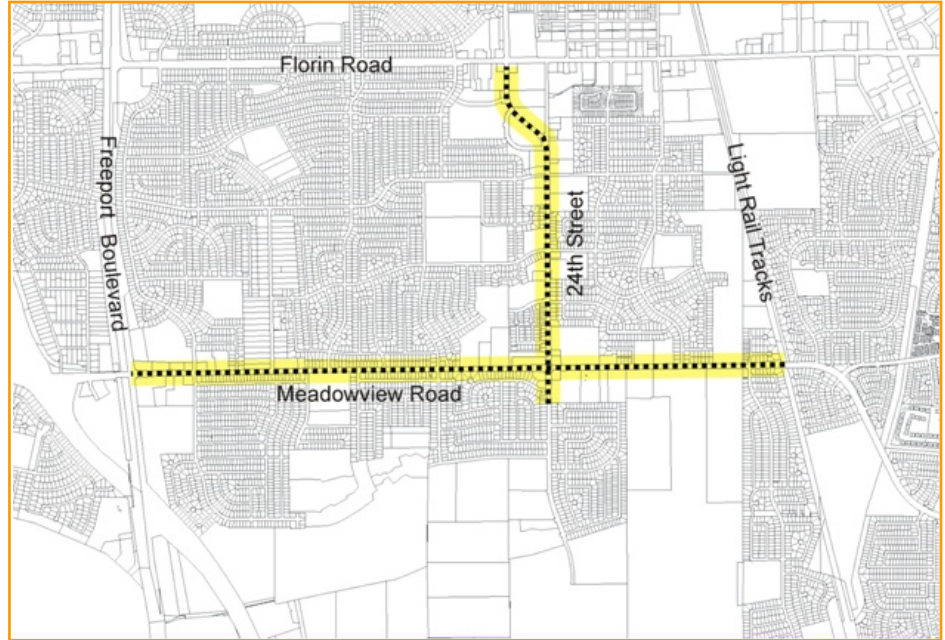


Figure 4 / Project Limits

PROJECT LIMITS

This project includes a section of 24th Street just south of Florin Road to just south of Meadowview Road; and Meadowview Road from Freeport Boulevard east to the light rail line (see Figure 4). Project areas include all those lands within the right of way, as well as recommendations for adjacent parcels, where applicable and appropriate.

Existing conditions were inventoried through a review of available published data, original field research, and discussions with public officials, members of the community and City staff.

The following analysis describes existing conditions of the two primary corridors, Meadowview Road and 24th Street.



Figure 5 / Existing General Plan

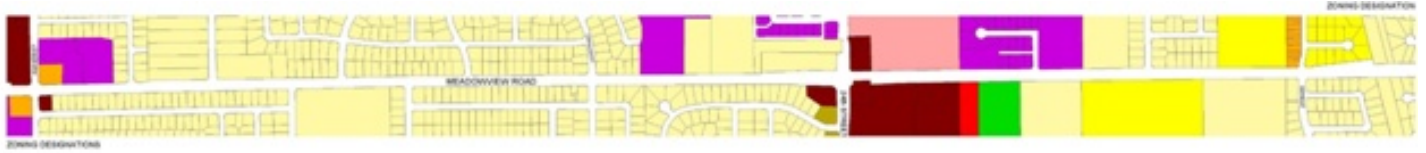


Figure 6 / Existing Zoning

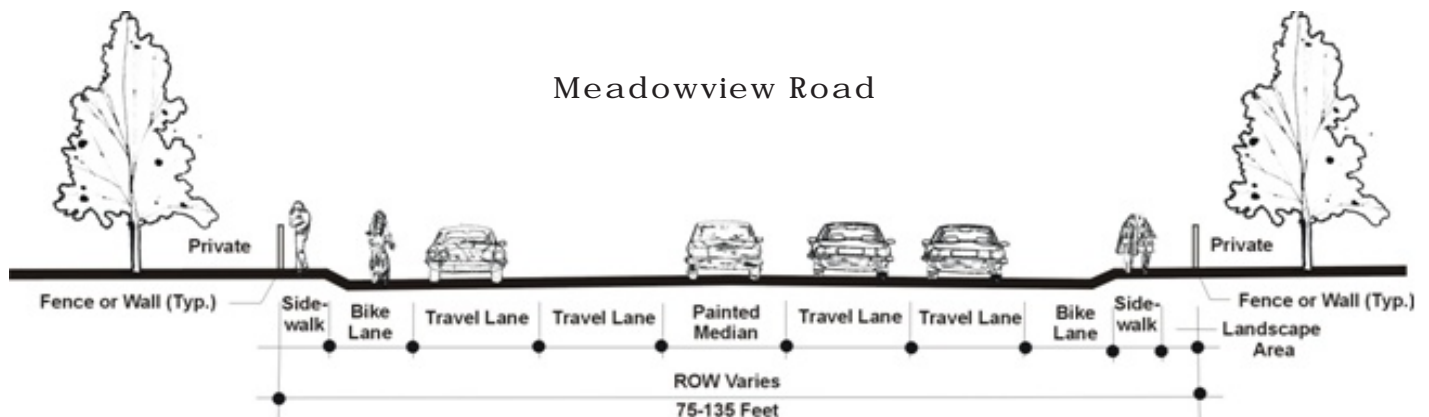
MEADOWVIEW ROAD

Meadowview Road is a 4-lane arterial that begins at the interchange with Interstate 5 and continues in a westerly direction until it crosses over the light rail tracks and changes into 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 involves 2 travel lanes in each direction separated by a stripped median. Shoulders include Class II bike lanes, a rolled curb and an attached 4.5-foot sidewalk. The south side of Meadowview Road also includes an 18-inch planting strip.

Fences, low walls and open space abut the sidewalk on the north and the planting strip on the south. South of this fence line is a 15-foot public utility easement (PUE) over private land. Homes fronting on Meadowview along its northern edge have direct driveway access to the street.

The General Plan (Figure 5) categorizes the areas dissected by Meadowview Road as low density residential west of 24th Street, and medium density residential to public/quasi-public east of 24th Street. Exceptions to this occur at major intersections where there are concentrations of commercial/office zoning.

Figure 7 / (Existing) Typical Meadowview Road Street Section



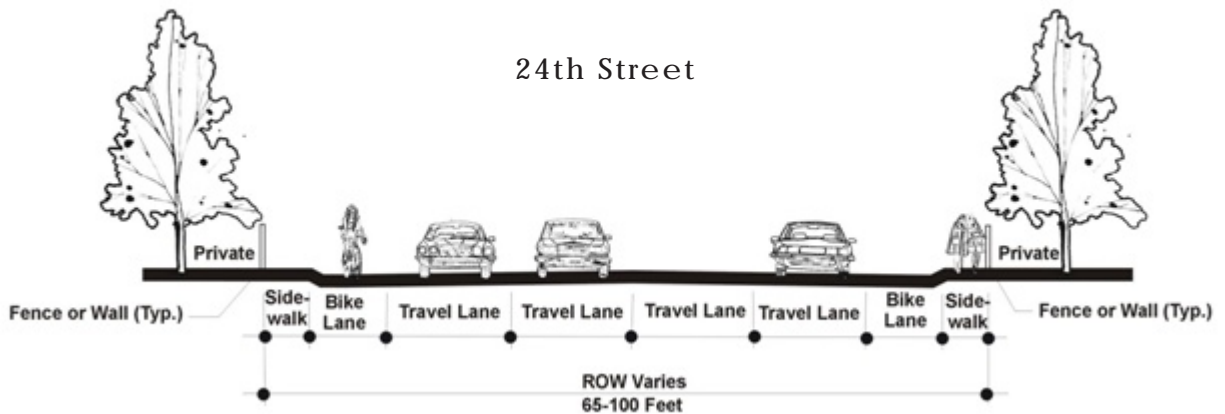


Figure 8 / (Existing) Typical 24th Street Section

Zoning categories (Figure 6) implement, for the most part, General Plan designations with the exception of public land uses east of 24th Street along the south side of Meadowview Road, and the light rail station. In addition, planned residential land uses associated with Buena Vista Park occur on commercially zoned land.

