Attachment 1

SACRAMENTO REGIONAL TRANSIT

Meadowview Station Transit-Oriented Communities (TOC) Study

March, 2026

wsp

ACKNOWLEDGMENTS

CITY OF SACRAMENTO AND MEADOWVIEW NEIGHBORHOOD RESIDENTS

SACRAMENTO REGIONAL TRANSIT (SACRT)

Sarah Poe, Senior Planner & Project Manager
Traci Canfield, Senior Manager, TOD/Real Estate
Renee Nielson, Senior Real Estate Analyst
Anthony Adams, Director of Planning
Kevin Schroder, Senior Planner
Benjamin Thomas, Facilities Superintendent
Christopher Flores, Chief of Staff/VP, TOD/Real Estate

CITY OF SACRAMENTO

Community Development Department (CDD)
Public Works Department
Department of Utilities
The Office of Innovation and Economic Development
City Housing Manager

CITY OF SACRAMENTO CITY COUNCIL

District 8 Councilmember Mai Vang

CONSULTANT TEAM

WSP USA
AIM Consulting

MEADOWVIEW STATION TOC STUDY COMMUNITY ADVISORY GROUP

Alexxiss Diaz, District 8
Draymone Edwards, District 8
Christine Weichert, Sacramento Housing and Redevelopment Agency (SHRA)
Citlali Plaza, Mercy Housing
Rich Ciraulo, Mercy Housing
Joanna Mack,102 Acres Advisory Committee
Leah Miller, Habitat for Humanity of Greater Sacramento
Renner Johnston, Mogavero Architects
Lynette Hall, City of Sacramento
Rosario Arteaga, SacRT Social Services Practitioner
Sam Greenlee, Alchemist CDC
Saoirse Scott, Meadowview Certified Farmers' Market
Ramin Kianfar, AMCAL

MEADOWVIEW STATION TOC STUDY TECHNICAL ADVISORY GROUP

Alexi Wordell, City of Sacramento
James Switzgable, City of Sacramento
Yanelis Rios, City of Sacramento
Sarai Jimenez, City of Sacramento
Ya-yin Isle, City of Sacramento
Dov Kadin, Sacramento Area Council of Governments (SACOG)
Leo Torres, SACOG
Chelsea Lee, SACOG
Colin Ries, SHRA
Christine Weichert, SHRA
Leilani Ventura, Sacramento Municipal Utility District (SMUD)

TABLE OF CONTENTS

1 INTRODUCTION 1
- 1.1 PLAN BACKGROUND 2
- 1.2 REGIONAL CONTEXT 4
- 1.3 ABOUT TRANSIT-ORIENTED COMMUNITIES (TOC) 6

2 PUBLIC ENGAGEMENT 9
- 2.1 PUBLIC ENGAGEMENT PROCESS 10
- 2.2 PROJECT SURVEY 14
- 2.3 STAKEHOLDER MEETINGS 20
- 2.4 POP-UP EVENT 24
- 2.5 COMMUNITY WORKSHOPS 25

3 ASSESSMENT OF CONDITIONS 33
- 3.1 BUILDING ON PAST PLANS 34
- 3.2 CONTEXT 40
- 3.3 SITE CONDITIONS ASSESSMENT 48

4 MARKET ANALYSIS 69
- 4.1 REGIONAL ANALYSIS 70
- 4.2 MEADOWVIEW ANALYSIS 76
- 4.3 MARKET ANALYSIS TAKEAWAY 80

5 TOC DESIGN CONCEPTS 83
- 5.1 KEY IDEAS & TOC FRAMEWORK 84
- 5.2 TOC SCENARIOS 86
- 5.3 THE PLAN 100
- 5.4 DEVELOPMENT PROGRAM 118
- 5.5 UTILITY CAPACITY 120

6 FINANCIAL FEASIBILITY AND FUNDING STRATEGY 123
- 6.1 DEVELOPMENT PHASING 124
- 6.2 FINANCIAL FEASIBILITY 128
- 6.3 FUNDING STRATEGY 130

7 NEXT STEPS 135

1

INTRODUCTION

1.1 PLAN BACKGROUND

1.2 REGIONAL CONTEXT

1.3 ABOUT TOC

1.1 PLAN BACKGROUND

SacRT launched the Meadowview Station Transit-Oriented Communities Study to explore how the Meadowview light rail station and surrounding park-and-ride lot can be transformed into a vibrant, connected, and inclusive community hub. The study will guide future development, potentially including housing, retail, community services, and other mixed uses, while improving mobility and access.

Working together with the community, this plan provides the vision for creating a livable, transit-oriented neighborhood that will benefit not only transit users, but also the surrounding community.

This project was funded by SACOG's Green Means Go program, a regional initiative to accelerate infill development, reduce greenhouse gas emissions, and revitalize existing communities.

The Meadowview Station Transit-Oriented Communities Study:

- Assesses current infrastructure and land use
- Explores development opportunities to support affordable housing and smart growth
- Analyzes financial feasibility and funding strategies
- Engages the South Sacramento community in a collaborative planning process

FIGURE 1-1: MEADOWVIEW STATION TOC STUDY AREA



FIGURE 1-2: MEADOWVIEW STATION



1.2 REGIONAL CONTEXT

Meadowview Station is located approximately 6.5 miles south of downtown Sacramento in the southern portion of the city, a 25-minute ride on the Blue Line light rail service from the state capital. This portion of the city began to develop in the mid-20th century, when contemporary planning ideas and zoning resulted in a development pattern that prioritized driving with separated uses, single-family zoning, and large blocks – a significant departure from the walkable, pedestrian-scaled neighborhoods found closer to downtown.

Light rail transit in Sacramento began planning in the mid-1980s with the first line opening in 1987. The first phase of the Blue Line with service to South Sacramento opened in 2003 with Meadowview Station as the southern terminus,[1] which it remained until 2015 when the Blue line was extended 4.5 miles to the south to Cosumnes River College Station.[2]

Following the opening of light rail transit service connecting neighborhoods in South Sacramento to major civic, employment, academic and entertainment districts across the region, efforts to update land use and development patterns near the stations have been advanced, recognizing the value of this strategic regional asset. SacRT has a vision to accelerate transit-supportive housing production and community amenities in South Sacramento, particularly in the underserved communities surrounding the Meadowview light rail station. The area surrounding Meadowview Station today is mostly surface parking and vacant land, offering a unique opportunity to develop this station into a model example for other Sacramento transit centers.



[1] SacRT System Fact Sheet
[2] Press Releases - Sacramento Regional Transit

FIGURE 1-3: REGIONAL CONTEXT



1.3 ABOUT TRANSIT-ORIENTED COMMUNITIES (TOC)

TOC OVERVIEW

Transit-oriented communities, or TOC, are neighborhoods designed around public transit to connect people to jobs, food, education, housing, healthcare, entertainment, and more. They typically include a mix of housing, office, retail, and neighborhood services and amenities, such as parks, within walking distance of a transit station. By creating compact, vibrant, walkable neighborhoods with convenient access to activities and destinations connected by transit, the need for driving is reduced.

While the planning principles of TOC are generally universal, each TOC is unique, informed by its context and tailored to the neighborhood. The look and feel should consider the desires of the existing community to ensure a good fit and to avoid displacement of current residents.

TOC DEVELOPMENT BENEFITS

TOC is a method to maximize the potential of both premium transit, and the land around it. Communities can make significant progress towards improving their quality of life and meeting smart growth goals by linking transit and land use. TOC increases mobility choice and access to employment and services while reducing transportation costs, provides health benefits by making walking and biking more convenient and comfortable, and generates economic development activity around stations.



FIGURE 1-4: ELEMENTS OF SUCCESSFUL TOD (SACOG TOD ACTION PLAN)

FUNDAMENTAL PLANNING PRINCIPLES FOR TOC:

Strategic Growth Near Transit

Encouraging higher density development within a closer distance of transit stations can maximize the benefits of public transportation. The appropriate level of density and compactness depends on the community context, transit capacity, and proximity to the station.

Mix of Land Uses

A mix of land uses, including residential, retail, office, commercial, and community facilities, promotes a diverse environment and attractive destinations within station areas, reducing dependence on cars. Encouraging active ground floor uses strengthens street frontage and enhances the pedestrian experience.

Increased Housing Options

TOC often includes a mix of housing types, providing diverse housing options that accommodate various income groups. Increasing housing options around transit stations can help to save travel times for more people, thereby increasing transit ridership and reducing dependence on the automobile.

High Quality Pedestrian Environment

Active and welcoming open spaces and plazas in the immediate station area can strengthen the sense of place and enhance the transit experience. A high-quality public realm also attracts more active uses, such as retail, restaurants, and community facilities, further activating the station area.

Multimodal Connectivity

Multimodal connectivity should be a key focus in the station area, providing safe, convenient, and comfortable environments for pedestrians, cyclists, and transit users. The ease of connections between different modes can further encourage the use of transit and improve mobility for all.

Limited, Managed Parking

A mix of land uses and easy multi-modal connectivity reduces the dependence on cars and need for parking spaces. Effective parking management can also shape travel behavior and TOC performance, minimizing land needed for parking lots. Minimal parking placed at the rear of buildings will allow for active building frontages along streets enhances the pedestrian experience.

2

PUBLIC ENGAGEMENT

2.1 PUBLIC ENGAGEMENT PROCESS

2.2 PROJECT SURVEY

2.3 STAKEHOLDER MEETINGS

2.4 POP-UP EVENT

2.5 COMMUNITY WORKSHOPS

2.1 PUBLIC ENGAGEMENT PROCESS

APPROACH

The Meadowview Station TOC Study was developed through a robust public engagement process from February 2025 to December 2025. Multiple sessions and events with community members and stakeholder engagements helped shape the TOC vision around the Meadowview light rail station.

A dedicated project web page on the Sacramento Regional Transit (SacRT) official website was created with key project information and updates throughout the planning process. Community workshops, a pop-up event, and meetings with Community Advisory Group (CAG) and Technical Advisory Group (TAG) offered valuable insights into priorities and opportunities for TOC, provided feedback on the draft scenarios, and guided the refinement of design concepts. In addition, the results of two online surveys complemented the information gathered during workshops and meetings.

FIGURE 2-1: PROJECT WEBPAGE

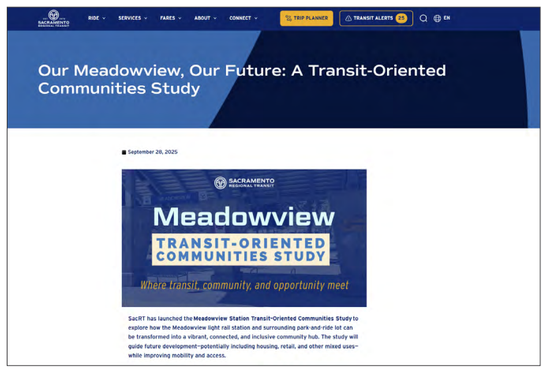
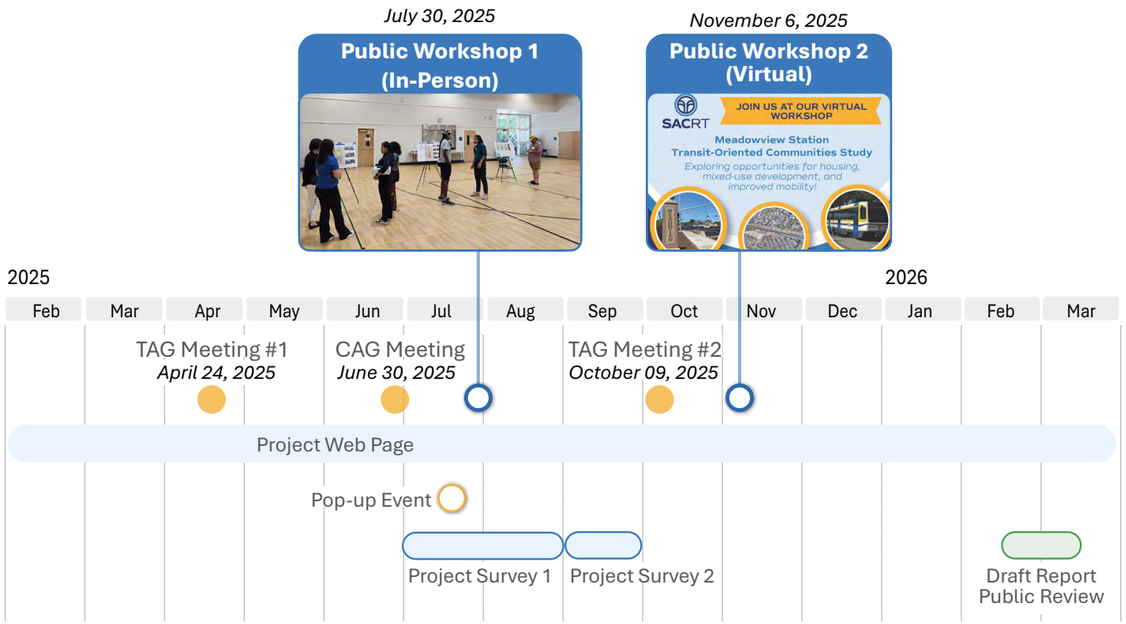


FIGURE 2-2: MEADOWVIEW TOC MASTER PLAN ENGAGEMENT SCHEDULE



ENGAGEMENT SUMMARY

The public engagement process for the Meadowview Station TOC Study was meaningful, utilizing a variety of engagement strategies. The development of the master plan was made possible by the invaluable participation and input from stakeholders and community residents. More details about the engagement activities are outlined in this chapter. A summary of the results of the engagement effort is shown on the right.

1 IN-PERSON PUBLIC WORKSHOP

1 VIRTUAL PUBLIC WORKSHOP

1 POP-UP EVENT

1 CAG MEETING

2 TAG MEETING

FIGURE 2-3: IN-PERSON PUBLIC WORKSHOP JULY 2025



COMMUNICATION MECHANISMS

The Meadowview Station TOC Study has utilized various communication strategies to engage stakeholders and community members throughout the planning process.

EMAIL

Two rounds of emails and three rounds of outreach regarding the workshop were sent to stakeholders and interested community members to garner community participation for the in-person public workshop.

FLYER DELIVERY

The project team visited local businesses surrounding the project location to distribute flyers about the project and encourage people to attend the workshop.

FIGURE 2-4: OUTREACH FLYER



SOCIAL MEDIA

Engagement about the workshop was posted on 25 Sacramento Facebook groups listed below:

- Buy Nothing (South Sac/Meadowview/Florin)
- What's New Meadowview?
- All About Sacramento!
- Helping Each Other Sacramento
- Sacramento Happenings
- Sac. Event & Group Announcements
- Sacramento Area Event Center (Events Only)
- Sacramento Cyclists
- Everything Sacramento and More
- Sacramento
- South Sacramento community watch page
- Things to do in Sacramento CA!
- Craigslist. Sacramento CA
- Resources For Sacramento Low income Needs
- Sacramento Local Business Network
- Sacramento Business Group
- Sacramento, CA
- Sacramento Business Network
- Sacramento Valley Food, Events & News
- HISPANOS EN SACRAMENTO
- Latinos en Sacramento - California
- Sacramento Lao Community
- Sacramento Market Free Stuff & Free Events
- Indians In Sacramento (California)

FIGURE 2-5: OUTREACH SOCIAL MEDIA POST AND FLYER







2.2 PROJECT SURVEY

Two rounds of community surveys were launched to gather public feedback for the Meadowview Station TOC Study. At the beginning of the project, the first survey was promoted to solicit input on transit experiences, general concerns, and desired improvements around the Meadowview station area, including types of housing, land uses, station enhancements, and mobility amenities. Following the first survey and a public workshop in July 2025, the second survey focused on feedback on initial design scenarios. The survey results provided both qualitative and quantitative data on community priorities and needs, which informed the development of the TOC concepts. Key findings are summarized below:

SURVEY 1: 7/11/25 - 8/20/25 38 Respondents

SURVEY 2: 8/20/25 - 9/23/25 13 Respondents

FIGURE 2-6: PROJECT SURVEY PROMOTION



COMMUNITY FEEDBACK SURVEY 1

Most respondents (97%) live in the Sacramento/ Elk Grove area. However, 74% do not live within half a mile of the Meadowview light rail station. The majority of respondents use public transit to and from the Meadowview Station.

CONCERNS ABOUT DEVELOPMENT

All respondents expressed concern about pedestrian safety. Some also expressed concerns over air quality, increased traffic and property values. Comments also reflected concerns about safety issues, spillover parking, and inclusivity.

HOUSING PREFERENCES

Most respondents were interested in affordable housing or a mix of market-rate and affordable housing. There was also strong desire in multi-story apartments (up to three stories) and townhomes.

LAND USE PREFERENCES

In the ranking exercise, Housing/residential was identified as one of the most desired developments (57%). Commercial/restaurants, cafes ranked second. Comments expressed interest in other types of development, including mixed-use, youth club, grocery stores, a post office, and senior/ disabled housing.

STATION ENHANCEMENTS

Safety and security were ranked as the top priority for station improvements. Comments expressed interest in other enhancements, including public restrooms, station attendants, and covered seating (solar-powered shade)

DESIRED BENEFITS OF DEVELOPMENT

When asked the question “What benefits would you like to see from development at the Meadowview light rail station site?” Respondents strongly desired infrastructure improvements and community investment. Over 60% wanted to see housing options and integrated transportation options. Comments also suggested the need for public restrooms, improved security, food sources and community services.

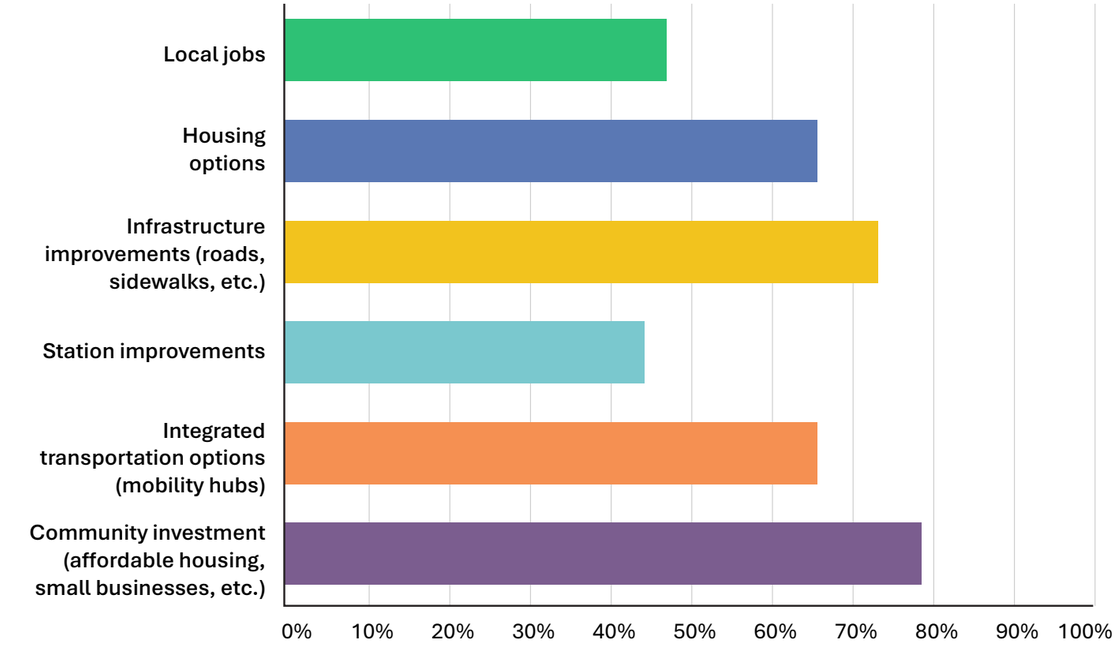
MOBILITY AMENITIES

About 75% of respondents voted for a public plaza/ community gathering space and mobile retail/food service.

In response to the open ended question “What else would you like us to consider as we plan for the site”, comments covered topics such as

- Housing
- Transit-Oriented Development
- Retail& Commercial Use
- Public Spaces & Amenities
- Walkability & Bikeability
- Safety & Cleanliness
- Community Communication & Support.

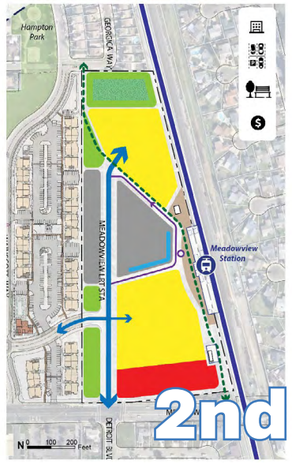
FIGURE 2-7: SURVEY RESULTS ON DESIRED BENEFITS OF DEVELOPMENT



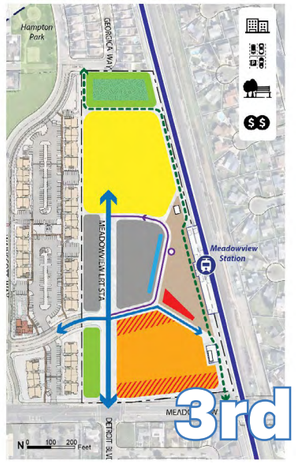
COMMUNITY FEEDBACK SURVEY 2

Survey respondents were asked for their input on the three TOC development scenarios (described in more detail in Chapter 5) proposed for the Meadowview Station area. 69% of respondents preferred Scenario 3-Transformation.

SCENARIO 1: BASELINE TRANSITION



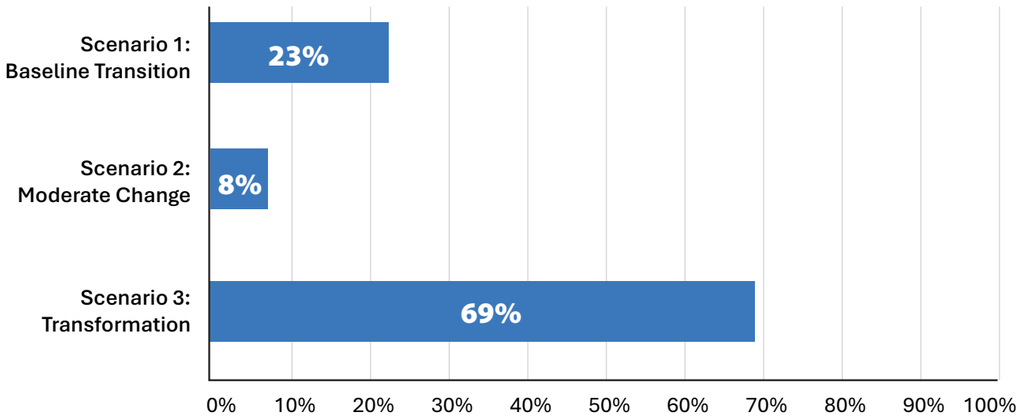
SCENARIO 2: MODERATE CHANGE



SCENARIO 3: TRANSFORMATION



SURVEY RESULTS ON PREFERRED TOC DEVELOPMENT SCENARIO



The survey also asked respondents to share what they liked or disliked about each scenario. These open-ended responses provided valuable insights into community perceptions regarding the proposed level of change, density, land uses, and overall site layout. This feedback sets the foundation for refining and developing the Transit-Oriented Communities (TOC) concept, ensuring it aligns with community priorities and needs.

WHAT PARTICIPANTS LIKE THE MOST

- Expanded plaza and access to commercial retail
- Integration of the bus stop
- More density next to a transit stop
- An actual park
- A larger restaurant/retail space, more easily accessible from the frontage
- Dedicated green space
- The addition of the shared use path being routed through the middle of the development

WHAT PARTICIPANTS THINK COULD IMPROVE

- Too much surface parking
- Parking structure
- Residential too close to light rail
- Through traffic for cars through the site
- Not enough green space
- Limited residential

Please see the Survey 2 Results Summary for a complete list of comments.

"I LIKE THAT THE BUILDINGS WILL BE BETWEEN 4-6 STORIES."

- Comment from a Survey Respondent on Scenario 2

"I LIKE HOW CLOSE THE PARK IS TO THE TRANSIT PLAZA. I LIKE THE STRUCTURED PARKING ESPECIALLY IF IT IS SURROUNDED BY ACTIVE USES. I LIKE THE EXTRA DENSITY."

- Comment from a Survey Respondent on Scenario 3

"HAVING COMMERCIAL AREAS NEAR THE TRANSIT STATION ALLOWS FOR RIDERS TO HAVE A DIRECT CONNECTION TO BUSINESSES AND FOR LOCAL RESIDENTS. COST IS ANOTHER PORTION THAT IS FAVORABLE. HAVING HOUSING NEAR TRANSIT IS ALSO FAVORABLE AS IT PLACES POTENTIAL RIDERS CLOSEST TO WHERE THEY MAY COMMUTE. THE SHARED USE PATH MAKES IT EASY FOR PEOPLE TO WALK BETWEEN NEIGHBORHOODS AND TO THE TRANSIT STATION."

- Comment from a Survey Respondent on Scenario 1

Types of neighborhood services and amenities most needed at the site
Coffee Shop, Grocery Store, Library, Park, Restaurant and Retail are among the top choices.

FIGURE 2-8: SURVEY RESULTS ON TYPES OF NEIGHBORHOOD SERVICES AND AMENITIES

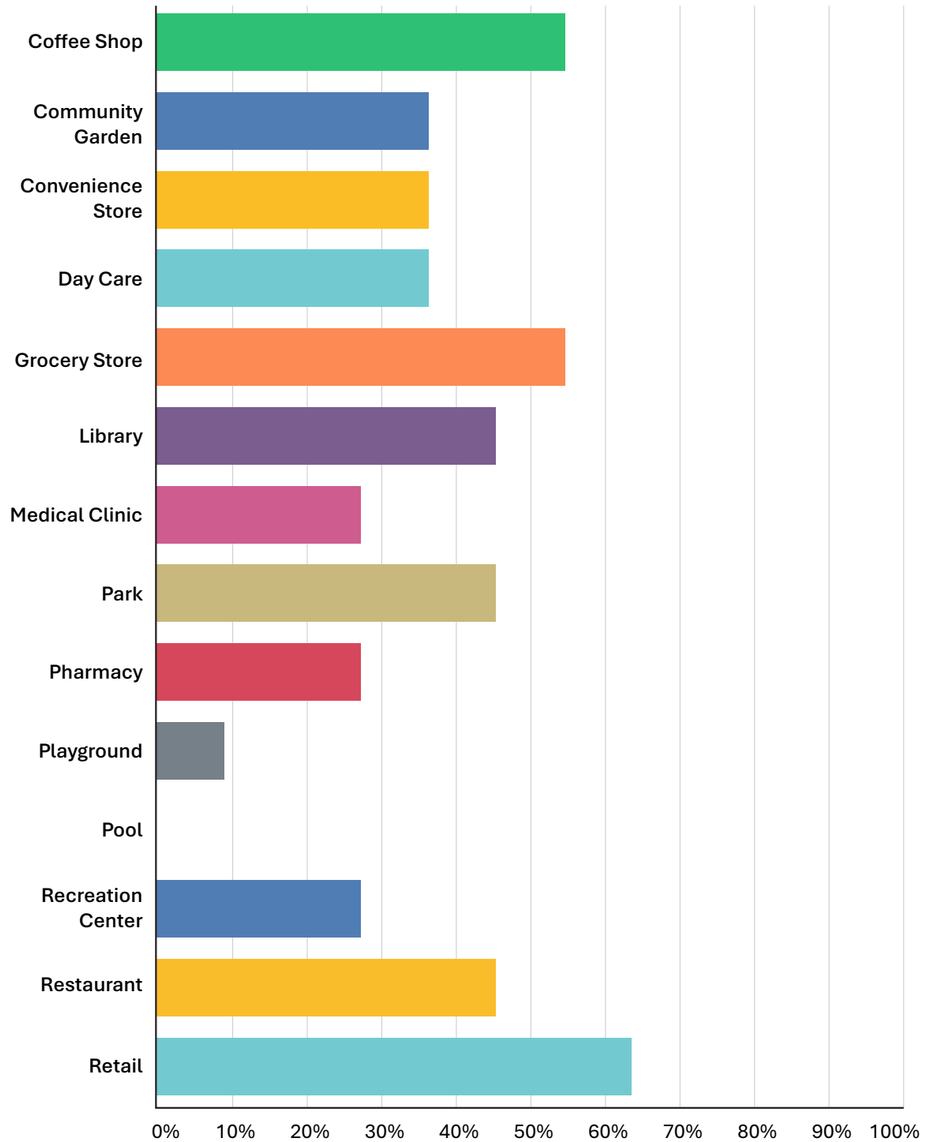
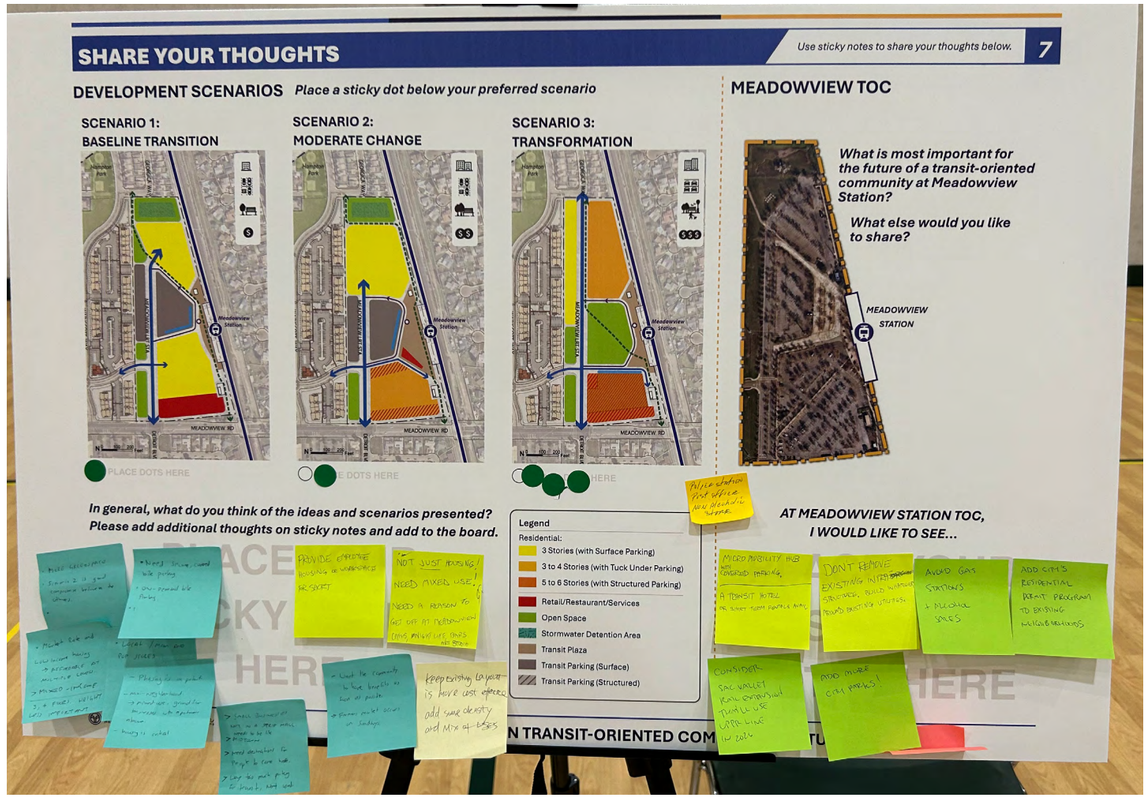


FIGURE 2-9: IN-PERSON PUBLIC WORKSHOP JULY 2025 - FEEDBACK ON THE THREE DEVELOPMENT SCENARIOS



2.3 STAKEHOLDER MEETINGS

Throughout the planning process, two Technical Advisory Group (TAG) meetings and one Community Advisory Group (CAG) meeting were held. Representatives from key local organizations attended the sessions. The purpose of these meetings was to discuss the challenges and opportunities related to the TOC Study.

TECHNICAL ADVISORY GROUP (TAG) MEETING 1 - APRIL 2025

The first TAG meeting was held in April 2025, with attendees from the SacRT, the consultant team, and representatives from the following agencies:

- City of Sacramento
- Sacramento Area Council of Governments (SACOG)
- Sacramento Housing and Development Agency (SHRA)

The project team presented a project overview of the Meadowview Station TOC Study, outlining the project scope, schedule and the engagement plan, and sharing the latest project updates. The meeting was designed to foster a group discussion, facilitated by these guiding topics:

- Top priorities for community development/redevelopment in the station area
- Main challenges for creating TOC in the station area, including utility capacity
- Local community perception and response to TOC initiatives and redevelopment efforts
- Existing plans and current policies that support TOC
- Real estate market in the station area for TOC development

The emerging themes from the group discussion included Utilities, Stormwater Basin and Site Constraints, Traffic Control, Operation and Transit Experience, Affordable Housing, Joint Development and Funding.

COMMUNITY ADVISORY GROUP (CAG) MEETING - JUNE 2025

A CAG meeting was held in June 2025, with attendees from the SacRT, the consultant team, and representatives from the following organizations and agencies:

- District 8
- City of Sacramento
- Sacramento Housing and Development Agency (SHRA)
- Mercy Housing
- 102 Acres Advisory Committee
- Habitat for Humanity of Greater Sacramento
- Mogavero Architects
- Alchemist CDC/Meadowview Certified Farmers' Market

The project team provided a project overview of the Meadowview Station TOC Study, including the vision and goals for the project. An interactive Mentimeter exercise was designed for the meeting to collect feedback on the key themes related to the TOC Study: Housing, Land Use, Priorities/ Concerns, Station Enhancements, and Mobility Amenities.

TECHNICAL ADVISORY GROUP (TAG) MEETING 2 - OCTOBER 2025

The second TAG meeting was held in October 2025, when the project team provided a brief overview of key milestones in the project schedule and shared a summary of the public workshop and community survey results. The team also presented the three TOC development scenarios (described in more detail in Chapter 5), highlighted key findings from the market analysis (as shown in Chapter 4) and potential funding strategies, and introduced a draft TOC concept for group input. The group discussion was guided by the following questions:

- What do you like, or dislike about the draft TOC concept?
- How can SacRT work with other agencies to advance this concept?

The input provided focused on the proposed parking ratio and how the draft concept aligns with the city's vision outlined in the general plan.

