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DEPARTMENT OF  
TRANSPORTATION

CITY OF SACRAMENTO  
CALIFORNIA

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September 24, 2004

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT: ACCEPTANCE OF THE AZEVEDO DRIVE STREETScape MASTER PLAN**

**LOCATION AND COUNCIL DISTRICT:** Azevedo Drive from West El Camino Avenue to San Juan Road - Council District 1. (See location map – Attachment A).

**RECOMMENDATION:**

This report recommends that the City Council adopt the attached resolution accepting the Azevedo Drive Streetscape Master Plan.

**CONTACT PERSONS:** Saed Hasan, Associate Civil Engineer, 808-7923  
Hector Barron, Supervising Engineer, 808-2669

**FOR COUNCIL MEETING OF:** October 12, 2004

**SUMMARY:**

The Azevedo Drive Streetscape Master Plan (see Attachment B, Executive Summary) is a comprehensive plan to guide future streetscape development along Azevedo Drive. The Master Plan was developed through active community participation and input of stakeholder groups. The key goals of the Master Plan are to beautify Azevedo Drive, to provide shade, to strengthen urban form and neighborhood identity, and to create a safer environment for pedestrians, bicycles, and residents. The basic components of the Master Plan are short medians north of Bannon Creek Drive, long median south of Bannon Creek Drive, corner and mid-block bulb-outs, traffic circles at key intersections, and curbside planters.

**COMMITTEE/COMMISSION ACTION:**

The Azevedo Drive Streetscape Master Plan was presented to the City Planning Commission on July 22, 2004 for review and comment.

## **BACKGROUND INFORMATION:**

Azevedo Drive is a curving two-way north-south residential collector street located in the South Natomas area. Azevedo Drive is two to four lanes, 1.1 miles in length that extends from West El Camino Avenue to San Juan Road. The surrounding land consists mainly of single and multi family homes and associated services such as schools and parks. Compared to other residential areas, Azevedo Drive is a wide road with travel lanes of up to 22 feet in width.

The project team conducted two public meetings in December 2002 and January 2003. The team also met with school principals in the area and the Transportation Director for the Natomas Unified School District. The community expressed the desire to have a Master Plan for Azevedo Drive that provides shade trees, reduces vehicular speed, improves safety, and as possible, preserves access to residential driveways. The basic components of the proposed Master Plan are short medians north of Bannon Creek Drive, long medians south of Bannon Creek Drive, corner and mid-block bulb-outs, traffic circles at key intersections, and side planter strips. The total cost of improvements proposed in the Master Plan including construction costs, engineering, and inspection is approximately \$4.44 million.

Following acceptance of the Master Plan by the City Council, the first task toward completion of the project is to identify and allocate funding for environmental documentation, design services, and project construction. The environmental review would include additional traffic studies to address traffic circles, U-turns, intersection and roadway operations, and channelization.

## **FINANCIAL CONSIDERATIONS:**

There are no financial obligations associated with this report.

## **ENVIRONMENTAL CONSIDERATIONS:**

The proposed Azevedo Drive Streetscape Master Plan is exempt from the provisions of the California Environmental Quality Act (CEQA) under the general rule (15061b-3) that CEQA only applies to projects with the potential for causing a significant effect on the environment. The current proposal makes recommendations for improvements to the streetscape. Acceptance of the Masterplan will not result in any physical changes or improvements to the area. Prior to implementation of the plan through construction of improvements, CEQA environmental review will be completed on a project specific basis.

## **POLICY CONSIDERATIONS:**

The Azevedo Drive Streetscape Master Plan is consistent with the City's Strategic Plan goals of enhancing and preserving neighborhoods.

City Council  
Azevedo Drive Streetscape Master Plan  
September 24, 2004

**ESBD CONSIDERATIONS:**


None, since no goods or services are being purchased.