Figure 9 / 24th Street Existing General Plan (left) and Existing Zoning (right)



Meadowview Road supports a variety of land uses. The area between Interstate 5 and Amherst Road is predominately commercial focusing around a new shopping center anchored by home improvement and office supply stores. The intersection of Amherst with Meadowview consists of older retail uses on the northeast and southwest corners, a proposed fast food outlet taking up a portion of the northwest corner and a vacant lot on the southwest corner. Limited streetscape improvements (detached sidewalk, expanded landscape parkways) have been made as part of the new retail center, as well as part of the new fast food outlet.

24th Street

24th Street is a four lane road with 2 travel lanes in each direction, Class II bike lanes, rolled curbs and attached 4.5-foot sidewalks. 24th Street does not have a median but does include 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. A small stretch of the road along the eastern edge also allows for limited on-street parking. Older homes fronting on 24th Street have direct driveway access to the street.

The General Plan largely categorizes areas along 24th Street as *low density residential* with medium density residential and



Figure 10 / Existing Transit Stops and Signals along Meadowview Avenue (above) and 24th Street (below).



community / neighborhood commercial and office occurring near intersections with Meadowview and Florin Roads. The Samuel C. Pannell Meadowview Community Center lies in a Special Planning District.

Zoning categories along 24th Street implement, for the most part, associated General Plan designations. Planned implementation activities differing from what are shown include open space and park activities planned for the 24th Street Bypass open space, and the detention facilities associated with Buena Vista Park.

Land uses along 24th Street are mixed. The northerly section of the road traverses undeveloped land planned by the City for use as a passive park. Immediately south of this 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. Near future development activities include the renovation of the ball fields associated with Willow Rancho and the construction of a joint-use detention basin just to the east of the proposed Huston Estates project.

Transit Lines

The Sacramento Regional Transit District provides bus service to the Meadowview community with transit stops located on both Meadowview Road and 24th Street (FIGURES 9 and 10). Route 5 provides service along Meadowview Road through Land Park to the Downtown area. Route 64 provides service along 24th Street through Curtis Park to the Downtown area. Both routes connect with the existing light rail lines that are in the process of expanding south into the Meadowview community. Existing bus stops vary in design and function from simple benches to fully covered stops with signage and route descriptions.

Signalized Intersections

There are traffic signals on Meadowview Road at Freeport Boulevard, Amherst Street, 21st Street, 24th Street, Gables Court, 29th Avenue and Detroit Boulevard. On 24th Street there are signals at the intersections of 68th Avenue, Matson Drive and Meadowview Road.

Pedestrian Crosswalks

Meadowview Road has pedestrian crossing at: Freeport Boulevard; Amherst Street; 21st Street; 24th Street; 29th Street and Detroit Boulevard.

On 24th Street there are pedestrian crosswalks at: Martin Luther King Jr. Library; 68th Street; Matson Drive; and Meadowview Road.

All new pedestrian crosswalks will be subject to design and implementation criteria contained in the City of Sacramento Pedestrian Safety Guidelines.

Turning Movements

Meadowview Road has a painted median allowing, for the most part, right or left turning movements along the entire stretch of roadway. Dedicated left turn lanes occur between Freeport Boulevard and Amherst; at Amherst Street; at 21st Street, at Tamoshanter Way, at 24th Street, at Coral Gables Court, at 29th Avenue and at Detroit Boulevard.

There are a minimum of turning lanes on 24th Street. Dedicated left turn lanes occur at 68th Avenue, Matson Drive and Meadowview Road. Dedicated right turn lanes also occur at the intersection of 24th Street and Meadowview Roads.

Bike lanes

Both Meadowview Road and 24th Street have Class II bike lanes. Although meeting the criteria established for this classification, the condition of the lane *appears* substandard (pavement crack, undulations etc.). Bike lanes within the community are part of the overall City biking system as depicted in Figure 11.

Figure 11 / Meadowview Bike Network



OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES & CONSTRAINTS

MEADOWVIEW ROAD

Urban design opportunities and constraints associated with Meadowview Road are depicted in Figure 11.

Streetscape improvements for the most part are limited to expanded parkways along curb attached sidewalks. Opportunities, however, do exist for the development of expanded streetscape elements. Across from the light rail station is a residential neighborhood that backs onto the street, similar in character to those found to the west between Amherst and 24th.



Figure 12 / Fence Along South Side of Meadowview Road

The intersection of Meadowview and 24th Street represents the crossroads of the community. Anchored by the Samuel C. Pannell Meadowview Community Center, this intersection provides several significant opportunities for community enhancement due to the vacant status of adjoining lands.

Substantial streetscape enhancement opportunities occur to the east of 24th Street along the south side of Meadowview Road associated with existing public land uses as redevelopment activities occur. Since these lands are owned or leased by governmental agencies at the state and local level, public improvement enhances are easier to implement. This is also true of construction activities associated with the light rail station and planned mixed-use development opportunities directly to the west.

Major Entries ñ Meadowview has a significant opportunity to provide major community entries at both Freeport Boulevard and the light rail station.

Median ñ This approximately 11 foot wide lane provides an opportunity for a raised landscaped median. Using the area for a median also frees up land for other streetscape needs such as landscaped parkways.



Figure 13 / Vacant Lands Along 24th Street

Vacant Lands ñ The abundance of undeveloped and open space lands along Meadowview Road provides an opportunity for the incorporation of an expanded streetscape in new or redevelopment plans. Significant vacant and open space lands occur at the intersections of Meadowview Road with Freeport Boulevard (south side), Amherst and 24th Streets. Other significant vacant and open space parcels occur between Red Willow and Henrietta Streets, to the vicinity of the planned Buena Vista Park project 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.

New Development Proposals ñ Several sites along Meadowview



Figure 19 / 24th Street Bypass Open Space

Road are currently in the process of being reviewed by the City. Plans and policies contained within this Urban Design Plan can be readily implemented during the entitlement and permit review process associated with each of these projects.

Public Lands ñ Many of the sites along Meadowview Road are under public ownership and as such, are more likely to incorporate planned policies and designs than privately held projects and parcels.

24th STREET

Urban design opportunities and constraints associated with 24th Street are depicted in Figure 18.

Major Entries ñ 24th Street has a significant opportunity to provide a major entry statement into the community within the confines of 24th Street Bypass Open Space.