INPUT PROVIDED BY CAG MEETING ATTENDEES (JUNE 2025)

TOP PRIORITIES OR BENEFITS



CONCERNS ABOUT DEVELOPMENT AT THE STUDY SITE



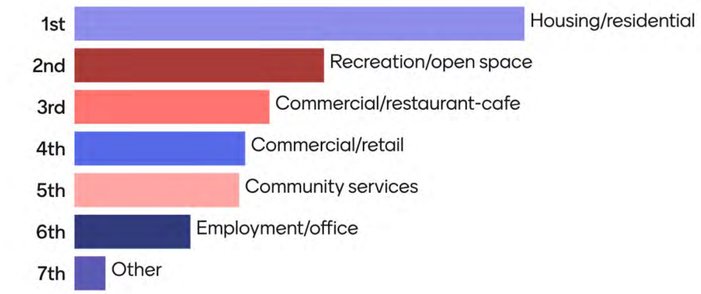
TYPES OF HOUSING AND HOUSING MIXES



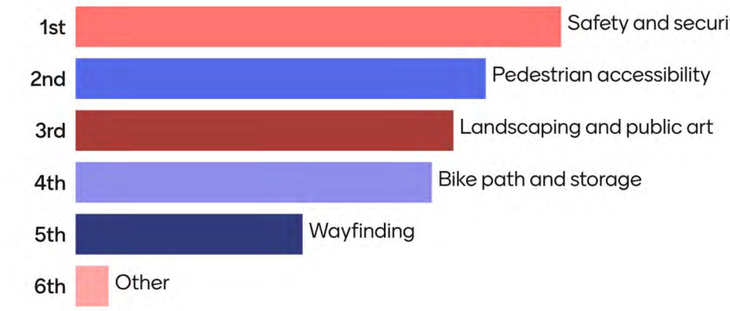


INPUT PROVIDED BY CAG MEETING ATTENDEES (JUNE 2025)

PREFERRED TYPES OF LAND USES



PREFERRED TYPES OF STATION ENHANCEMENTS



CONSIDERATIONS FOR THE STUDY SITE

A community needs assessment to best pair needs with what can be provided.

Amazon lockers or similar. Public library automated kiosk

Seats for disabled and elderly; Solar photovoltaic system, to offset electricity costs and provide shade

More open design - the fencing can deter public use, even positive public use

Shade coverage, maintaining urban canopy coverage, especially in such a large concrete area is really important to retain!

Heat mitigation, resiliency issues, presence on the street; water mister area for heat

2.4 POP-UP EVENT

As part of the engagement process, a pop-up event was held at the Meadowview Certified Farmers Market, which takes place every Sunday between May and October at Meadowview Station. In July 2025, SacRT staff was present at the Meadowview Farmer's Market to gather input on the Meadowview Station TOC Study.

Participants shared thoughts on potential benefits, concerns, housing preferences, and desired mobility amenities. Most participants were local residents within walking distance of the station area, and some were public transit users. The pop-up event gained valuable insights through engaging participants on the study site. A summary of the pop-up event is provided below:

QUESTION 1: WHAT BENEFITS WOULD YOU LIKE TO SEE AT THE MEADOWVIEW STATION SITE?

Most respondents showed a strong interest in creating local employment opportunities. Many also expressed the need for grocery store access and a post office. The surrounding area lacks grocery stores within walking distance - Foodmaxx (1.4 miles), Food 4 Less (1.5 miles) and 99 Ranch Market (1.5 miles).

QUESTION 2: WHAT CONCERNS DO YOU HAVE ABOUT DEVELOPMENT AT THE MEADOWVIEW STATION SITE?

The majority of respondents (50%) identified pedestrian safety as their primary concern with development at the site. Other concerns included surrounding property values, air quality, and increased traffic.

QUESTION 3: WHAT TYPES OF HOUSING SHOULD BE DEVELOPED AT THIS SITE?

Most respondents (55%) favored townhouse development (affordable, market rate, or both). 22% of respondents preferred development of three-story apartments, and 11% were interested in fourplexes. Some respondents also expressed interest in senior housing. There was no interest in apartments with over five stories tall.

QUESTION 4: WHAT TYPES OF MOBILITY AMENITIES WOULD YOU LIKE TO ADD TO THIS SITE?

Respondents were almost evenly split in their interests regarding Mobile Retail/Food Service (30%), Bike/Scooter Share (30%), Public Plaza/Community Gathering Space (20%). Some respondents would like to see electric charging infrastructure on the site. No respondents voted for carshare programs.

2.5 COMMUNITY WORKSHOPS

PUBLIC WORKSHOP 1 JULY 2025

TOTAL PARTICIPANTS: 18

In July 2025, Sacramento Regional Transit (SacRT) hosted the first community workshop for the Meadowview Station TOC Study. The event was held at the Samuel C. Pannell Meadowview Community Center, within close proximity to the study site, invited community members to learn about the project and provide input on a vision for a walkable, transit-friendly neighborhood around the Meadowview light rail station.

The workshop introduced the TOC planning process and shared preliminary findings from the existing conditions assessment and TOC development scenarios. It aimed to gather input on housing preferences, land uses, mobility needs, and design priorities. Key objectives included:

- Introducing the project team and timeline
- Sharing what the project team has heard so far from the community
- Presenting existing conditions and opportunities and constraints of the study area (described in more detail in Chapter 3)
- Sharing three development scenarios and gathering public feedback to shape the future of the station area.

Following a project overview presentation, the attendees engaged in an open house style workshop where they visited seven informational stations with boards. Each station was facilitated by a project team member. The participants shared their ideas and preferences using sticky notes, comment cards, and sticker voting.

FIGURE 2-10: IN-PERSON PUBLIC WORKSHOP JULY 2025



Workshop information included the following three TOC development scenarios (described in more detail in Chapter 5):

- Scenario 1: Baseline Transition – Modest changes with retained transit layout, surface parking, and three-story residential development
- Scenario 2: Moderate Change – More housing and retail, expanded transit plaza, tuck-under parking
- Scenario 3: Transformation – High-density hub with active uses, new park, and street connection to the north

FIGURE 2-11: IN-PERSON PUBLIC WORKSHOP JULY 2025

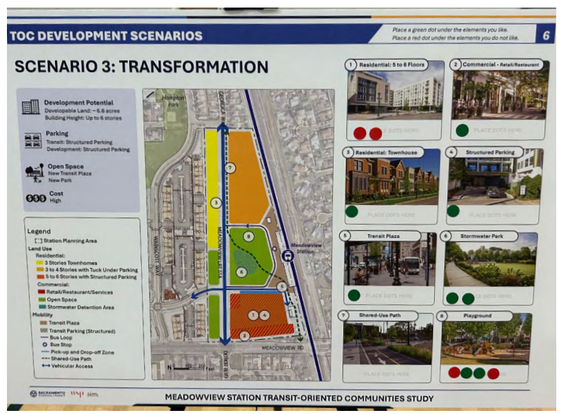
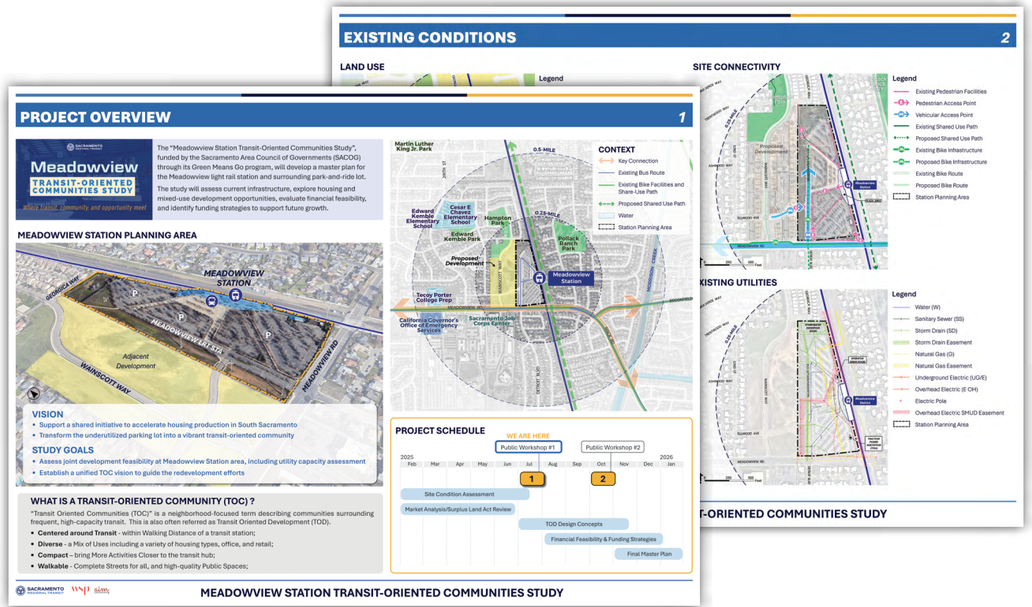


FIGURE 2-12: WORKSHOP PROJECT OVERVIEW AND EXISTING CONDITIONS BOARDS



"More green space. Scenario 2 is a good compromise between the others. Market rate and low-income housing → affordable at different levels. Mixed income, 3 or 4 floors, height is less important."

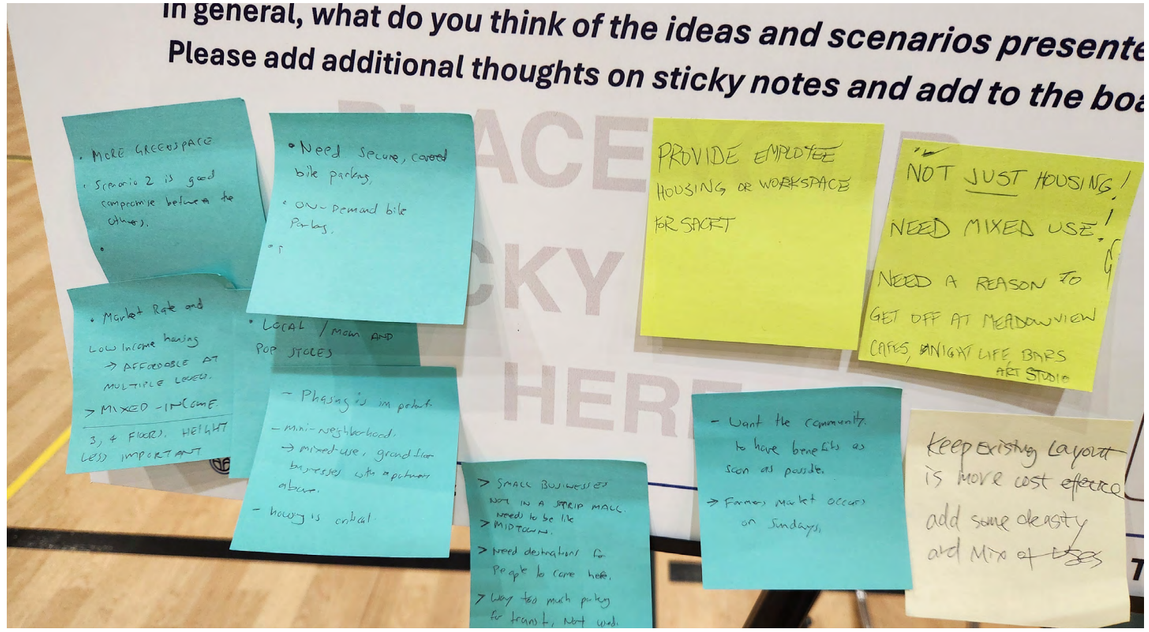
"Phasing is important. Mini-neighborhood, mixed-use, ground-floor businesses with apartments above. Housing is critical."

"Small businesses, not in a strip mall. Needs to be more like Midtown. Need destinations for people to come here. Way too much parking for transit, not used."

"Don't remove existing infrastructure. Build whatever around existing utilities."

"Keep the existing layout, is more cost-effective, add some density and mix of uses."

FIGURE 2-13: IN-PERSON PUBLIC WORKSHOP JULY 2025



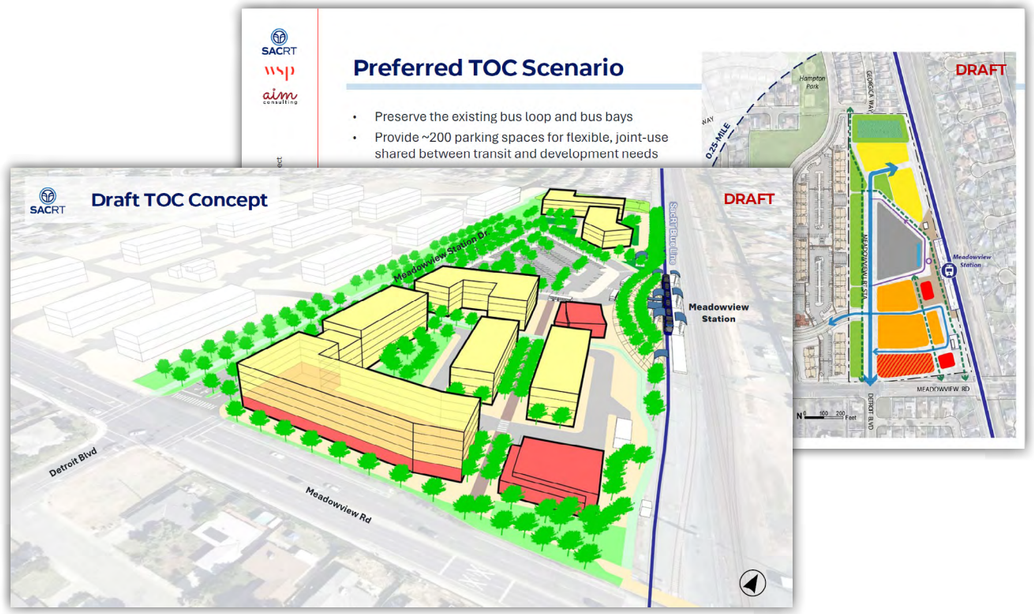
VIRTUAL WORKSHOP NOVEMBER 2025

TOTAL PARTICIPANTS: 22

On Thursday, November 6th, 2025, Sacramento Regional Transit (SacRT) hosted the second community workshop for the Meadowview Station TOC Study. This second community workshop built upon feedback gathered to date. A recording of the workshop is available on the project website.

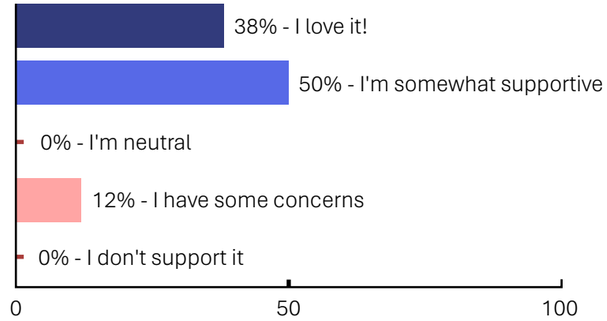
The session included a brief presentation with interactive polling questions, followed by an open discussion. Polling results reflected participants' preferences for key elements of the draft concept, and all feedback will be incorporated into the refinement of the TOC design. The live interactive questions focus on key design concept elements, including improvements to transit and vehicular access, enhancements to pedestrian and bicycle connectivity, open space design concepts, and proposed housing density and types. A detailed description of the Preferred TOC Concept can be found in Chapter 5.

FIGURE 2-14: DRAFT TOC CONCEPT AND PREFERRED TOC SCENARIO



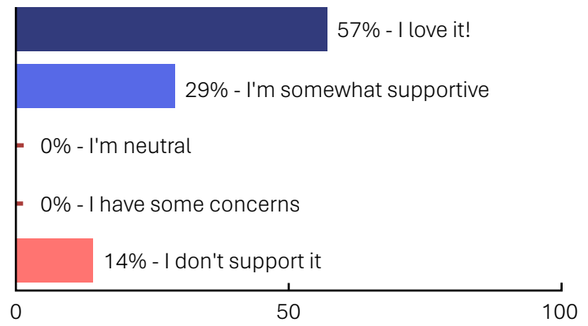
Feedback on transit and vehicular access improvements was largely positive. Half of respondents (50%) were somewhat supportive of the proposed improvements, while 38% expressed strong enthusiasm, stating they loved the proposal. A smaller share, 12%, noted they had some concerns. No participants reported feeling neutral or unsupportive.

HOW DO YOU FEEL ABOUT THE PROPOSED TRANSIT AND VEHICULAR ACCESS IMPROVEMENTS?



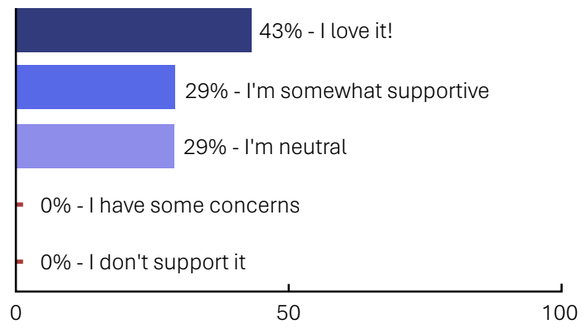
The proposed connectivity improvements received generally supportive feedback. A majority, 57%, expressed that they loved the improvements while 29% were somewhat supportive. The remaining 14% did not support the improvements.

HOW DO YOU FEEL ABOUT THE PROPOSED PEDESTRIAN AND BICYCLE CONNECTIVITY IMPROVEMENTS?



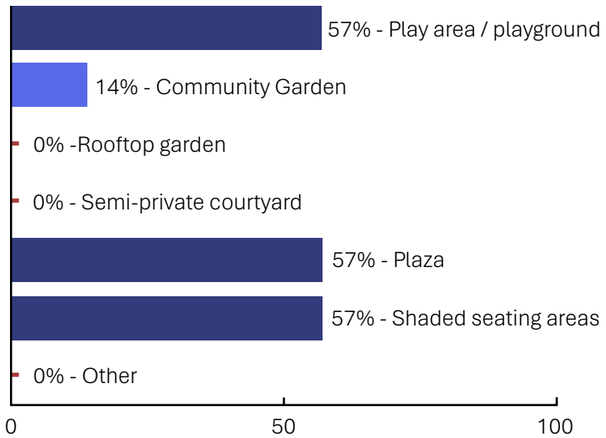
Participants responded positively to the proposed open spaces, with 43% stating that they loved the concept and another 29% indicating they were somewhat supportive. An additional 29% reported feeling neutral about the proposal. No participants expressed concerns or opposition, indicating strong overall support and enthusiasm for the direction of the open space elements.

HOW DO YOU FEEL ABOUT THE PROPOSED OPEN SPACES ON THE SITE?



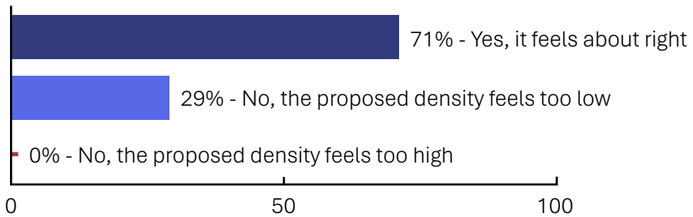
WHICH OPEN SPACE AMENITIES DO YOU THINK WOULD BENEFIT THE COMMUNITY THE MOST?

Participants identified several preferred open space features in a multiple-choice poll. Play areas or playgrounds, plazas, and shaded seating areas each received 57% support, reflecting strong interest in active and comfortable gathering spaces. Community gardens received 14% support. More secluded features such as rooftop gardens, semi-private courtyards, and other suggestions received minimal interest at 0%.



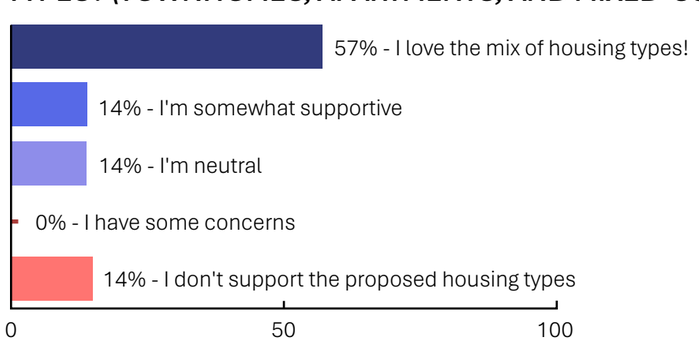
DO YOU FEEL THE PROPOSED HOUSING DENSITY AT MEADOWVIEW STATION IS APPROPRIATE?

Most participants (71%) felt the proposed housing density was appropriate and “about right.” Another 29% felt the proposed density was too low. No participants indicated that the density felt too high.



HOW DO YOU FEEL ABOUT THE PROPOSED HOUSING TYPES? (TOWNHOMES, APARTMENTS, AND MIXED-USE?

Participants expressed generally positive reactions to the proposed mix of housing types. 57% loved the mix, and 14% were somewhat supportive. Another 14% felt neutral toward the proposal. At the same time, 14% did not support the housing types, and no respondents indicated having some concerns.



GUIDED DISCUSSION FEEDBACK AND QUESTIONS

Following the presentation and polling questions, the project team opened the discussion with several guiding questions. This discussion led to an engaging conversation with participants who raised additional questions and shared feedback that reflected the community's priorities and needs.

GUIDED QUESTIONS

- Are there any transit elements you feel missing, or do you have concerns about the proposed transit and vehicle circulation?
- Do you have any concerns about pedestrian and bicycle connectivity?
- Do you have any concerns about the design or accessibility of the proposed open spaces?
- What concerns do you have about housing types and density at Meadowview Station?

What will phasing look like in the development plan?

Are building type aesthetics currently being considered in the plan?

Will proposed buildings provide a sense of community and be conductive to community members' interactions?

Does the proposed street parking serve as a traffic calming measure?

Will there be play spaces or a parklet to create kid-friendly spaces?

Will housing at Meadowview Station be affordable or market pricing?

3

ASSESSMENT OF CONDITIONS

The Site Conditions Assessment Summary provides an overview of the existing conditions and broad initiatives that affect Meadowview Station. The analysis diagrams illustrate the station area's relationship with its surrounding context and highlight opportunities and constraints for creating a Transit-Oriented Community. The insights gained from this assessment will serve as a foundational framework for the development of TOC design concepts.

Key analysis components includes:

- Existing Plans and Studies Review
- Zoning Analysis
- Urban Design Analysis
- Multimodal Connectivity
- Utility Review
- Opportunities and Constraints Summary

3.1 BUILDING ON PAST PLANS
3.2 CONTEXT
3.3 SITE CONDITIONS ASSESSMENT

3.1 BUILDING ON PAST PLANS

The Meadowview Station TOC Study will build upon a strong foundation of previous planning initiatives. Reviewing these earlier plans and studies is an essential first step in understanding the station area.

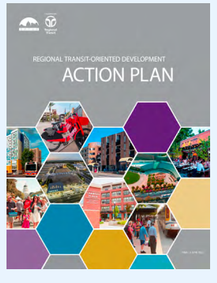
Over the past decades, SacRT, the City of Sacramento, and their community partners have dedicated significant effort to complete various studies at both regional and local levels. These studies cover a wide range of themes including Urban Design, Transportation, Land Use, Housing, Market and Economic Development, Sustainability and Resilience, and Equity. These plans provide a general policy framework and goals for the Meadowview station area along with previous conceptual plans. Across all of these plans, the principal theme has remained consistent - the Meadowview Station Area should be a walkable, mixed-use neighborhood with community serving commercial uses, public open space, and affordable housing.

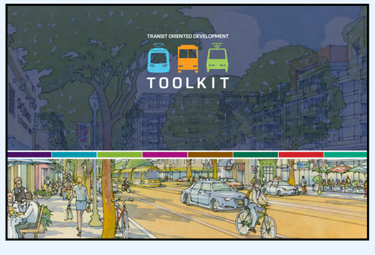
TABLE 3-1: EXISTING PLANS AND STUDIES REVIEW

Plan / Study / Document	Year	Author	Plan / Study Topics						
			Urban Design	Transportation	Land Use	Housing	Market & Economic Development	Sustainability / Resilience	Equity
A Guide to Transit Oriented Development (TOD)	2009	SacRT	✓		✓	✓	✓		
ETOD ULI Advisory Services Panel Report	2018	ULI		✓	✓	✓	✓		✓
Transit Oriented Development Toolkit	2018	SACOG	✓	✓	✓	✓	✓		✓
Metropolitan Transportation Plan / Sustainable Communities Strategy	2019	SACOG		✓	✓				✓
Regional TOD Action Plan	2020	SACOG and SacRT	✓	✓	✓	✓	✓	✓	✓
SACOG Regional Housing Needs Plan	2020	SACOG				✓			
Next Generation Transit Strategy	2021	SACOG		✓					
Transportation Priorities Plan	2022	City of Sacramento		✓					
2023 Federal Metropolitan Transportation Plan	2023	SACOG		✓					
102 Acres Visioning Report & Guidebook	2023	City of Sacramento							✓
102-Acres Site Opportunities and Constraints Analysis	2023	City of Sacramento		✓	✓	✓	✓	✓	
Sacramento 2040 General Plan	2024	City of Sacramento	✓	✓	✓	✓	✓	✓	✓
Climate Action & Adaptation Plan	2024	City of Sacramento							
Age-Friendly Community Action Plan	2024	City of Sacramento		✓		✓			✓
Regional Transit Network Plan	2024	SACOG		✓					
Regional Mobility Hubs Design Guidelines	2024	SACOG		✓					
Sacramento Parks Plan 2040	2024	City of Sacramento						✓	✓
Streets for People: Sacramento Active Transportation Plan	2025	City of Sacramento		✓				✓	✓



















SACRAMENTO 2040 GENERAL PLAN

The Sacramento 2040 General Plan establishes a long-range vision that reflects the aspirations of the community and provides steps to achieve it. The General Plan is a blueprint for development and conservation with a set of policies to guide the city's land use and capital investment decisions over the next two decades. The guiding vision of the General Plan is for the City of Sacramento to be a national model of sustainable, equitable growth and community development by 2040. The Sacramento 2040 General Plan includes eight elements that are required under state law: land use and placemaking, circulation, housing, conservation, open space, noise, safety, and environmental justice. In addition, it includes two optional elements: economic development and historic and cultural resources.

SOUTH AREA COMMUNITY PLAN

As part of the 2040 General Plan, the South Area Community Plan outlines a transit-oriented neighborhood vision for the Meadowview Light Rail Station and adjacent vacant parcels. The Meadowview Light Rail Station Opportunity Area Design Concept illustrates the station area as a mixed-use commercial and residential neighborhood with centrally located parks and plazas within a connected street network.

The Meadowview Light Rail Station area is envisioned to include:

- A range of housing types at a variety of densities
- Neighborhood serving commercial and/or community services in a mixed-use configuration between the transit station and Meadowview Road.
- A major grocery store to serve the growing community as the market develops.
- Community-serving offices as well as employment opportunities
- Gathering places such as restaurants, cafes, parks, and plazas.

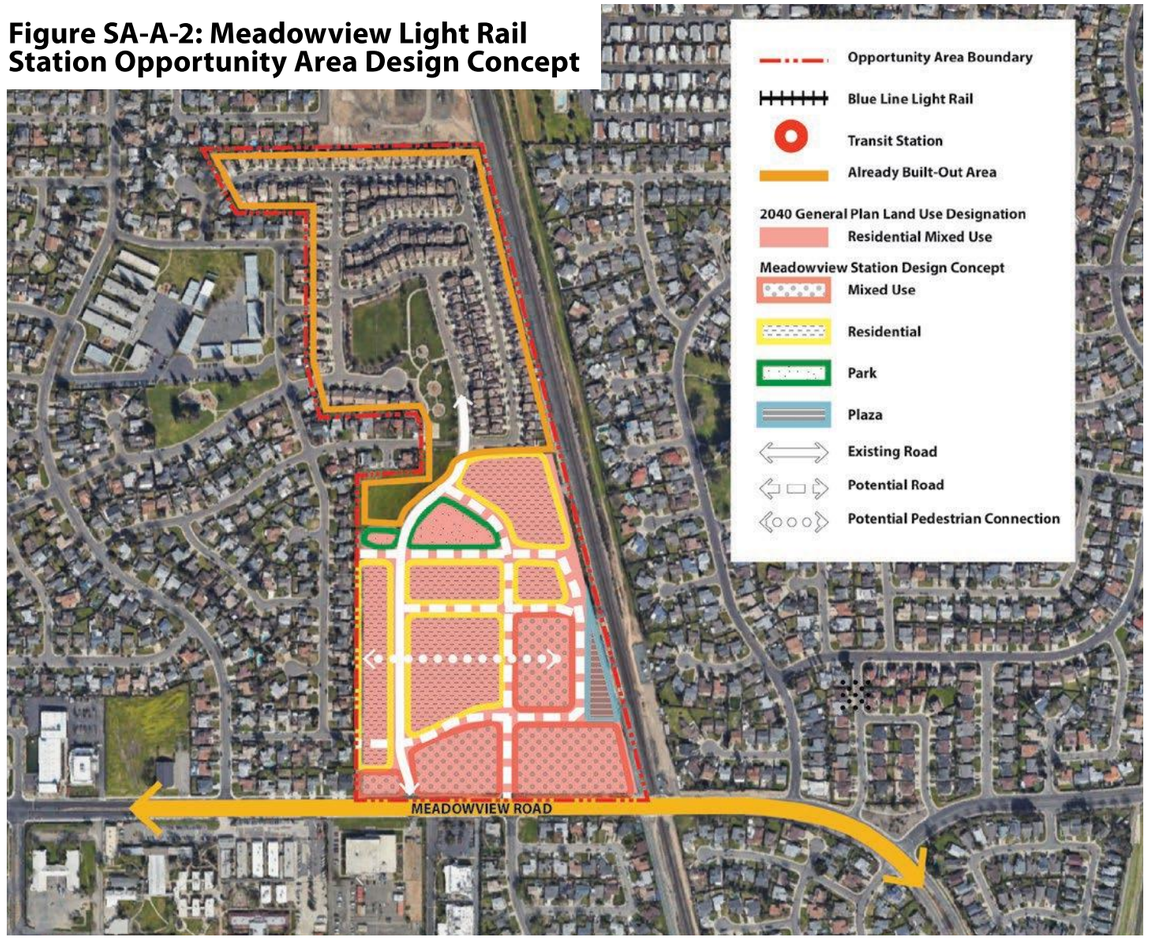
RELEVANCE TO MEADOWVIEW STATION

The Land Use section of the General Plan includes a land use vision and concept that is a strategy to guide Sacramento into the next era of its growth and evolution. The Meadowview Station area is identified as an Opportunity Area (Map LUP-3) and as an Urban Center on the Land Use Concept Map (Map LUP-4). This highlights the opportunity to develop Meadowview station and the surrounding area into a medium to high density mixed-use residential and commercial community.

Urban Center: Centers are major activity hubs with a vital mix of employment, commercial, residential, entertainment, and institutional uses. They are dynamic destinations that draw people from around the city and the wider region. Urban Centers offer an array of choices for living, working, shopping, and enjoying free time. With thoughtful transitions to surrounding neighborhoods, these are areas that can accommodate higher-density housing and anchor high-frequency transit routes.

The General Plan also designates land use categories across the city, which establish standards for building intensity and population density. Building intensity standards are established by floor area ratio (FAR) for nonresidential and mixed-use development. For residential development, building intensity standards are established by minimum building density and maximum FAR.

FIGURE 3-1: SACRAMENTO 2040 GENERAL PLAN - SOUTH AREA COMMUNITY PLAN DESIGN CONCEPT



ULI ADVISORY SERVICES PANEL REPORT – EQUITABLE TOD (2018)

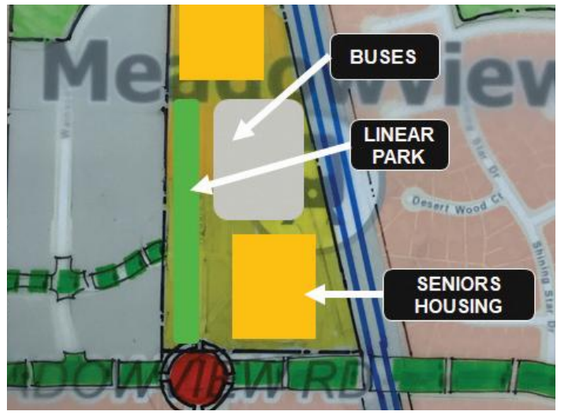
An Urban Land Institute (ULI) Advisory Services Panel prepared a report offering strategies for equitable transit-oriented development (TOD) that could leverage existing community assets and infrastructure to improve physical, social, and economic conditions for two light-rail station areas, including Meadowview station. The panel toured the neighborhoods and met with more than 75 city and county officials, local business leaders, residents, and others throughout the study. The study also featured the 10-Minute Walk Campaign, which promotes the idea that everyone in urban America should have a high-quality park within a 10-minute walk from home. The Panel's detailed analysis supported a set of strategies to move towards Equitable TOD and recommended that the site be developed through a long-term lease or with a private developer partner.

The panel suggested a focus on senior apartments with related retail space to meet the need for housing for older residents who wish to downsize in their community. The proposed development program for Meadowview Station, shown in Table 1, included senior housing, a linear park, and retail space, and was estimated to increase transit ridership by more than 500,000 trips per year.

The conceptual plan for the station envisioned development at the southern and northern portions of the property with the bus bays and parking spaces located in between, adjacent to the light rail station. The linear park would be located along the Meadowview Station access road.

FIGURE 3-2: MEADOWVIEW STATION PROPOSED DEVELOPMENT PROGRAM AND CONCEPTUAL PLAN

Uses	Program
Residential	540 units/432,000 sq ft
Retail/flex	20,000 sq ft
Park	3 acres
Transit	Maintain bus bays and keep 75 parking spaces
Estimated ridership impact: 540,000 rides annually	



REGIONAL TOD ACTION PLAN

The Regional Transit-Oriented Development Action Plan is the result of a strategic effort between the Sacramento Area Council of Governments (SACOG) and the Sacramento Regional Transit District (SacRT), in close partnership with cities, including the City of Sacramento. The Action Plan is designed to help local governments, property owners, developers, and the community prioritize TOD projects that result in inclusive, sustainable, and successful neighborhoods with a variety of amenities for residents, workers, and the broader community. It provides jurisdictions with a starter set of policies, programs, and financial incentives towards achieving equitable TOD. This includes specific strategies that address increasing affordable housing, reducing or eliminating displacement, supporting local and minority-owned businesses, improving connections to light rail stations, increasing transit ridership, and improving community access to education and jobs.

RELEVANCE TO MEADOWVIEW STATION

The TOD Action Plan established Station Area Typologies for all 52 light rail stations based on an assessment of current urban form and what potential future land use mix and development intensity would be the best fit. The Typologies are intended to help apply the Plan's recommendations, strategies, and actions. Five unique Typologies are identified in the Plan, including Central Core, urban Neighborhood, Main Street, Town Center, and Commuter Hub.

Meadowview Station was identified as a Commuter Hub typology, emphasizing high multi-modal connectivity, retail and commercial uses catering to daily needs, and commuting into areas closer to the urban core. The goal of the Meadowview Station TOC Study is to identify if it's feasible to create more of a Town Center type neighborhood around the station with strong nodes of community gathering and activity. But this will require efforts on the part of the City and SacRT to prepare the site and incentivize development (as described in the Regional TOD Action Plan).

TRANSIT ORIENTED DEVELOPMENT TOOLKIT

The Transit Oriented Development (TOD) Toolkit provides a framework for jurisdictions and communities to build off of and incorporate into their planning process. The toolkit uses examples to highlight specific development standards, design guidelines, processes, and incentives along streetcar corridors. The desired outcome is a healthy, dense, pedestrian-scale urban environment that is conducive to transit ridership and supported by a mix of uses. The toolkit is organized into six components: Zoning and Land Use Planning, Infrastructure Studies and Financing Plans, Design Guidelines, Gentrification/Displacement, Public Outreach, and Development Incentives and Streamlining.