Respectfully submitted,



Nicholas Theocharides  
Engineering Services Manager

RECOMMENDATION APPROVED:



ROBERT P. THOMAS  
City Manager

Approved:



Marty Hanneman  
Director, Department of Transportation

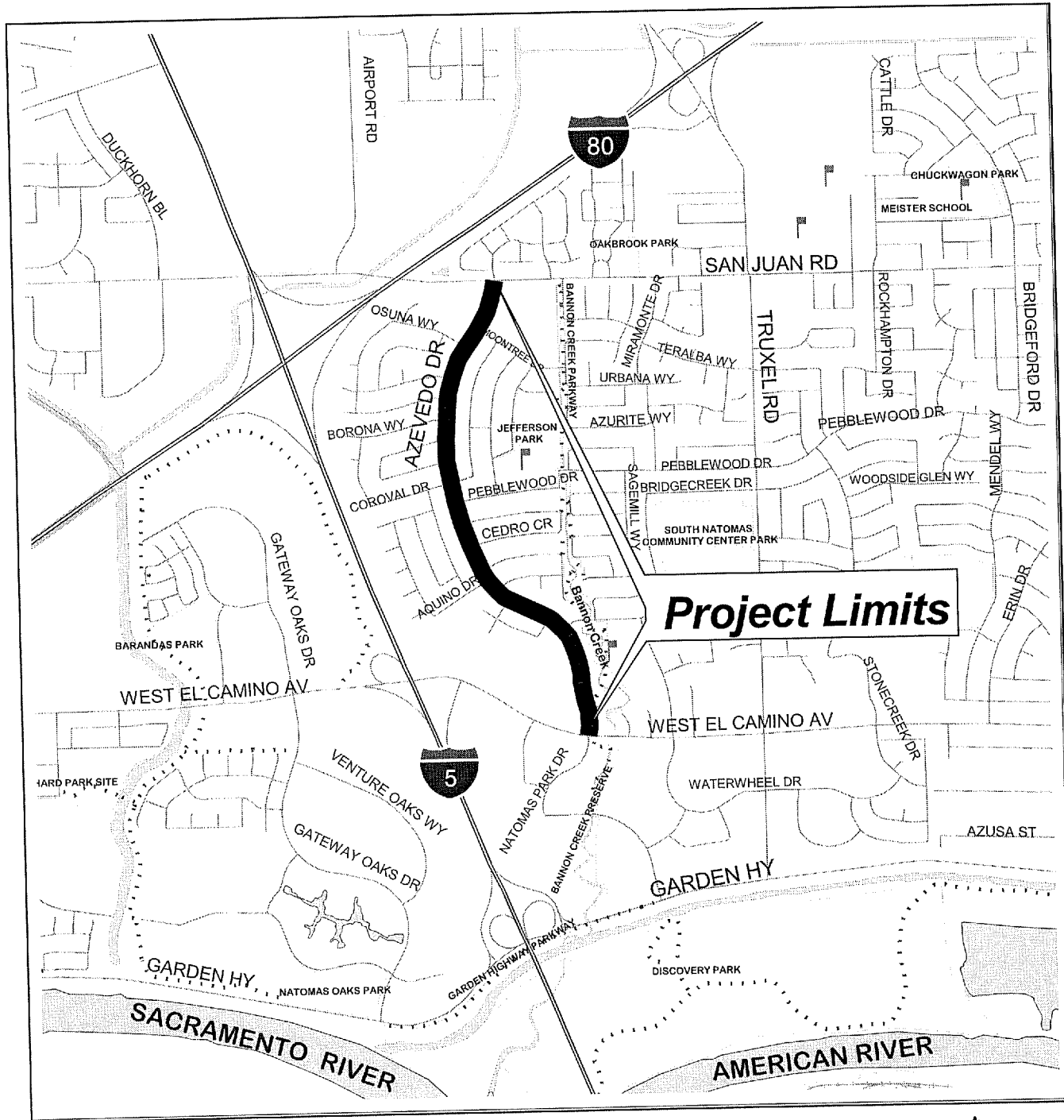
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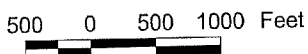
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Location Map for