Vacant Lands ñ The abundance of undeveloped and open space lands along 24th Street provides an opportunity for the incorporation of an expanded streetscape in new or redevelopment plans. Key parcels include the area planned for Bypass Park, the vacant lot next to the Martin Luther King Jr. Library, lands associated with Willow Rancho, the proposed detention facility next to Houston Estates and the parcels at the intersection of Meadowview Road.

Fence ñ The fence on the south side of Meadowview road is made of wood and in need of repair. Over time, portions of the fence have been destroyed and rebuilt by property owners resulting in a less than desirable community image. Many residents also expressed a safety concern from vehicles ending up in the rear yard of homes. Some residents have also built illegal gates from their rear yard to Meadowview Road as an alternate access point for the storage of boats and other recreational vehicles. *The fence has been identified as the number one urban design issue facing the community.*

Curb Cuts ñ Segments of Meadowview Road have homes with direct driveway access. Sections of 24th Street have homes fronting on the street with direct driveway access. Not only does this have the potential to impede traffic flow as cars back out of the driveways (causing them to slow down and create a hazardous condition), cars parked out over the sidewalk can impede pedestrian movement. The lack of on-street parking for these homes also spurs homeowners to allow cars to block the sidewalk.

Limited Right of Way - Most of the dedicated right of way within Meadowview Road is taken up by vehicular travel lanes. The little that remains is used primarily for sidewalks. As a result, there is very little area left over for landscaping and



Figure 20 / Opportunities and Constraints - 24th Street

URBAN DESIGN PLAN

URBAN DESIGN PLAN

Meadowview began as a semi-rural area with an abundance of open meadow like areas, hence the name. Members of the community spoke of this early heritage during the course of the Workshops, in stark contrast to conditions found today. As the community grew over time and became more urbanized, major streets required additional traffic capacity and lanes were added. As lanes were added, on-street parking was either restricted or eliminated. Later bike lanes were added. All of these modifications resulted in what is today a highly constrained right of way, leaving little room for conventional landscape improvements, or an uncomplicated community beautification program.

The Meadowview Urban Design Plan (MUDP) re-introduces the meadows concept to the community. The concept is to recreate Meadowview's identity by taking advantage of the abundance of vacant, open space and underutilized lands along its major transportation corridors. Typically, streetscape improvements are confined within the designated right of way, however the abundance of open space and underutilized land in this area provides a unique opportunity to expand the streetscape beyond the typical street section.



Figure 19 / Flowering Plants in a Meadow Setting

Specific design elements and associated programs associated with the Meadowview Urban Design Plan are discussed below and illustrated in the following figures. One of the key elements of the Meadowview Urban Design Plan is the development of a community imagery system as the primary design thread of the meadow / expanded streetscape concept.

COMMUNITY IMAGERY

Community imagery is an important component of neighborhood urban design. It can be used to create a sense of place by establishing thresholds and borders; define features; and convey names—all of which help to give life to a community's character and geography, and unify disharmonious features.

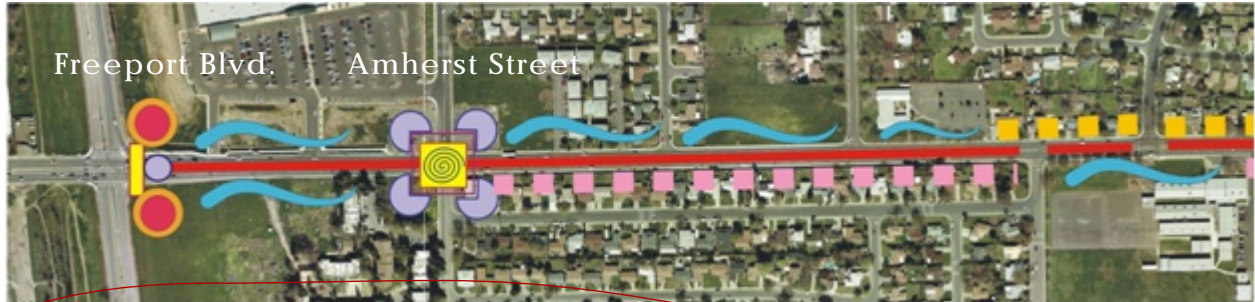


Figure 20 / Example of Community Signage in Median

A key feature of this plan is the community imagery system, that is, an array of design treatments that together address the need for community identity, and design continuity. The Meadowview Urban Design Plan imagery system consists of modifiable design components (gateways and monuments, identity markers, plant palette) complemented by specific design strategies for areas of opportunity (street corners and accents, walls, expanded streetscape, and open areas). A conceptual plan showing components and design strategies along Meadowview Road is shown in Figure 21.

As discussed in the Community Involvement section, three design variations of the community imagery system were

Figure 21 / Urban Design Conceptual Plan - Meadowview Road



LEGEND:

- | | | | | | | | | | |
|---|---------------------------------------|---|------------------------------------|---|---------------------------------------|--|------------------------------|---|------------------------|
|  | CORNER IDENTITY TREATMENT WITH PORTAL |  | CORNER ACCENT ELEMENT WITH MARKERS |  | NEW CROSSWALK |  | NEW RAISED LANDSCAPED MEDIAN |  | NEW MINI WALL OR FENCE |
|  | COMMUNITY IDENTITY ELEMENT IN MEDIAN |  | ENRICHED PAVEMENT |  | EXPANDED STREETSCAPE OPPORTUNITY AREA |  | NEW CONCRETE MASONRY WALL | | |

developed and reviewed during Workshop Three. Feedback suggested that features of the iTraditional Residentiali system depicted in Figures 22 through 24 were preferred by residents for Meadowview Road.

DESIGN COMPONENTS

Community Gateways & Monuments

An important element of community identity is an appreciation of the passage from one neighborhood or community into