A GUIDE TO TRANSIT ORIENTED DEVELOPMENT (TOD)

The TOD Guide is a policy and design framework developed by SacRT to promote transit-oriented development as a core strategy for implementing the region's Blueprint growth vision and Transit Action Plan. It establishes a flexible, place-based land use framework that differentiates station areas by typology (such as urban core, urban center, employment, residential, commuter, and high-frequency bus corridors), and provides coordinated guidelines for land use and community character, mobility and access, and civic amenities. The guide emphasizes walkability, mixed uses, appropriate density, reduced parking dependence, and strong pedestrian and bicycle connections, while clarifying the shared roles of transit agencies, local governments, and developers in delivering TOD over time through consistent policies, integrated planning, and strategic public investment.

3.2 CONTEXT

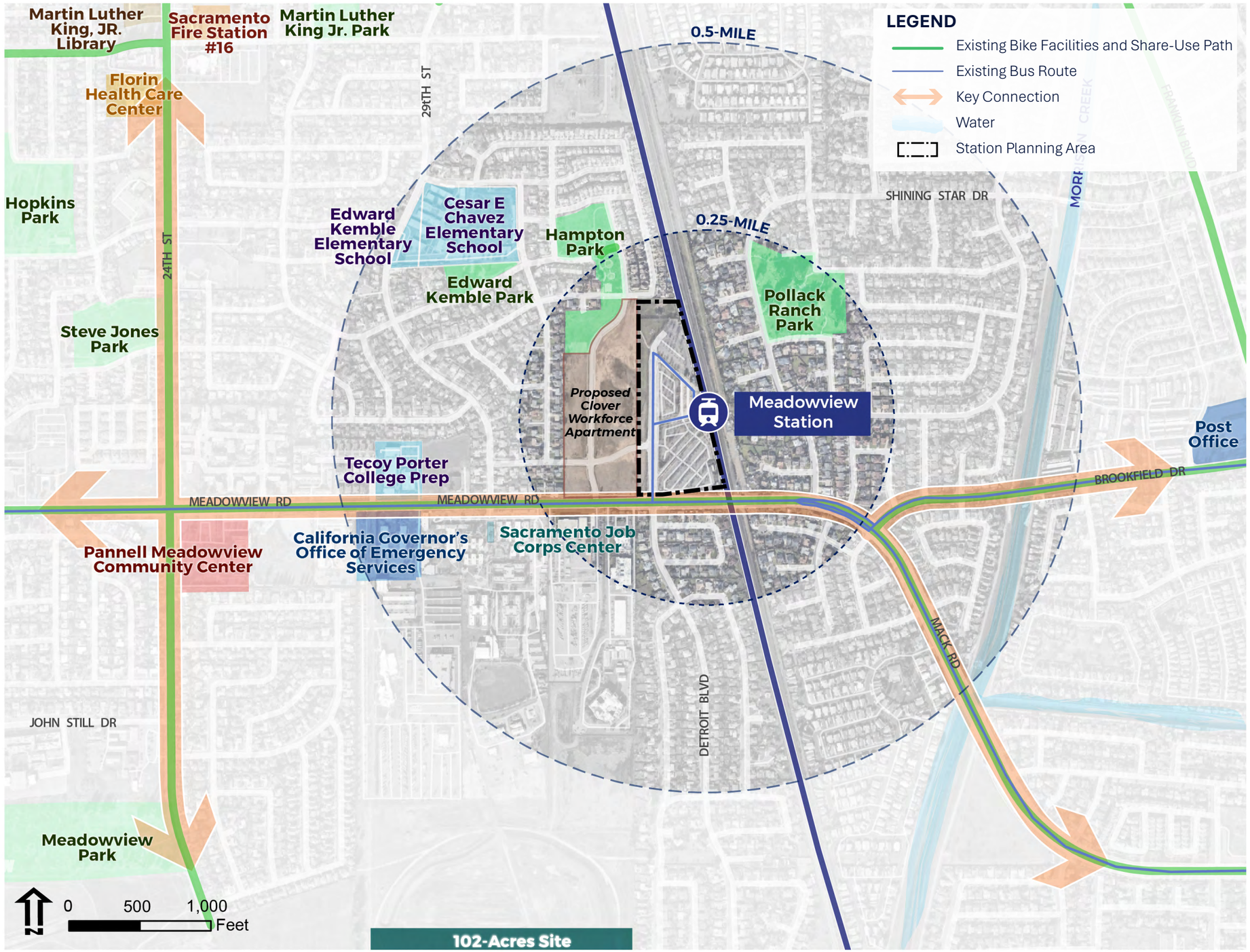
STATION AREA

Meadowview Station is located within a primarily single-family residential area with many community resources nearby, including parks, schools, emergency services, a health care center, and the Pannell Meadowview community center. The Sacramento Job Corps Center, located just south of the station, is a key destination that provides free education programs, technical skills training, career counseling and other support services for low-income students between the ages of 16 and 24. However, the area lacks neighborhood serving commercial uses and a clear public center for community life. There is an opportunity to use TOD to build a more diverse and resilient local economy, expand housing options and affordable choices, and bring daily necessities within walking distance of more people.

Residential development planned directly west of the station provides an opportunity to coordinate plans to increase connectivity and create a larger cohesive vision for the neighborhood. Clover Workforce Apartment, proposed on the adjacent 11.4-acre vacant lot, would be a 358-unit affordable residential development featuring eleven three-story residential buildings and a single-story amenity clubhouse. Further south of the station area, the City of Sacramento has acquired a 102-acre vacant parcel and is currently exploring potential development options.

SacRT's Blue Line and the parallel railroad divide the greater station area in half, limiting access to the station from neighborhoods to the east. With Meadowview Road as the only available crossing, it faces the challenge of having to safely accommodate all mobility modes.

FIGURE 3-3: KEY PLACES WITHIN THE MEADOWVIEW STATION AREA



EXISTING SERVICES AND AMENITIES

A variety of services and amenities that support daily life are located within two miles of Meadowview Station, including parks, grocery stores, medical clinics, schools, daycares, retail shopping centers, and other essential destinations. The following maps (Figures 3-4 to 3-8) illustrate the distribution of these destinations in relation to areas within a 10-minute drive, a 15-minute walk, and a 20-minute transit ride from the station. Summaries of the destinations within a 20-minute transit ride are shown below. While these destinations are present within the broader station area, their accessibility is somewhat constrained by the surrounding suburban development pattern. Many of these services and amenities are easily accessible by a short drive or transit but less accessible by walking or biking.

The built environment surrounding the station is defined by wide arterial roadways, relatively low-density land uses, and a separation of residential, commercial, and institutional uses, with concentrations of services and amenities located at the intersections of major arterial roadways – conditions largely shaped by earlier planning and zoning decisions. This development pattern increases the physical distance between destinations and creates a street network that is unwelcoming to pedestrians and cyclists. Large block sizes, limited street connectivity, and a lack of continuous sidewalks or safe crossings make walking and biking difficult and often unsafe. Transit access is similarly impacted, as stops tend to be located along busy roads with poor pedestrian access to surrounding uses, further discouraging non-car travel.

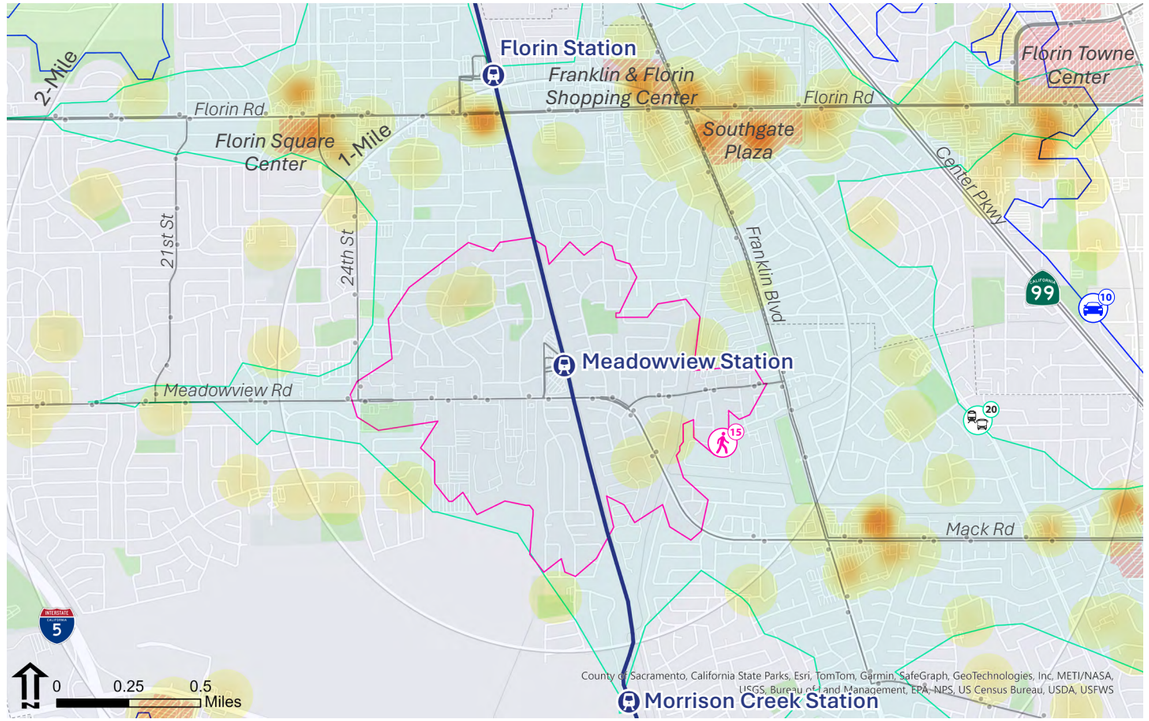
Within a half-mile distance of the station, typically considered the core area for a transit-oriented community, services and amenities are limited, especially retail. This lack of nearby amenities reduces the area's walkability and forces residents to rely on driving for even short trips. While presenting a challenge to creating a walkable TOC, these conditions are not unique to the Meadowview station area; they reflect broader patterns seen in under-resourced and historically underserved neighborhoods across California and the United States.

Addressing these challenges is key to creating a more inclusive, connected, and transit-supportive station area that aligns with the goals of the master plan. Two main strategies can help overcome these barriers: improving access to nearby existing services and amenities through better connectivity and infrastructure, and introducing new services and amenities directly within the site and station area.

Within a 20-minute transit ride of Meadowview Station, there are:

- 8 Shopping centers
- 7 Supermarkets
- 144 Restaurants
- 27 Parks
- 1 Libraries

FIGURE 3-4: CONCENTRATION OF SERVICES



LEGEND

- Bus Routes and Bus Stops
- SacRT Light Rail Blue Line
- 20-minute Transit Ride
- 15-minute Walkshed
- 10-minute Drive
- Shopping Locations
- Parks and Recreation Areas

CONCENTRATION OF SERVICES

- Lower
- Higher

FIGURE 3-5: EXISTING AMENITIES - SUPERMARKETS AND SMALL GROCERS

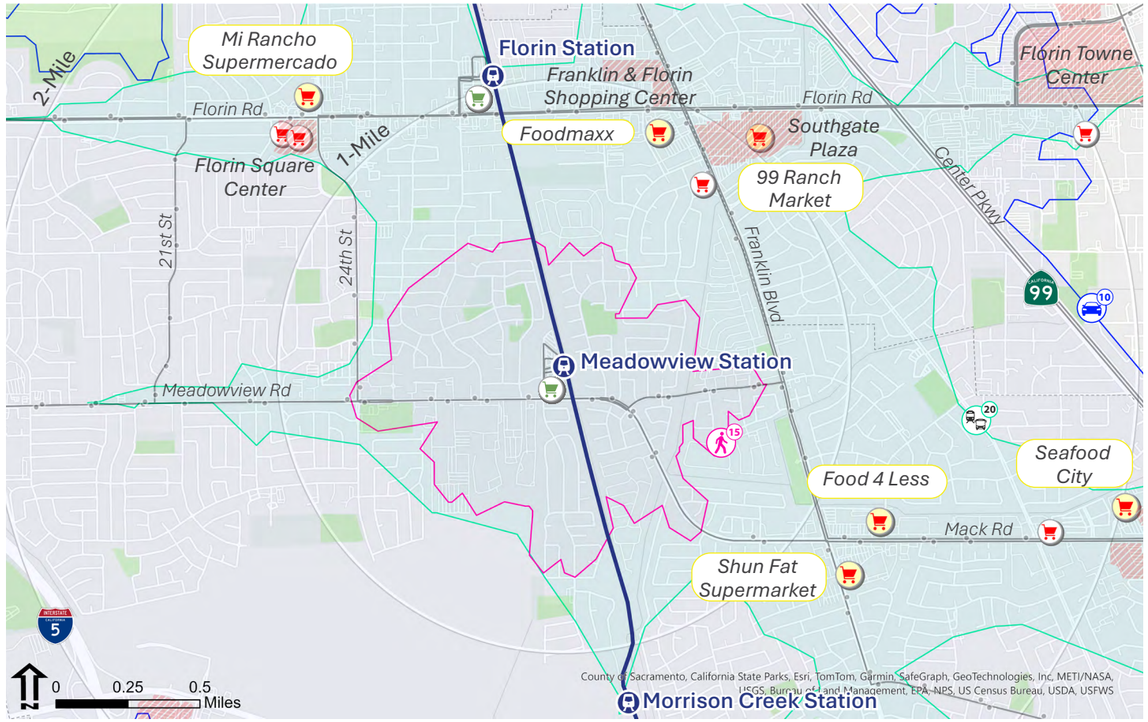
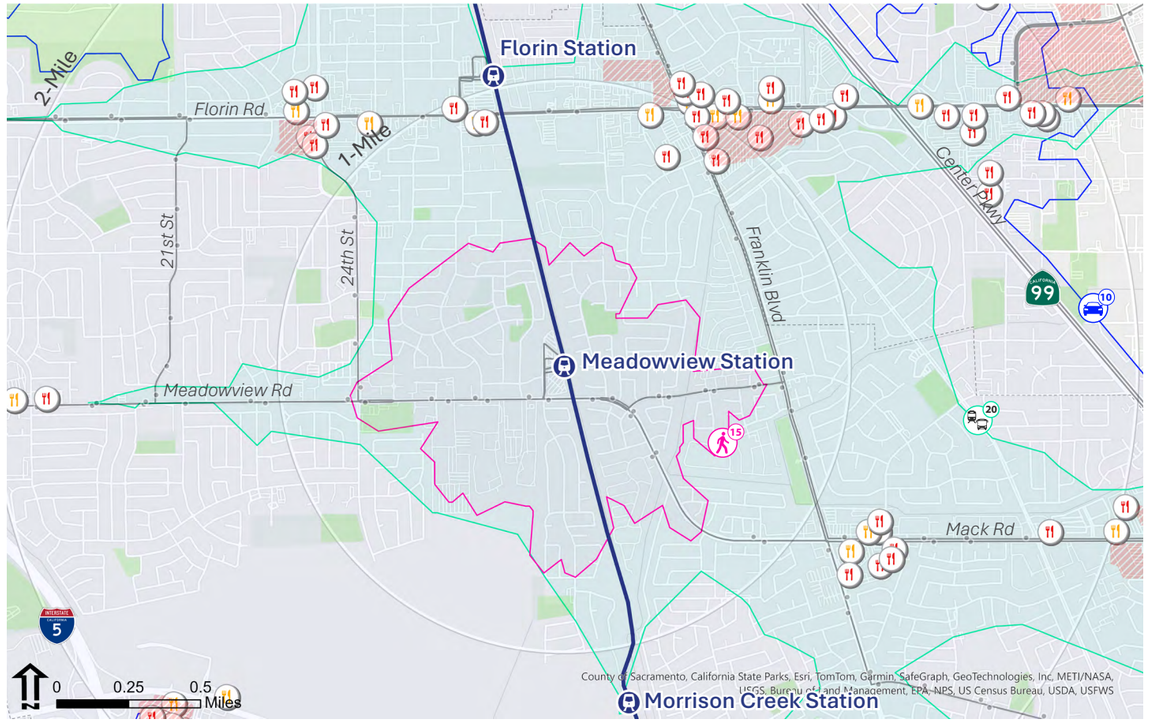


FIGURE 3-6: EXISTING AMENITIES - RESTAURANTS AND BAKERIES



LEGEND

- Bus Routes and Bus Stops
- SacRT Light Rail Blue Line
- 20-minute Transit Ride
- 15-minute Walkshed
- 10-minute Drive
- Shopping Locations
- Parks and Recreation Areas

NEIGHBORHOOD AMENITIES

- Supermarkets
- Small Grocers
- Farmers Markets

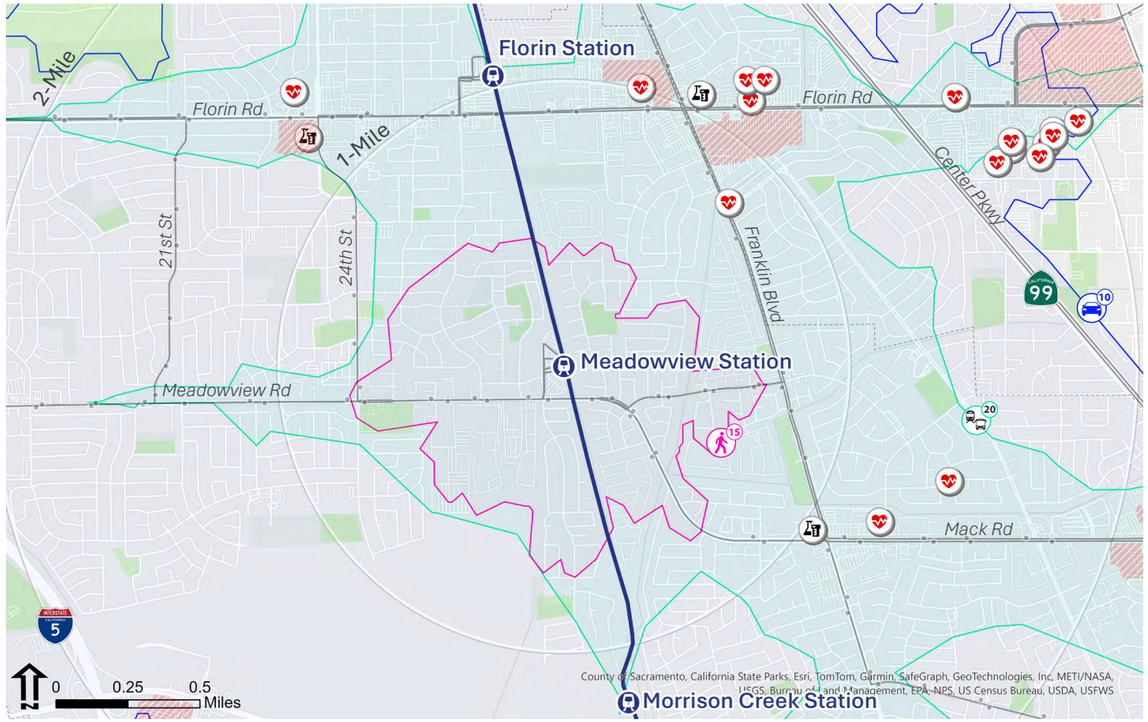
LEGEND

- Bus Routes and Bus Stops
- SacRT Light Rail Blue Line
- 20-minute Transit Ride
- 15-minute Walkshed
- 10-minute Drive
- Shopping Locations
- Parks and Recreation Areas

NEIGHBORHOOD AMENITIES

- Dine-in Restaurants and Bakeries
- Fast Food Restaurants

FIGURE 3-7: EXISTING AMENITIES -PHARMACIES AND MEDICAL OFFICES



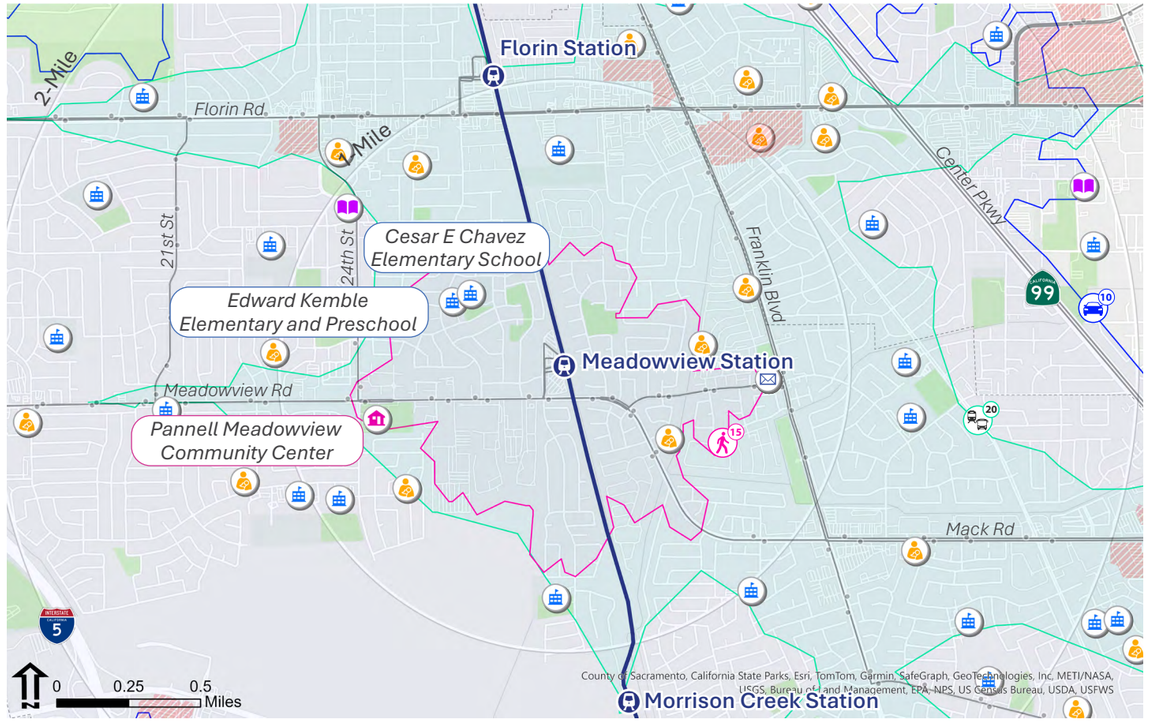
LEGEND

- Bus Routes and Bus Stops
- SacRT Light Rail Blue Line
- 20-minute Transit Ride
- 15-minute Walkshed
- 10-minute Drive
- Shopping Locations
- Parks and Recreation Areas

NEIGHBORHOOD AMENITIES

- Medical Offices
- Pharmacies and Drug Retailers

FIGURE 3-8: EXISTING AMENITIES - DAYCARES, SCHOOLS, LIBRARIES AND COMMUNITY CENTERS



LEGEND

- Bus Routes and Bus Stops
- SacRT Light Rail Blue Line
- 20-minute Transit Ride
- 15-minute Walkshed
- 10-minute Drive
- Shopping Locations
- Parks and Recreation Areas

NEIGHBORHOOD AMENITIES

- Community Centers
- Day Cares
- Libraries
- Schools
- US Post Offices

3.3 SITE CONDITIONS ASSESSMENT

GENERAL PLAN LAND USE

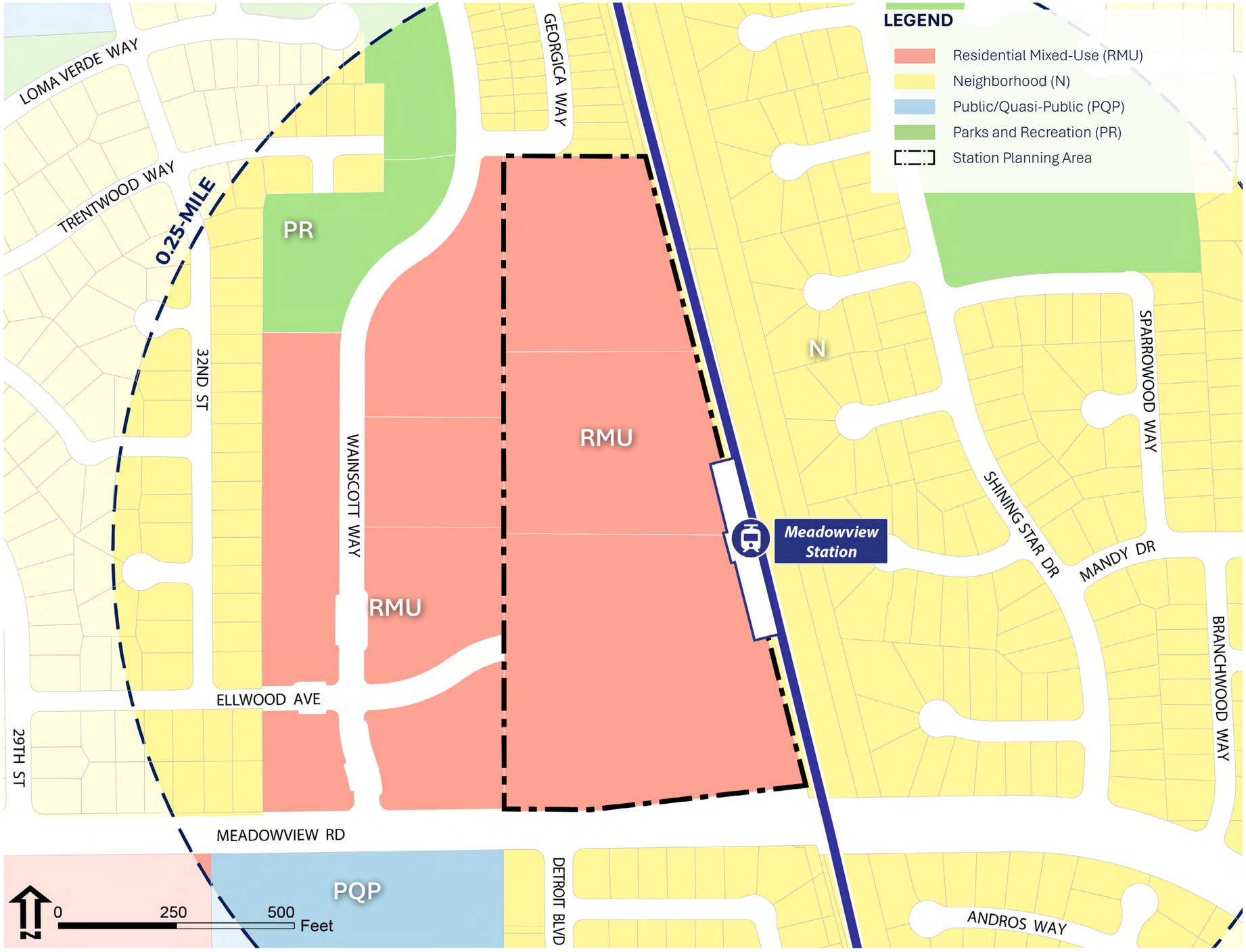
The Sacramento 2040 General Plan outlines a vision and strategy to guide Sacramento into the next era of its growth and evolution. The station area is located within an Urban Center, envisioned as a major activity hub with a vital mix of uses that anchors high-frequency transit. Urban Centers are intended to offer an array of choices for living, working, shopping, and enjoying free time. With thoughtful transitions to surrounding neighborhoods, higher-density housing can be accommodated.

The General Plan also establishes land use designations that illustrate the long-term vision for development. The station area is designated with the Residential Mixed Use (RMU) General Plan land use, which is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. Accompanying the General Plan Land Use are directions for land use and development intensities, including an FAR range for mixed-use and non-residential development and a minimum residential density, summarized in Table 3-2.

TABLE 3-2: GENERAL PLAN DEVELOPMENT INTENSITY SUMMARY

Land Use Designation	Residential Mixed-Use (RMU)
FAR range for mixed-use / Non-residential	0.4-4.0
MIN. Residential Density	20 dwelling units / acres

FIGURE 3-9: GENERAL PLAN LAND USE MAP



ZONING

The Meadowview Station planning area includes multiple parcels and multiple zoning districts. Most of the station planning area is zoned C-2 General Commercial. The remainder of the station planning area is zoned RMX, which allows a mix of residential and commercial uses and is intended to preserve the residential character of neighborhoods while encouraging the development of neighborhood-oriented ground-floor retail and service uses. A summary of permitted and prohibited uses is provided in Table 3-3.

The entire station planning area is within the TO Zone-Transit Overlay, which supports transit-oriented development. The TO zone allows a mix of moderate- to high-density residential and nonresidential uses by right to promote transit ridership. This overlay zone is intended to promote coordinated and cohesive site planning and design that maximize transit-supportive development; to create continuity of pedestrian-oriented streetscapes and activities; and to encourage pedestrian, bicycle, and transit-rather than exclusive automobile access-to employment, services, and residences. This zone permits increased heights, densities, and intensities over the underlying zone for projects with a residential component; encourages housing and mixed-use projects; and prohibits non-transit supportive uses within 1/2 mile of stations.

The station planning area's current zoning, which allows for a mix of uses, minimum setbacks, relatively high density, and no minimum parking requirements, is supportive of a transit-oriented community at the site. A summary of the zoning standards is provided in Table 3-4.

The City also offers various housing development incentives, including a streamlined process (and no California Environmental Quality Act review) for projects that meet their Ministerial Approval standards. Eligible projects are listed in Table 3-5. Additionally, the inclusion of affordable housing allows for deviations in development and design standards through the State's Density Bonus Law process.

FIGURE 3-10: ZONING

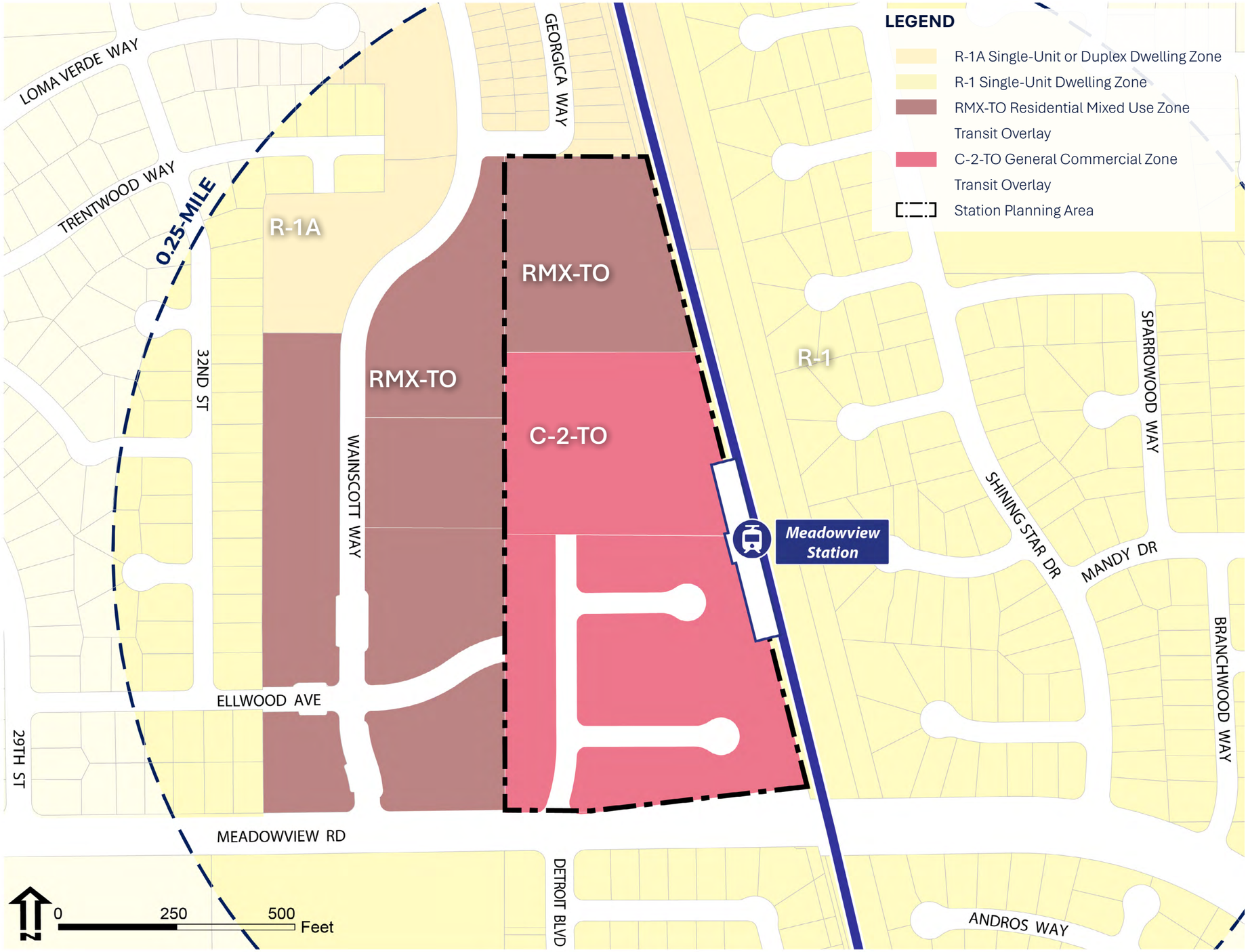


TABLE 3-3: PERMITTED USES

C-2-TO	RMX-TO
Residential Uses • Dormitory • Dwelling, duplex • Dwelling, multi-unit • Dwelling, single-unit • Low barrier navigation center • Residential care facility • Residential hotel	**Residential Uses** • Dormitory • Dwelling, duplex • Dwelling, multi-unit • Dwelling, single-unit • Low barrier navigation center • Model home temporary sales office • Residential care facility • Residential hotel
Commercial and Institutional Uses • Adult entertainment business • Amusement center, indoor • Assembly-cultural, religious, social • Athletic club; fitness studio • Bed and breakfast inn • Childcare center • Cinema (inside arts and entertainment district) • College extension • Commercial service • Community market • Hotel; motel • Laundromat, self-service • Library; archive • Mortuary; crematory • Museum • Non-profit organization, food preparation for off-site consumption • Non-profit organization, food storage and distribution • Nonresidential care facility • Office • Restaurant • Retail store • School-dance, music, art, martial arts • School, vocational • Theater • Tobacco retailing • Veterinary clinic; veterinary hospital • Wholesale store (6400 square feet or less)	**Commercial and Institutional Uses** • Assembly-cultural, religious, social • Athletic club; fitness studio • Bed and breakfast inn • Childcare center • Commercial service • Community market • Hotel; motel • Laundromat, self-service • Library; archive • Museum • Nonresidential care facility • Office • Restaurant • Retail store • School-dance, music, art, martial arts • Tobacco retailing
Industrial and Agricultural Uses • Aquaculture • Cannabis manufacturing • Cannabis testing • Community garden, private (not exceeding 3.0 acres) • Manufacturing, service, and repair • Market garden (not exceeding 3.0 acres) • Passenger terminal • Railroad ROW • Solar energy system, commercial (city property)	**Industrial and Agricultural Uses** • Community garden, private (not exceeding 1.0 acre) • Market garden (not exceeding 1.0 acre) • Solar energy system, commercial (city property)

TABLE 3-4: ZONING SUMMARY

	C-2-TO	RMX-TO
FAR range for Mixed-use / Non-residential	0.4 - 4.0	0.4 - 4.0
Lot Coverage (% of Net Lot Area)	No lot coverage requirement	No lot coverage requirement
Building Height (MAX)	65 ft	45 ft
Building Setbacks	**Front-yard setback:** None **Street side-yard setback:** None **Interior side-yard setback:** None, Except If the interior side yard of a lot is adjacent to an R- or OB-zoned lot and is not separated by an alley, the required minimum interior side-yard setback is five feet. **Rear-yard setback:** None.	**Front-yard setback:** MIN. 10 ft – MAX. 25 ft **Street side-yard setback:** MIN. 10 FT – MAX. 25 ft **Interior side-yard setback:** 0 ft (5' if abutting a lot in the R-1 or R-1B zone) **Rear-yard setback:** MIN. 15 ft. (5' if abutting a public alley)
MIN. Residential Density	20 dwelling units / acre	20 dwelling units / acre
MAX. Residential Density		60 dwelling units / acre
TO Development Standards	Minimum density is 15 dwelling units per net acre.	Minimum density is 15 dwelling units per net acre. Nonresidential uses may occupy a maximum of 50% of the gross square footage of each new building in the RMX-TO zone.
Parking Requirements	No Minimum	No Minimum
Open Space Requirement for Multi-unit Dwellings	A combination of private and common open space shall be provided for new multi-dwellings at a ratio of 100 square feet of open space per dwelling unit beyond the minimum required front-yard, side-yard, and rear-yard setbacks. Please refer to 17.600.135 for more details.	
Standard for Uses within one-quarter mile of a light rail station	The development shall provide pedestrian amenities such as lighting, benches, tree shading, and landscaping; Ground-level design shall avoid areas of blank walls visible from the street; The site design shall provide continuous, direct, convenient transit and pedestrian linkages; Vehicle parking shall be located to the rear or interior side of the building; and the building's primary entrance shall have direct access to public streets and sidewalks. Please refer to 17.600.160 for more details.	