# AZEVEDO DRIVE STREETScape MASTER PLAN



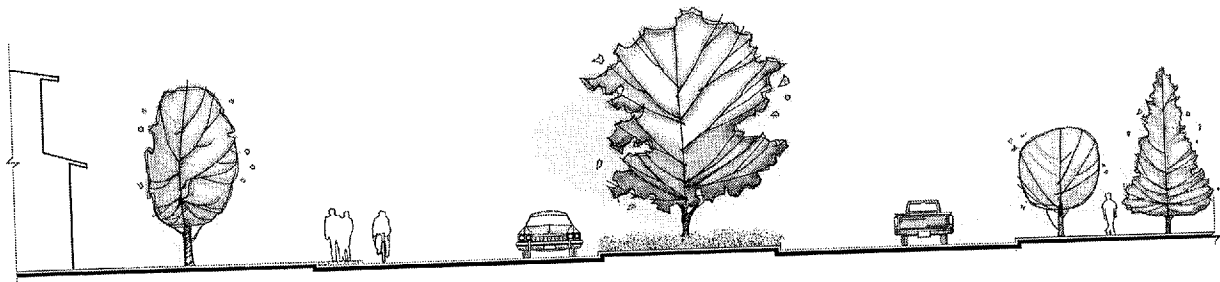
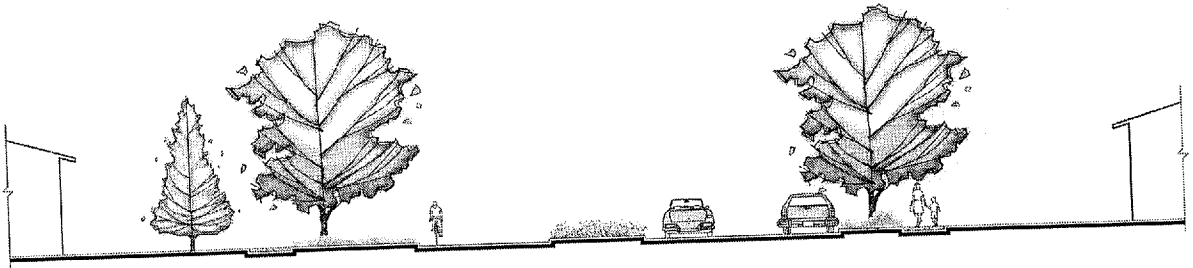
Map Contact: S. Tobin  
Map Date: June, 2004





# AZEVEDO DRIVE STREETScape MASTER PLAN

Executive Summary (2004)



## Introduction

The Azevedo Drive Streetscape Master Plan is a comprehensive plan to guide streetscape improvements along Azevedo Drive between West El Camino Avenue and San Juan Road. The Master Plan will make Azevedo Drive more competitive for future city funding to implement the proposed improvements. In the summer of 2002, the City of Sacramento retained the services of The HLA Group to prepare a Streetscape Master Plan for Azevedo Drive. The Master Plan was developed through active community participation and input of stakeholder groups. Preparing the Master Plan was funded mainly by the discretionary funds of the City of Sacramento Councilmember Ray Tretheway for Council District 1.

## Objectives

The major goals of the Master Plan are to beautify Azevedo Drive, create safer environment for pedestrians and school children, reduce vehicular speed, provide shade, and strengthen urban form and neighborhood identity.

## Background

Azevedo Drive is a curving two-way north-south residential collector street located in the South Natomas area. Portions of the street near San Juan Road and West El Camino Avenue have multiple travel lanes in each travel direction. The remainder of the street consists mainly of one travel lane in each direction with a painted dual turn lane occupying the center of the road. Much of the street provides on-street parking for residential use and there is an existing Class II bike lane running between West El Camino Avenue and San Juan Road. The surrounding land consists mainly of single and multi family homes and associated services such as schools and parks.

Compared to other streets in residential areas, Azevedo Drive is a wide road, with right-of-way varying from 80 to 87 feet. Recent improvements to freeway on-ramps and the addition of the Truxel Road interchange have taken much of the traffic burden off the Azevedo Drive. Future improvements at San Juan Road could even further improve traffic operations, increasing the feasibility of streetscape beautification project on Azevedo Drive. The width of driving lanes on Azevedo Drive varies between 12 and 22 feet. The lack of raised median combined with the wide traveling lanes might promote higher traveling speeds along the street.