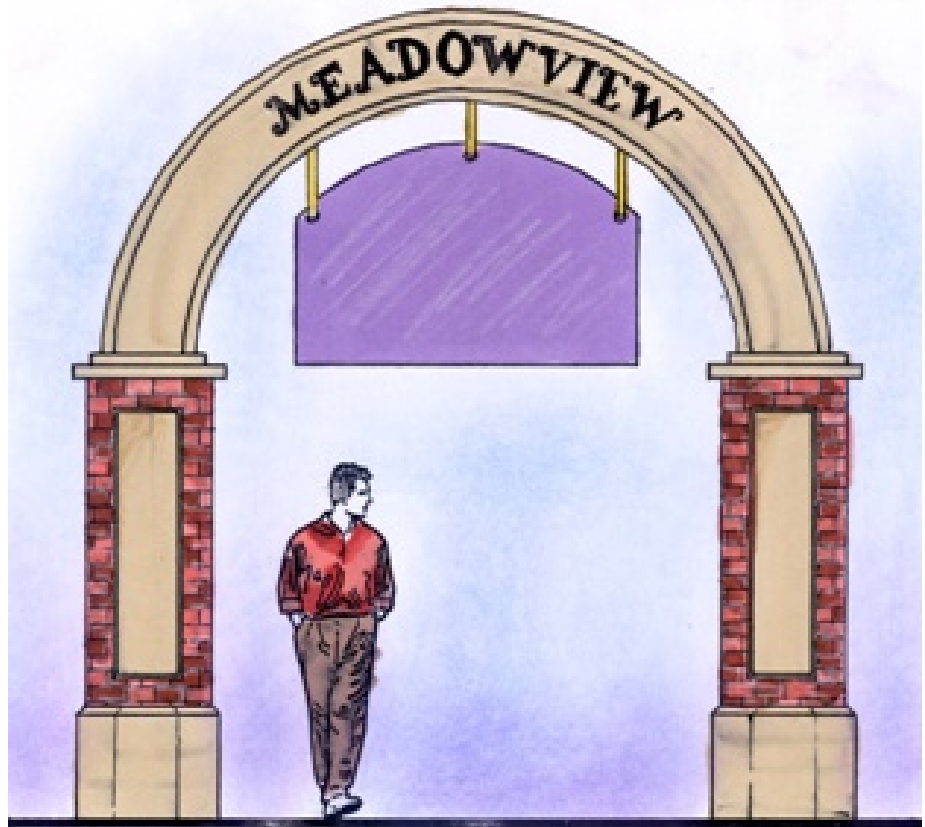


Figure 22 / Community Gateway

another—that is, its boundaries. In this plan, entry into Meadowview is marked by an eye-catching archway—conspicuous enough to be appreciated by pedestrians, and highly visible to the motorist. The gateway is made from pre-cast concrete segments with brick veneer and a concrete insert, see below. Banners may be hung under the arch to identify upcoming community events. Gateways are also integral elements of community corners (Figure 26).

Community identification monuments are singular pilasters intended to complement gateways and provide an additional entry element. Placed within the median, these monuments are of a similar scale and design to the archway, but topped

Figure 23 / Community Identity Monument

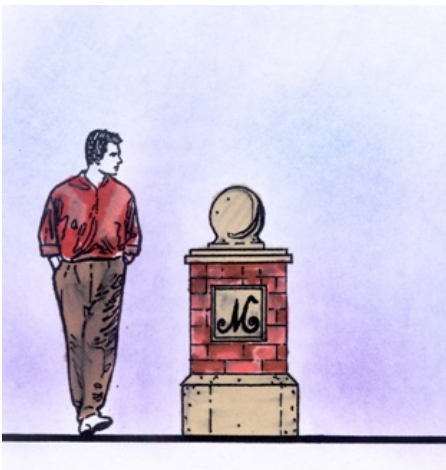


Figure 24 / Community Identity Marker

off with a finial and cap. "Meadowview" is inscribed on the concrete insert, see Figure 23.

Identity Markers

Continuity is another important aspect of community identity and is achieved in the Meadowview Plan in three ways. First is the use of a uniform style throughout the design elements, as shown here in the "Traditional Residential" style. This is reinforced through the use of two design strategies: identity markers, and a consistently applied planting palette (Figure 24). Markers occur at all intersections just outside of the area where the two sidewalks typically meet, and in semi-circular bands associated with (street) corner accent treatments.

Plant Palette

The plant materials used throughout the Meadowview Urban Design Plan should reinforce the overall concept of creating



Figure 25 / Drifts of native wildflowers create a meadowlike feeling.

a meadow-like environment. Natural meadows typically consist of expanses or bands of low lying grasses and ground covers interspersed within patches of trees and shrubs.

For example, the two main corridors in Meadowview, Meadowview Road and 24th Street, will become a *ispineî* of trees and shrubs that in turn frame the adjacent vacant and open spaces of grasses and groundcovers. This concept can be applied to either passive recreation or urbanized areas. At major intersections, the movement and feeling associated with a meadow can be reflected in the plantings that are contained within planters and raised beds.

Street trees in the Meadowview Urban Design Plan should be a mixture of evergreen backdrops accented by deciduous trees planted. Those in the median should be planted at intervals of no more than 30 feet, have a broad canopy, and meet the standards and criteria for street tree selection established by the City and where applicable, the Sacramento Municipal Utility District The Tree Index from the Sacramento Urban Forest

Planting outside of roadways will be less structured to facilitate the integration of new and existing plans, and support the meadow concept. Open areas of grass and groundcover can be punctuated by background and understory plantings, and combined with clusters of trees and shrubs. Colorful shrubs should be used as accent plantings in key activity and character zones such as community gateways, and corners (described below), plazas and pedestrian street crossings.

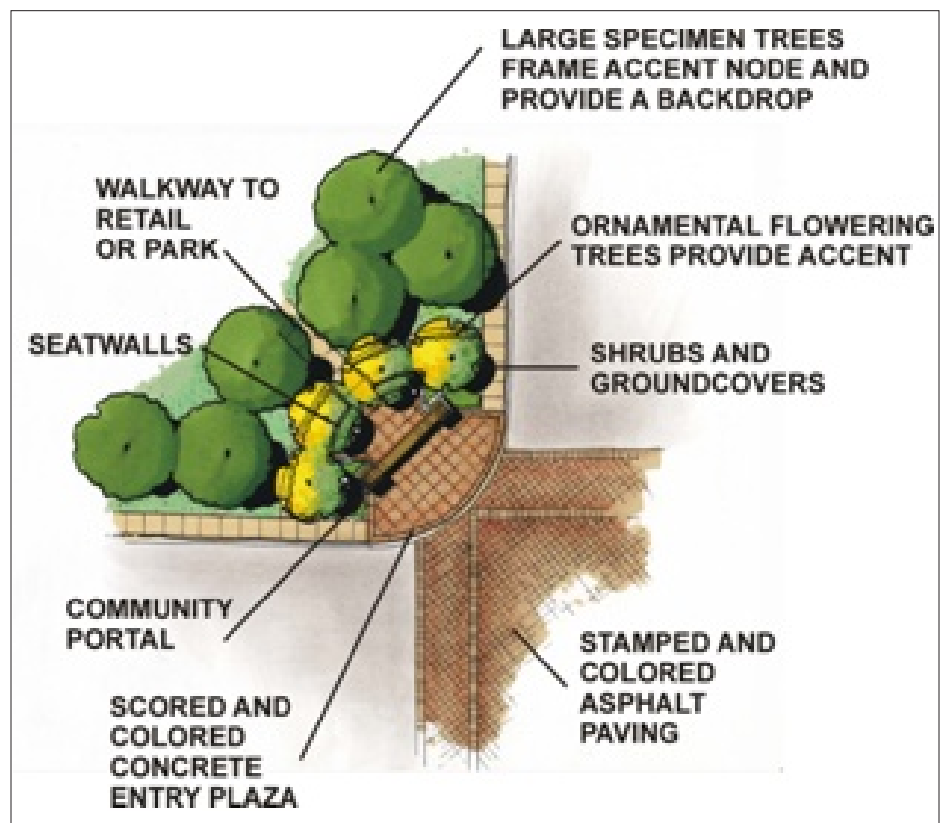
Native shrubs and grasses should be used wherever possible. In cases where clear site lines and visibility is an issue, shrubs should not exceed 3 feet in height. Sidewalks will have a minimum clear width of 4 feet at all locations.

DESIGN STRATEGIES

Community Corners

Community Corners (Figure 26) occur at major entry nodes and are designed to sustain the sense of place established by gateways and monuments as one moves further into Meadowview. The design consists of a small plaza with a gateway arch (Figure 22) and seat walls against a backdrop of flowering trees and shrubs. If the node lies next to a retail or commercial setting, a direct connection can be made via a walkway through the gateway. Large specimen trees should frame the corner treatment, and should be used integrating the Community Corner with adjacent land uses.