Notes:
1. Transitional Height Requirement within 80 ft of R-1, R-1B, and R-2 zones. Penthouses may exceed this height by 20%.
2. Evaluate development project design review applications for Citywide site plan and design review (SPDR)
3. Encroachments are allowed.

TABLE 3-5: ELIGIBLE PROJECTS FOR MINISTERIAL PERMITS

Requirements	City's Ministerial Approval of Infill Housing (City Code Section 17.860) (City of Sacramento Permit) CDD-0428
Type	Residential or mixed-use (residential must be at least 2/3 of building square footage)
Number of Housing Units	2-200 Units
Affordability Requirements	No specific requirement
Infill Requirements (SB 35 Definition)	A site that has been previously developed, or development on a vacant site, where at least 75% of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with existing uses.

MOBILITY ANALYSIS

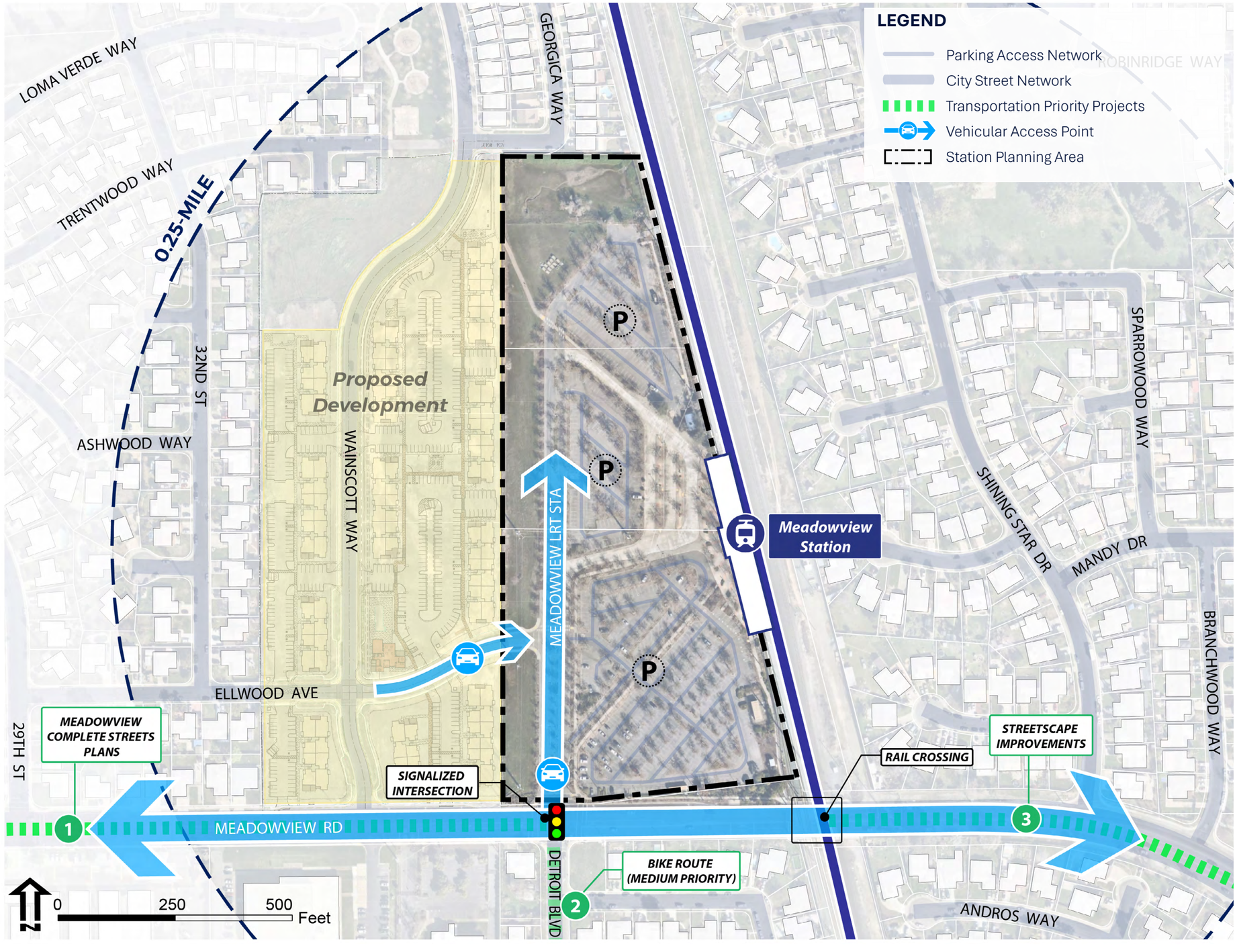
STREETS

The Meadowview Station planning area has limited connections with the surrounding street network due to the adjacent railroad on the station planning area's eastern boundary and vacant parcels on the western boundary. Meadowview Road is the only connection across the railroad for over a mile in each direction. All user groups (pedestrians, bicyclists, transit riders, and drivers) must use this street to travel east-west as well as access the station. Limited right-of-way necessitates a prioritization of modes in the street design, which currently favors motor vehicles.

The primary access point to the station is at the signalized intersection of Detroit Boulevard and Meadowview Road, a four-lane arterial along the station planning areas' southern boundary. Meadowview Road currently prioritizes vehicular movement over bicycle and pedestrian connections. Sidewalks tend to be narrow and next to the travel lanes, with the exception of the sidewalk directly next to the station where a tree-lined planting area provides some separation from adjacent vehicles. These conditions create a less comfortable pedestrian experience, limiting pedestrian use.

A second connection to the station is provided by Ellwood Avenue, a two-lane local road, from the adjacent residential neighborhood to the west. The adjacent vacant site west of the station provides an opportunity for creating a more connected street network, as illustrated in the 2040 General Plan's South Area Community Plan. There are sidewalks along one side of Wainscott Way and Ellwood Ave, connecting the pedestrian network to the station planning area. However, the currently proposed concept for residential development of that site does not include additional new street connections to the station.

FIGURE 3-11: STREET NETWORK AND VEHICULAR ACCESS POINTS



MOBILITY ANALYSIS

PEDESTRIAN AND BICYCLE ACCESS

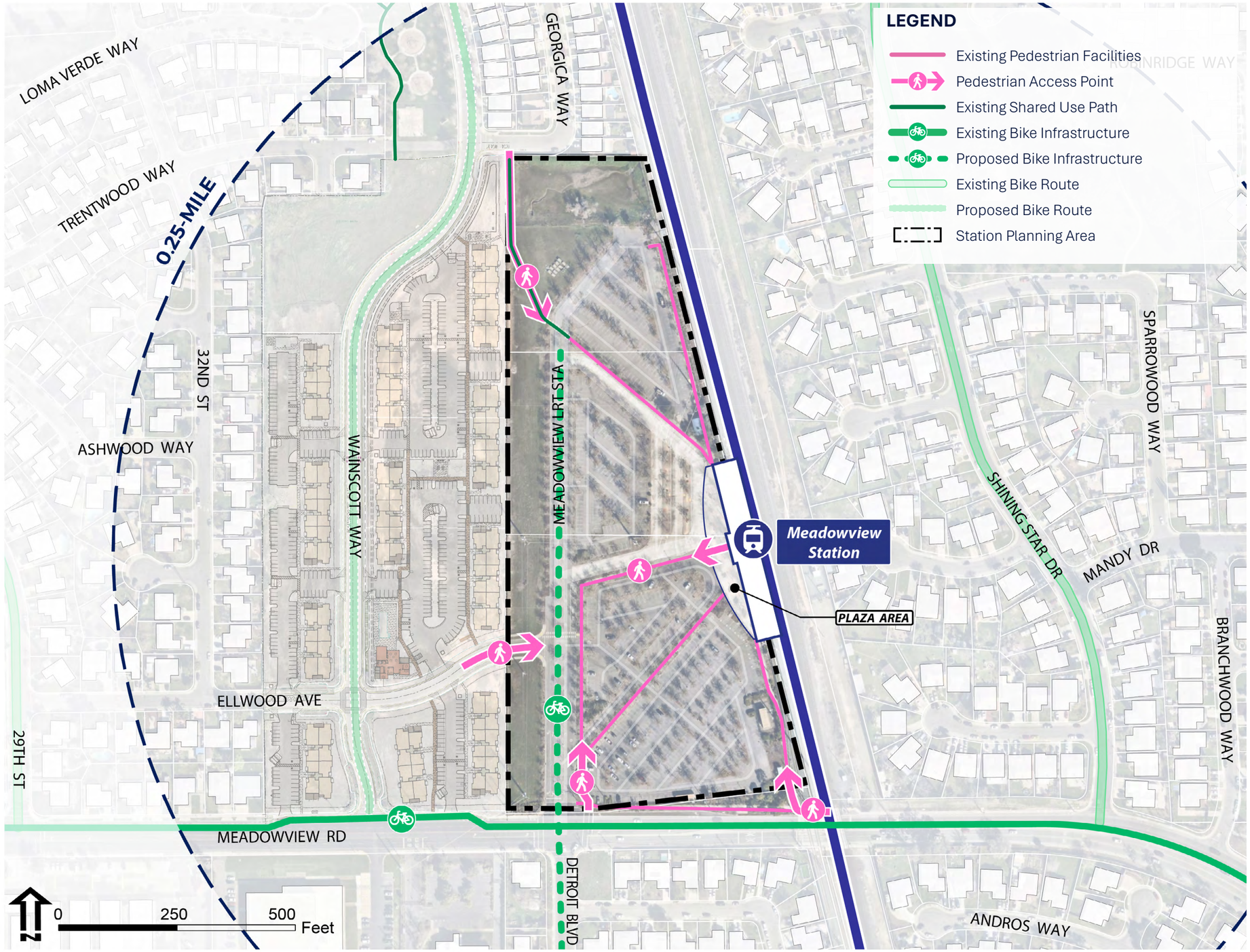
Walkability and bikeability at and around Meadowview Station are limited and will need to be improved to support a true TOC vision. Nearly all streets within a half mile radius of the station have sidewalks, creating a strong foundation for improving walkability. However, multiple barriers to safe and comfortable walking and biking exist. Sidewalks tend to be narrow, unshaded, and directly adjacent to travel lanes. Bicycle facilities are limited to narrow, unprotected bike lanes on Meadowview Road with no dedicated connection to the station. Around Meadowview Station, 29th Street and Shining Star Drive have been identified as bike routes, but do not have any bicycle infrastructure.

Pedestrians can access the station in the south from Meadowview Road at two points, the station access road and a pedestrian path near the rail crossing. From the west, pedestrian access is limited to Ellwood Avenue. A multi-use trail provides both pedestrian and bicycle access from the neighborhood north of the station. The rail lines along the station planning area's eastern boundary prohibit any pedestrian and bicyclist access directly from the east.

Meadowview Road, one of the key access points to the station for all modes (drivers, pedestrians, cyclists, and buses), is also a barrier for pedestrians and bicyclists. As the only location to cross the railroads south of Florin Road, one mile to the north, all user groups are funneled onto this street for east-west connectivity and access to the station. With a constrained right-of-way, this presents challenges for accommodating these groups as they compete for limited space. Pedestrian crossings along Meadowview Road are also limited, available only at the signalized intersections with 29th Street, Detroit Boulevard, and Brookfield Road.

This Study will propose improvements that will help walkability and bikeability around the station planning area. These include a recommended buffered bike lane along Meadowview Station access road and a bike facility planned for Detroit Boulevard. The proposed residential development on the adjacent vacant parcels includes pedestrian facilities, but the current concept does not provide for direct connections to the station.

FIGURE 3-12: PEDESTRIAN AND BICYCLE ACCESS



MOBILITY ANALYSIS

TRANSIT AND PARKING

Meadowview Station is along SacRT's Blue Line light rail service, which runs from Cosumnes River College in South Sacramento to the Watt / I-80 light rail station in North Sacramento near the McClellan Business Park. From Meadowview station, it is about a 25-minute ride to downtown (8th and Capitol Station) with trains running every 15 minutes. A bus loop with two platforms provides a direct connection with the light rail station. The station is served by two bus routes: Route 56 runs between Cosumnes River College and Pocket Transit Center, and Route 105 connects to Florin High School.

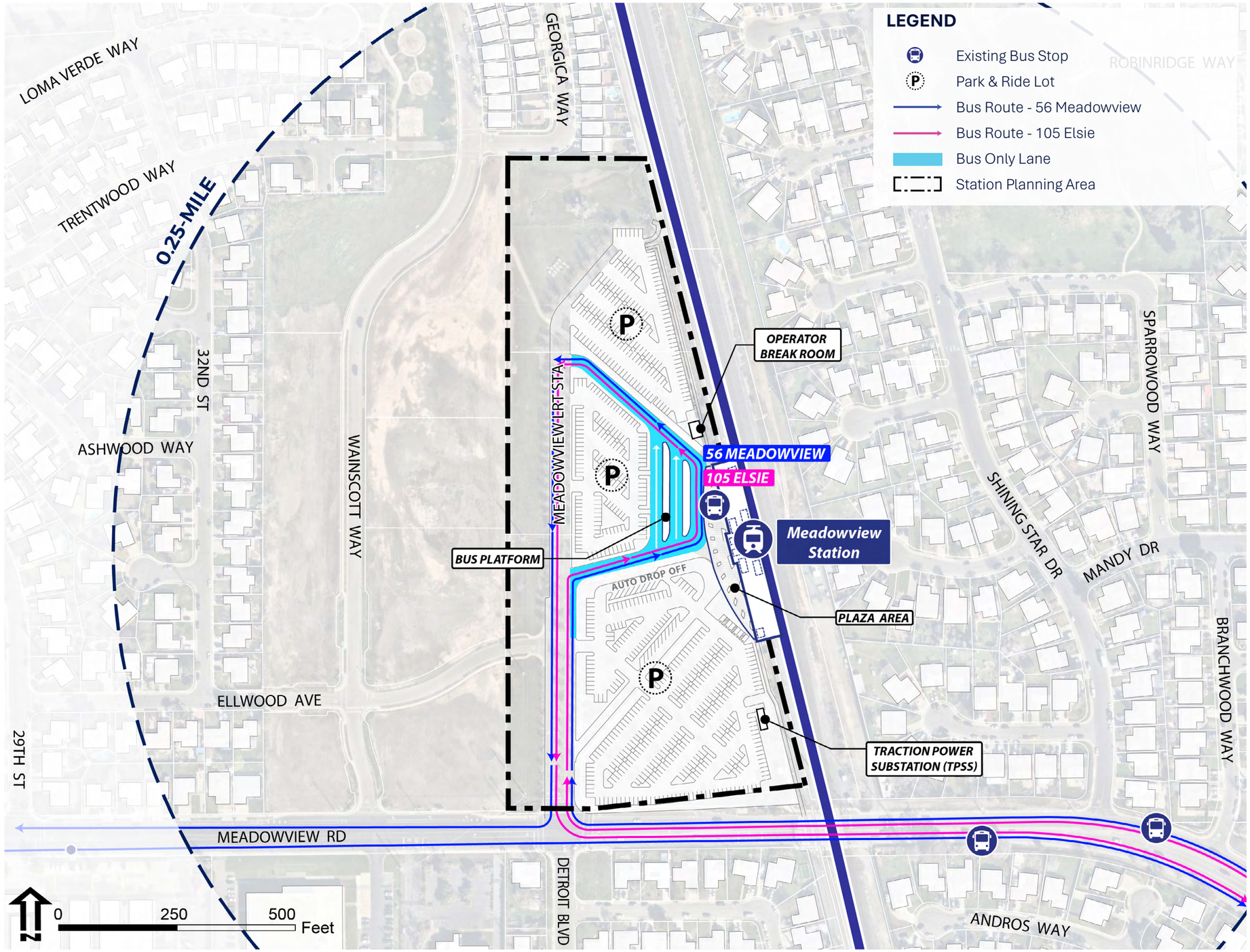
As a park-and-ride, Meadowview Station was developed with three surface parking lots with a total of 690 parking spaces and a designated passenger drop-off zone located in front of the station plaza. These parking lots were built when Meadowview Station was the terminus station on the Blue Line.

Supporting transit infrastructure includes an operator break room and an above-ground traction power substation (TPSS) located south of the platform. Any future development must ensure access to the TPSS for operations and maintenance.

The bus loop and park-and-ride lots may be reconfigured to maximize efficiency and improve circulation.

SacRT GO service offers door-to-door ADA paratransit service that is complementary to the fixed-route system for individuals with disabilities to and from the station. SacRT also provides on-demand microtransit service, called SacRT Flex, to eligible riders, including seniors (age 62 and older), low-income individuals, and persons with disabilities. Both SacRT GO and SacRT Flex services may also serve the Meadowview Station area, likely dropping off and picking up passengers near the bus stops and pick-up/drop-off areas. The RydeFreeRT program offers fare-free transit for Sacramento-area youth 18 years old and younger and SacRT's College Passes offer unlimited access to SacRT services through partnerships with the Los Rios Community College District and Sacramento State.

FIGURE 3-13: EXISTING TRANSIT FACILITIES



UTILITIES

Utilities within the station planning area include water, storm drains, natural gas, overhead and underground electric, and sanitary sewer. The owner of each utility is provided in Table 3-5.

The water lines primarily serve landscape areas and the mainline connects to the City's mainline on Meadowview Road. Many of the underground electrical lines serve the multiple light posts located throughout the park-and-ride lots and the light rail station. The existing stormwater detention basin receives run-off from the station track and from the parking lots and does not seem to receive run-off from the residential area. The outfall in the detention basin is connected to the 36-inch pipe that leads to the mainline at Meadowview Road.

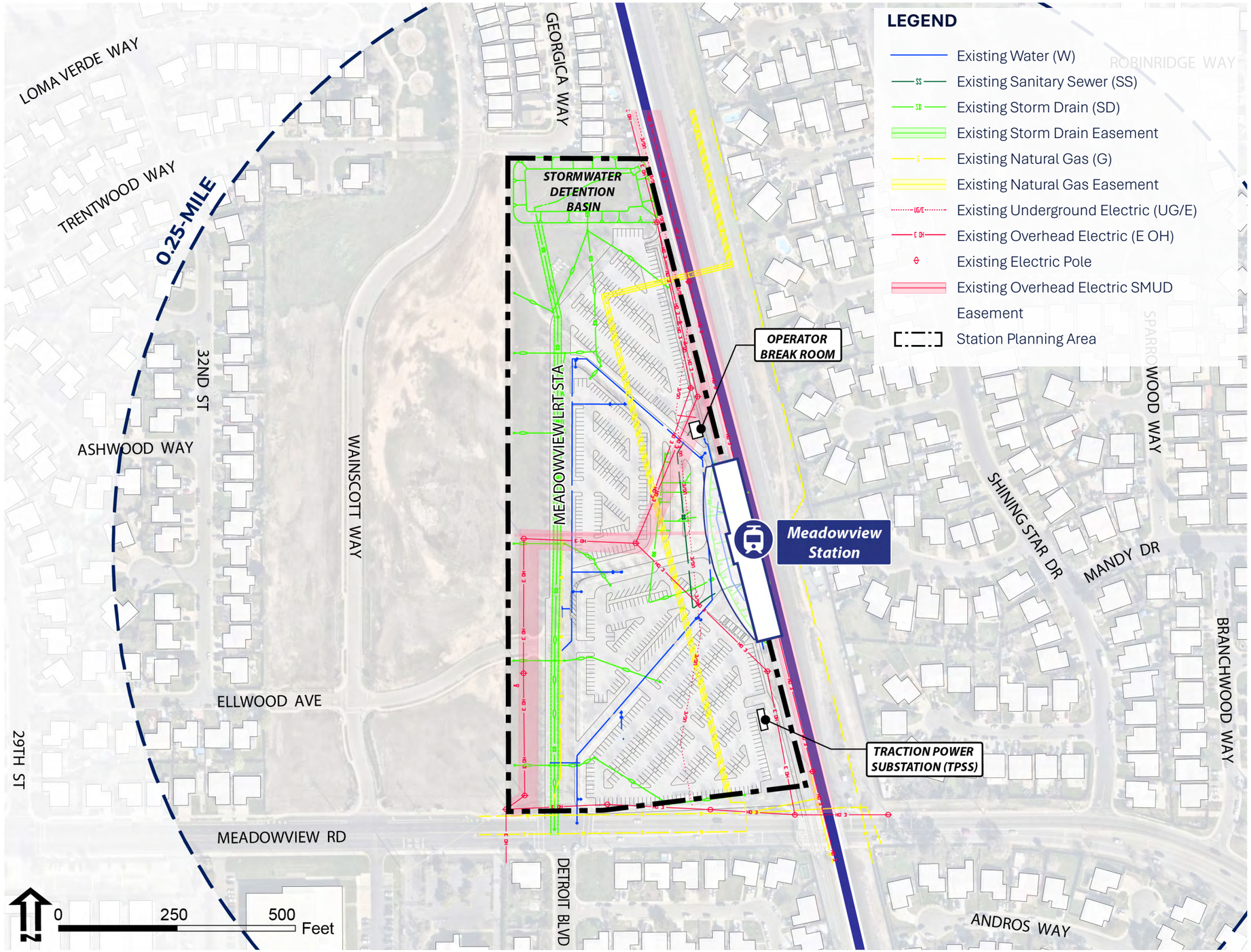
Several utilities and their associated easements within the station planning area will need to be coordinated with future development to address potential impacts and safety concerns. These include:

- A 36-inch storm drain and 15-foot easement underneath the station access road terminating at the stormwater detention basin located at the northern end of the station planning area.
- A natural gas line within a 10-foot easement located across most of the station planning area, roughly parallel to the light rail line.
- Overhead electric lines within a 40-foot SMUD easement that run parallel to the access road before turning to the east and crossing the station planning area.

TABLE 3-6: EXISTING UTILITY SUMMARY

Utility	Owner	Easement
Water	City of Sacramento	No
Sanitary Sewer	City of Sacramento	No
Storm Drain	City of Sacramento	Yes
Gas	PG&E	Yes
Electric	SMUD	Yes

FIGURE 3-14: APPROXIMATE LOCATION OF UTILITIES WITHIN THE STATION PLANNING AREA



ENVIRONMENTAL CONTEXT

Meadowview station's development as a park-and-ride has resulted in a relatively flat site with few natural amenities and a high percentage of impermeable surface area. However, there are several environmental attributes worth noting. A significant number of trees have been planted throughout the station planning area (a total of 515 trees are identified on the Meadowview Station Tree Planting Plan) including Chinese pistache, London plane, interior live oak, valley oak, red oak, camphor tree, and littleleaf linden.

The City of Sacramento values the importance of trees in promoting public health and community well-being. The dense existing tree canopy provides cooling shade, enhances the appearance of the site, and offers stormwater benefits. Chapter 12.56 of the City zoning code requires the protection of defined private protected trees, including a variety of Oak species with a DSH of twelve (12) inches or more. An application for a tree permit may be required along with supporting materials that may be required by the director. This could include a landscape or tree planting plan, a tree replacement plan, or related information. In addition to the tree canopy, other landscape elements include a landscaped buffer along Meadowview Road, a landscaped median on the station access road, and landscaped islands with shrub plantings throughout the parking lots.

The station planning area's open space consists of an approximately 80-feet wide linear green buffer parallel to the station access road, leading to a stormwater detention basin located at the station's north edge. This green space is largely unusable, with no existing programs or amenities that support recreational opportunities. The linear green buffer is partially under power lines within the 40-foot SMUD easement while the stormwater detention basin is fenced off. These open spaces can be reimagined as a linear park connecting with Hampton Park located north of the station.

FIGURE 3-15: ENVIRONMENTAL CONTEXT



DEVELOPMENT SUITABILITY

The station planning area covers a total of 14.73 acres and is currently occupied by various uses, as illustrated in Figure 3-17.

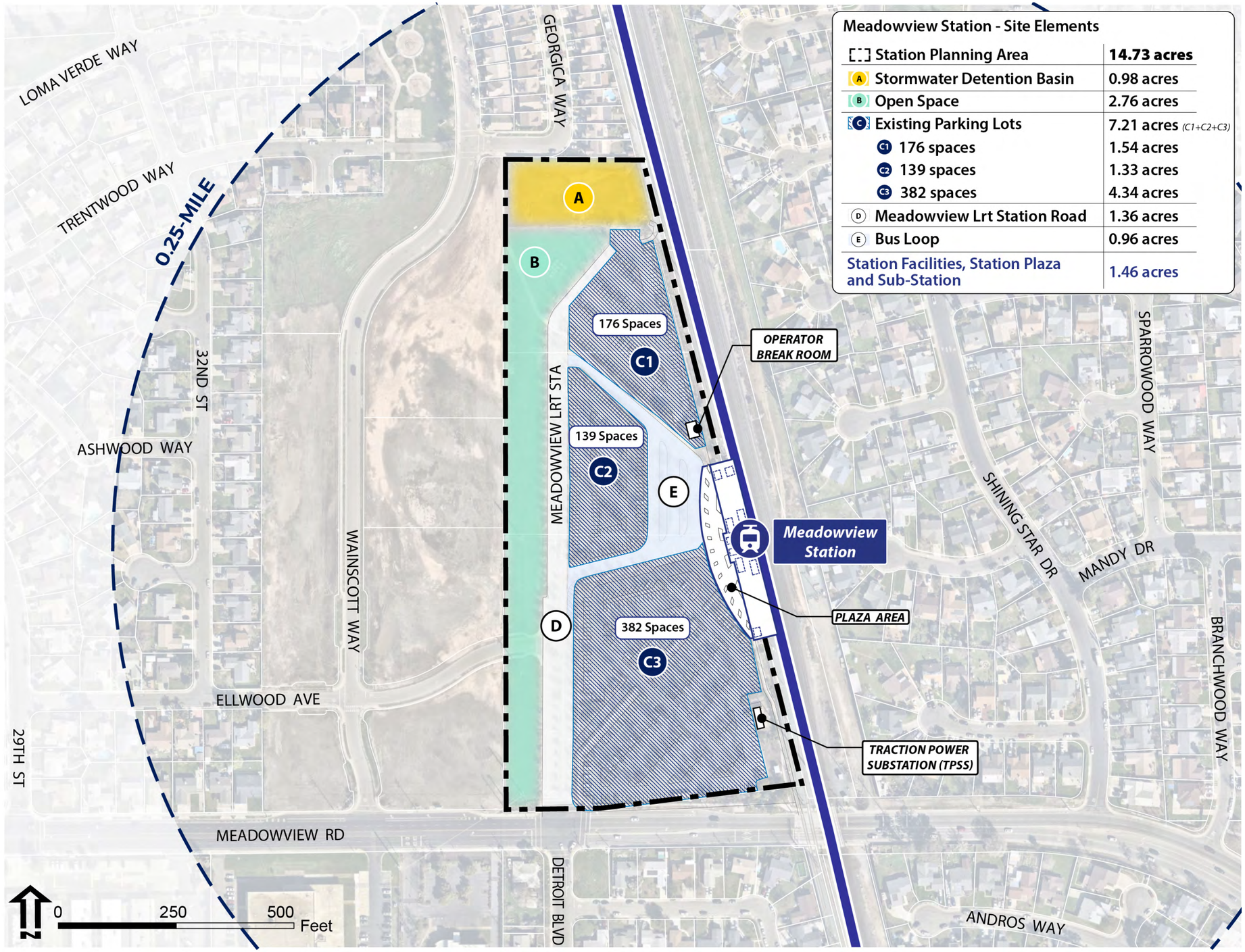
Approximately 7.2 acres, or nearly half of the total area, is dedicated to park-and-ride surface parking lots. These areas are relatively flat, making them potentially the most suitable for redevelopment. Alternative layouts and configurations for parking can be explored to reduce the overall surface parking footprint while optimizing circulation.

The bus loop, nestled between the three parking areas, could also be redesigned or integrated into future redevelopment. The bus loop, together with the three parking areas encompass approximately 8.17 acres. Existing station infrastructure elements, such as station facilities, station plaza, and Traction Power Substation (TPSS), are expected to remain in their current locations.

On the west edge of the station planning area is an 80-foot-wide green buffer that is currently underutilized. While its narrow width and the presence of a SMUD easement may limit the feasibility of constructing buildings or structures, the space offers potential for creative uses or parking.

At the northern edge of the station planning area is a stormwater detention basin, which is the least suitable area for redevelopment. However, this area could be better utilized and enhanced to provide recreational opportunities.

FIGURE 3-16: DEVELOPMENT SUITABILITY



OPPORTUNITIES AND CONSTRAINTS SUMMARY

DEVELOPMENT

The station's large expanse of surface parking lots have served as a land bank for future needs and are now an opportunity for community and transit-centric development. The adjacent vacant site presents an opportunity to align planning efforts for redevelopment to increase connectivity to the station, create a cohesive green network, and coordinate blocks, buildings and uses. While current plans (Clover Workforce Apartments) proposed for the site fall short of these goals, there is potential for better coordination with future redevelopment within the station planning area.

ACCESS & CONNECTIVITY

There are limited access points to the station planning area. The station is primarily accessed from Meadowview Road in the south, Ellwood Avenue on the west, and a shared-use path connecting from the north neighborhoods. Additional pedestrian connections through the site and to adjacent neighborhoods can improve access and mobility.

TRANSIT & MOBILITY HUB

The transit plaza and station platforms should be a focal point of a transit-oriented community at Meadowview Station. The existing bus loop and platforms are located adjacent to the transit plaza for convenient transfers but are designed to accommodate more buses than currently serve the station. There is an opportunity to explore modifications to the bus loop to facilitate public space and buildings that engage with the station.

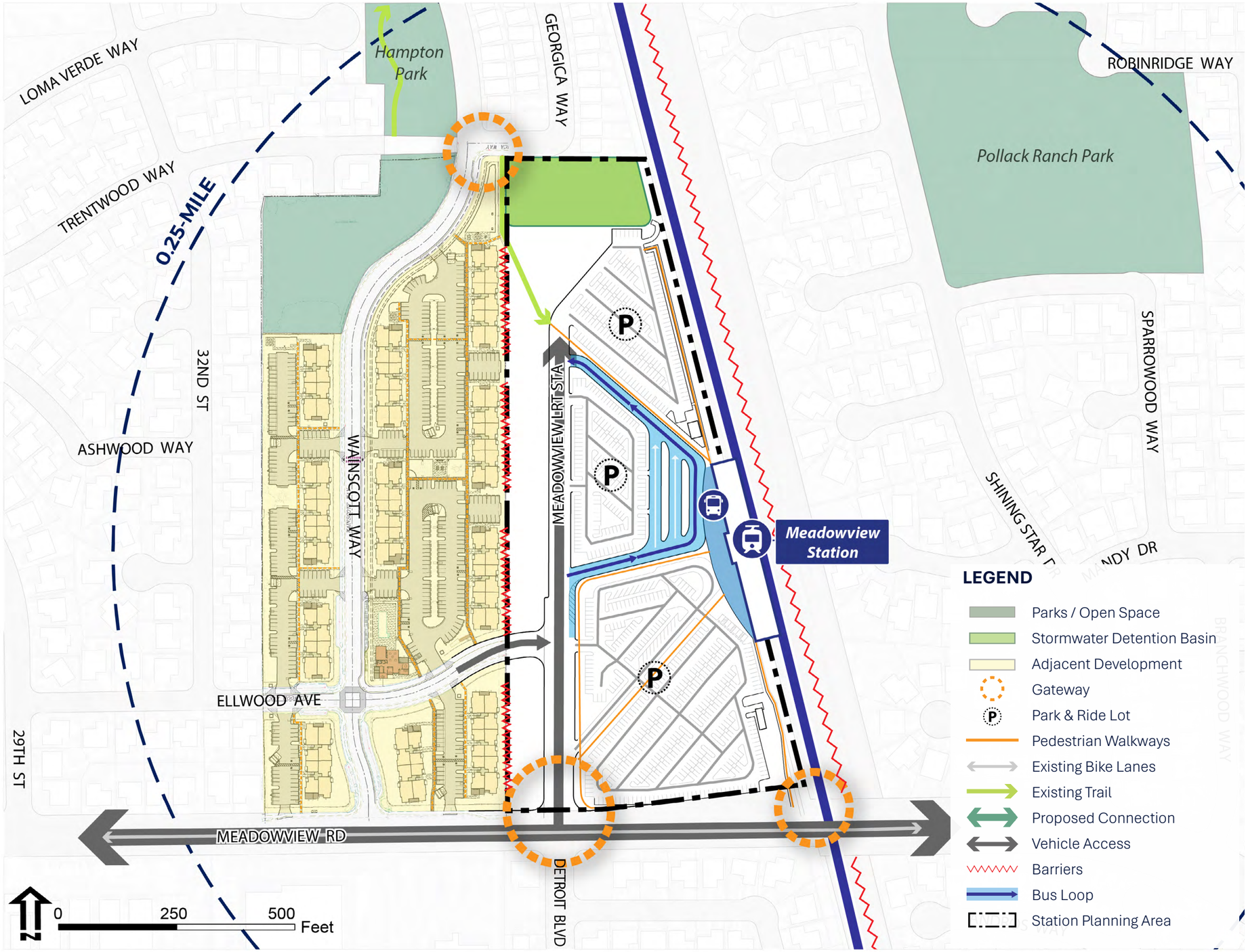
OPEN SPACE

The vacant lot along the western edge and the stormwater detention basin at the northern edge of the property are less suitable for redevelopment. These areas offers potential for creative uses or reimagined as a linear park that connects to Hampton Park, enhancing recreational opportunities. The area under the power lines can also be used for relocated parking.