## Master Plan Development

In the first phase of preparing the streetscape Master Plan, a site inventory and analysis was conducted. Background research was conducted and included traffic calming measures and precedent studies of other street beautification projects in the City of Sacramento. Three design concepts were developed and presented to residents of the area at a community meeting. Participants provided comments that were used along with input from City technical staff to develop a draft Master Plan. The draft Master Plan was presented to residents at a second community meeting where more comments were collected. Following the second community meeting, additional input was collected from school principals, City staff, Regional Transit, and Council Office District 1. The comments were incorporated in the final Master Plan.

Participants of the two community meetings were invited to review the final Master Plan. Finally, the Master Plan was presented to the City Planning Commission on July 22, 2004 for review and comment.

## Final Master Plan

The final streetscape Master Plan incorporates tools to improve the visual character of Azevedo Drive, increase neighborhood identity, and make the street safer for vehicles, bicyclist, pedestrians, and residents. The proposed street section continues to provide on-street parking, and Class II bike lanes. The major elements of the final Master Plan include:

- Long medians with large shade trees between West El Camino Avenue and Bannon Creek Drive.
- Short Medians, mostly, with low shrubs between Bannon Creek Drive and Moontree Drive. The short medians are separated by accent paving left turn lanes.
- 8-foot planter strips on both sides of the road with large trees between Bannon Creek Drive and Moontree Drive.
- Four traffic circles at key intersections.
- Corner bulbouts.

The estimated cost of the master plan proposed improvements is approximately \$4.44 million. Since the streetscape Master Plan is made up of a number of relatively independent design elements, the project can be phased over a period of time. This would allow the City to build the project in phases, which helps ensure the viability of the project as funding must be allocated for only the phase being constructed. The recommended three phases are as follows:

- Phase I: Construct side planter strips and bulbouts – cost: \$2.74 million.
- Phase II: Construct medians and traffic circles – cost: \$1.15 million.
- Phase III: Construct accent paving – cost: \$0.55 million.

## Next Steps

Following acceptance of the Master Plan by the City Council, the first task toward completion of the project is to identify and allocate funding for environmental documentation, design services, and project construction. Additionally, a funding source for maintaining the proposed planting in the planter strip and the bulbouts needs to be identified.

The environmental review would include additional traffic studies to address traffic circles, U-turns, intersection and roadway operations, and channelization. Design services would consist of further design development, including determining the first phase of the project, detailed design, and development of construction documents for bidding.

**RESOLUTION NO.**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**ACCEPTANCE OF THE AZEVEDO DRIVE STREETScape MASTER PLAN**

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:**

- The Azevedo Drive Streetscape Master Plan is accepted.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

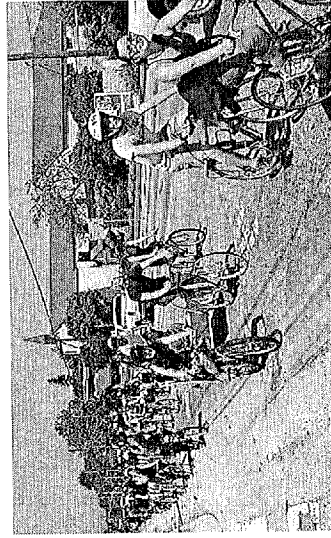
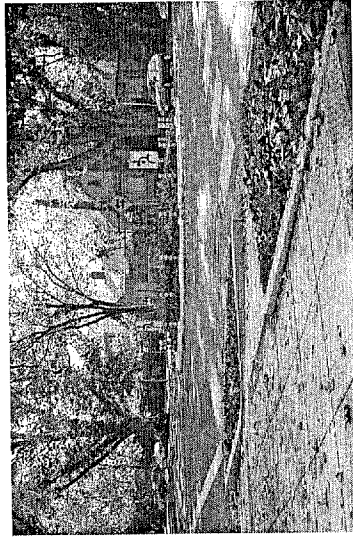