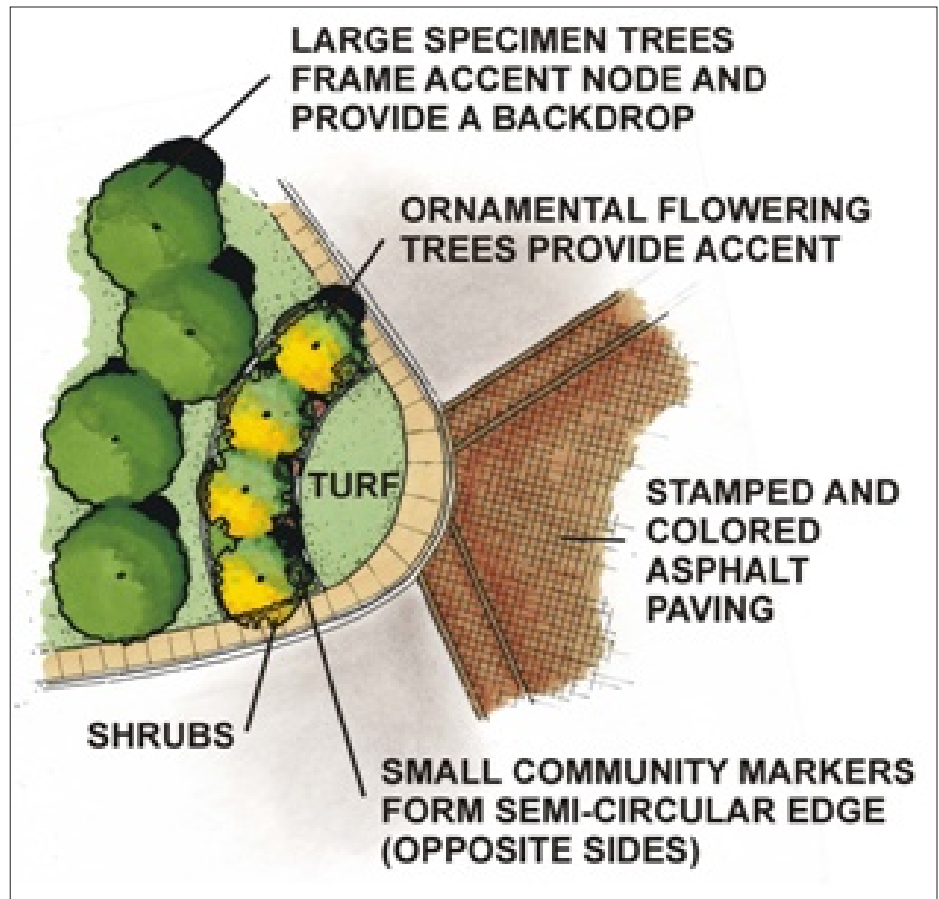
Figure 26 / Community Corner



Corner Accent

Corner Accents (Figure 27) are intended to frame and enhance selected intersections. The design consists of turf, surrounded by a semi-circular band of ornamental plantings, followed by an informal massing of background trees. A series of community markers (see Figure 16) lay along the edge between the turf and ornamental plantings. When the Corner Accent occurs within a more urbanized area, hardscape such as concrete, tile or pavers can be substituted for the turf and a seat or retaining wall may be used to define the extent of the ornamental plantings. The designs for the Community

Figure 27 / Corner Accent Strategy



Corner and Accents have been kept open-ended so that they can be adapted to a variety of circumstances and settings.

Meadowview Wall

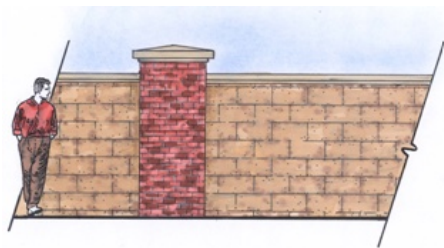


Figure 28 / Meadowview Wall

The fence on the south side of Meadowview Road is planned to be replaced with a concrete block wall. A new wall will not only help beautify the community, but will add to the security of homes along Meadowview Road. The wall, depicted in Figure 10, is made from split face concrete blocks accented by a concrete masonry pilaster with brick veneer, topped by a pre-cast concrete cap.

Construction of the wall alleviates problems currently caused by the existing fence, helps to provide design continuity along the street and acts as a further safety barrier (in addition to the curb) for residents from vehicles, and reduces street noise.

Where there are homes fronting Meadowview Road or 24th Street, the wall will be reduced in height from 6 feet to roughly 3 feet to act as a safety barrier from vehicular traffic associated with each respective roadway. The addition of the wall helps to provide design continuity along the street

and act as a further safety barrier (in addition to the curb) for residents from vehicles.

Expanded Streetscape

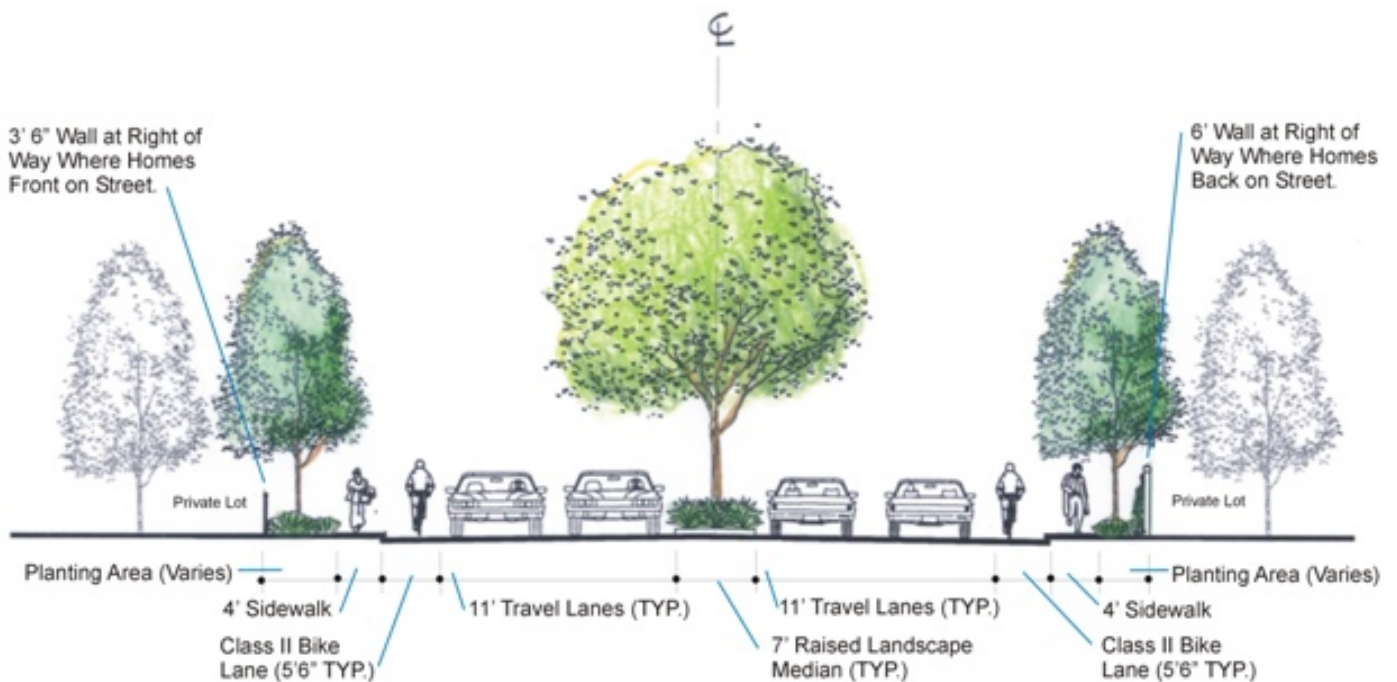
The expanded streetscape concept is a very important part of the urban design strategy for the Meadowview community. Vacant and or undeveloped lands, new development proposals and redevelopment occurring along each corridor allow for the implementation of significant streetscape improvements within the right of way as either part of the proposal, or as conditions of approval.