UTILITIES

Existing utilities pose some constraints as they cross the station planning area. Storm drain, overhead electric line, and natural gas easements will need to be accommodated.

FIGURE 3-17: OPPORTUNITIES AND CONSTRAINTS



4

MARKET ANALYSIS

The following is a market analysis of supply-side trends in construction and delivery of new real estate products within and around the Meadowview Station Area (Study Area). The data used for this analysis is supplied by Costar, a commercial real estate market analysis provider well known in the industry. Costar's multi-family residential data includes apartment buildings with rental units that are owned by commercial landlords, but it does not include condominium units, which sell on the residential market instead of commercial market. An underlying assumption is that condo unit development moves in parallel to apartment unit development.

The goal of this analysis was to understand the regional market as an interconnected economic whole. Key steps included the development of historical trendlines showing the pace of market development for residential and retail product, an analysis of how the local submarket surrounding Meadowview Station plays a role in the regional market, and a projection of future growth to understand how long it would take for the market to supply and absorb a new Transit Oriented Community (TOC).

4.1 REGIONAL ANALYSIS

4.2 MEADOWVIEW ANALYSIS

4.3 MARKET ANALYSIS TAKEAWAY

4.1 REGIONAL ANALYSIS

The regional analysis focuses on 14 submarkets within Sacramento, El Dorado, Placer, and Yolo counties, cutting off the eastern counties at Highway 49. These submarkets were defined by combining Costar submarket boundaries with municipal and county boundaries in the region. Comparing these submarkets to one another allows us to develop a comprehensive understanding of the socio-economic dynamics and real estate market trends that shape the region.

The market analysis of the past 30 years shows that the Study Area has experienced relatively little growth in both multi-family and retail development compared to its peers across the Sacramento regional market. The proximity of above average growth nearby to the Study Area in the South Sacramento/Elk Grove submarket is potentially a boon for development in Meadowview if that growth extends into the area around Meadowview Station; however, as it currently stands, past trends suggest that fully leasing a multi-family, mixed-use development in the Study Area may be challenging due to the limited demand in the submarket. The ongoing multi-family development adjacent to the Meadowview Station site will further reduce demand for new units in this submarket once completed. Policy incentives such as a reduced or no fare for residents commuting via the light rail may be considered to counteract the low demand for residential units and attract both tenants and developers to the Meadowview Station site.

FIGURE 4-1: MARKET ANALYSIS SUBMARKETS

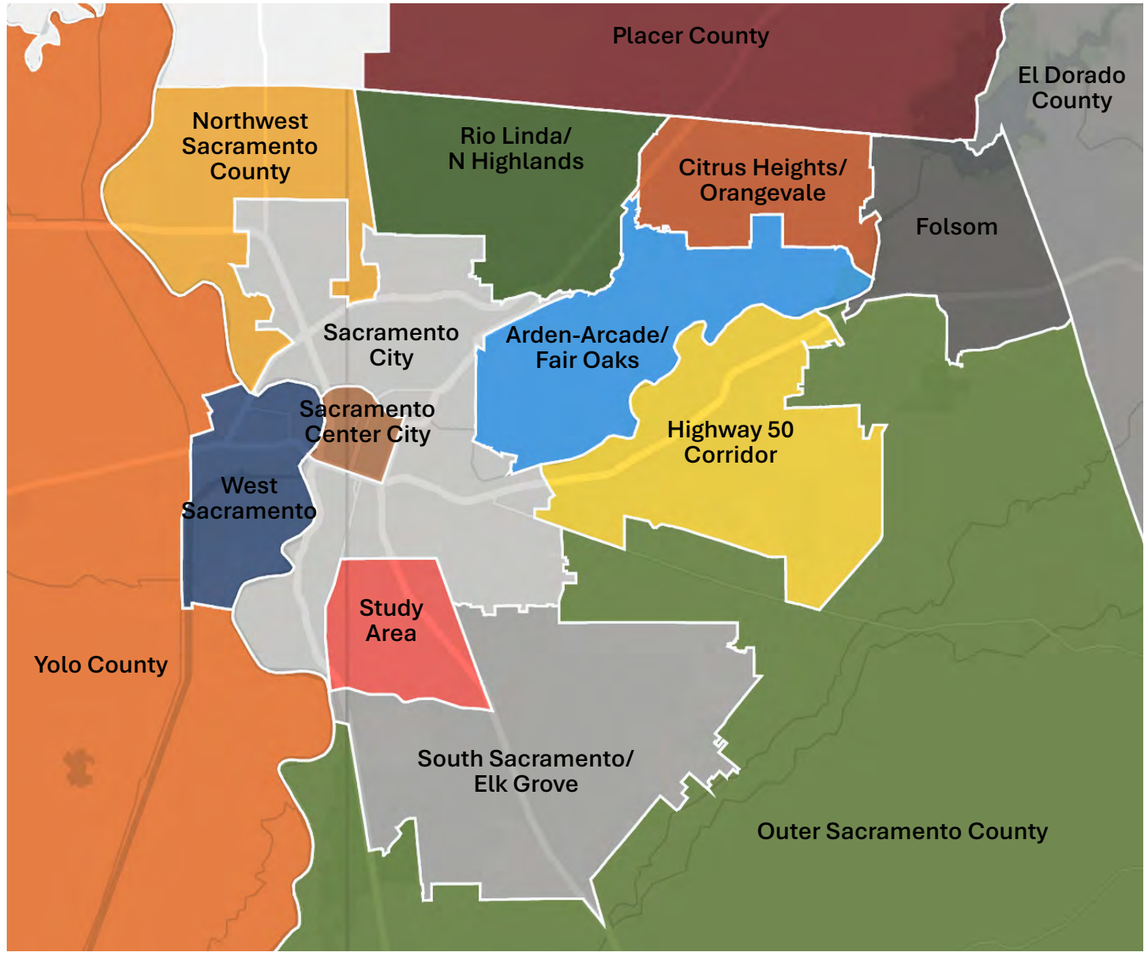
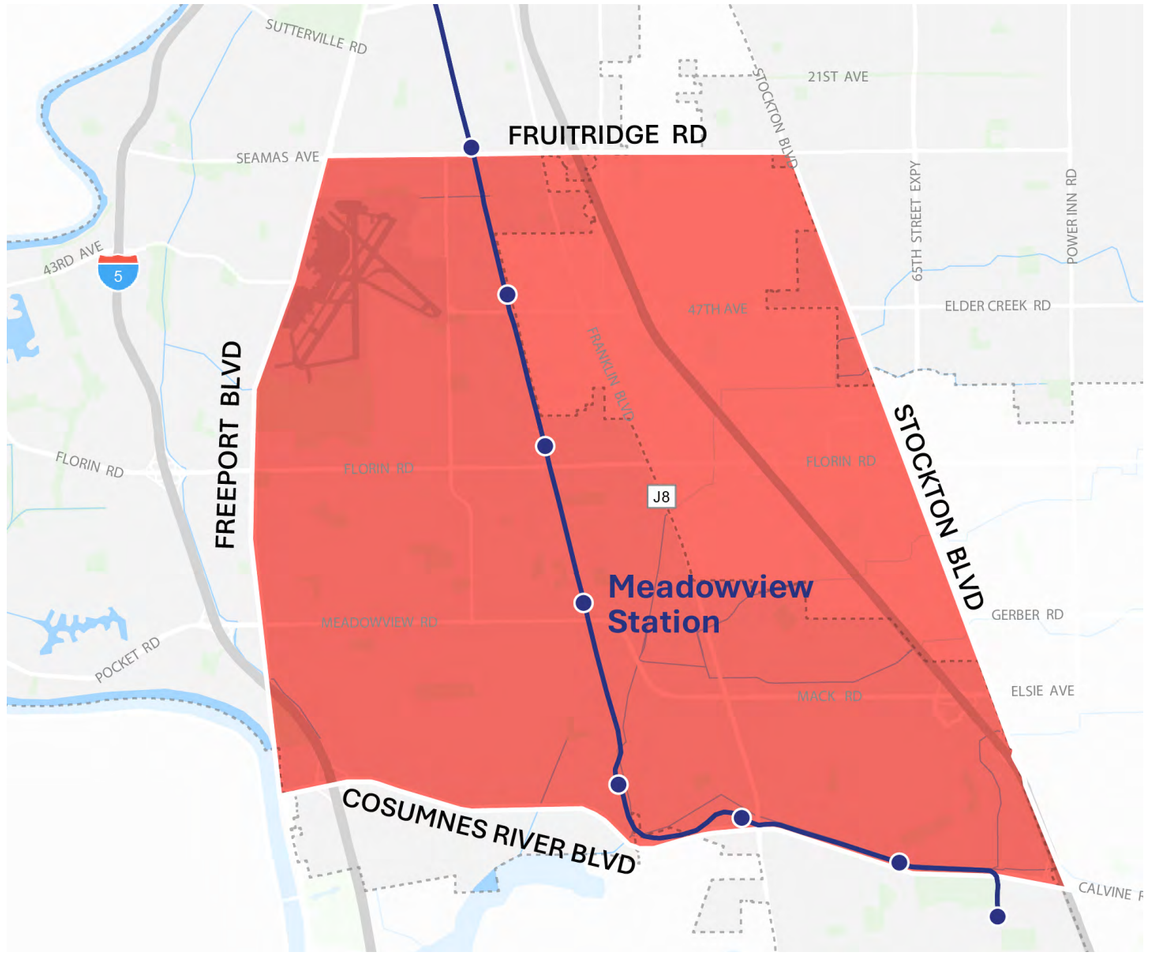


FIGURE 4-2: MARKET ANALYSIS STUDY AREA



MULTI-FAMILY UNITS

Historical data over the last thirty years show varied upward growth in multi-family residential units across the region, with a significant drop in growth around 2008 and an increase in recent years. Figure 4-3 shows that all submarkets have experienced some level of increase in the supply of multi-family units since 1994.

From 1994 to 2024, the number of multi-family housing units on the market regionwide grew by 1.39 percent on average. Of all the submarkets included in the analysis, growth has been highest for Folsom and South Sacramento/Elk Grove, both of which experienced growth at more than double the regional average. Despite its proximity to the South Sacramento/Elk Grove submarket, the Study Area around Meadowview Station experienced a much lower growth rate than its neighbors, having only performed better than the Arden-Arcade/Fair Oaks submarket, which began with the most units of all submarkets in the analysis (a higher growth rate is difficult to attain when starting from the largest overall base of units). Lack of growth likely is attributed to those areas don't have many areas available for development - they are already built-out with neighboring cities immediately adjacent.

The annual average growth rates for multi-family residential units in each submarket are shown in Figure 4-4. Further information regarding the existing conditions of the Study Area is provided in section 4.2.

FIGURE 4-3: SUPPLY OF MULTI-FAMILY UNITS

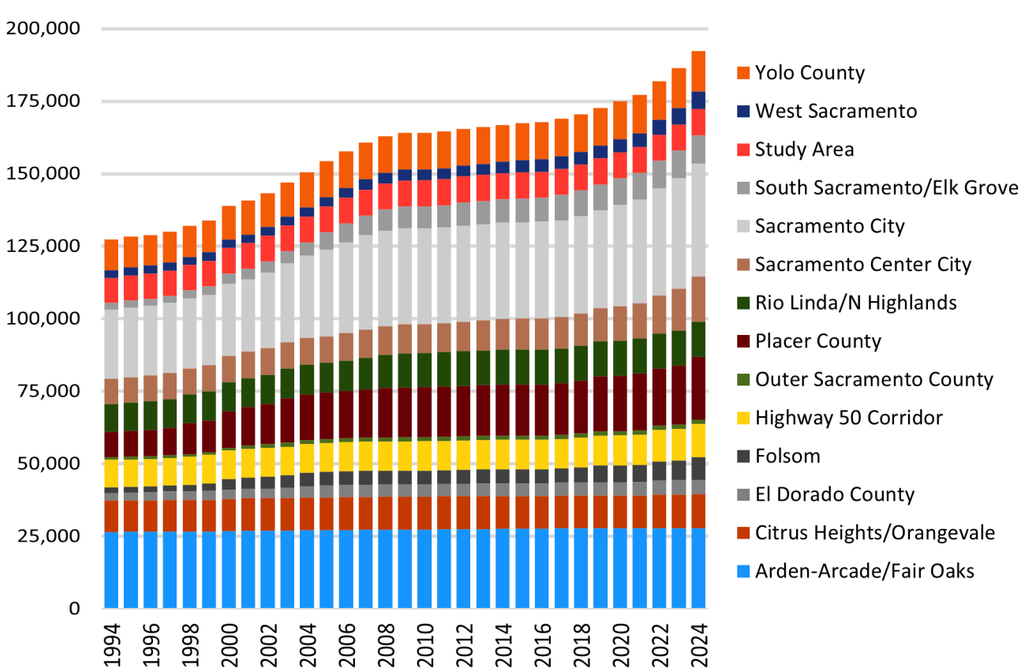
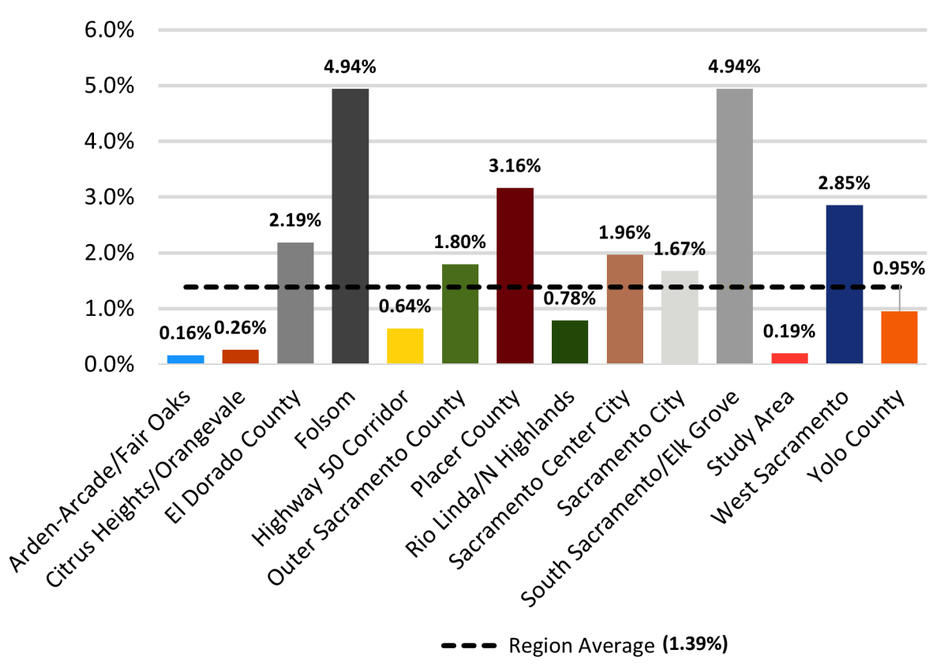


FIGURE 4-4: MULTI-FAMILY AVERAGE GROWTH RATE 1994-2024



RETAIL

Historical data over the last thirty years show a period of fast growth before 2008, followed by a period of slower but steady growth in square footage of retail space across the region. As shown in Figure 4-5, all submarkets have experienced some level of increase in the amount of retail space over the years.

From 1994 to 2024, the square footage of retail space grew by 1.98 percent on average. Of all submarkets, growth was the greatest in South Sacramento/Elk Grove, followed closely by West Sacramento, both having grown by more than double the regional average. The annual average growth rates from retail space in each submarket is shown in Figure 4-6. Further information regarding the existing conditions of the Study Area is provided in section 4.2.

FIGURE 4-5: SQUARE FEET OF RETAIL SPACE

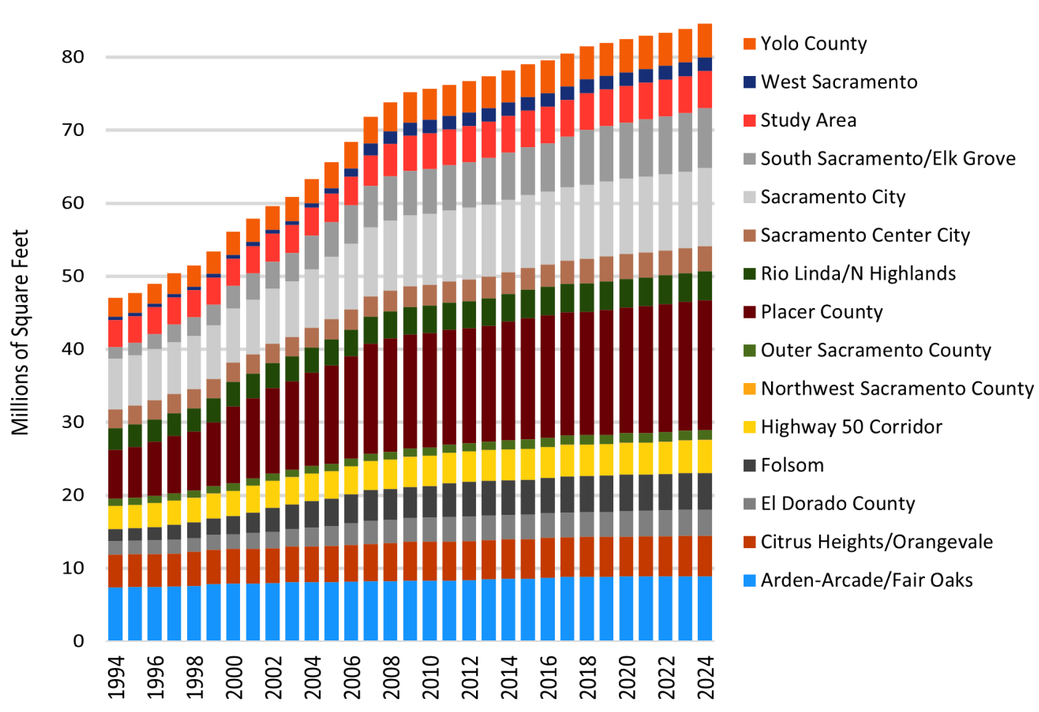
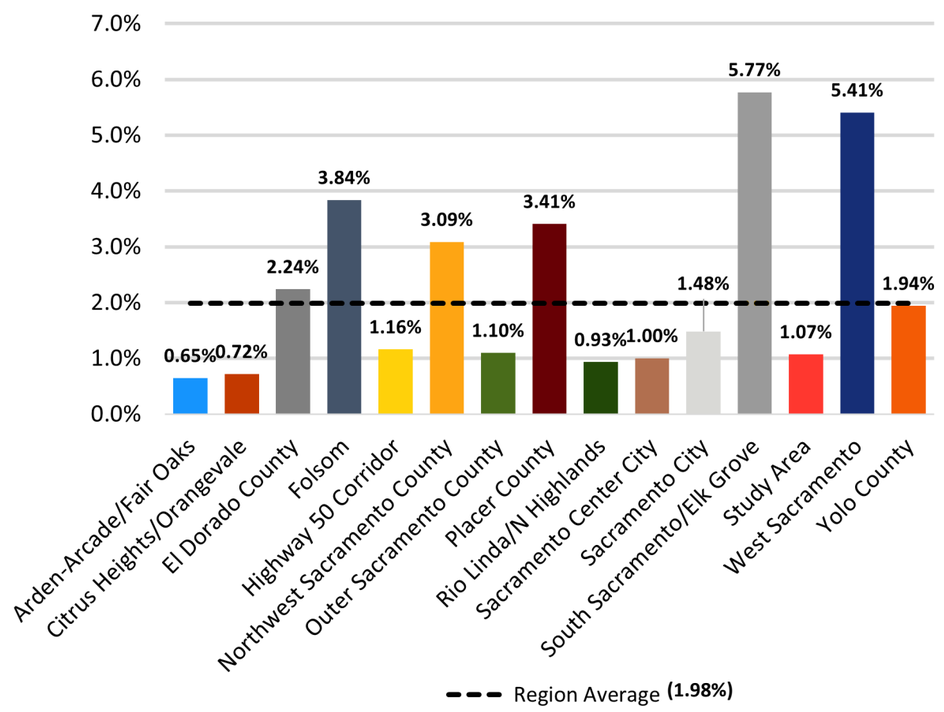


FIGURE 4-6: RETAIL AVERAGE GROWTH RATE 1994-2024



4.2 MEADOWVIEW ANALYSIS

EXISTING CONDITIONS

MULTI-FAMILY UNITS

As shown in Figure 4-3, the Study Area comprises a small proportion of the region's multi-family housing units compared to the other submarkets, accounting for 4.72 percent of all multi-family housing units in the region in 2024. This is likely due to its lower population and sprawling development that lacks a dense urban fabric. Most of its land area is sparsely populated with smaller residential developments and large streets to accompany its primary reliance on private automobiles for transportation.

Despite its proximity to one of the fastest growing submarkets in South Sacramento/Elk Grove, the Study Area has experienced a modest 0.19 percent annual average growth rate of multi-family units from 1994 to 2024 as shown in Figure 4-4. This growth rate is less than the regional average of 1.39 percent, suggesting that the area around Meadowview Station is struggling to capture the growth happening in the surrounding submarkets.

RESIDENTIAL NEIGHBORHOOD IN MEADOWVIEW (IMAGE CREDIT: HOMES.COM)



RETAIL

As shown in Figure 4-5, the Study Area comprises a small proportion of the region's retail centers and spaces, accounting for 5.98 percent of all retail space in the region in 2024. With a suburban-style land development pattern, most of the retail within the Study Area is located along major roadway corridors in the form of shopping centers and stand-alone stores surrounded by large parking lots. These retail corridors were developed in the 1990s and 2000s, placing them in approximately the middle of their useful lives. Although they are not brand new, current retail properties have few vacancies and many operating stores that serve the areas around them.

South of Cosumnes River Boulevard/Calvine Road, the South Sacramento/Elk Grove submarket shows significantly stronger growth. Much of this growth can be attributed to recent development of new housing tracts and retail services at the suburban fringe. However, the Delta Shores retail development is an example of the retail market being highly active a short distance away, but not at all adjacent to the Meadowview Station site.

Despite proximity to Delta Shores, the Study Area has experienced a lower 1.07 percent annual average growth rate of retail space from 1994 to 2024 as shown in Figure 4-6. This growth rate is less than the regional average of 1.98 percent, suggesting that the area around Meadowview

DELTA SHORES SHOPPING CENTER (IMAGE CREDIT: HOMES.COM)



MARKET ANALYSIS FINDINGS

MARKET RATE MULTI-FAMILY UNITS GROWTH PROJECTION

Figure 4-7 demonstrates the number of market rate multi-family residential units projected for the Study Area through 2055 along with a shaded margin of error included to provide a forecast range. The projections depict a modest upward trend, indicating a slight increase in the number of new multi-family units in the Study Area based on the infrequent periods of new development throughout the 30-year analysis period.

The first row of the table shows the potential incremental increase in multi-family units every five years. Up to 200 new units are projected to be constructed every five years during the initial period of the forecast, and around 400 to 800 new units are projected during the final years of the forecast.

The second row of the table shows the potential cumulative increase in multi-family units. The forecast shows an increase of up to 200 multi-family units within the first five years of the forecast. Similarly, an increase of around 100 to 500 multi-family units is projected within ten years of the forecast relative to the 2025 figures. Subsequent cumulative increases in multi-family residential projections within fifteen, twenty, and twenty-five years of the forecast are also depicted in the table.

This analysis provides information about market-rate and mixed-income developments that are bought and sold by investors in the commercial real estate market. Condominiums are bought and sold in the residential housing market but are generally built at a similar pace and in similar locations to rental buildings. The likelihood of multi-family condominium development in the Study Area is approximately similar to that of market-rate multi-family rental development.

AFFORDABLE HOUSING

Affordable housing development, by its nature, is not subject to the profit-driven dynamics of the commercial real estate market. Because the industry does not operate as a market, the market analysis methods in this sector are not applicable. However, affordable housing developers who participated in the Developer Interviews of this study expressed strong interest in the location, describing it as highly desirable.

Rather than acquiring land at market rates, affordable housing developers typically rely on city, county, and state agencies to coordinate and approve the site for affordable housing. Given the site looks less likely to attract market-rate developers on the open market, affordable housing development represents a highly suitable and strategic opportunity.

RETAIL GROWTH PROJECTION

Figure 4-8 demonstrates the square footage of retail space projected for the Study Area through 2055 along with a shaded margin of error included to provide a forecast range. The projections depict a modest upward trend, indicating a slight increase in the square footage of retail space in the Study Area based on the brief period of increased development about halfway into the 30-year analysis period.

The first row of the table shows the potential incremental increase in retail space every five years. Around 249,000 to 384,000 square feet are projected to be constructed every five years during the initial period of the forecast, and around 1.5 million to 2.5 million square feet are projected during the final years of the forecast.

The second row of the table in shows the potential cumulative increase in retail space. The forecast shows an increase of 249,000 to 384,000 square feet of retail space within the first five years of the forecast. Similarly, an increase of 769,00 to 1.2 million square feet is projected within ten years of the forecast relative to the 2025 figures. Subsequent cumulative increases in retail space projections within fifteen, twenty and twenty-five years of the forecast are also depicted in the table.

FIGURE 4-7: PROJECTED MULTI-FAMILY UNITS AT AVERAGE GROWTH RATE IN STUDY AREA

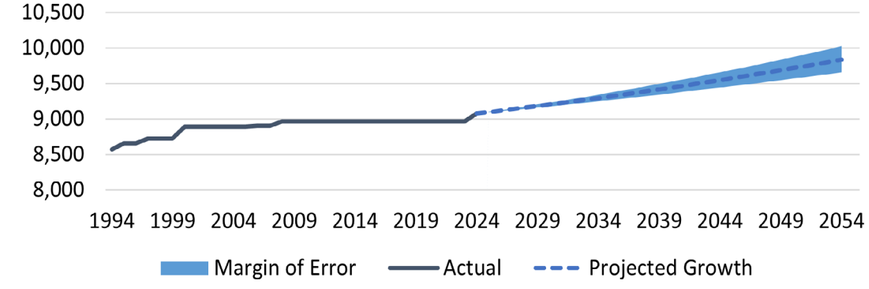


TABLE 4-1: PROJECTED MULTI-FAMILY UNITS AT AVERAGE GROWTH RATE IN STUDY AREA

New Unit Forecast	2030	2035	2040	2045	2050
Incremental	0 to 200	100 to 300	200 to 500	300 to 600	400 to 800
Cumulative	0 to 200	100 to 500	300 to 1,000	600 to 1,600	1,000 to 2,400

FIGURE 4-8: PROJECTED RETAIL SPACE AT AVERAGE GROWTH RATE IN STUDY AREA

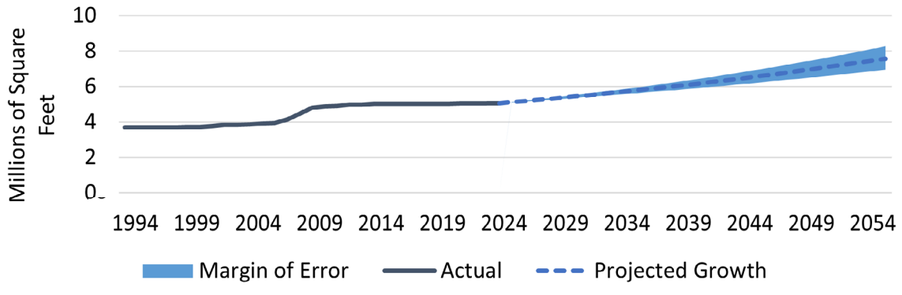


TABLE 4-2: PROJECTED RETAIL SPACE AT AVERAGE GROWTH RATE IN STUDY AREA

New RBA Forecast	2030	2035	2040	2045	2050
Incremental	249,000 to 384,000 sf	520,000 to 816,000 sf	812,000 to 1.3 million sf	1.1 to 1.8 million sf	1.5 to 2.5 million sf
Cumulative	249,000 to 384,000 sf	769,00 to 1.2 million sf	1.6 to 2.5 million sf	2.7 to 4.3 million sf	4.2 to 6.8 million sf

4.3 MARKET ANALYSIS TAKEAWAY

The market analysis provides results informed by empirical data alonigside input gathered through interviews of local market-rate and affordable housing developers regarding their perspectives on the development potential of Meadowview station area.

HISTORICAL MARKET TRENDS AND DEVELOPMENT OUTLOOK

The analysis of the past 30 years of new development in the Sacramento regional market indicates that growth in the submarket around Meadowview station has been historically below regional average for both multi-family and retail development, with this trend becoming more pronounced since 2009.

The projections provided in this report reflect historic trends in the submarket around Meadowview Station. They do not predict how much, when, or what development will occur within the submarket. Market economic cycles and local policy choices greatly influence the form, use, scale, and timing of real estate development more than historic trends. What can be inferred from the findings in this report is that new development around Meadowview Station is relatively uncommon compared to Downtown/Midtown, and the submarket will likely continue to underperform compared to neighboring submarkets if market conditions and local policies remain as barriers to development.

MULTI-FAMILY UNITS

- Given the limited projected growth around Meadowview Station, most market-rate housing developers are looking to other submarkets for development opportunities. However, the site's proximity to light rail services may appeal to affordable housing developers seeking transit-oriented locations.
- From the developer's perspective, new multi-family development around Meadowview Station is unlikely to be denser than a 2- or 3-story garden-style development, minimizing construction costs while remaining contextual in a sprawling community with little demand for new units.
- New development will likely require at least a 1:1 ratio of parking spaces to residential units since the vast majority of residents are expected to commute by car. Both market-rate and affordable housing developers will likely utilize surface parking to fulfill this demand in the interest of keeping costs down. Tuck-under parking may be considered as a slightly more expensive alternative. However, affordable housing developers may have access to additional funding due to the site's proximity to the light rail, allowing them to have more flexibility in parking design and quality.
- While market-rate developers have been looking to submarkets such as Elk Grove and Folsom, the area around Meadowview station presents better potential to attract affordable housing developers, especially if they are able to leverage light rail adjacency for more funding.

RETAIL AND MIXED-USE

- Although modest retail growth is projected for the Meadowview submarket, developers suggest that ground-floor retail in mixed-use sites is rarely successful in the Sacramento area. A mixed-use development is unlikely to succeed in breaking even, particularly in the low-density context surrounding Meadowview Station.
- Business sales and household retail spending data from ESRI indicate an abundance of retail supply in the submarket around Meadowview Station. Developers likely understand that the retail market is saturated to the extent that retail businesses within the submarket are making more in sales than residents alone are spending. In addition, ESRI's household expenditures data suggest that households around Meadowview Station exhibit approximately 30% lower purchasing power compared to the national average. With 50% of their spending directed towards shelter, transportation, and retirement plans, the area's lower-than-average median household income leaves its households with limited disposable income to spend at retail locations. Retailers are less likely to open new locations in neighborhoods where they are not confident that local households have sufficient spending power to sustain them.
- There is significant retail supply within a 10-minute drive-time from the station. Just outside the Study Area, the development of Delta Shores will have added 1.3 million square feet of new retail within a 10-minute drive. The area already has a large supply of retail development.
- Most residents in the area rely on personal vehicles, and retail spaces are primarily concentrated along the major roadways in clusters that benefit from proximity to one another. However, the adjacency to light rail offers the potential for more foot traffic around the Meadowview Station site.
- In order to provide retail and public services as part of a mixed-use development at the station, these elements need to be viewed as public goods. To successfully open businesses such as a café, day care center, small grocer, or newsstand, developers may require subsidy for the construction costs of the retail spaces, as the rental revenues from these businesses could be insufficient to recoup their costs.

5

TOC DESIGN CONCEPTS

5.1 KEY IDEAS & TOC FRAMEWORK

5.2 TOC SCENARIOS

5.3 THE PLAN

5.4 DEVELOPMENT PROGRAM

5.5 UTILITY CAPACITY

5.1 KEY IDEAS & TOC FRAMEWORK

KEY IDEAS

Three key ideas emerged for Meadowview Station from the findings of the existing conditions analysis; input from the community, stakeholders, and SacRT staff; market analysis and guidance from existing plans. These key ideas reflect the priorities of the community and stakeholders, setting the direction for the transit-oriented community at Meadowview Station.

These key ideas and supporting strategies inform the TOC Frameworks, and ultimately, the preferred TOC vision – a reflection of community feedback and previous planning efforts. While specific ideas may change and new project elements emerge, these key ideas should continue to guide the station area vision.



Improve mobility and access to the station

Create a seamless, multimodal neighborhood that prioritizes walking, biking, and transit, while managing vehicular access and parking.



Create vibrant and inviting public spaces to serve as a community hub and destination

Establish a connected network of high-quality public spaces including plazas, parks, greenways, and pocket parks that become the heart of the station area, supporting both community life and the local environment.



Provide a variety of housing options, economic opportunities and expanded amenities for both the existing community and new residents

Foster a compact, mixed-use, and context-sensitive development pattern that supports a diverse, inclusive, and resilient community that can support neighborhood serving uses.

TOC FRAMEWORK

The TOC Framework is the foundation for the community driven master plan at Meadowview Station, translating the analysis and community conversations into a vision for the station area. The TOC Framework provides a structured, layered approach to planning and implementing transit-oriented communities. Drawing from best practices and studies of vibrant, connected, and equitable neighborhoods, this framework is organized around three core layers - Mobility, Open Space, and Land Use.

MOBILITY

This layer organizes the pedestrian, bike, transit, and vehicular circulation within the station area and prioritizes multimodal connections to the station. An enhanced street network forms the basic structure of the TOC Framework, outlining blocks for development, while a pedestrian-only network creates a safe, walkable environment. Transit facilities are easily accessible from throughout the neighborhood, while parking is minimized over time.

OPEN SPACE

Open space is a defining feature of each TOC Framework scenario, informing each overall concept. Incorporating open space as a framework layer ensures that public space is prioritized and a central part of the plan.

LAND USE

New blocks are designed to accommodate a variety of building types and uses to meet community needs and remain flexible to accommodate market conditions that may change over time. This allows for phasing and different approaches to land use mix and density allocation across the site.