# A ZEVEDO DRIVE LANDSCAPE IMPROVEMENT PROJECT

City of Sacramento  
The HLA Group



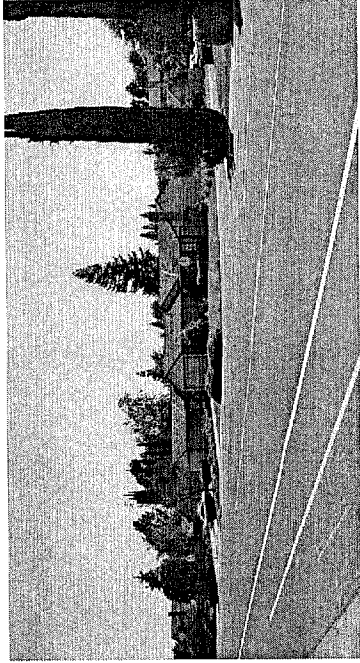
# Master Plan Goals



- Create safer and more welcoming environment for pedestrians, vehicles, bicycles, and homeowners
- Reduce vehicular speed
- Provide more shade with street trees
- Strengthen urban form and neighborhood identity
- Soften contrast between vehicular and pedestrian environments



# Existing Conditions



- 80 – 87 foot residential collector

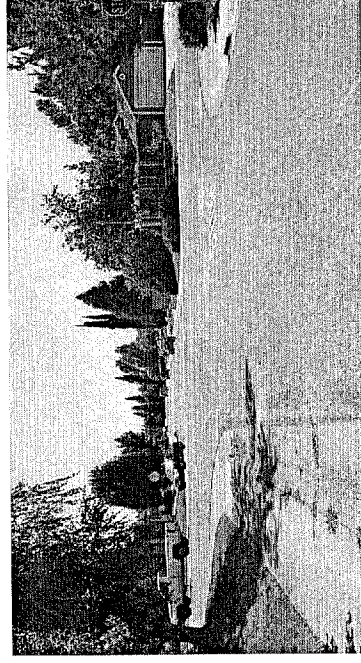
- Single travel lane in each direction with a painted dual turn lane

- On-street parallel parking with class II bike lane

- Majority of intersections are 3-way or “T” with the exceptions of Coroval Dr. and Yarwood Way

- Single-family frontage lots make up primary land use

- Bannan Creek and Jefferson Elementary Schools nearby



# Community Process



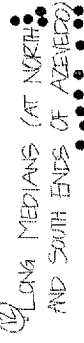
- Site Inventory and Analysis
- Background Research
- Preliminary Design Concepts
- Series of Community Meetings
- Draft Master Plan

IMPROVEMENT ELEMENTS

② SHORT MEDIANS (IN RESIDENTIAL AREAS)



② LONG MEDIANS (AT NORTH AND SOUTH ENDS OF AZEVEDO)