Again, the expanded streetscape strategy is flexible, and can take the form of plazas or other hardscape elements in more urban settings (retail, office, public etc.) or meandering sidewalks in other areas. The conceptual design for the proposed Bypass Park (Figure 27) is one suggestion of how this strategy would work using the meadow concept for a more passive setting.

Meadowview Road

Meadowview Road has the advantage of having a median strip along its entire length, which gives the city a degree of flexibility in the strategy it chooses to adopt. By turning this area into a raised median, it can free up land for other uses, such as beatification. When combined with the replacement of the rolled curb by a new vertical curb / sidewalk combination, reclaims enough impervious street space for

Figure 29 / (Improved) Meadowview Road Typical Street Section



the creation of a planting strip with space to accommodate small trees, shrubs and groundcovers.

Treatments proposed for Meadowview Road are depicted in Figure 21 and include:

- g Community gateways at its intersection with Freeport Boulevard and the light rail station.
- g Community corners (Figure 26) at its intersection with Freeport Boulevard, 24th Street and the light rail station.
- g Corner accent treatments (Figure 27) at both Amherst and 24th Streets.
- g Enriched pavement treatments at Amherst and 24th Streets.
- g New crosswalks with enriched paving at Freeport Boulevard and the light rail station.
- g Expanded definition of streetscape to include area of opportunity (i.e. undeveloped lots, new developments, publicly-owned lands).
- g New landscaped thematic median extending from Freeport Boulevard to the light rail station.

The preferred alternative Meadowview section voted on by the community during Workshop Two is depicted in Figure 20 and includes:

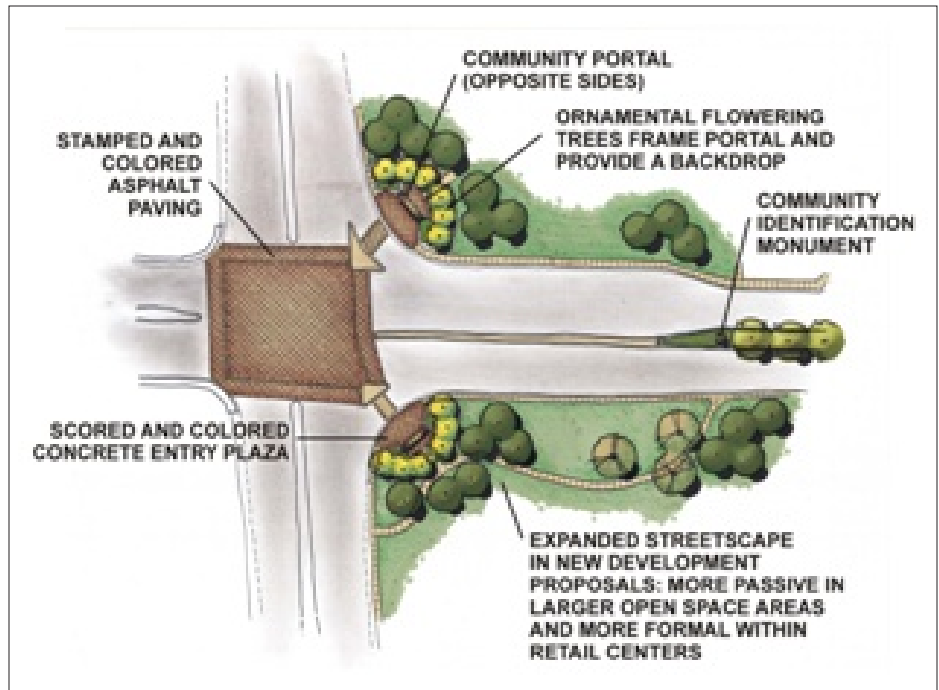
- g Replacing the rolled curb with a 6" vertical curb.
- g Constructing a 7-foot wide (minimum) raised media along the length of Meadowview Road.
- g Replacing the existing sidewalk with a 4-foot sidewalk.
- g Installing a 3.5-foot concrete wall (Figure 28) along the property line on the north side of the street where homes have direct frontage.
- g Installing a 6-foot concrete wall on the south side of the street where homes back to Meadowview Road.
- g Developing 4-foot (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.
- g Maintaining minimum 11-foot travel lanes.

Additional design treatments proposed for Meadowview Road include the following ideas.

Meadowview and Freeport Boulevard

The treatment for the intersection of Meadowview and Freeport Boulevard (Figure 22) is intended to be a transitional between the Meadowview Urban Design Plan and elements proposed in the Freeport Boulevard Master Plan. Corner Identity Treatments with archways are planned for each side of the street framed by background plantings of large deciduous and evergreen trees. An expanded streetscape treatment has been proposed for lands east of the intersection reflecting the retail / commercial land uses to the north and the vacant lands to the south. New development activities associated with any of these adjacent lands need to take

Figure 30 / Meadowview Road and Freeport Boulevard



into consideration.

Meadowview and Amherst Street

The intersection of Meadowview and Amherst Street is considered a minor community "crossroad." Existing land uses include older retail activities on the northwest and southeast corners with vacant lands on the remaining two corners. This intersection lies on the eastern edge of a major retail center. Overall, Meadowview / Amherst lends itself to many redevelopment opportunities.

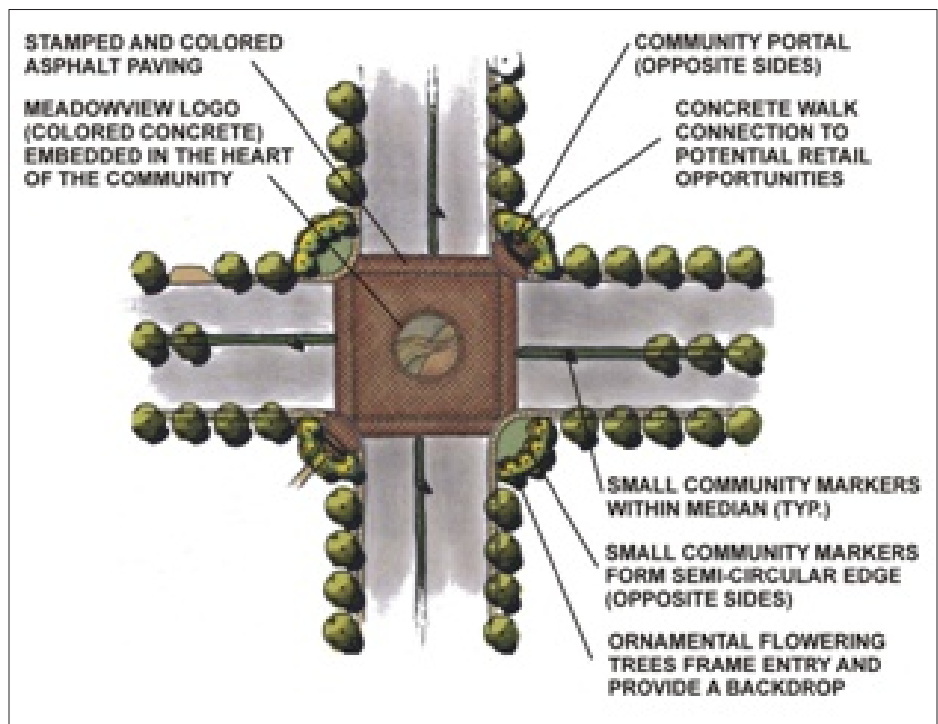
Design plans associated with this intersection reflect its importance as a hub through the incorporation of corner