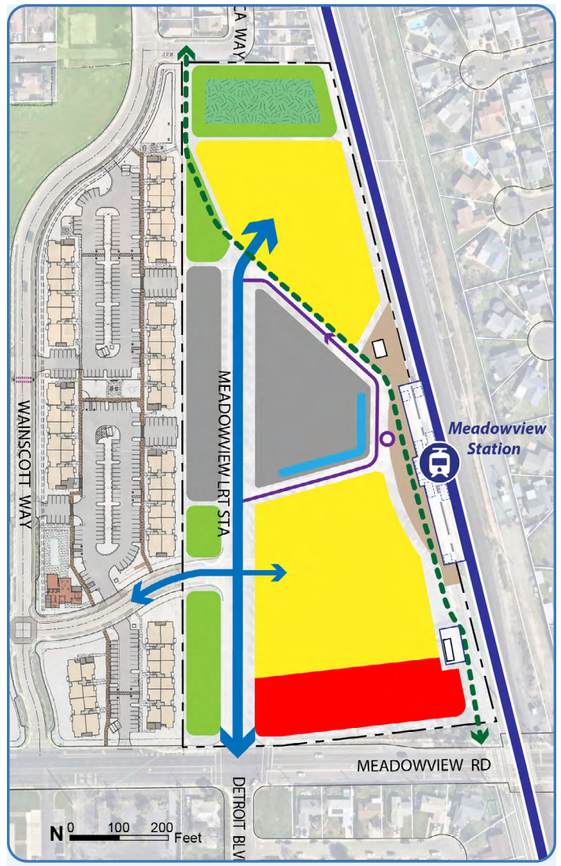


5.2 TOC SCENARIOS

TOC FRAMEWORK SCENARIOS

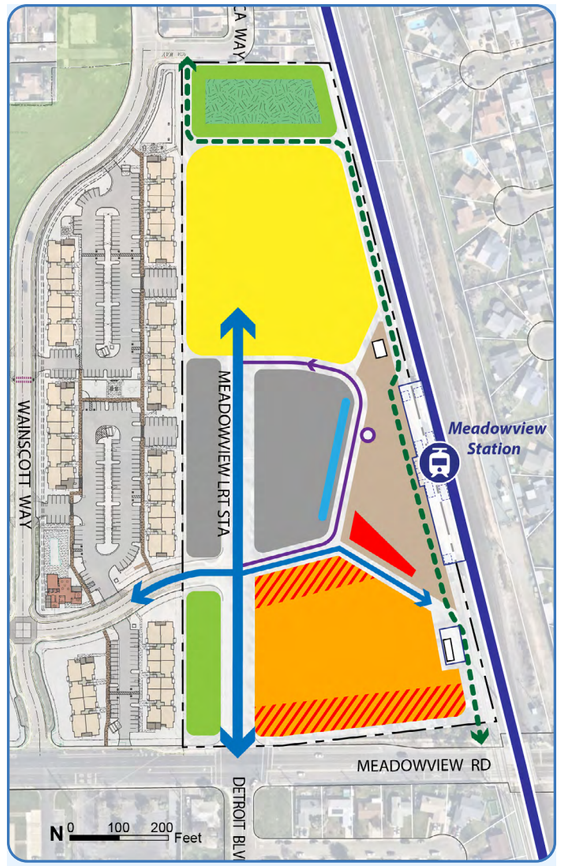
A scenario-based approach utilizing the Framework layers allowed the project team and community to work together to test, refine, and realize a shared vision for Meadowview Station. Three TOC Framework scenarios were developed based on the goals and strategies to test ideas and guide conversations and design decisions. Each scenario explores a distinct approach to balancing the framework layers and transforming the station's surface parking lots into a new, transit-oriented community, reflecting multiple levels of change and investment, from minimal upgrades to full transformation.

This scenario-based process allowed for exploration of trade-offs and community preferences. At the community workshop and subsequent online survey, the community reviewed the three scenarios, providing feedback that informed the preferred TOC concept.



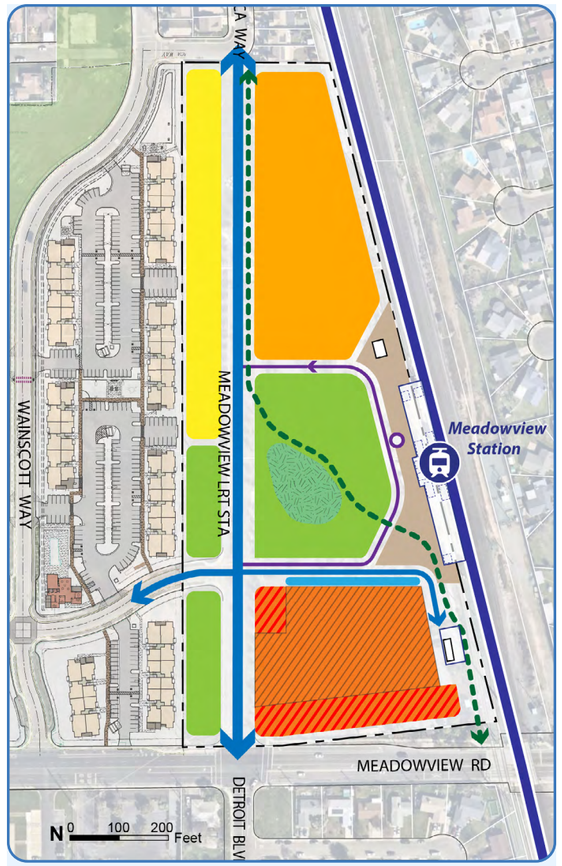
SCENARIO 1: BASELINE TRANSITION

The baseline transition scenario represents the least amount of change. The existing bus loop and transit plaza remain as is with new development occurring on the surface parking lots to the north and south. This scenario includes the least amount of housing and nonresidential space with buildings up to only three stories and residential and nonresidential uses in separate buildings. Open space improvements area largely limited to enhancing existing spaces.



SCENARIO 2: MODERATE CHANGE

Scenario 2 introduces more visible change. The transit plaza is expanded and includes a retail pavilion to help activate the space. The bus loop retains its general location, with parking in the center, but is modified to address transit demand. This scenario includes more housing and a vertical mix of uses with buildings up to 4 stories with ground floor commercial. Parking is a mix of surface and tuck-under parking. In this scenario, Meadowview Station Drive is shortened to increase the area for new development in the northern third of the site.



SCENARIO 3: TRANSFORMATION

Scenario 3 represents the most ambitious vision - a complete transformation of the station area. The Meadowview Station Drive is extended to connect with the neighborhood to the north. A new central open space replaces the middle parking lot and would also serve as a stormwater park, allowing the existing stormwater detention area to be redeveloped. This scenario envisions the most housing and nonresidential use, with buildings up to six stories and structured parking.

Legend

- Station Planning Area

Land Use

- Retail/Restaurant/Services
- Open Space
- Stormwater Detention Area
- Residential:
  - 3 Stories
  - 3 to 4 Stories
  - 5 to 6 Stories

Mobility

- Transit Plaza
- Transit Parking
- Bus Loop
- Bus Stop
- Pick-up and Drop-off Zone
- Shared-Use Path
- Vehicular Access

COMPARISON OF TOC SCENARIOS

	Scenario 1: Baseline Transition	Scenario 2: Moderate Change	Scenario 3: Transformation
Development Potential	**Developable Land:** ~5.9 acres **Building Height:** Up to 3 stories	**Developable Land:** ~6.5 acres **Building Height:** Up to 4 stories	**Developable Land:** ~6.6 acres **Building Height:** Up to 6 stories
Parking	**Transit:** Surface Parking **Development:** Surface Parking	**Transit:** Surface Parking **Development:** Surface and Tuck Under Parking	**Transit:** Structured Parking **Development:** Structured Parking
Open Space	Enhanced Existing Transit Plaza	New, Larger Transit Plaza	New Transit Plaza, New Park
Cost	$ Low	$$ Medium	$$$ High

PREFERRED SCENARIO CONCEPT

A preferred scenario was developed through the scenario planning process based on stakeholder and community input, market analysis, and engineering constraints, incorporating and refining elements from the three scenarios. Similar to Scenario 1, the existing bus loop remains in the same location with new development occurring on the surface parking lots to the north and south. Residential use is envisioned in the north adjacent to the existing neighborhoods and mixed-use buildings, up to 5 stories with ground floor commercial, closer to Meadowview Road. This scenario also incorporates an expanded transit plaza with a retail pavilion creating a Mobility Hub of retail services and multi-mobal connections..

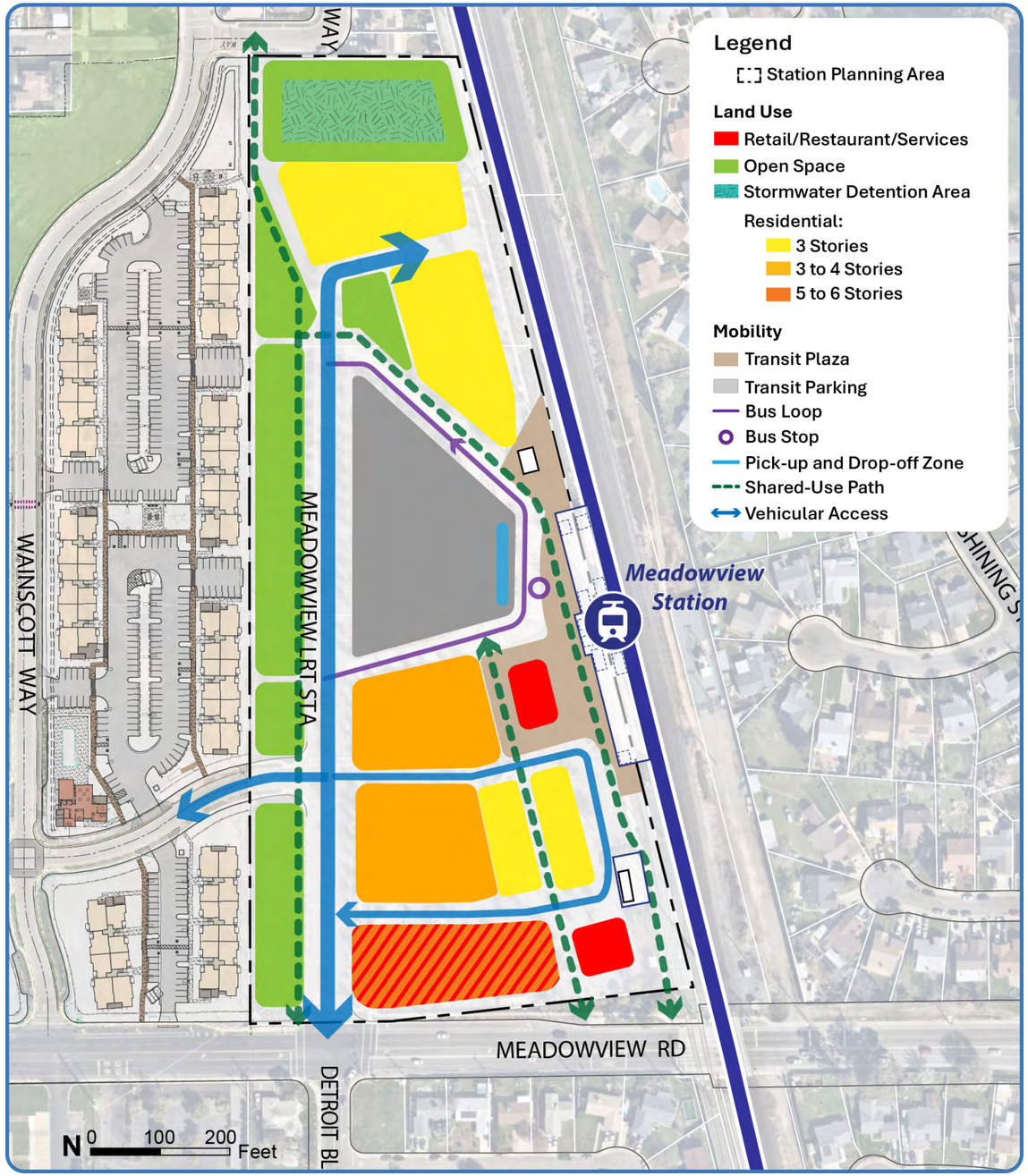
UTILITY

As shown in the existing conditions analysis, the station area is traversed with a variety of utility infrastructure – high-power electrical lines, gas lines, and storm sewer. The plan respects these existing utilities, leaving them in place which helped inform the concept. This approach minimizes the impact, cost, and complexity of building out the plan's vision.

PARKING

The preferred scenario assumes zero parking to be built with the housing. Approximately 200 spaces of parking will be retained for Park and Ride use and shared with adjacent land uses through a managed parking program, including unbundled parking for apartments. As the TOC is built out, this lot may be considered for future development.

PREFERRED TOC SCENARIO



VISION FOR A TRANSIT-ORIENTED COMMUNITY

MOBILITY: TRANSIT & VEHICULAR ACCESS

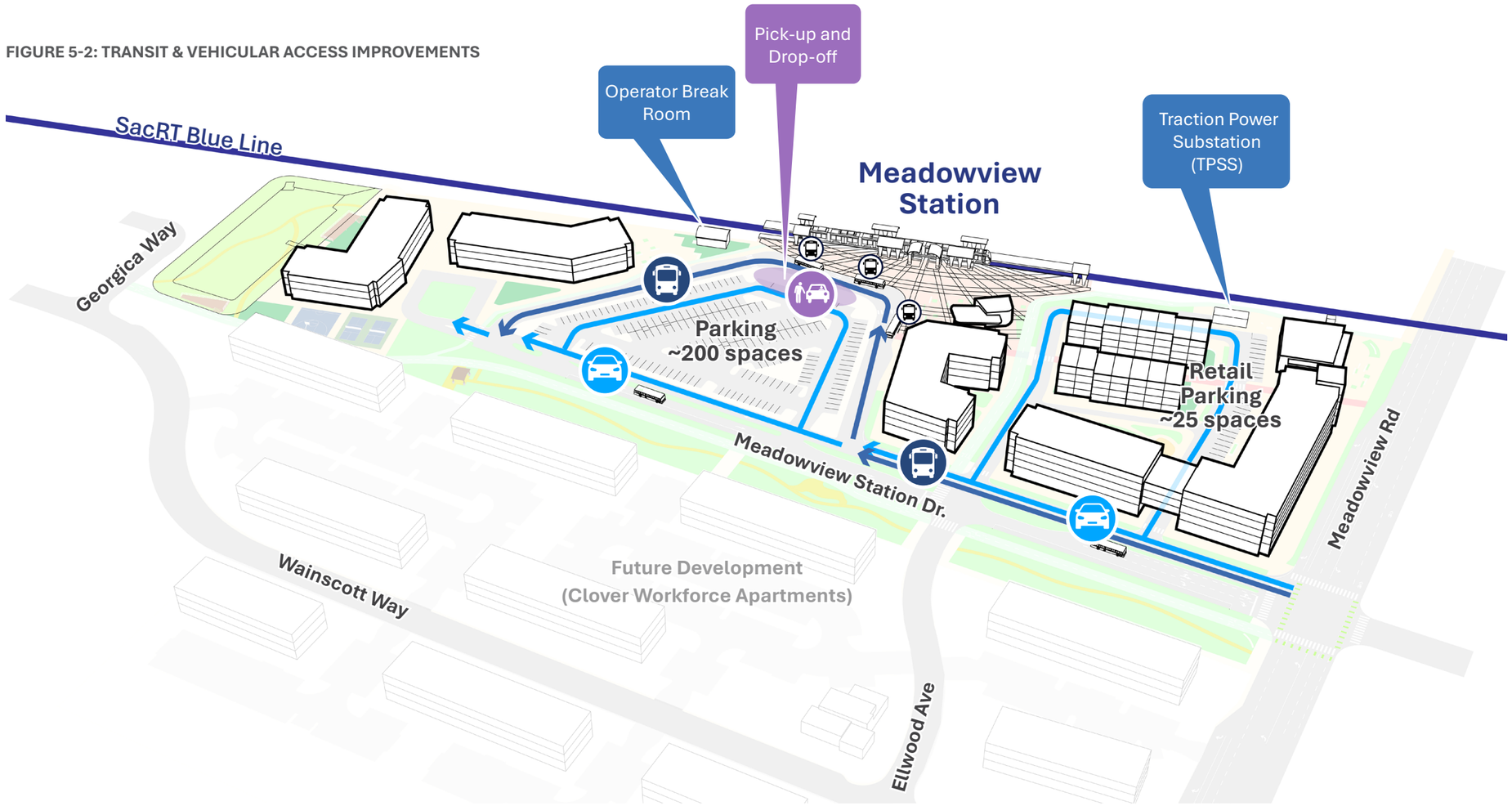
IMPROVE MOBILITY AND ACCESS TO THE STATION

Create a seamless, multimodal mobility network that prioritizes walking, biking, and transit, while managing vehicular access and parking.

TRANSIT INFRASTRUCTURE

The existing bus loop retains its existing function and location but is right-sized for projected transit needs, maintaining space for three active bus bays with capacity for at least two more, while providing space for additional parking and a formal passenger Pick-Up Drop-Off zone. Designated pedestrian access points will allow SacRT patrons to cross the bus loop to enter the station area or reach their bus. This configuration minimizes cost and disruption to transit operations throughout the development's lifecycle and maintains cross platform transfers between bus and light rail. Vendor services will be added to the transit center for both commuters and residents.

FIGURE 5-2: TRANSIT & VEHICULAR ACCESS IMPROVEMENTS



GUIDING PRINCIPLES

- ☑ Develop a connected street grid with small blocks to maximize permeability and route choice. Include open/shared streets in the residential areas.
- ☑ Implement Complete Streets principles: wide, comfortable sidewalks, protected bike lanes or multi-use trails, safe crossings, and engaging streetscapes.
- ☑ Provide direct, legible pedestrian and bicycle connections between the station, bus stops, open spaces, and key destinations.
- ☑ Encourage transit use through managed parking strategies, including thoughtful placement, elimination of parking minimums, and shared parking areas.

LEGEND

- Bus Stop
- Bus Access
- Vehicle Access
- Pick-up and Drop-off (PUDO) Area

MOBILITY: PEDESTRIAN & BICYCLE ACCESS

IMPROVE MOBILITY AND ACCESS TO THE STATION

Create a seamless, multimodal mobility network that prioritizes walking, biking, and transit, while managing vehicular access and parking.

WALKABLE STREETS

A connected, walkable street and path network forms the basic structure of the plan, creating blocks for development and providing access to the transit station and new buildings for pedestrian, cyclists, transit and drivers. Walkable streets should have low travel speeds, narrow and as few travel lanes as possible, be shaded in the summer with street trees, and wide sidewalks lined with active edges where possible. This network is informed by existing streets and access points, with Meadowview Station Drive as the primary street, connecting to Meadowview Road and Ellwood Lane. Alleyways offer a second layer of circulation within the new blocks, providing access for building service and parking as well as to transit facilities.

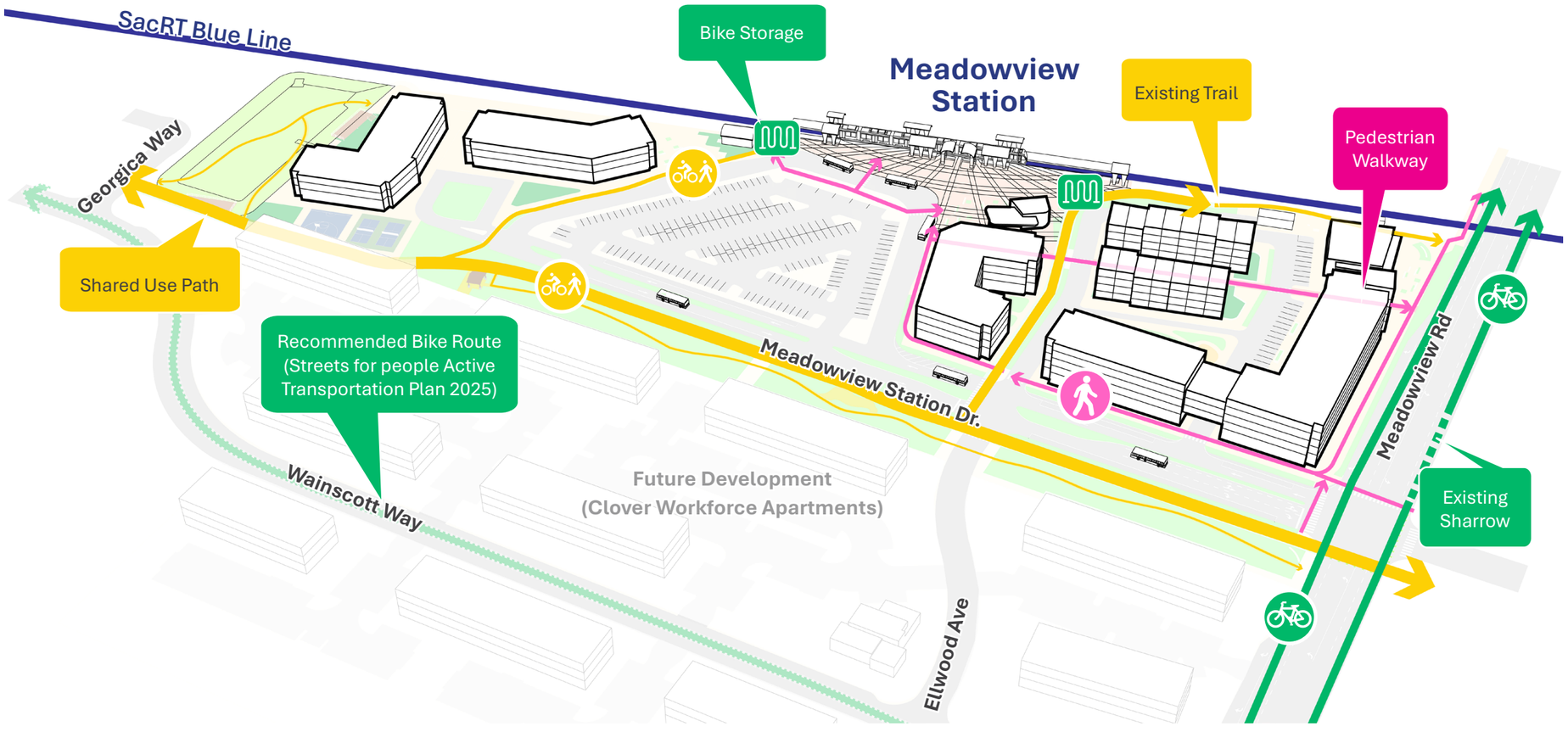
GUIDING PRINCIPLES

- ☑ Create a pedestrian-oriented street grid where neighborhood streets are shared with cars and can be closed for community events.
- ☑ Implement Complete Streets principles: wide, well-lit, comfortable sidewalks; protected bike lanes or multi-use trails; safe crossings; shaded and engaging streetscapes.
- ☑ Provide direct, legible pedestrian and bicycle connections between the station, bus stops, open spaces, and key destinations.
- ☑ Provide benches, artwork, lighting, wayfinding, charging and repair stations, exercise stations, harvestable landscapes and other amenities.

LEGEND

- Shared Use Path
- Existing Trail
- Pedestrian Access
- Bicycle Access

FIGURE 5-3: PEDESTRIAN & BICYCLE ACCESS IMPROVEMENTS



OPEN SPACE

CREATE VIBRANT AND INVITING PUBLIC SPACES TO SERVE AS A COMMUNITY HUB AND DESTINATION

Establish a connected network of high-quality public spaces—plazas, parks, greenways, and pocket parks—that become the heart of the station area, supporting both community life and the local environment.

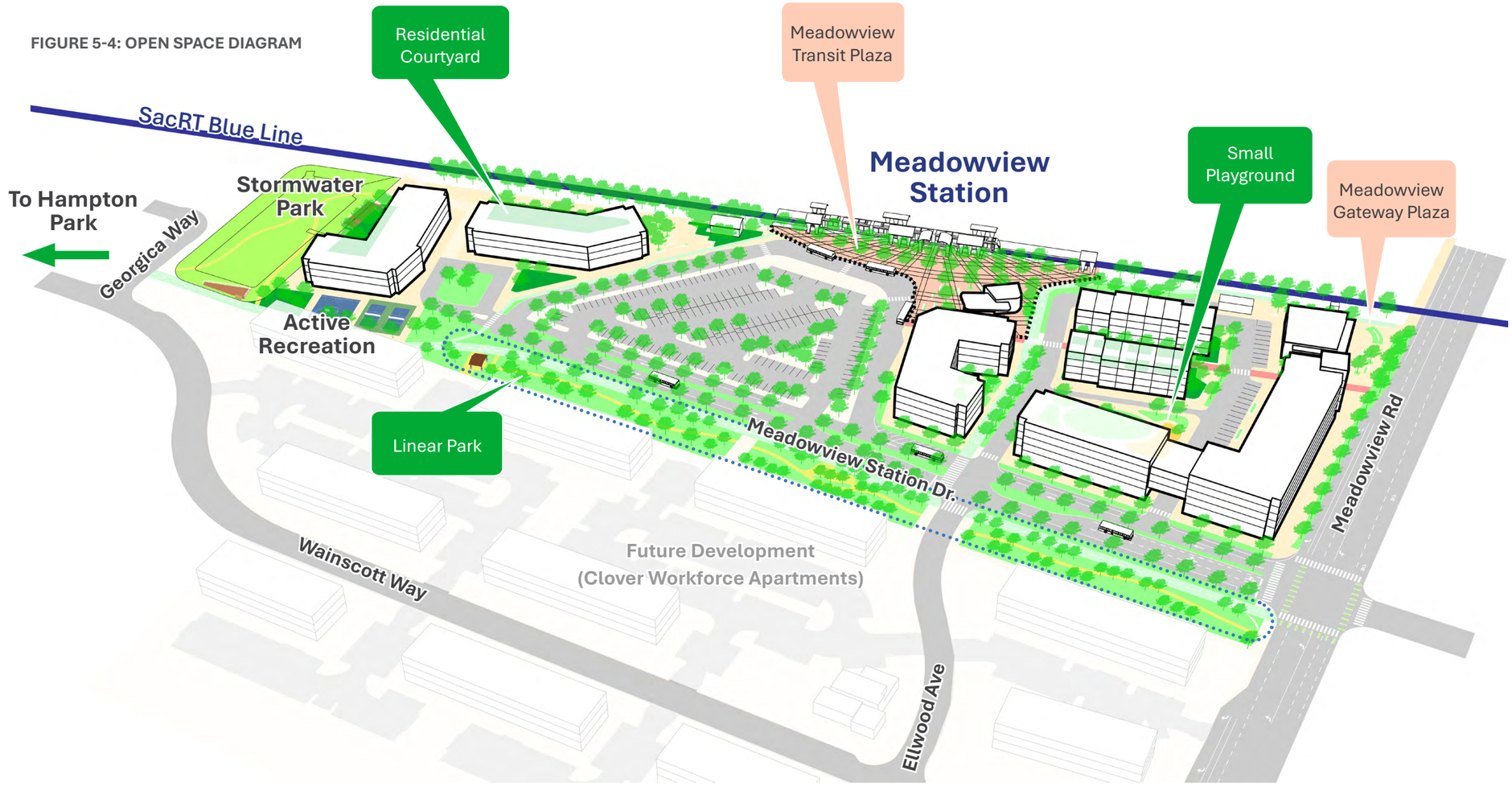
PUBLIC SPACES

Public spaces are a defining feature of the plan for Meadowview Station. A series of plazas, parks, greenways, and parklets weaves throughout the plan, connecting Meadowview Road to the transit station and ultimately Hampton Park in the neighborhood north of the site. A hierarchy of importance informs the intended function of each, from hosting community events, to finding quiet moments of respite, and encouraging play.

GUIDING PRINCIPLES

- ☑ Prioritize open space as an organizing element, not an afterthought.
- ☑ Integrate open spaces at multiple scales: a central plaza or green at the station core, smaller neighborhood squares, and green corridors connecting to surrounding areas.
- ☑ Design open spaces to support a wide range of activities, including exercise, community events, markets, passive recreation, dog parks, visual and performing arts, and flexible gathering spaces.
- ☑ Incorporate green infrastructure for stormwater management, shade, neighborhood harvesting, and urban cooling.

FIGURE 5-4: OPEN SPACE DIAGRAM



LAND USE & DENSITY

PROVIDE A VARIETY OF HOUSING OPTIONS, ECONOMIC OPPORTUNITIES, AND EXPANDED AMENITIES FOR BOTH THE EXISTING COMMUNITY AND NEW RESIDENTS

Foster a compact, mixed-use, and context-sensitive development pattern that supports a diverse, inclusive, and resilient community that can support neighborhood serving uses.

TABLE 5-1: DEVELOPMENT POTENTIAL

Developable Land	~ 6.3 Acres
Total GSF	~ 365,100 sf
Residential	338,610 sf (280 + Units)
Retail/Amenities	26,490 sf

(Refer to Development Program for a detailed Proposed Land Use Summary)

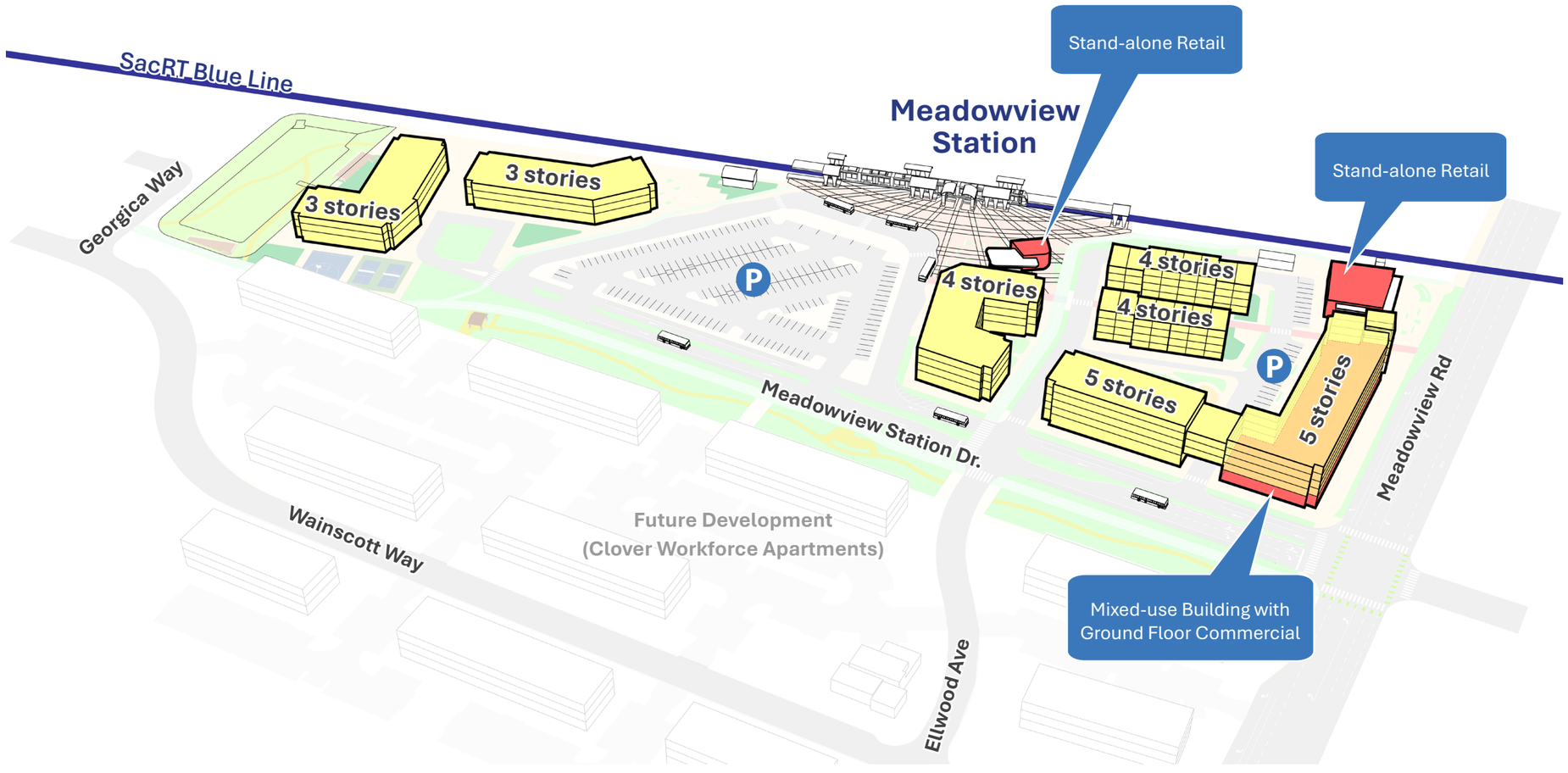
GUIDING PRINCIPLES

- ☑ Concentrate the highest densities and most active uses closest to the station and Meadowview Road, gradually tapering down as a transition to adjacent residential neighborhoods, respecting local context and minimizing impacts.
- ☑ Encourage a mix of housing types (including affordable, senior, and "missing middle" options), live/work units, retail, office, and community facilities.
- ☑ Focus retail, services, and community uses at key locations to concentrate activity while ensuring activate ground floor designs with "soft edges" along all key pedestrian corridors and open spaces.
- ☑ Provide space and opportunities for small, local business start-ups.

LEGEND

- Residential
- Retail/Amenities
- Open Space

FIGURE 5-5: LAND USE AND DENSITY DIAGRAM



5.3 THE PLAN

The plan for Meadowview Station illustrates a bold vision for the future, transforming surfacing parking lots into a new hub of community life following the concepts laid out in this document. The plan is forward thinking and aspirational, but also recognizes that big changes take time and sets out incremental steps towards a full build-out of the vision that can provide more immediate benefits for the community.

KEY PLACES

A ***Meadowview Transit Plaza***
Meadowview's "living room" - a flexible civic space for transit connections, events, and everyday uses.

B ***Linear Park & Stormwater Park***
New accessible green spaces that anchor the north side and add connections throughout the site, built to complement the housing development.

C ***Meadowview Station Drive***
Primary existing connection to the station and proposed development that is transformed into a "complete street" with improved pedestrian facilities, on-street parking, and an adjacent shared-use path.

D ***Meadowview Station Gateway***
A welcoming entrance along Meadowview Road to the station and new transit-oriented community with a direct pedestrian connection to the Transit Plaza.

E ***Residential Square***
Set back from the busier area along Meadowview Road and the transit plaza, this residential enclave is centered on a small community park and is the northern gateway to Meadowview Station.

FIGURE 5-6: ILLUSTRATIVE PLAN



Esri Community Maps Contributors, County of Sacramento, California, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, M

KEY PLACES

MEADOWVIEW TRANSIT PLAZA

The transit plaza is intended to be the station area's "living room" where the community can come together for festivals and community events, and also the "send-off" and "greeting" area for the SacRT light rail station. As Meadowview's "living room," the plaza is designed as a multi-purpose, hardscaped civic space where new residents and surrounding community members can gather for events such as the weekly farmers markets. The flexible nature of the plaza would allow for a variety of activites while waiting for the train or bus, picking up a bike/scooter rental, using mobile vendor services, or enjoying coffee at the adjacent retail pavilion. The transit plaza will also incorporate climate-resilient amenities such as shaded seating, tree canopies, and protection from all-weather elements to improve rider comfort and enhance overall public health and usability of the space.

FIGURE 5-7: MEADOWVIEW TRANSIT PLAZA



FIGURE 5-8: MEADOWVIEW TRANSIT PLAZA



KEY PLACES

LINEAR & STORMWATER PARKS

The vacant space along the western edge of the site is envisioned as a linear park running parallel to the shared-use path and connecting to Hampton Park to the north. A series of passive recreational opportunities are featured within the linear park, including a pavilion for community gatherings and a shaded seating area for relaxation. The overhead power lines on the south side is a constraint and need to be taken into considerations by selecting low-growing landscaping, maybe a drought tolerant, native plant demonstration garden. At the southern edge, the existing Meadowview Station signage remains to signify a sense of arrival to the station area.