① BULB-OUTS

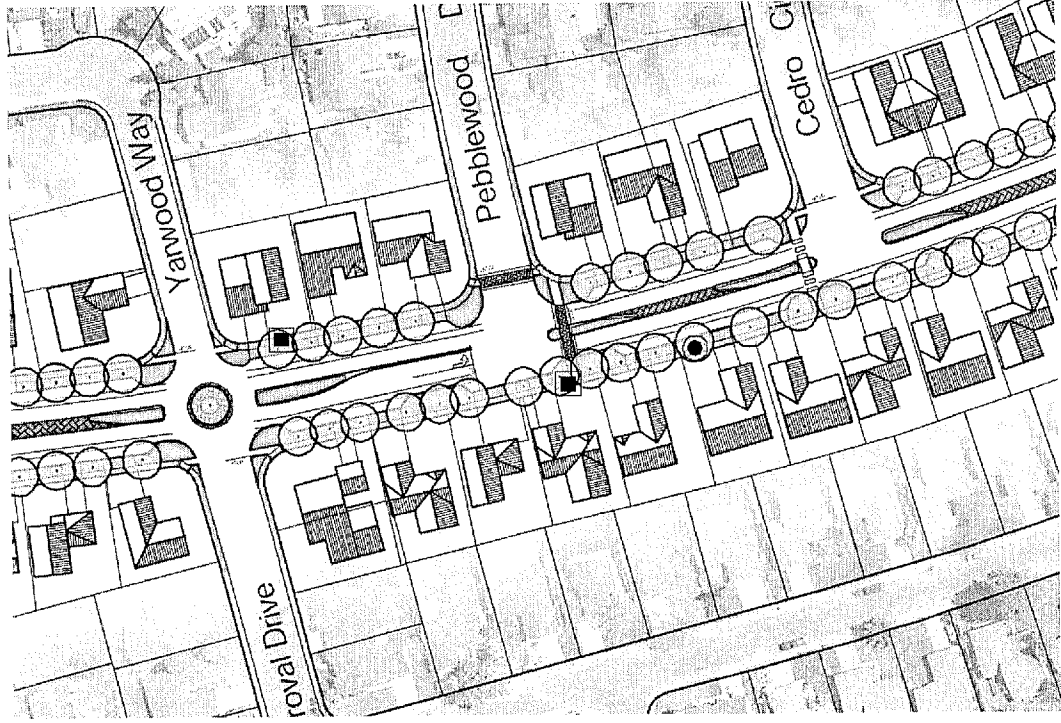


COMMENTS/SUGGESTIONS

- ENHANCED CROSSWALKS ON BOTH SIDES OF STOPPED INTER
- STOP SIGNS AT EVERY CORNER
- ENHANCED CROSSWALKS AT ALL SCHOOL ACCESSIBLE CROSSWALKS \*BAMMUCKE
- IRRIGATION DRIP VS SPRAY PAVING. CONCRETE VS ASPHALT