accent treatments and enriched paving.

Meadowview Road and 24th Street

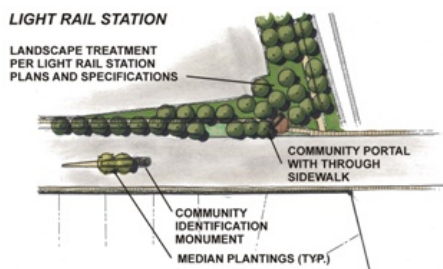
The intersection of Meadowview Road and 24th Street (Figure 23) is the heart of the community. Anchored by the Samuel C. Pannell Meadowview Community Center, the intersection has the potential to be a major activity zone through the development of existing vacant lands on three of the four corners. Proposed intersection design treatments include enriched paving with the 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. It is also the intent of the design to employ the concept of an expanded streetscape for all

Figure 30 / Meadowview Road and 24th Street



new development proposals on adjacent vacant lands brought before the City.

Figure 31 / Meadowview Road and the Light Rail Station



Pedestrian safety is a major concern as people cross Meadowview Road to the Community Center. One concept that the City should further investigate is the introduction of a 'pedestrian safety zone' where some form of traffic control is employed. Stop lights triggered by pedestrians, synchronized with signals, would create safety islands within the median. However this idea needs to be explored further.

Meadowview and the Light Rail Transit Station

The introduction of the light rail station to Meadowview

Figure 32 / Urban Design Concept - 24th Street



represented a tremendous opportunity for the community. Not only does it coincide with a community threshold, it also employs the concept of an expanded streetscape. Planned enhancements to this entry area include the introduction of a community gateway and accent corner.

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 26 and include:

- g A major community gateway at the 24th Street Bypass Open Space.
- g Community corners (Figure 18) at either end of the 24th Street Bypass Open Space.
- g Corner accent treatments (Figure 19) in the 24th Street Bypass Open Space.
- g Enriched pavement treatments at its intersection with Meadowview Road.
- g New crosswalks with enriched paving in several locations to the 24th Street Bypass Open Space and Willow Rancho Road.
- g Expanded definition of streetscape to include areas of opportunity (i.e. undeveloped lots, new developments, publicly-owned lands).
- g A new 3.5-foot concrete wall where homes front on 24th Street.

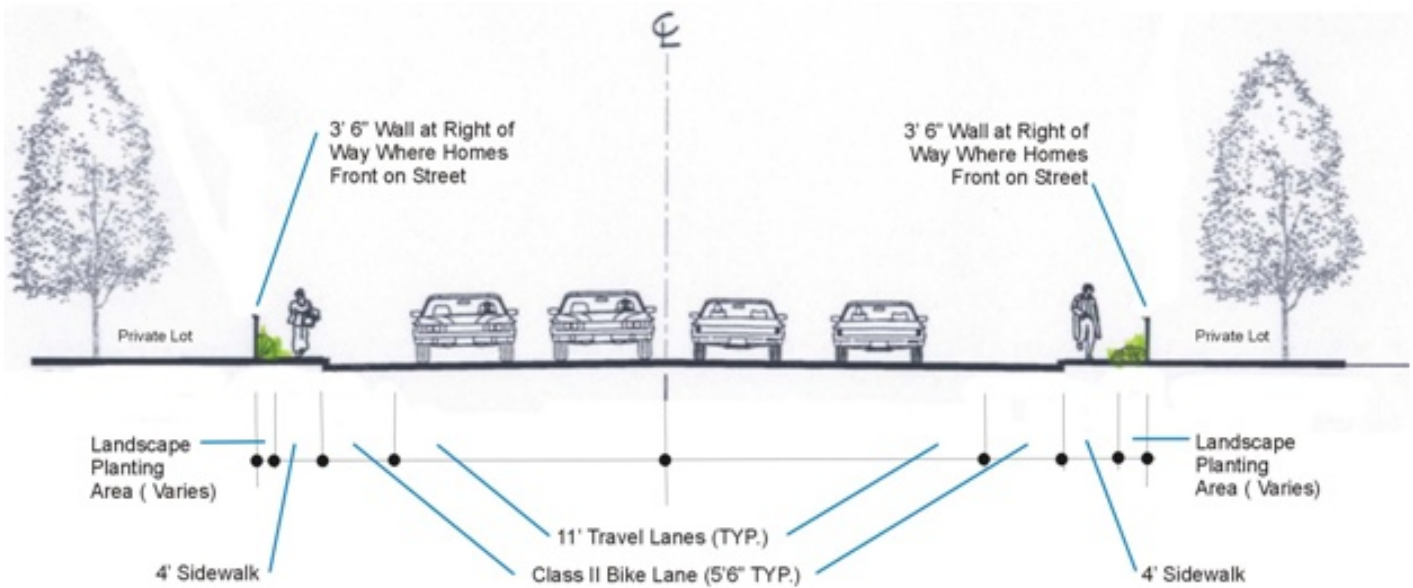


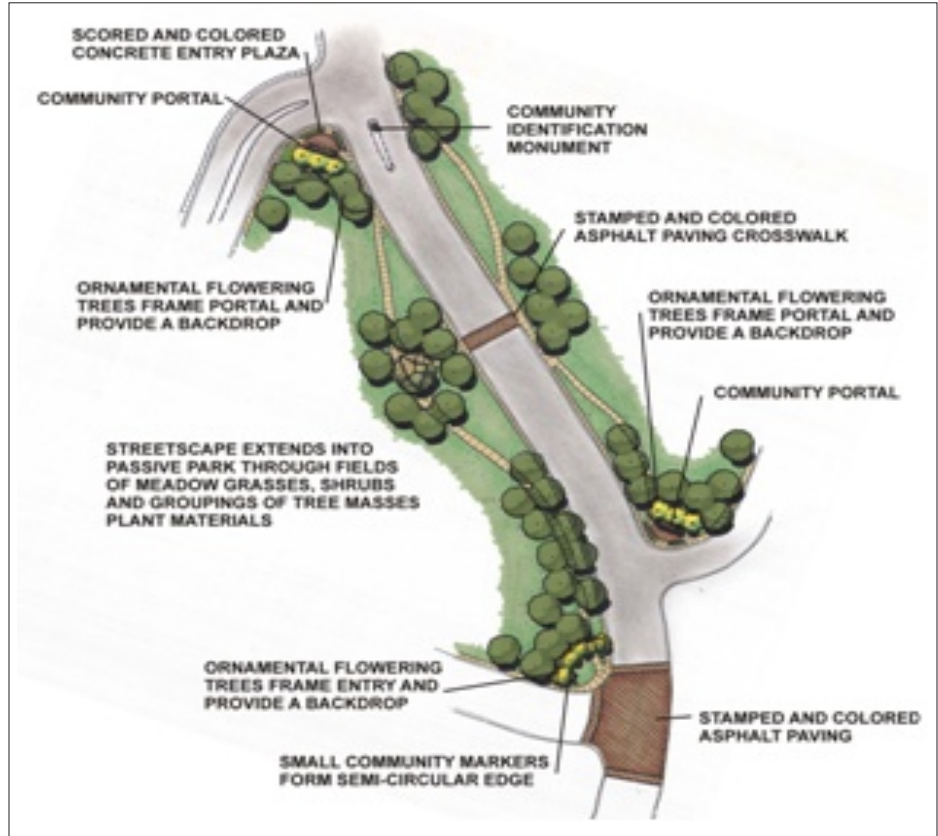
Figure 33 / (Improved) 24th Street
Typical Street Section

Another solution may be to approach homeowners and request a small landscape easement (2-4 feet) be granted to the City. Where the existing right of way is 75 feet or greater (most of the street), the preferred alternative, as voted on by the community in Workshop Two, is depicted in Figure 25. The major components of this solution involve:

- Replacing the rolled curb with a 6" vertical curb.
- Replacing the existing sidewalk with a 4-foot sidewalk.
- Developing a limited planted zone on each side of the street containing shrubs and groundcovers.
- Installing a 3.5-foot concrete wall (Figure x) along the property line.
- Maintaining minimum 11-foot travel lanes.

There exists the possibility that a median could be developed within this section—an attractive solution given the desire on the part of the community for medians. The downside to such a proposal is that the median would not be continuous and might impact traffic flow in the area. In addition, on-street parking currently available for a stretch of the road would likely be eliminated. Such a scenario, if deemed desirable, should be investigated when more detailed survey information is available and traffic engineers can assess potential impacts to traffic flow and levels of service.

Figure 34 / 24th Street Bypass Open Space - Bypass Park



24th Street Bypass Open Space Park

Design treatments for the park include extending the sidewalk beyond the curb in a meandering pattern, with views into the park framed by large trees and shrubs. There would be a community gateway on the north and south ends of the site. In addition, a monument is planned for the raised median at the intersection of 24th Street with the 24th Street Bypass. On the south end of the park there would be an accent corner, with enriched crosswalk and intersection treatments here and in the middle of the park. As the park and the streetscape are intended to become essentially seamless, the overall experience for both the pedestrian and motorist is enhanced.

ADA Compliance

It is important to note that while the Meadowview Urban Design Plan provides design principals, policies, elements and features intended to beautify both Meadowview Road and 24th Street, the specific details regarding accessibility / Title 24 requirements for the handicapped will be developed when individual projects are designed and built. It is the intent of the City to ensure that all applicable ADA and Title 24 regulations are applied in public facilities designs.

IMPLEMENTATION

IMPLEMENTATION

Elements of the Meadowview Urban Design Plan can be implemented over time as public works projects initiated by an agency (e.g., City, County), a district (e.g. water, sewer, dry utility) or a private developer. The design framework contains ideas and concepts that are planned to occur both within and outside of the right of way. In addition, selected elements such as corner accent areas will occur on both private and public lands. Land required to implement the recommendations can be acquired through direct purchase by the City, donations to the City or the granting of landscape easements from private landowners. Methods to construct planned improvements can be funded from a number of sources available to the City or by conditions imposed on particular private sector development proposals. It is the intent of this framework plan that public / private partnerships be developed as a means of implementation and that incentives be utilized as a tool to increase participation by the private sector.

Costs of Construction

The MUDP identifies a number of design components where relative probable costs of construction can be readily determined. These include: corner accent treatments, monuments, walls, fencing, curb / gutter, sidewalks and trees, among others. There are many other intangibles that cannot be identified. In light of this, the following probable costs of construction are meant to provide only a snapshot of likely funding requirements, are not all inclusive and should be used only as a reference to begin to establish priorities and overall funding needs. The estimated construction timeframe for the projects listed below is six months. Projects are listed in order of priority.

Major Community Projects

- g Wall ñ South Side of Meadowview Road (Figure 17)
Roughly \$825,000 and is based upon 5,000 linear feet of wall at \$160 linear foot new construction - \$5.00 linear foot removal
- g Median ñ Down Meadowview Road
Approximately \$450,000 and is based upon 8,000 linear feet at roughly \$55 per linear foot.
- g Community Identity Nodes (Figure 18)
Roughly \$45,000 each and includes portal, seat walls, hardscape, trees, shrubs and groundcovers.
- g Community Identification Monuments (Figure 15)
Roughly \$12,500 each

-
- § Community Accent Nodes (Figure 19)
Roughly \$ 27,500 each and includes five (5) monuments, turf, trees, shrubs and groundcovers.

Other Community Beautification Costs

- § Meadowview Road median
About \$ 450,000 and is based upon 8,000 linear feet at roughly \$55 per linear foot.
- § Scored and colored concrete / \$12 sq. foot
Pattern and color existing asphalt / \$12 sq. foot
- § Curb and gutter replacement / \$19 sq. foot (removal of rolled curb and replacement with vertical curb)
- § Sidewalk replacement / \$12 linear foot (removal of existing sidewalk and replacement with new)

Vegetation

- § Trees / \$275 each (24" box)
- § Shrubs / \$25 each (5 gallon)

Maintenance

The City of Sacramento is responsible for the maintenance of all elements within the right of way of publicly dedicated streets with the exception of those elements within easements granted to others such as utilities. Public lands along each corridor under the ownership and control of other agencies are the responsibility of those agencies. Private property (including proposed accent nodes) will be maintained by each property owner or its respective designee.

Concepts contained and ultimately implemented through this Urban Design Plan will be maintained by either the City, a private sector designee of the City or property owners. Design solutions implementing the framework established by this plan will need to take the cost of maintenance into consideration as a design factor.

Landscape plans developed in response to the urban design framework will need to go through a review process that involves an evaluation of species, water usage, utility requirements and maintenance (level and cost). Streetscape standards developed by the City of Sacramento (adopted May, 2000) recommends that the annual maintenance costs for landscape improvements range between \$0.07 - \$0.09 per square foot (1999 rates). In order for a landscape to fall within this category, a mix of hard and softscape materials are

required. A landscape consisting of all softscape materials such as irrigated turf and trees costs roughly 4 times the target range. If a landscape is designed and installed at a higher rate than this standard, an ongoing funding source (e.g. assessment district) must be identified to fund the increased maintenance costs. In any case, it is likely that a maintenance district will need to be ultimately formed to maintain many of the elements of benefit to the community contained in this plan. Candidate projects include the community walls, the community markers, the corner identity / accent nodes and the identification monuments in the medians.

Acknowledgements

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