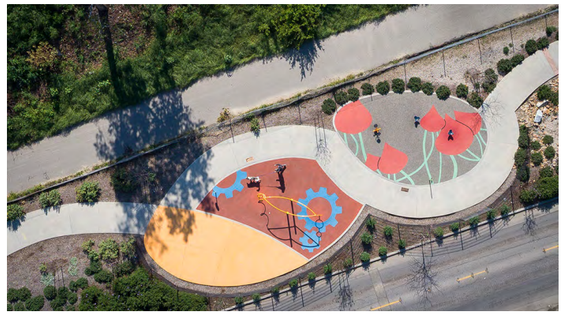
The existing stormwater detention area is reimagined as a stormwater park that can fill with water during rain events and remains an accessible green space throughout the rest of the year. New, unpaved trails provide access down into the park, while perimeter trails with overlook decks connect to adjacent residential development and the rest of the station area. The stormwater park also links to shared-use trails north of the site, creating an additional open space within the surrounding neighborhood.

KEY ELEMENTS

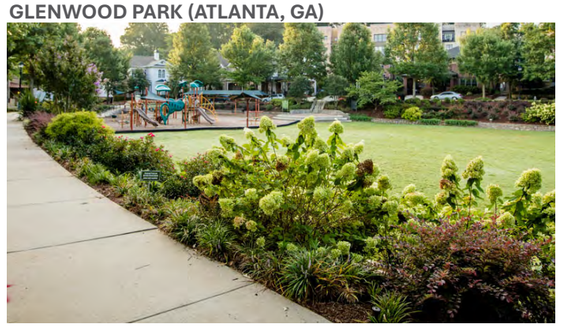
1. Stormwater Park with Overlook Decks
2. Active Recreation - Half Basketball Court and Pickleball Court
3. Passive Recreation - Pavilion
4. Passive Recreation - Shaded Seating Area

LINEAR PARK
RICARDO LARA LINEAR PARK (LYNWOOD, CA)





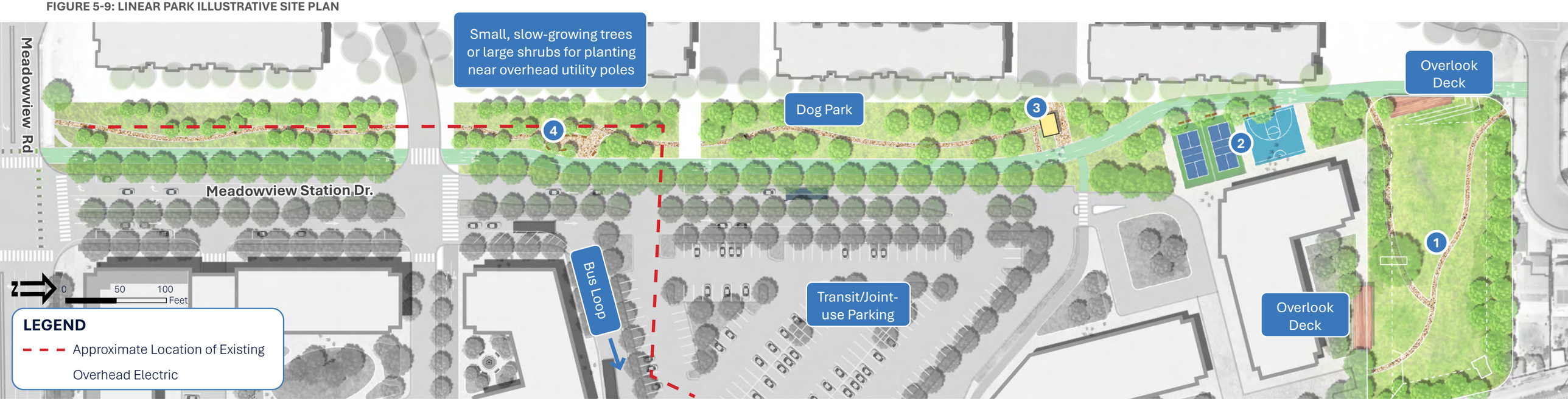
STORMWATER PARK
GLENWOOD PARK (ATLANTA, GA)



PARKS ABOVE STORMWATER MANAGEMENT VAULTS
MCKINLEY PARK (SACRAMENTO, CA)



FIGURE 5-9: LINEAR PARK ILLUSTRATIVE SITE PLAN



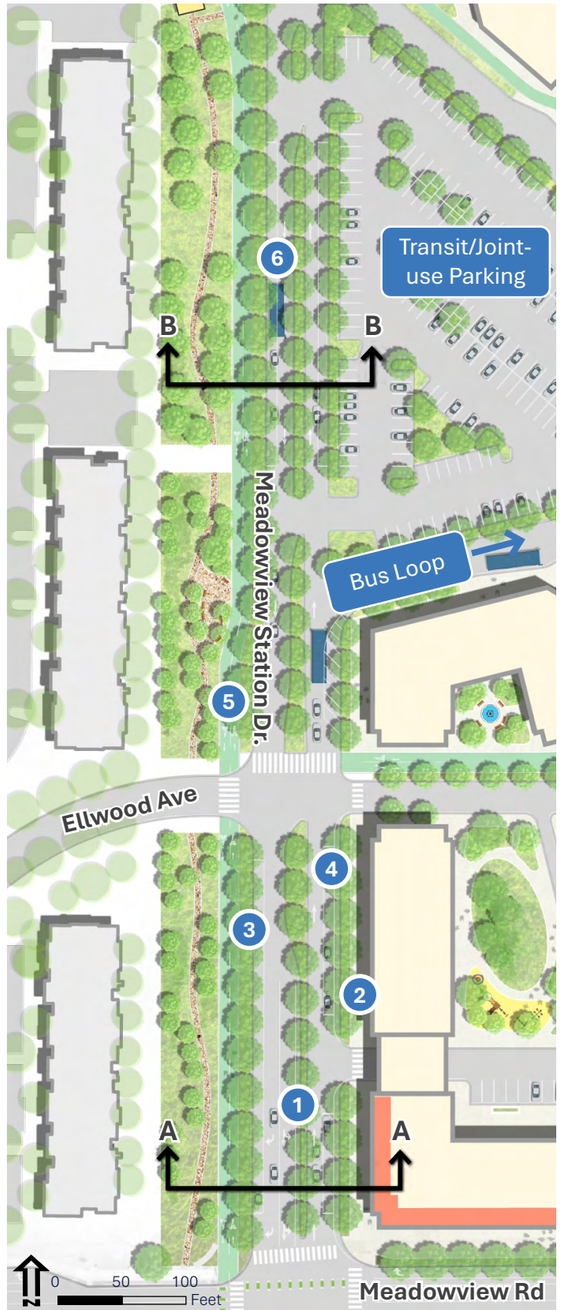
KEY PLACES

MEADOWVIEW STATION DRIVE

Meadowview Station Drive is a key feature of the station area plan, providing all vehicular access to the station area, including to the bus loop and new uses, and will serve as the first and last impression of the transit-oriented community for many. With such importance, the plan recommends transforming Meadowview Station Drive into a walkable, complete street that also serves as a welcoming gateway.

The typical sections shown here illustrate this transformation to create a walkable environment that is comfortable and inviting for pedestrians. The number and width of travel lanes are right-sized to accommodate buses where needed while discouraging speeding. With fewer travel lanes, on-street parking can be accommodated to support area businesses and buffer pedestrians from traffic. Existing street trees are retained and pedestrian-scaled street lights and street furniture is added.

FIGURE 5-10: MEADOWVIEW STATION DRIVE



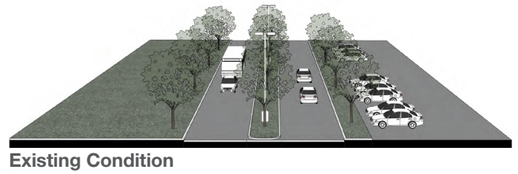
KEY ELEMENTS

1. Lane reduction and added on-street parking at Meadowview Station Drive's south end
2. Expanded sidewalk for a more inviting pedestrian realm
3. Existing planting area along Meadowview Station Drive to be preserved
4. Added on-street parking
5. Proposed 15-foot shared use path
6. Adjusted travel lane and landscape median configuration to accommodate a 12-foot bus lane

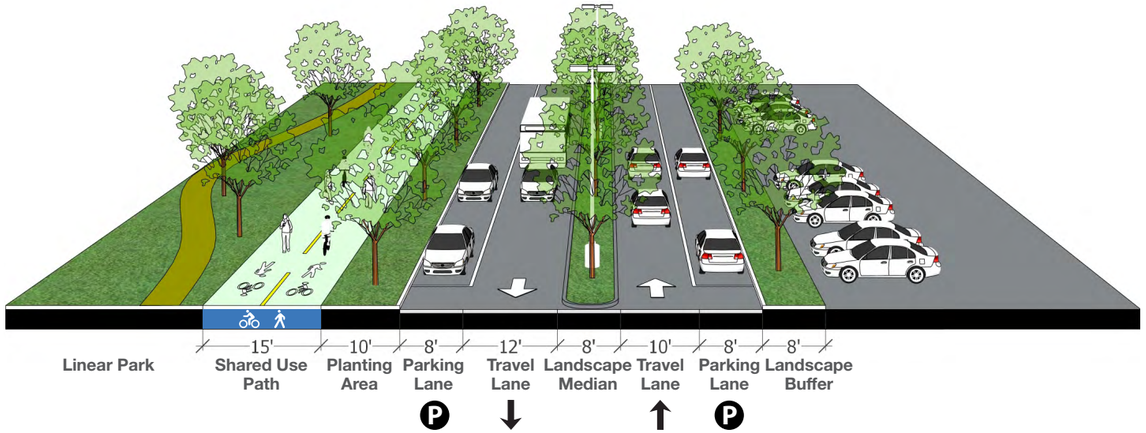
FIGURE 5-11: EXISTING AND PROPOSED STREET SECTIONS

SECTION B-B CONCEPT

+ 15' PEDESTRIAN & BICYCLE ZONE



Existing Condition

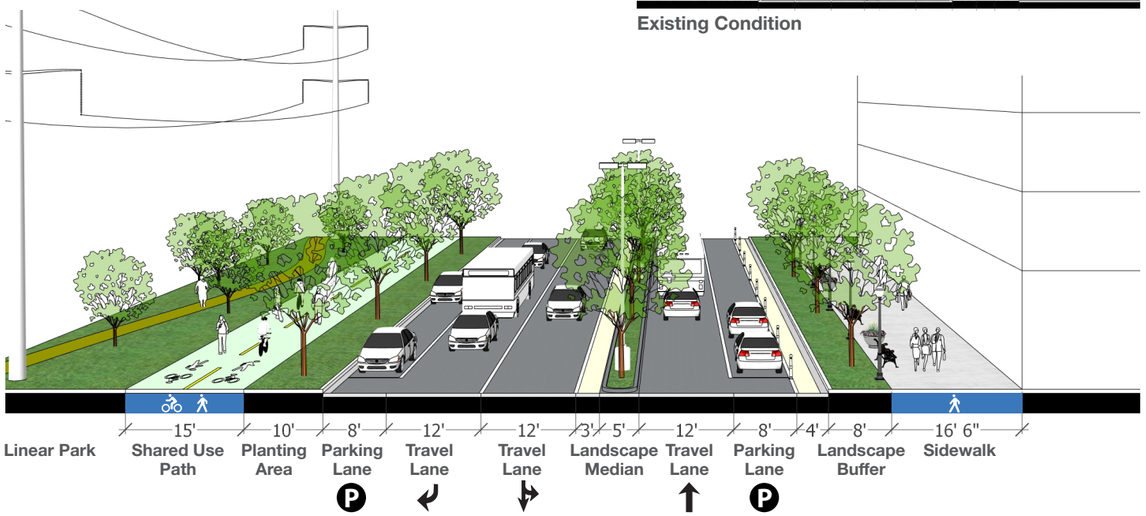


SECTION A-A CONCEPT

+ 31'6" PEDESTRIAN & BICYCLE ZONE



Existing Condition



KEY PLACES

MEADOWVIEW STATION GATEWAY

The plan envisions a new, more welcoming gateway to Meadowview Station and the transit-oriented community that announces the station and invites people in. The frontage along Meadowview Road is lined with new buildings that have ground floor retail and community uses, bringing activity and a defined edge to the site. A landscaped plaza between the buildings opens up a direct connection along a pedestrian walkway to the transit plaza and station. This area will be pedestrian friendly and easily closed down for street fair events. Shaped by the buildings on either side, this plaza is set back from the busy roadway, serving the adjacent businesses and encouraging people to continue further into the site. The plan also recommends improvements to the existing trail to prioritize bicyclists, helping to ensure safe multimodal access to the transit center.

KEY ELEMENTS

1. Retail / Food & Beverage Building
2. Gateway Plaza Lined with Active Edges
3. Community Park and Playground
4. Redesigned Meadowview Station Drive
5. Parking for Commercial Uses
6. TPSS Access

FIGURE 5-12: MEADOWVIEW GATEWAY





KEY PLACES

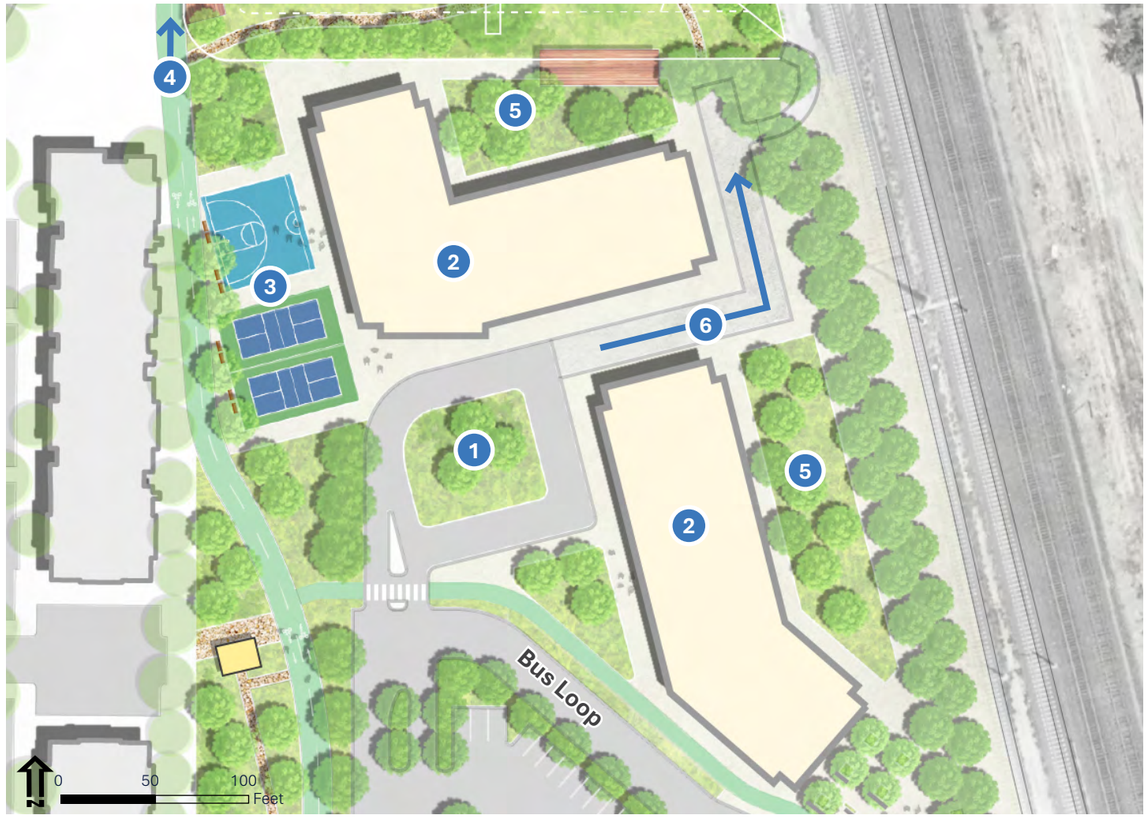
RESIDENTIAL SQUARE

The northern area of Meadowview Station features a residential enclave centered around a landscaped square framed by curbless, shared streets. This area offers a more secluded character, complementing the busier mixed-use areas near the transit plaza and Meadowview Road. Serving as the station's northern gateway, it provides both pedestrian and bicycle connections to adjacent neighborhoods. Along with the adjacent stormwater park, linear park, and residential courtyards, the square offers residents and visitors different spaces for a range of activities. The plan remains flexible to ensure access to the rail lines and building service areas while accommodating potential parking if needed.

KEY ELEMENTS

1. Neighborhood Square with Curbless and Shared-use Street
2. Multifamily Residential Buildings
3. Linear Park with Active Recreation
4. Shared-Use Path Connection to Adjacent Neighborhoods
5. Flexible Residential Courtyards That Can be Landscaped Green Areas or Parking if Needed
6. Service Access to Buildings and Rail

FIGURE 5-15: RESIDENTIAL SQUARE





VISION FOR A TRANSIT-ORIENTED COMMUNITY

FIGURE 5-16: THE TOC VISION

KEY CONCEPTS

HOUSING

The community has expressed strong support for a mix of residential densities at a range of price points, including both market-rate and affordable housing. Along Meadowview Road, the plan envisions 5 to 6 story mixed-use buildings with ground-floor commercial and community uses to activate the street and support a vibrant community. On the north end of the plan, 3 to 4 story residential buildings are envisioned, providing a gentle transition to the adjacent neighborhood. Attached townhomes, a community preference, add to the variety of housing options and help create a more intimate community space. Designing the units to allow for commercial space will encourage small business owners and artists to live and work on site.

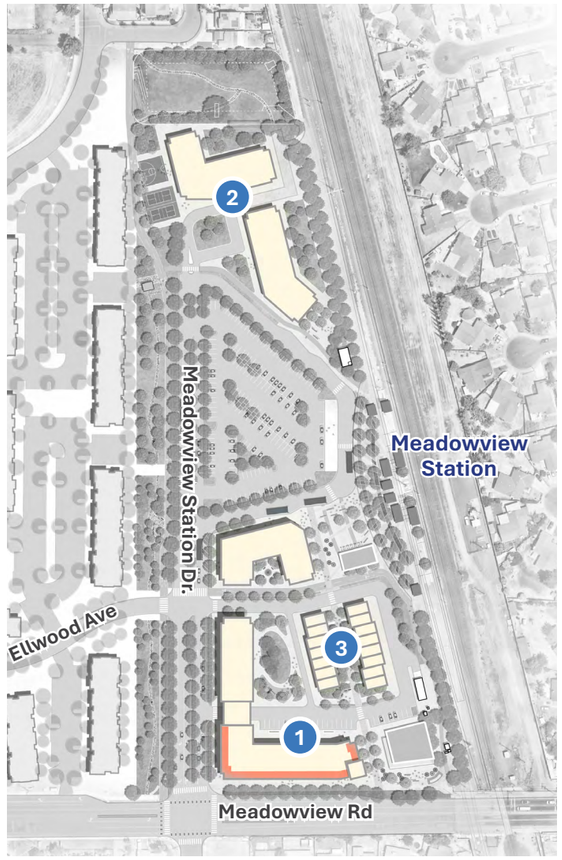
Including affordable housing at Meadowview Station is essential to ensure that benefits afforded by TOC extend to community members at all income levels. As required by state law, SacRT must initially offer its property for affordable housing. If there is no interest, it will be placed on the open market. State law requires any housing built on public property to include a minimum of 15 percent affordable housing.

"HAVING HOUSING NEAR TRANSIT IS FAVORABLE AS IT PLACES POTENTIAL RIDERS CLOSEST TO WHERE THEY MAY COMMUTE"

- Comment from a Survey Respondent

KEY ELEMENTS

1. Taller, mixed-use buildings with multifamily residential units are located along Meadowview Road.
2. Shorter 3 to 4 story multifamily residential buildings are centered on a shared neighborhood square at the northern portion of the site.
3. 4 story buildings with live/work flexibility line a pedestrian walkway, creating a more intimate residential space.



KEY CONCEPTS

COMMERCIAL AND COMMUNITY USES

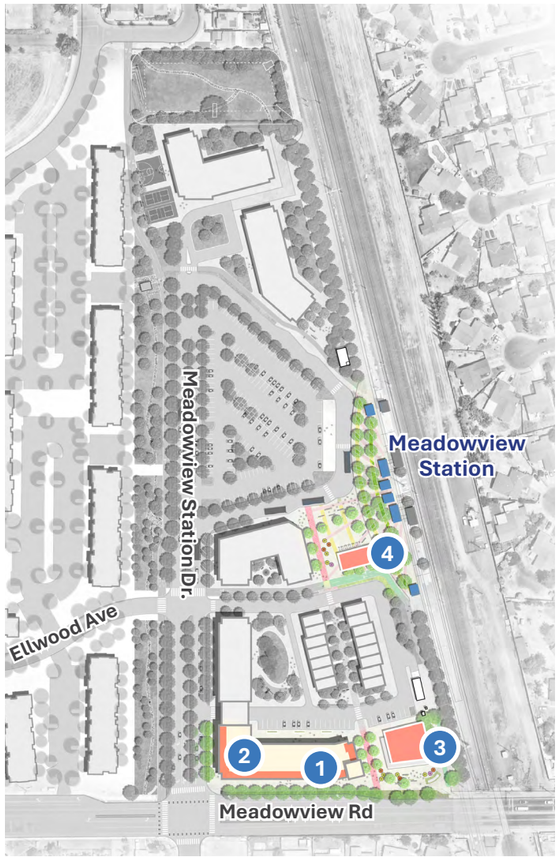
Throughout this and previous planning efforts, the community has emphasized a desire for certain amenities, including a coffee shop, retail, and grocery store. At the time of writing this plan, it is unlikely for a developer to be able to attract some of these uses, such as a grocery store. In general, few retail or other commercial uses can be supported at Meadowview Station at this time due to large amounts of retail in surrounding areas, as further detailed in the market study.

Community members also expressed interest in services such as a postal services, a library and daycares. The plan recognizes the importance that these types of "third places" play in community life and creating vibrant destinations, in addition to the need for improved access to fresh and healthy foods. Through a phased approach and identification of strategic locations for future retail uses, the plan provides a roadmap for incorporating short-term amenities while setting the stage for future investments.

The plan recommends that ground floor commercial uses be strategically located and focused in specific areas where businesses are more likely to thrive and to create a critical mass of activity, such as along Meadowview Road and adjacent to the transit plaza. Community-serving uses can also help provide activity and meet resident needs in these locations while not being dependent on market conditions for implementation. Mobile services and vendors can also be invited to the transit center to serve both commuters and residents. As the station area is redeveloped and additional nearby residential projects come online, the market can shift to accommodate additional non-residential uses and the plan reserves space for these.

KEY ELEMENTS

1. Commercial and Community Facilities are concentrated along Meadowview Road. This portion of the site has the highest visibility and volumes, key criteria for many retailers.
2. Corner locations are generally prime spaces for retail and the plan reserves the corners for retail uses.
3. The Gateway Station Plaza is anchored with a building to house a commercial and community facility with frontage on the plaza and Meadowview Road.
4. A food and beverage pavilion is located within the expanded transit plaza to help activate the space and serve SacRT transit patrons.



KEY CONCEPTS

SHARED-USE PATHS

Shared-use paths supplement the street and alleyway networks and build upon the existing and planned trails in and around Meadowview Station. The paths provide a safe and comfortable space for people of all ages and abilities to walk and bike throughout the station area. The existing shared-use path connecting the northern portion of the site to Hampton Park is extended through the linear park to Meadowview Road with a loop to the light rail station itself. The existing path alongside the rail line from Meadowview Road to the station is also enhanced to further support multimodal access between the station and Meadowview Road.

TABLE 5-2: PREFERRED WIDTHS

Preferred Widths, Excluding Lateral Clearance		
Bicycle Volume	**Preferred Width**	**Minimum Width**
Low: 50 bikers in the peak hour	11 ft	8 ft
Medium: Up to 400 bikers in the peak hour	15 ft	11 ft
High: Over 400 bikers in the peak hour	20 ft	15 ft

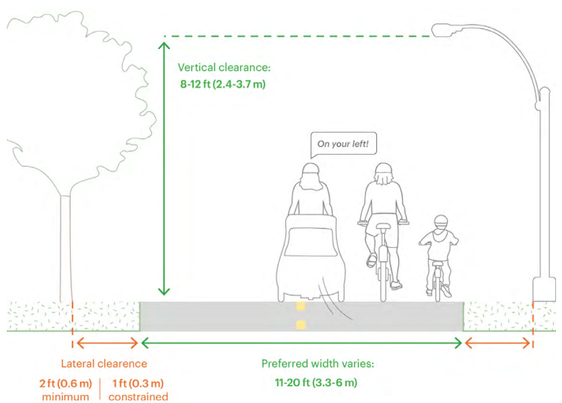
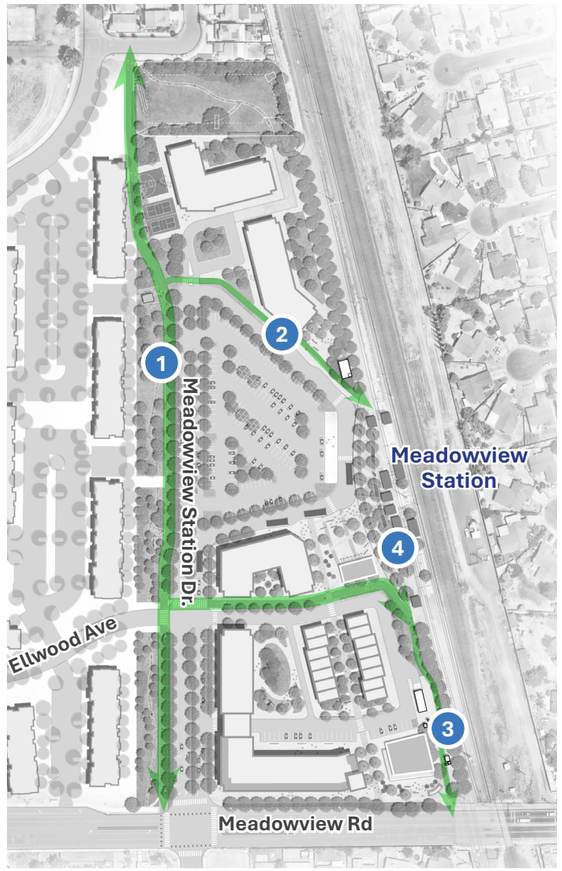


FIGURE 5-17: PATH DESIGN GUIDANCE FROM NACTO URBAN BIKEWAY DESIGN GUIDE

KEY ELEMENTS

1. The existing shared-use path connection to Hampton Park is extended through the linear park to Meadowview Road.
2. A branch path connects to the light rail station.
3. The existing path alongside the rail line from Meadowview Road to the station is enhanced.
4. Bike storage and scooter Rentals



KEY CONCEPTS

A SHARED APPROACH TO PARKING

The current parking lots are underutilized with most of the spaces remaining empty every day. Parking counts in March 2025 showed a maximum occupancy of just 71 spaces out of the 690 available. The plan repurposes this transit-adjacent land to provide housing, open space, commercial uses and community facilities. The existing zoning does not require parking for new development, and encourage transit use. Parking for the proposed development is consolidated with park-and-ride spaces in a shared parking area with approximately 200 spaces, which will be managed through a residential pass program.

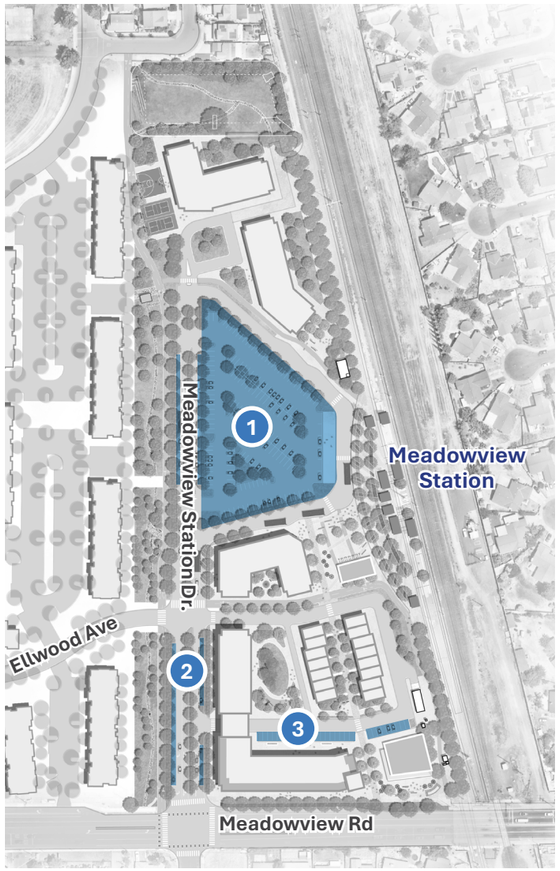
This reduction reflects both current usage and anticipated future demand, balancing transit access with land use efficiency. Future parking needs are met through additional parking near the retail locations, on-street parking spaces, and a flexible plan that can accommodate additional parking if warranted. After development is built out, SacRT will reassess its parking demand to determine if some of the Park and Ride lot can be developed as well.

"WAY TOO MUCH PARKING. IF YOU ARE GOING TO BUILD ANY PARKING, IT NEEDS TO BE A SINGLE CENTRALIZED LOCATION."

- Comment from a Survey Respondent

KEY ELEMENTS

1. Managed shared-parking area for transit patrons, residents, and visitors.
2. On-Street parking is added to Meadowview Station Drive to serve commercial uses and visitors.
3. Additional parking is strategically located across the site, including behind the mixed-use buildings fronting Meadowview Road.



5.4 DEVELOPMENT PROGRAM

The development program outlines the proposed number of residential units, non-residential square footage, various types of open space, and parking spaces as shown in the illustrative site plan.

Calculations are based on the assumptions of 85% building efficiency, an average unit size of 1,000 square feet, and a stacked townhome/ apartment configuration for buildings 6 and 7.

TABLE 5-3: DEVELOPMENT PROGRAM SUMMARY

Summary		
Total Residential	284	Units
Total Commercial	26,490	SF
Total Public Open Space	4.27	AC
Total Parking Spaces	264	Stalls

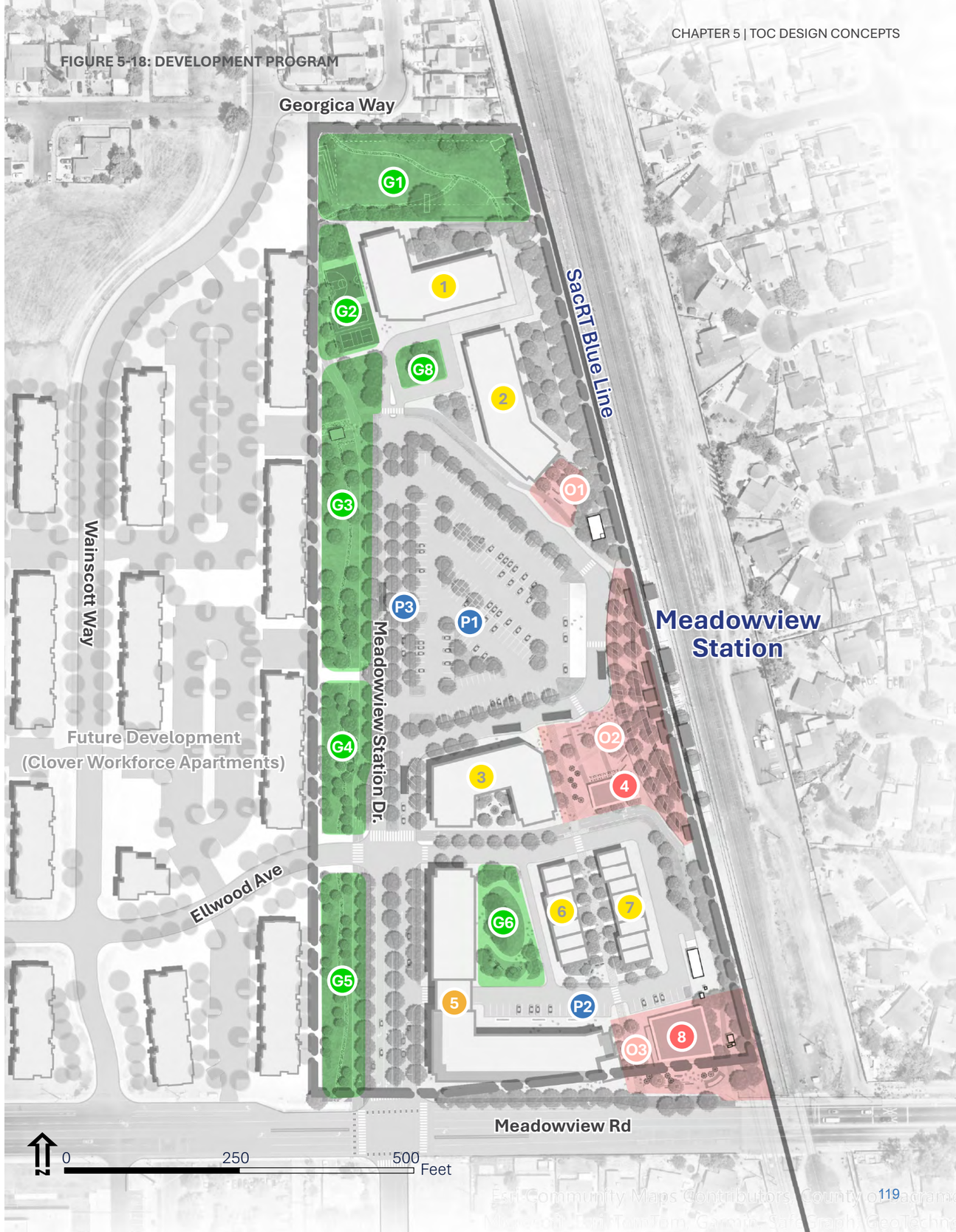
~6.3 ACRES
DEVELOPABLE LAND

45 UNITS
PER ACRE

TABLE 5-4: PROPOSED LAND USE SUMMARY

Development			
Building	Type	Units	SF
1	3-Story Residential	41	49,380
2	3-Story Residential	35	42,270
3	4-Story Residential	48	57,000
4	Stand alone Retail	-	2,400
5	5-Story Residential with Partial Ground Floor Retail	115	149,850
6	4-Story Residential	21	27,720
7	4-Story Residential	24	31,680
8	Stand alone Retail	-	4,800
Public Open Space			
#	Type	Acres	SF
G1	Stormwater Park	0.91	39,720
G2	Sports Park - Half Basketball Court and Pickleball Court	0.34	14,670
G3	Linear Park with Pavilion	0.75	32,620
G4	Linear Park with Shaded Seating Area	0.32	13,850
G5	Linear Park South End	0.44	19,035
G6	Community Park and Playground	0.18	7,890
G7	Residential Square	0.09	3,710
O1	Transit Waiting Area	0.10	4,310
O2	Transit Plaza	0.76	33,190
O3	Gateway Plaza	0.38	16,530
Parking			
#	Type		Spaces
P1	Central Shared-Parking Area		183
P2	Additional Retail Parking		29
P3	On-Street Parking		52

FIGURE 5-18: DEVELOPMENT PROGRAM



5.5 UTILITY CAPACITY

A planning-level utility needs assessment was conducted to evaluate existing capacity and identify potential civil infrastructure improvements and investment requirements needed to support the TOC vision at Meadowview Station.