# Streetscape Master Plan

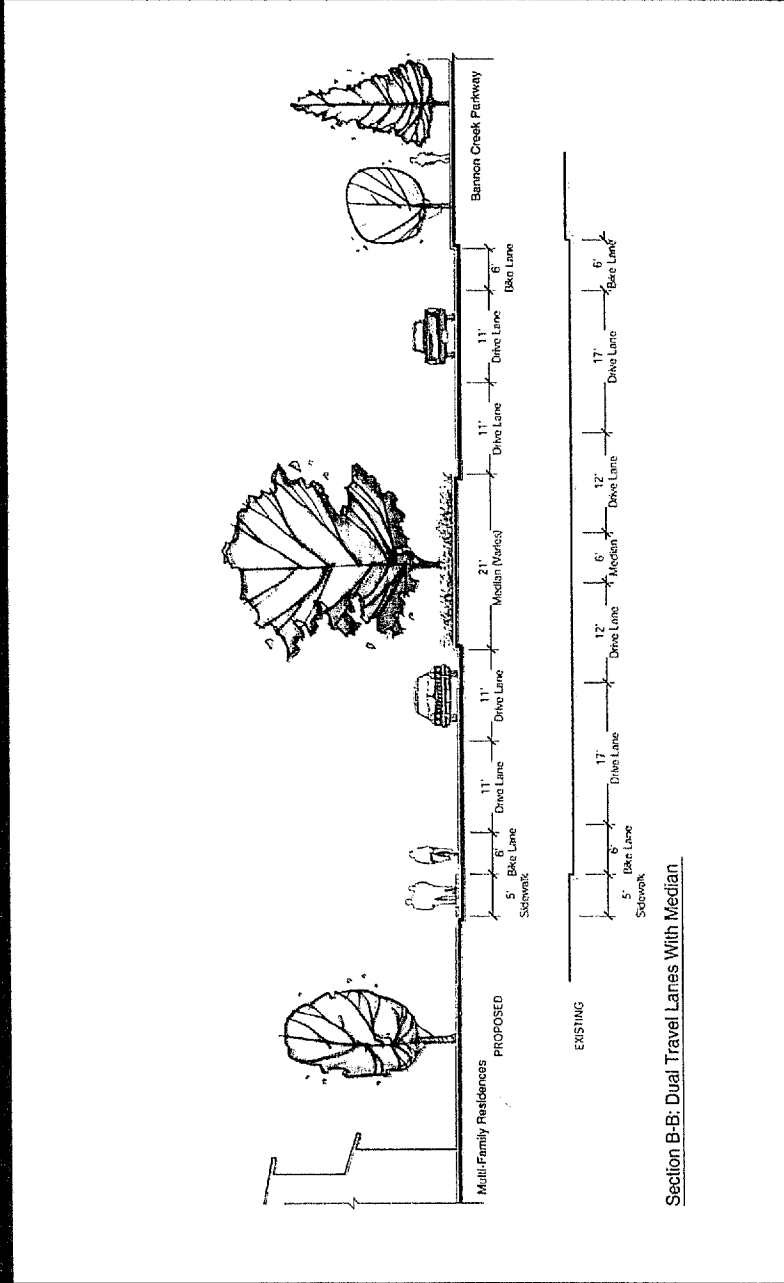


- Short medians located at intersections
- 11' wide drive lane and 6' wide bike lane
- Enhanced paving in center turn lane and crosswalks
- Traffic circles at the intersections of Azevedo Dr. and: Primo Way, Aquino Way, Yarwood Way, and Lejano Way
- Intersection bulb-outs
- Existing stop signs with pedestrian crossings at school access streets
- New curb set 8' into right-of way creates separated sidewalk condition





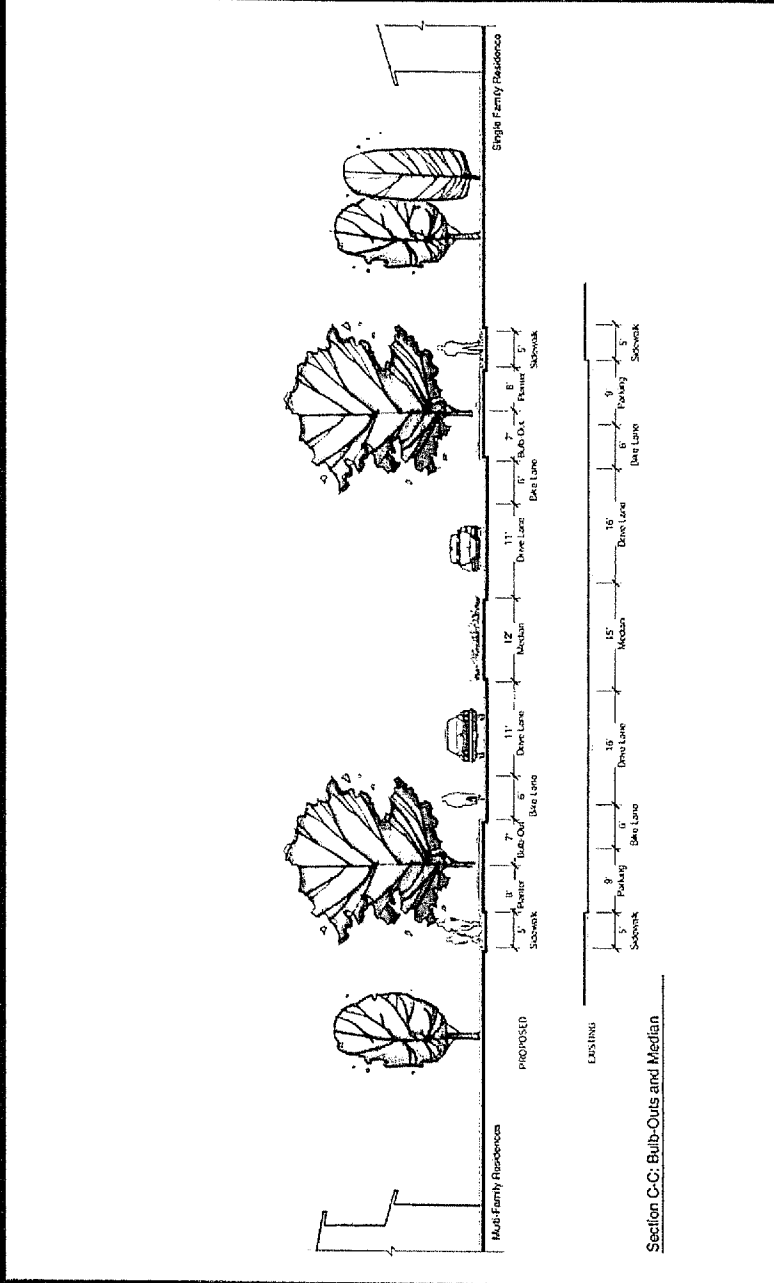
# Streetscape Sections Improvement Project



Section B-B: Dual Travel Lanes With Median



# Streetscape Sections Improvement Project



# Materials

## Vegetation and ground treatments



*Quercus lobata*

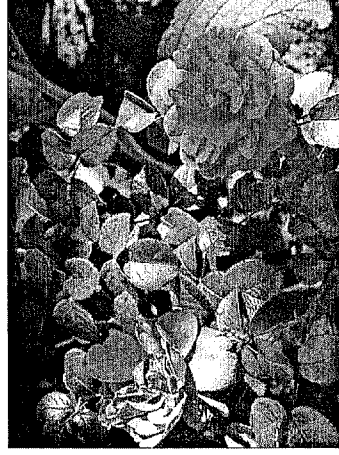
### Trees:

- Valley Oak - *Quercus lobata*
- Prairie Fire Crabapple - *Malus* 'Prairie Fire'

### Shrubs:

- Carpet Rose - *Rosa* 'Meidiland'
- Prostrate Juniper - *Juniperus procumbens* 'Nana'
- Sageleaf Rockrose – *Cistus salvifolius*

*Malus*  
Prairie Fire'



*Rosa*  
Meidiland'

### Ground Treatment:

- Accent paving in median noses and maintenance borders



# Estimated Costs

## Cost summary

Phase I – Side Planter Strip & Bulb-Out Construction \$2,740,000

Phase II – Median & Traffic Circle Construction \$1,150,000

Phase III – Enhanced Paving & Crosswalk Installation \$550,000

Total Project Cost \$4,440,000

Formation of Special Assessment District for maintenance



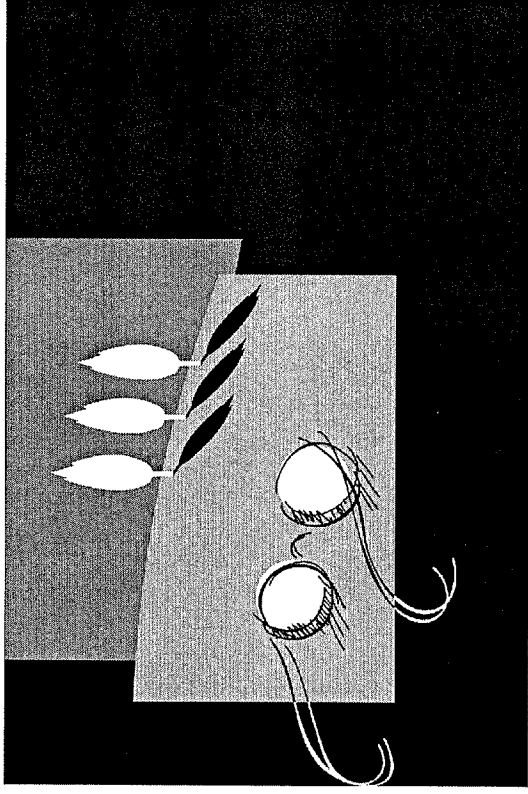
## Next Steps

### Following the acceptance of the Streetscape Master Plan

- Detailed environmental review
- Detailed traffic study
- Funding for the project engineering and construction costs
- Formation of Special Assessment District



The vision to anticipate that which may  
come to be.



The creativity to realize  
what is envisioned.