SEWER

At the planning level, it is assumed that the existing downstream sewer main within Meadowview Road has existing capacity for proposed flows from within the planning area. A sewer mian along the Meadowview Station Drive connecting to the existing sewer main within Meadowview Road would be required to serve the new development.

From a design perspective, the City of Sacramento Standards require public sewer mains to be a minimum of 8 inches in diameter. Privately maintained sewer outside of the building footprint would typically fall under California Plumbing Code and sizing is based upon number of drainage fixture units (DFUs). For detailed requirements, refer to Table 703.2 Maximum Unit Loading and Maximum Length of Drainage and Vent Piping in Chapter 7 Sanitary Drainage.

Based on the proposed development program for the TOC vision and the following assumptions, a 10" diameter sewer main along Meadowview Station Drive would be needed to connect to the existing main along Meadowview Road.

Assumptions:

- Minimum of 10 DFUs per residence
- Minimum slope of 1%

STORM DRAIN

The existing storm drain main within Meadowview Road has existing capacity to serve the proposed planning area. The proposed development will have a similar drainage area and impervious surface area as the existing parking lots, allowing for the existing storm drain main in the access road to remain in place.

WATER

The existing water main within Meadowview Road has existing capacity and pressure for proposed demands. A water main along the Meadowview Station Drive connecting to the existing water main within Meadowview Road would be required to serve the new development.

Design considerations for the water main connection include compliance with City of Sacramento Standards, which require public water main to be sized by future demand (peak hour, max day + fire flow). Fire flow is typically designed with residual pressure at not less than 20 pounds per square inch.

For the purpose of this planning study, a minimum 12-inch diameter Water Main to service the planning area is assumed. A water study and supply assessment will be required for the planning area, however, higher density (residential and mixed use commercial) demands typically require larger mains of 12-inch in diameter.

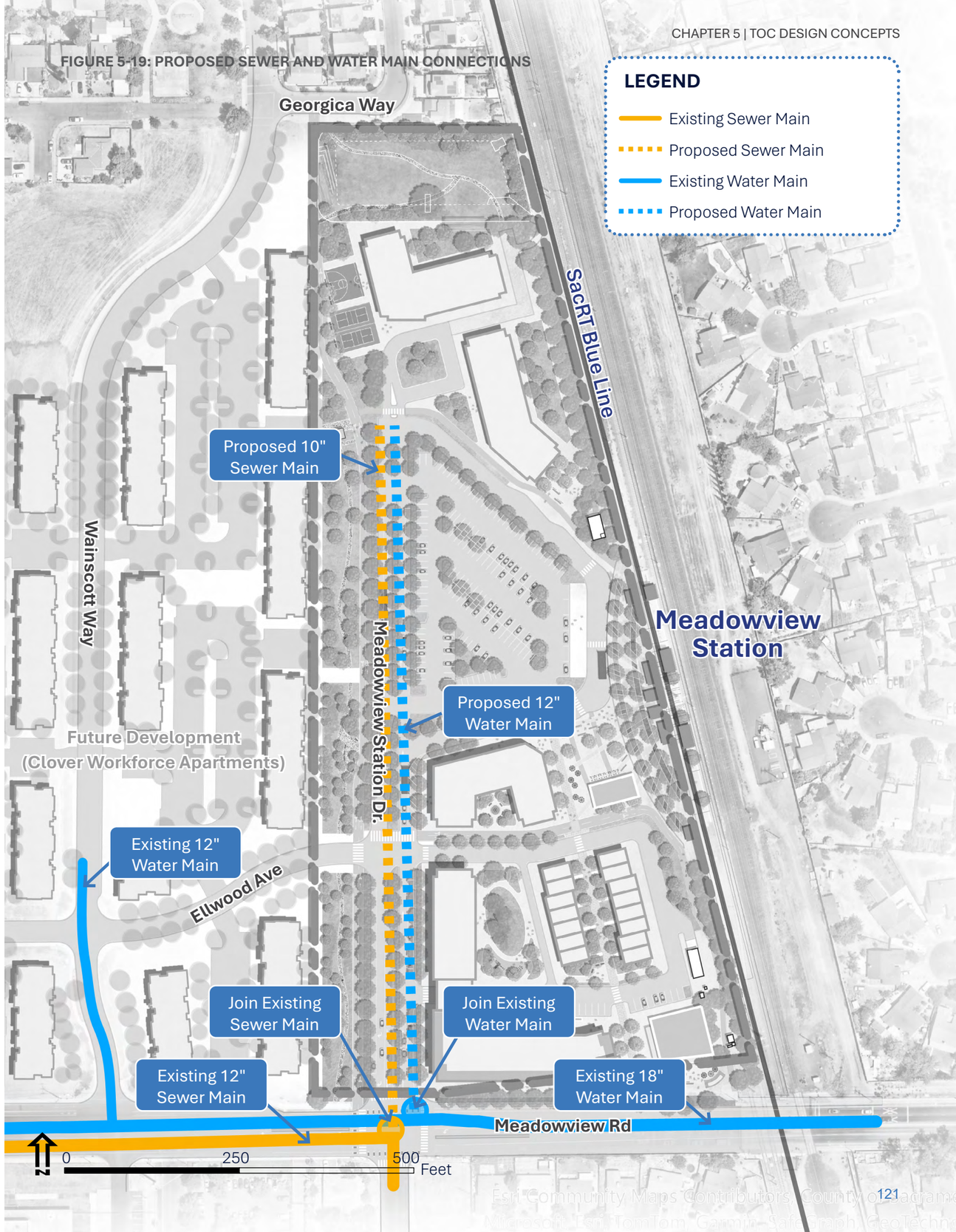
ELECTRIC

The existing electrical main within Meadowview Road has capacity to serve the proposed development. The configuration of the proposed electrical feed within the planning area will be dependent on the specific needs of the development.

GAS

The existing gas main within Meadowview Road has existing capacity to serve the proposed planning area. However, the gas main may need to be re-aligned to accommodate an alternative development layout in the future.

FIGURE 5-19: PROPOSED SEWER AND WATER MAIN CONNECTIONS



6

FINANCIAL FEASIBILITY AND FUNDING STRATEGY

The following chapter evaluates the financial feasibility of implementing the Meadowview Station Transit-Oriented Community (TOC) vision and identifies funding and financing strategies needed to support phased development over time. Building on the market analysis and design concepts presented in earlier chapters, this analysis considers current development costs, market conditions, and funding constraints to assess the economic viability of both market rate and affordable housing scenarios.

The goal of this analysis is to provide SacRT and its partners with a realistic, adaptable framework for advancing Meadowview Station TOC implementation—one that supports early success, prioritizes affordability and community benefits, and positions the site to respond to evolving market and policy conditions over the long term.

6.1 DEVELOPMENT PHASING

6.2 FINANCIAL FEASIBILITY

6.3 FUNDING STRATEGY

6.1 DEVELOPMENT PHASING

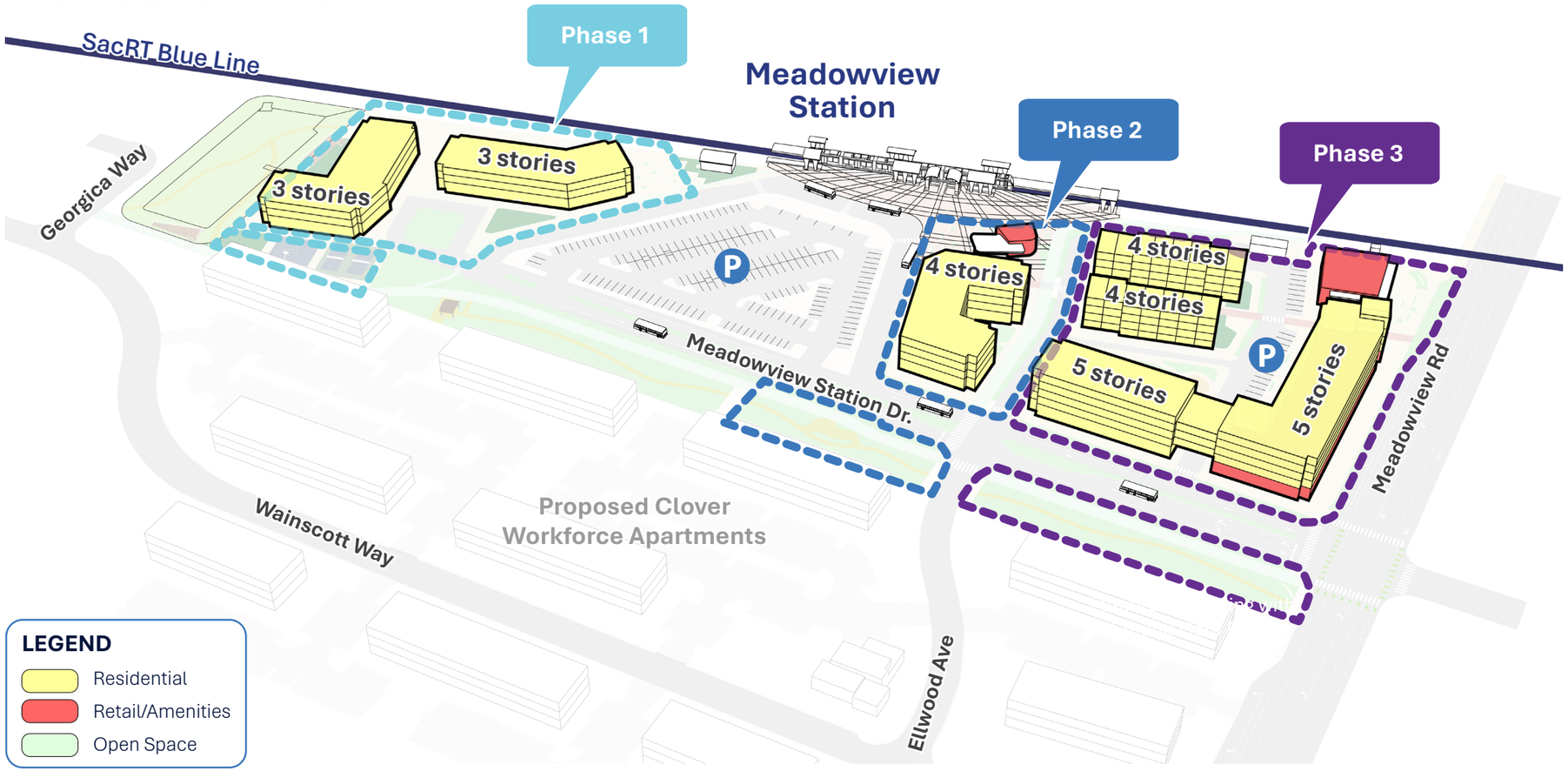
As the private real estate development market does not currently support large-scale mixed-use transit-oriented development envisioned at the station site, a project phasing strategy might succeed in generating interest over a longer time horizon. The success of a first project in a smaller section of the site would improve market perception of the location as well as increase the neighborhood feel by adding buildings, people, activity, and "eyes on the street," which can encourage both developers and their lenders to consider mixed-use and mixed-income projects on the rest of the site. If the middle phase of development is successful, the remaining developable land fronting Meadowview Road would command a significantly higher value than it does currently, supporting significant pedestrian-oriented, mixed-use development adjacent to completed projects with proven success.

As shown in Figure 6-1, Phase 1 separates out a smaller sized parcel anticipated to be of interest to affordable housing developers. According to findings from developer surveys and market analysis, as well as from the progress of the neighboring Clover Apartments development, the market for affordable housing is ripe with opportunity. Either during or after Phase 1, Phase 2 and 3 could be subdivided and recorded to stage for future market opportunities for mixed affordable and market rate developments. It is recommended that SacRT also pursue funding to redesign the site's internal circulation to create a more pedestrian-friendly Meadowview Station TOC site. Table 6-1 shows a summary of phasing recommended.

TABLE 6-1: DEVELOPMENT PHASING RECOMMENDATIONS

Phase	Developable Land Area	Open Space	Proposed Development Program	Purpose in Overall Strategy
1	1.9 Acres	0.24 Acres	• Affordable housing (76 units, 3-story multifamily buildings)	Establishes early success, meets neighborhood housing needs, creates activity and presence at the station, and anchors long term affordability.
2	1.3 Acres	0.24 Acres	• Mixed-income or market rate multifamily housing (48 units, 4-story building) • Stand alone retail (2,400 sqft)	Acts as a transition between surrounding lower density neighborhoods and the envisioned "middle" density; strengthens local amenities; improves market perception; supports demand for Phase 3.
3	3.1 Acres	0.33 Acres	• Market rate multifamily housing with affordable units (160 units, 3 to 5-story buildings) • Ground floor retail in mixed-use building (19,290 sqft) • Stand alone retail (4,800 sqft)	Requires strongest market conditions; delivers pedestrian oriented mixed use environment; completes southern gateway and reinforces the station area as an active residential and commercial hub.

FIGURE 6-1: DEVELOPMENT PHASING DIAGRAM



Developing the site from north to south and in phases would allow time for the housing and commercial markets to catch up to comparable neighborhoods. The successful development of each parcel will create a positive feedback loop that increases the value of the remaining development parcels. The perception of the station area will change from a desolate parking lot to a new hub of residential and retail activity, resulting in potential residents and market-rate/mixed income developers seeing the site as more desirable to live.

Developing Phase 2 could act as a transition from the surrounding lower-density neighborhoods to the “middle” density envisioned by SacRT. In addition to the residential units, Parcel 2 would include small retail . The success of Phase 2 will fuel further market demand and site feasibility for developers looking at Phase 3. The development of Phase 3 will require the largest increase in market interest to attract developers.

Due to current market conditions, the time period required to successfully implement Phases 1 through 3 on the site could take as long as 15 to 20 years. This includes multiple market cycles, neighborhood growth, and regional change that will increase conditions supporting the vision of future development. As the landowner, SacRT is in a position to wait for favorable market change and use middle and south parcels to attract temporary site activation uses in the meantime (such as community events and services, farmers markets, business incubation). SacRT should remain ready to respond to the changing market as development proceeds. To provide incentive for development, the City and SacRT could pursue the funding necessary to build out the infrastructure required for the Meadowview TOC vision. The initial costs and time associated with making infrastructure improvements and subdividing the parcels may be high; however, preparing in advance allows SacRT to react nimbly to the unpredictable moment when the market is most favorable for mixed-use and mixed-income housing. The timing of SacRT’s reactions will allow the agency to take advantage as construction cost volatility decreases and rents rise to reach pricing equilibrium.

As implementation begins, it will be important to ensure that new development supports the surrounding neighborhood. Phase 1 delivers affordable housing, which helps meet local needs and anchors long-term housing stability, while Phases 2 and 3 introduce market-rate units and neighborhood-serving retail that can strengthen local amenities and provide space for small businesses and community services. Together, the early affordable units help minimize displacement pressures, and the gradual rise in market-rate rents over time helps cover the cost of delivering the more complex mixed-use buildings envisioned for the later phases.

Developer Engagement

Before determining whether subdivision should occur in advance of procurement, it is important to recognize that involving a developer early can lower overall financing costs. The drawback is that early involvement also shifts greater control of the site to the developer, which introduces the risk that the land could be held without timely advancement of construction. Current market conditions make it challenging to attract a market rate developer, so a market test of both leasing and selling options would be appropriate. Phase 1 has the greatest potential to break even, which positions it as a practical starting point. The delivery of Phase 1 and the nearby Clover Apartments will provide clearer market signals and may shift developer interest in later phases. Subdivision is not a prerequisite for issuing an request for proposal (RFP), because the agency can solicit proposals for all parcels simultaneously, offer both lease and sale options, and allow respondents to propose adjustments to parcel boundaries. This approach is most effective where local processes support simple and low cost land transactions. WSP remains neutral on the timing of subdivision but notes that Phase 2 becomes more feasible only at interest rates closer to four and a half percent, which may justify waiting for more favorable conditions before advancing subsequent phases.

Engaging with Small Developers

Large parcels and multi-phase projects discourage smaller developers from becoming involved with the project. They lack the working capital to remain in operation over the long term while funds are tied up in an ongoing, multi-phase project. There are two strategic paths for getting smaller and more local developers involved in the project: one is to cut the large parcel into smaller individual projects that are small enough for local developers to handle; second is to require a selected master developer to prioritize small developers for participation in smaller project segments and/or phases.

By creating three smaller projects out of the single station development area, SacRT retains control of remaining land and relieves smaller developers of carrying costs they would incur owning the land between phases. Details of the potential for the three smaller projects are described in the previous section on Phasing. Alternatively, if SacRT works with a master developer for the entire project, it is possible to create and enforce requirements that the master developer partner provides opportunities for and preference in selecting partner developers, general contractors, and specialist subcontractors that are located nearby. Successfully completing this method is dependent on the negotiations process and final contract with a selected master developer.

Engaging with Community Organizations

Community organizations can play a key role in causing development to occur sooner by showing demand for retail services and potentially agreeing to occupy space in new development before construction begins. Where community members have consensus on their most preferred use of ground-floor retail/amenity spaces, they can communicate to developers that they will support the business or service that locates there. A community-based organization that provides child care, medical services, education, cultural activities, and/or similar services could commit to occupy space in a development before construction starts. This is beneficial to developers, who can show lenders that they will have rental income from their retail or community space, as well as to the organization, who can work with the developer’s architects to get the exact space they are looking for. By participating as a financially committed operator in a space to be developed, community groups can help projects happen faster by showing demand for space and making it easier for lenders approve the project.

6.2 FINANCIAL FEASIBILITY

METHODOLOGY

A market rate development pro forma model was created for SacRT comparing development and acquisition costs to revenues achievable by selling the completed property. Development costs were inclusive of construction costs (lumber, light switches, and skilled labor needed to build and install, etc.) as well as design costs (architecture, approval from planning department, site preparation) based on current market prices according to RSMeans data at the time of this report. Sale values for apartment buildings were estimated using the rents that they can generate over the years that an investor owns the building. Annual rental income is known as Net Operating Income (NOI) which is rents less the costs of replacing appliances, fixing windows, and similar operating expenses. Today's sale price is based on investors' expectations of future NOI over the years they plan to own the property. The most recent sale prices in the local neighborhood for similar properties were sourced from Costar. In times and locations where market conditions cause development costs to exceed rent revenues (for example, due to high costs of steel and lumber), the study found there is a "financial gap" that renders the project being modeled financially infeasible. This "gap" can be funded by lowering development costs through future property tax reductions and land donations or by subsidizing the project through grants to cover the costs of certain parts of the project.

For the affordable housing developer, the pro forma model compared the same development costs to the maximum Low Income Housing Tax Credit (LIHTC) valuation allowable by federal policy. Development costs were estimated using the same method and source (RSMeans) as the market-rate analysis. For revenues, developers of affordable housing can sell tax credits of 9% of the building costs each year for 10 years to investors, who offer a cash payment to receive a reduction in their federal income tax over the 10-year period alongside other tax benefits. Affordable housing developers can then use this cash payment (the LIHTC amount) as equity in the current affordable housing project. Additionally, the pro forma model calculated the maximum amount of debt that the affordable housing developer may borrow, ensuring that NOI will be sufficient to cover debt payments. The "financial gap" identified through this analysis is the amount of additional equity needed above and beyond the LITHC credit and the maximum debt amount, which could come from subsidy sources like those for a market-rate developer.

FUNDING GAPS

The pro forma analysis is a snapshot in time which provides evidence that market-rate development is financially infeasible for all three proposed phases given current market conditions regarding property values and construction costs. Due to their smaller size, Phase 1 and Phase 2 are estimated to have "financial gaps". Phase 2 benefits from adding retail, which offers a better ratio of sale value to construction cost per square foot than residential, effectively reducing the "financial gap." The "financial gap" for Phase 3 is estimated to be relatively higher since it is a larger project, which scales up the difference between sale value and construction cost per square foot for both retail and residential development. Table 6-2 summarizes the estimated finacial gaps for the market-rate scenario.

The affordable housing snapshot shows that affordable housing development is potentially financially feasible, assuming that the affordable housing developer can utilize the 9% tax credits from the LIHTC program. At current market prices, Phase 1 can be completely funded through LIHTC equity and construction financing and appears to be financially feasible today. Phase 2 can be partially funded through LIHTC equity (which can only apply to the residential portion of the development) and construction financing. With additional equity or a small change in market prices that favor the project, phase 2 could become financially feasible in the near term. Phase 3 is shown to potentially require an additional equity contribution of $5 million or greater. The "financial gap" can be closed using a funding source described in Section 6.3 or through a partnership with a private investor who would develop the retail portion. Table 6-3 summarizes the estimated finacial gaps for the affordable housing scenario.

These estimates do not include any costs for utility upgrades required to be performed on the site because SacRT in partnership with other agencies may assist in finding grants or other financial aid to cover these costs to offset developer expenses. Including these as a developer cost would further increase the financial gap on the overall development program.

TABLE 6-2: FINANCIAL GAP SNAPSHOT FOR MARKET RATE SCENARIO

Market Rate Scenario

	Phase 1	Phase 2	Phase 3	TOTAL
Building Construction Costs	$ 26.12 million	$ 18.55 million	$ 69.77 million	$ 114.44 million
Building Sale Value (Most Recent Market Comps)	$ 11.58 million	$ 7.71 million	$ 29.12 million	$ 48.41 million
Residual Value "Land Value"	**$ (14.54 million)**	**$ (10.84 million)**	**$ (40.65 million)**	**$ (66.03 million)**
Estimated Acquisition Cost*	$ 1.05 million	$ 0.53 million	$ 1.44 million	$ 3.02 million
FINANCIAL GAP	**$ (15.59 million)**	**$ (11.37 million)**	**$ (42.08 million)**	**$ (69.05 million)**

* Land Acquisition Cost will be determined based off market value and negotiations

TABLE 6-3: FINANCIAL GAP SNAPSHOT FOR AFFORDABLE HOUSING SCENARIO

Affordable Housing Scenario

	Phase 1	Phase 2	Phase 3	TOTAL
Building Construction Costs	$ 30.47 million	$ 21.31 million	$ 79.24 million	$ 131.02 million
Estimated Acquisition Cost*	$ 1.05 million	$ 0.53 million	$ 1.44 million	$ 3.02 million
Total Cost	**$ 30.47 million**	**$ 21.31 million**	**$ 79.24 million**	**$ 131.02 million**
Debt	$ 9.38 million	$ 6.59 million	$ 24.78 million	$ 40.74 million
Equity from LIHTC	$ 21.37 million	$ 14.29 million	$ 49.21 million	$ 84.87 million
FINANCIAL GAP	**-**	**$ (0.63 million)**	**$ (5.74 million)**	**$ (6.37 million)**

* Land Acquisition Cost will be determined based off market value and negotiations

6.3 FUNDING STRATEGY

To achieve financial viability for infrastructure improvements and affordable housing, Meadowview Station TOC would require multiple sources of funding that utilize federal, state, and local sources (grants, tax credits, value capture tools, etc.), while remaining adaptable to shifting policies such as the Infrastructure Investment and Jobs Act expiring in 2026. Successful development requires partnerships with SacRT, the City of Sacramento, and regional and state partners to leverage programs such as Transit-Oriented Development (TOD) housing programs, tax-exempt bonds, and local subsidies. A customized, all hands partnership approach is required to overcome funding gaps, ensuring affordable rents and a robust community impact for the future development of the Meadowview Station TOC site.

This section highlights the most accessible funding programs according to project need and eligibility. Identified needs include funding for site readiness, housing readiness and utility infrastructure, particularly sewer and water system improvements and utility connections, necessary for the envisioned housing densities, as well as transportation hub improvements, and support for enabling residents to invest in their neighborhood through this development. Table 6-4, shows the most relevant mechanisms accordingly.

It is recommended that SacRT prioritizes grants before financing options. A TOD Housing Program-Infrastructure grant would be the ideal target, as funds can be used for utility and public infrastructure improvements. Financing options include loans from local Multifamily Lending and Mortgage Revenue Bond Policies for affordable housing projects, as well as loans from California's Infrastructure Bank for projects that promote economic development. The project can also apply for synthetic tax increment financing. Pursuit of the Community Revitalization and Investment Authority (CRIA) is recommended, as it targets disadvantaged communities, deteriorated infrastructure, and areas with high unemployment.

Similarly, it is recommended that SacRT work with the City of Sacramento to include the Meadowview Station TOC site in a Community Facilities Districts (CFD). The new Property and Business Improvement District (PBID) will enable financing through bond issuances.

Table 6-5 provides a short list of mechanisms that SacRT should pursue to secure funding for construction, down payment, and infrastructure for developing the Meadowview Station TOC site. Before applying for funding and financing mechanisms to address the funding gap, SacRT should consider disposing or leasing of the land to the developer at a favorable rate in exchange for affordable housing that will generate additional transit ridership. This approach will reduce the overall project costs and ease burden on the developer.

Recommended grants include those from the Home Investment Partnership Program (HOME), Affordable Housing Sustainable Communities Programs (AHSC), and Better Utilizing Investments to Leverage Development (BUILD). The first two grant programs require a specific affordable housing allocation to qualify, while the BUILD program requires a 20% non-federal match. SacRT could also form or leverage an existing Joint Powers Authority (JPA) to acquire the project and locally finance it with tax-exempt bonds before leasing or selling it. Another financing option is applying for low-interest loans through the TOD Housing Program.

A relevant example is the Clover Apartments project, a similar development adjacent to the Meadowview Station TOC site, which successfully utilizes AHSC and JPA mechanisms to close its funding gap.

TABLE 6-4: FUNDING UTILIZED FOR UTILITY CONNECTIONS AND UPGRADES

Program	Level	Funding Type	Asset Type	Lead Entity
TOD Housing Program–Infrastructure Grants	Local	Grant	Infrastructure	SacRT/City/ Developers
Multifamily Lending and Mortgage Revenue Bond Policies	Local	Local Subordinate Loans and Tax Exempt Bonds	Housing	Developers
California Infrastructure Bank (IBank) – Infrastructure State Revolving Fund (ISRF)	Local	Low Interest Loans	Infrastructure	SacRT
Community Revitalization and Investment Authority (CRIA)	State	Tax Increment Financing	Housing	SacRT
Business Improvement Districts/ Community Facilities District (CFD)	Local	Bond Issuance	Infrastructure	City
Green Means Go Funding Program	State	Grant	Infrastructure	City/SacRT

TABLE 6-5: FUNDING MECHANISMS FOR HOUSING, CONSTRUCTION & ACQUISITION

Program	Level	Funding Type	Asset Type	Lead Entity
Home Investment Partnerships Program (HOME) funds	Federal	Formula Grants	Housing	SacRT/ Developers
Better Utilizing Investments to Leverage Development (BUILD)	Federal	Discretionary Grants	Infrastructure	SacRT/City
TOD Housing Program – Low-Interest Loans	State	Low-Interest Loans	Housing	SacRT/ Developers
Joint Powers Authority (JPA) owned Middle income- housing	Local	Tax Exemptions	Housing	SacRT/City
Affordable Housing and Sustainable Communities (AHSC) Program	State	Grants	Housing	SacRT/City/ JPA/Developers
Active Transportation Program (ATP)	State	Grants	Infrastructure	SacRT/City/JPA

SACRT DISPOSITION AND DEVELOPMENT

The Meadowview Station TOC site represents a significant opportunity for SacRT to shape an equitable, transit-supportive community while complying with all requirements of the Surplus Land Act (SLA). As such, SacRT should seek opportunities to partner with entities on upgrading key infrastructure (circulation networks, utilities, lighting, and access improvements) to make the site ready for development.

It is recommended that SacRT ensure support from its Board and local jurisdictions for the policies necessary to implement the Master Plan and guide the SLA process. These policies should establish a vision and evaluation criteria for the site, promote development incentives directed towards a shared goal, and create a parking management policy for adoption. Similarly, transparent communication is essential to a smooth SLA process. SacRT should frequently participate in public outreach and education initiatives to ensure community support and awareness of the disposition strategy.

SacRT's financial strategy should reinvest early revenues, capture new grants, and leverage all available resources to build their financial capacity. Revenues generated from land transactions can be directed back into site improvements, helping unlock subsequent phases of development. Identifying appropriate financing tools will help stretch public dollars and attract private investment.

The following process includes the steps required for SacRT to develop the Meadowview Station TOC site.

STEP 1: OBTAIN DIRECTION ON THE MEADOWVIEW TOC MASTER PLAN

SacRT will first confirm the development direction with key oversight entities, including the SacRT Board Real Estate Ad Hoc Committee, Federal Transit Administration (FTA) regional staff, and California Department of Housing and Community Development (HCD) staff.

STEP 2: OFFICIALLY DECLARE THE PROPERTY AS SURPLUS LAND

To activate the SLA process, SacRT must obtain an appraisal to establish the fair market value of the property. The SacRT Board will present its approval of the surplus designation and provide direction on land sale or joint development terms in a public meeting. The proposed terms must be submitted to HCD for review and confirmation of compliance.

STEP 3: ISSUE THE NOTICE OF AVAILABILITY (NOA) TO STATE AND LOCAL AGENCIES AND HOUSING SPONSORS

SacRT will notify HCD of the NOA, initiating the 60-day affordable housing solicitation period during which eligible affordable housing developers and public agencies can respond. SacRT must participate in a minimum 90 day negotiation period with any respondents to the NOA. HCD will review the process to ensure SacRT has followed all requirements. If an agreement is reached during this period, SacRT proceeds to Step 5.

STEP 4: OPEN MARKET SOLICITATION (IF NO AGREEMENT IS REACHED)

If the SLA required solicitation does not result in an executed agreement, SacRT may proceed to the open market, advertising a Request for Proposals and evaluating offers using Board approved criteria for affordability, local business participation, transit-supportive design, and alignment with the Master Plan.

STEP 5: PRESENT OFFERS TO THE SACRT BOARD

SacRT will bring selected proposals back to the Board for direction. In a closed session, the Board will provide negotiation directions. In a public meeting, SacRT will present the final terms for the Board's official approval.

STEP 6: EXECUTE THE AGREEMENT AND ADVANCE DEVELOPMENT

Once the Board approves terms, SacRT will finalize the transaction through either a Purchase and Sale Agreement or an Exclusive Negotiating Agreement to structure a joint development. This final step includes updating the appraisal if it has expired, securing FTA approval as required, completing all due diligence, allowing time for buyer financing and entitlements, and closing escrow or formalizing a long term joint development relationship.

7

NEXT STEPS

This section outlines a sequenced implementation framework that SacRT could use to advance the Meadowview Station Transit Oriented Communities (TOC) site. This path forward includes:

- Phased development with flexible decision-making
- Early funding alignment
- Community-centered focus
- SacRT Board direction

NEXT STEPS

PHASED IMPLEMENTATION

SacRT's phasing strategy should align development readiness with market conditions. Rather than waiting for perfect conditions, SacRT can take incremental steps that create visible improvements, unlock new revenue, and reduce risk.

Phase 1, as described in Section 6.1, prioritizes near-term, market-feasible activities that strengthen safety, access, and placemaking around the station. Implementing this phase will build confidence among transit riders, neighbors, developers, and funders and will set the stage for subsequent phases. Phase 1 investments stimulate demand and de-risk Phase 2 (and eventually Phase 3). Each phase improves the feasibility of the next. Improving circulation, access, and amenities expands the site's value proposition for private investment and deeper housing and commercial delivery.

Phase 1 revenues and grants should fund improvements to internal circulation and station access upgrades, lighting and security, a parking management system, a vendor program, and the drainage basin. Likewise, Phase 2 proceeds and awards should further expand the improvements made in Phase 1 and support the build-out of the public plaza. Finally, Phase 3 resources should complete the remaining linear park, gateway entrances, and comprehensive signage and wayfinding improvements.

Since market cycles, interest rates, construction costs, and community priorities will evolve, SacRT should remain flexible regarding land disposition, timing, and the size of each phase, continuously updating development plans as conditions change while keeping the long-term vision intact. The proposed approach uses each phase to strengthen the next, ensuring that SacRT is responding to market conditions while increasing the site's development value.

FUNDING AND FINANCING

To execute the proposed approach, SacRT must regularly pursue funding sources and opportunities as they are made available to the site. Building from the resources identified in Section 6.3, SacRT should pursue federal, state, and regional grants that support transit, housing, economic development, and multimodal access. Early alignment of project scopes with grant criteria will improve the site's competitiveness. Joint applications and letters of support from the City of Sacramento and regional partners can demonstrate shared commitments, which support the strength of grant applications. SacRT's visions for transit upgrades should be embedded in each development phase as these improvements allow additional funding opportunities. Finally, SacRT should consider public-private-partnership (P3) models to potentially reduce public risk and accelerate project delivery.

PARTNERING FOR IMPLEMENTATION

Collaboration with the City of Sacramento and regional partners will be central to the success of the proposed approach. SacRT must form a coalition that aligns policy, infrastructure, investment, and community engagement to achieve its goals.

SacRT must work closely with the city to align each phase with zoning, policies, and development review to smooth the development process. The city can also provide support through investments in public infrastructure upgrades, reduced impact fees for affordable housing, and the creation of fee districts for coordinated utility and street improvements. Elsewhere, SacRT can partner with SACOG to fund TOD-supportive infrastructure and consult with SHRA to deploy affordable housing funding and financing tools. In partnership with the City and County of Sacramento, SACOG, SHRA, CADA, the State Treasurer, Community Development Financial Institution (CDFIs), banks, and other funders, SacRT can establish a loan fund program for small developers, expanding the amount of potential participants in delivering the Meadowview Station TOC vision.

Additional partnerships with the City's Office of Arts & Culture, the Parks and Community Enrichment Department , the school district, neighborhood associations, philanthropic funders, faith-based groups, community centers, SMUD, SMAQMD, Cosumnes River College, Kaiser Permanente, and local CDFIs can support the development of short-term site activation and curate permanent community-based tenants. Collaboration in the form of pop-up events can be used to gauge public interest in different site uses and build awareness, continuing the momentum of the Dos Rios station workforce approach to recruit and hire local workers for projects. SacRT should establish a Project Champion to guide this engagement and should host an ongoing stakeholder coalition to ensure the project is supported and meeting the community's needs. Alongside continuous public engagement, these partnerships will help SacRT capture the values and priorities of the community, culminating in a Community Benefits Agreement to mitigate concerns regarding potential displacement and gentrification around the site.

SACRT BOARD ACTIONS

The SacRT Board may consider the following actions to position the Meadowview Station TOC site for development.

1. Designate the site as surplus property for development consistent with the Master Plan and Phasing Strategy, with requirements that ensure participation by small, local developers.
2. Adopt comprehensive affordable housing requirements across the property (aligned with SLA and FTA criteria) and Local Business Preference policies for commercial leasing to reduce displacement and support local tenants.
3. Adopt a shared-use parking management policy.
4. Adopt a station-area vendor program to activate public space and generate recurring revenue.
5. Partner to establish financial incentives and loan programs that lower barriers for small, local developers and signal long-term commitment to equitable outcomes.

Meadowview Station TOC Study

RESOLUTION NO. 2026-04-041

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

April 13, 2026

APPROVING THE MEADOWVIEW STATION TRANSIT-ORIENTED COMMUNITIES STUDY

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Meadowview Station Transit-Oriented Communities Study, is hereby approved and adopted.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary