



BOARD
HERE

SOUTH AREA COMMUNITY PLAN





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Community Location

The South Area is located in the southernmost part of the city of Sacramento. The area encompasses approximately 23.5 square miles (15,040 acres) and includes both incorporated (10,586 acres) and unincorporated (1,423 acres) areas. The South Area is bounded on the north by 35th Avenue and Fruitridge Road, on the south by the city limits and Sheldon Road, on the east by Highway 99 (except for a small portion east of Highway 99 on Mack Road to Stockton Boulevard), and on the west by Freeport Boulevard. Figure SA-1 shows the South Area Community Plan Area boundary and neighborhoods. The South Area is bordered on the north by the Land Park Community Plan Area and on the south by the Regional Wastewater Treatment plant and the community of Laguna in the city of Elk Grove. The South Area is bordered on the east, across Highway 99, by the Fruitridge Broadway Community Plan Area and on the west by the Pocket Community Plan Area.

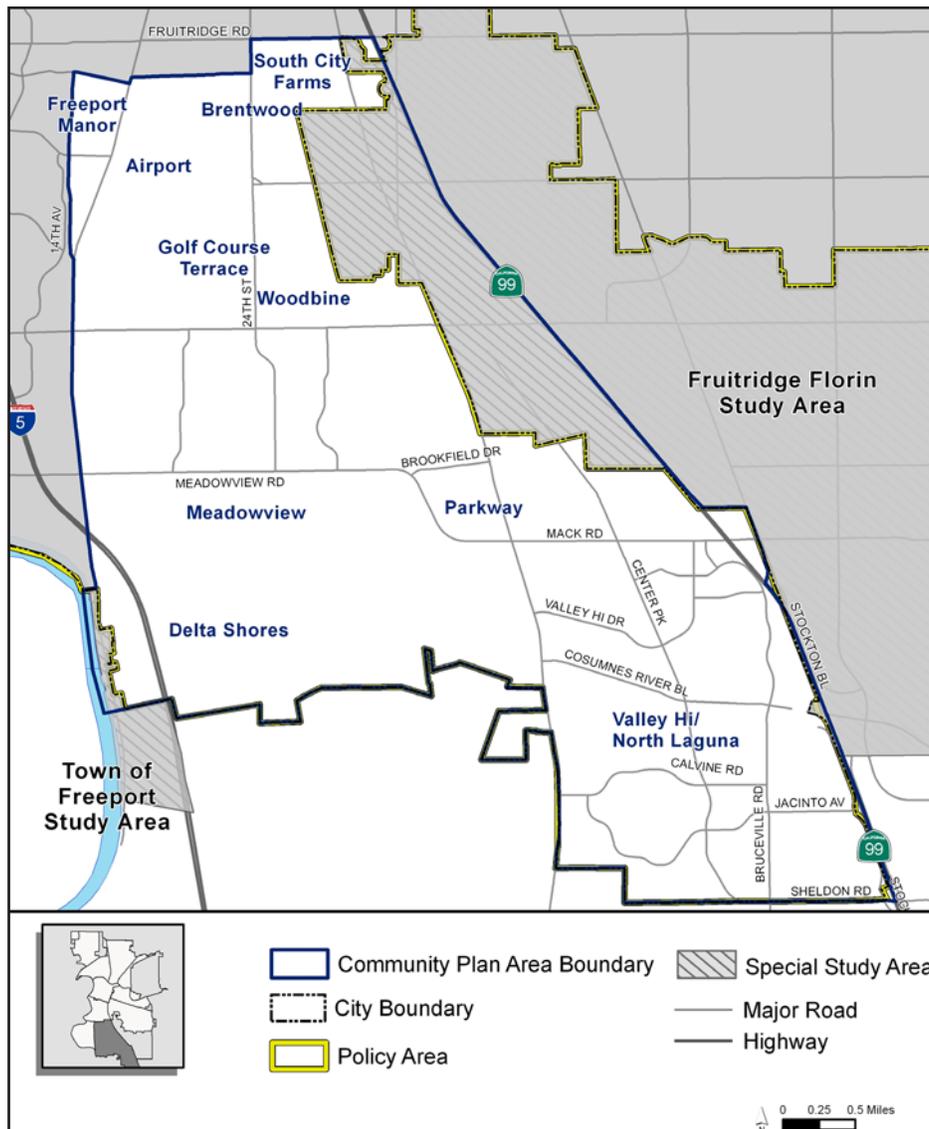


Figure SA-1
South Area Boundary and
Neighborhoods

Community Vision

A community plan vision identifies how each community can contribute to Sacramento's citywide vision of becoming the most livable city in America. The community vision focuses on values and expectations specific to the community. Where the 2035 General Plan's goals, policies, and implementation programs define a strategy to achieve the overall citywide vision, the community plan vision should be specific to each community and support the overall citywide vision. It should address such community issues as community identity, economic health, neighborhood design and livability, mobility and connectivity, community safety and welfare, historic and cultural resources, access to open space and parks, and sustainability.

The South Area will be a complete community with safe neighborhoods, distinctive local-gathering places within mixed-use districts and corridors, and strong employment centers. Residents will have a broad range of housing choices, employment and educational opportunities, and shopping possibilities within the community. Residents will also have easy access to parks, libraries, community centers, and high-quality schools located within the community. The South Area will be an attractive community for all age groups, but particularly for young people, because of its educational and employment opportunities and safe neighborhoods. The various parts of the community will be connected, and the community itself will be linked to the rest of Sacramento and the region, by bus rapid transit, light rail, pedestrian-friendly streets, and regional freeways. The South Area will continue to celebrate its cultural and ethnic diversity, and create a place where residents can contribute to the community's growth and sustainability.

Community Profile

Development and Planning History

Neighborhoods and business districts in the South Area began to develop in the mid-1900s. The northern part of the community plan area developed in the 1940s, and the southern part developed beginning in the 1960s. This created disparities between the “old” and “new” sections of the community in terms of housing cost and quality, as well as the vitality of commercial areas.

Prior to the 2009 adoption of the South Area Community Plan, two different community plans addressed the South Area Plan Area: the western half of the South Area Community Plan fell within the Airport-Meadowview Community Plan and the eastern half fell within the South Sacramento Community Plan. The City adopted the Airport-Meadowview Community Plan in 1984 and the South Sacramento Community Plan in 1986.

In 2000–2002, the City began work on the first phase of the Airport/Meadowview–South Sacramento Community Plan Update. The California Energy Commission (CEC) funded portions of the Community Plan Update as part of its PLACE3S Community Energy Planning Program. The City undertook an extensive community outreach effort in 2001–2002 that included fourteen community workshops and stakeholder interviews. Workshop participants were asked to describe community assets and deficiencies by participating in four exercises, including identification of “community heartbeats” (i.e., existing community gathering spots) and key housing, employment, and transportation issues. The feedback from these workshops helped generate Draft Guiding Principles and Policies and a preliminary Draft Land Use Plan.



The City received grant funding from Caltrans to continue the public outreach work completed for the California Energy Commission. In 2004, the City began refining the work completed in 2002 with the assistance of the General Plan update consultant team, re-labeling the cumbersome “Airport Meadowview/South Sacramento Community Plan” as simply the “South Area Community Plan.” This second round of planning, carried out between 2004 and 2008 in conjunction with the 2035 General Plan program, has emphasized community participation and environmental justice by paying special attention to the needs of persons who have historically been underrepresented in the planning process.

Redevelopment and infill are starting to occur in the older parts of the South Area, encouraged by investments by the City, Sacramento County, property-based improvement districts, and business associations in major commercial corridors such as Florin Road and Franklin Boulevard. Delta Shores, one of the last and largest vacant tracts of land in the South Area and the city, is slated for development.

Distinguishing Features

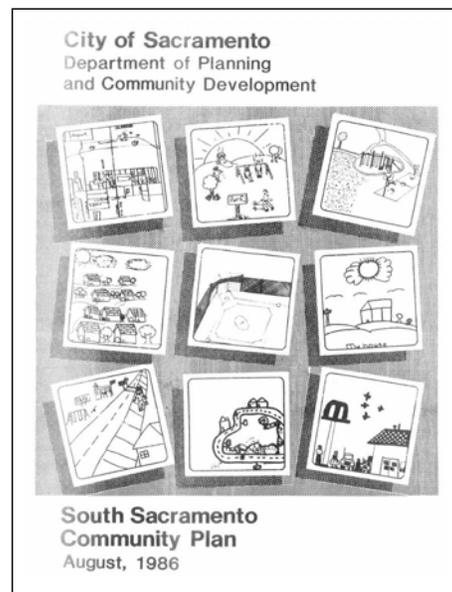
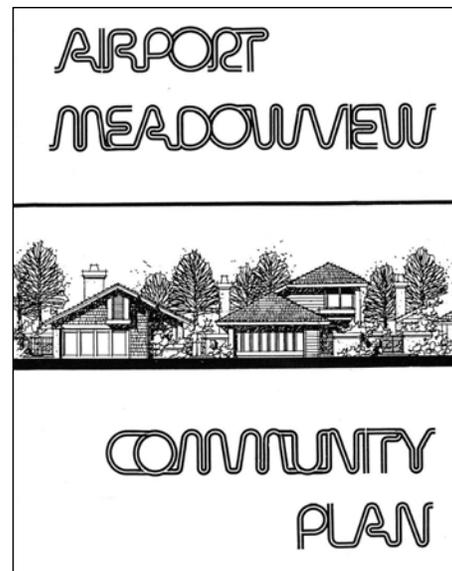
Predominant Land Uses

Existing development in the South Area is predominantly single-family residential neighborhoods. Employment is primarily in office, retail, and the public sector, with industrial accounting for the remaining employment-generating land uses. These non-residential land uses are primarily concentrated in nodes throughout the community’s neighborhoods and along major corridors. There is a significant amount of vacant land scattered throughout the Plan Area, with the largest concentration of available land in Delta Shores, a large greenfield located at the city’s southernmost border.

The South Area is a collection of districts, or subareas, each of which has its own unique character and land use pattern, including: Fruitridge/Florin unincorporated area, the town of Freeport, Delta Shores, Executive Airport, Meadowview, Parkway, and Valley Hi/North Laguna.

FRUITRIDGE/FLORIN SUBAREA

The Fruitridge/Florin subarea (1,313 acres), located on the eastern edge of the South Area, is bounded on the north by the Executive Airport subarea and the city limits, on the south by the city limits and the Parkway subarea, on the east by Highway 99, and on the west by the Union Pacific railroad tracks. Florin Road and 47th Avenue are major east/west corridors that connect the subarea to the Executive Airport subarea on the west and the Fruitridge Broadway Community Plan Area on the east. There is a significant amount of light industrial use on the west side of Franklin Boulevard that extends north and south of 47th Avenue. The remainder of the Fruitridge/Florin Subarea is predominately single-family residential with limited commercial and retail located along Florin Road. The Southgate Plaza, located on Florin Road, is a major shopping center in the South Area.



Southgate Plaza, located on Florin Road in unincorporated Sacramento County, is a major shopping center in the South Area.

FREEPORT SUBAREA



The Town of Freeport, located west of Freeport Boulevard in unincorporated Sacramento County, is a historic rural delta town that was once a railroad hub.

The 66-acre unincorporated town of Freeport is located in unincorporated Sacramento County, but within the city of Sacramento Sphere of Influence (SOI) and the South Area Community Plan Area. The town of Freeport was founded in 1862 as a potential rival railroad hub to Sacramento. Since that time, the town has remained relatively isolated from the urban pressures that have occurred throughout the surrounding area and has retained a rural Delta town atmosphere. The historic town of Freeport consists primarily of tourist and recreation-serving retail and low-density residential land uses centered on Highway 160/Freeport Boulevard. There is also a City-operated golf course, Bartley Cavanaugh, in the town of Freeport. The Freeport subarea is bounded on the north and east by the city of Sacramento, which includes the Delta Shores planned community. The subarea is bordered on the south and west of Freeport by the Sacramento River and unincorporated areas.

DELTA SHORES SUBAREA



In 1960, the City annexed Delta Shores (1,204 acres), a large undeveloped area at the city's southern edge. The Delta Shores subarea is bounded by the Meadowview subarea on the north, the city limits and Sacramento Regional Sanitation on the south, and the Union Pacific railroad tracks on the east. This area is planned to develop as several new neighborhoods, major shopping centers, and employment use with connections to transit. Of all seven subareas in the South Area, this area has the greatest potential for new development, and, upon development, will complete city expansion to the south.



Bing Maloney Golf Course is one of several City-operated golf courses.

EXECUTIVE AIRPORT SUBAREA

The Executive Airport subarea, located in the northern part of the South Area, was annexed by the City in 1953. The subarea is approximately 2,200 acres and is bounded by Fruitridge Road on the north, Florin Road on the south, the Union Pacific railroad tracks and the city limits on the east, and

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Freeport Boulevard on the west. The Executive Airport subarea includes the Executive Airport property and several neighborhoods that were developed during the 1950s. The Sacramento Executive Airport, which is operated by Sacramento County, provides aviation facilities for small private airplanes and charter flights. Neighborhoods in the subarea include: Freeport Manor, South City Farms, Golf Course Terrace, Brentwood, and Woodbine. These neighborhoods include a mix of suburban and traditional single-family uses with limited multi-family on 24th Street. Due to airport safety requirements, a large number of lots in the Woodbine neighborhood have development restrictions and will most likely remain vacant.

Light industrial, office, and local-serving retail uses are located primarily along Freeport Boulevard across from Executive Airport, along Florin Road, and on 47th Avenue near the light rail stations. Florin Road, a commercial corridor with auto dealerships and other commercial and retail services, is in a state of transition and has been identified as an opportunity area for corridor revitalization. The Blue Line light rail tracks run parallel to the Union Pacific railroad tracks with stations located at 47th Street and Florin Road. These stations include park-and-ride and bus transfer facilities.

Key features include two elementary schools, H.W. Harkness and Woodbine; park facilities such as Chorley Park, Morse Park, Airport Little League Park, and Woodbine Park; and Bing Maloney Golf Course.

MEADOWVIEW SUBAREA

The Meadowview subarea, located in the western part of the South Area, was annexed by the City in several parts from 1954 to 1958. The subarea is approximately 2,286 acres and is generally bounded by Florin Road on the north, the Delta Shores subarea on the south, Union Pacific railroad tracks on the east, and Freeport Boulevard on the west. The subarea includes the Meadowview neighborhood which is predominately single-family suburban with concentrations of apartments located on 24th Street and Meadowview Road. The section of Freeport Boulevard from Florin Road to Meadowview Road has been the focus of roadway improvements, but the major commercial corridors are located along Meadowview Road and Florin Road. From 2000 to 2004 commercial development along Meadowview Road and Freeport Boulevard improved retail/service options with the addition of retailers like Home Depot, Staples, IHOP, Starbucks, and other new restaurants and stores. Florin Road, a commercial corridor with auto dealerships and other commercial and retail services, is in a state of transition and has been identified as an opportunity area for corridor revitalization. Also located in this area are public offices including the City Service Center on Meadowview Road, which contains the city's solid waste service facility, and the Sacramento County Health and Human Services facility located on Florin Road. The Blue Line light rail tracks run parallel to the Union Pacific railroad tracks through the area with stations located at Florin Road and Meadowview Road. These stations include park-and-ride and bus transfer facilities and are also in a state of transition as adjacent land is being developed and redeveloped into transit centers that include a mix of residential, retail, and employment uses.



The Sacramento Executive Airport is operated by the County of Sacramento and provides general aviation services.



The Pannell Center is one of the main gathering places for South Area residents.



Martin Luther King Jr. Regional Public Library

Community landmarks include the Sam Pannell/Meadowview Community Center, Martin Luther King Jr. Library, Sacramento Job Corps, retail development at Meadowview Road and Freeport Boulevard, future retail/office at Meadowview Road and Amherst Street, Cabrillo Park, and several other smaller parks like Martin Luther King Jr., Steve Jones, and Meadowview Parks, with most located adjacent to schools. The subarea has seven elementary schools including John H. Still, John Bidwell, John D. Sloat, Mark Hopkins, Edward Kemble, Freeport, and Susan B. Anthony, and two middle schools, Rosa Parks and John H. Stills. The Freeport Shores youth complex was improved in 2002 with the addition of ball fields and a pedestrian/bike connection over I-5. The Cavanaugh Golf Course is located immediately south of the area in unincorporated Sacramento County.



Phoenix Park was a successful revitalization project that rejuvenated the neighborhood around Franklin Boulevard.

PARKWAY SUBAREA



The Parkway subarea, located in the eastern part of the South Area, was annexed by the City in 1960. The Parkway subarea is approximately 1,391 acres and is bounded generally on the north and east by the city limits and the Fruitridge/Florin unincorporated subarea, on the south by Mack Road and the Valley Hi/North Laguna subarea, and on the west by the Union Pacific railroad tracks. The subarea developed largely during the 1960s and includes the Parkway neighborhood, which is predominately single-family suburban with concentrations of multi-family on Franklin Boulevard and Mack Road. In 2003 the Sacramento Housing and Redevelopment Agency transformed the blighted and crime-ridden Franklin Villa into the Phoenix Park neighborhood. The revitalization effort focused on demolishing the dilapidated four-plex units and apartments and replacing them with a variety of housing types with more amenities in an attractive, well-lit, well-landscaped environment. The Phoenix Park revitalization also included building a new residential activity center to hold community events, a Head Start facility, and the Magic Johnson Computer Center. This revitalization effort has helped to rejuvenate a portion of Franklin Boulevard, making it more attractive to shoppers and new businesses. Additional new housing developments in the subarea include 80 single-family units, and 60 seniors-only single-family units in the Sun Meadows development at Brookfield Drive and Deercreek.

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There are several local-serving retail areas located along the eastern section of Mack Road and a regional commercial center at the intersection of Florin Road and Franklin Boulevard. Mack Road has lost a major retailer on the north side, but was replaced by another major retailer along with a host of small to mid-level retailers. These small to mid-level retailers also continue to occupy the south side of Mack Road. South Franklin Boulevard is another commercial corridor in the subarea dominated by auto-related suppliers and services, as well as home repair and construction-related suppliers and services. Luther Burbank High School (Sacramento City Unified School District) and Charles E. Mack Elementary (Elk Grove Unified School District) are the only two schools in the subarea. Luther Burbank is also on track to have its athletic fields become the premier sports venue for high schools in the Sacramento region. Park facilities in the Parkway subarea include Nielsen Park and Pollach Ranch Park. There is also a new six-acre park and detention basin planned for this area between Brookfield Drive and Mack Road.



Cosumnes River College, one of the schools in the Los Rios Community College District, is envisioned to be a partner for job training in the South Area.

VALLEY HI/NORTH LAGUNA SUBAREA

The Valley Hi/North Laguna subarea, located in the southeastern part of the South Area, was annexed by the City in pieces in 1960, 1987, and 1992. The 3,568-acre Valley Hi/North Laguna area is generally bounded by Mack Road and the Parkway subarea on the north, the city limits on the south, Highway 99 on the east, and the Union Pacific tracks and the city limits on the west. The Valley Hi part of this subarea developed largely in the 1960s, while the North Laguna area began to develop in the 1980s with additional development occurring in the 1990s and 2000s. This subarea includes the Valley High and North Laguna neighborhoods, which is a suburban neighborhood that includes several infill sites. Several new residential subdivisions are proposed for these infill sites. Mack Road includes some local-serving retail and commercial uses and concentrations of apartments. A major retailer on the south side of Mack Road was replaced by several mid-level retailers. A commercial center with a movie theater, fitness center, and restaurant is located in the northwestern corner of the subarea at the intersection of Bruceville Road and Center Parkway.





Russell Manor provides affordable housing units for the senior community.

This subarea, which falls within the Elk Grove Unified School District, includes: Union House, Prairie, Herman Leimbach, John Reith, Irene B. West, and Barbara Comstock Morse Elementary Schools; Samuel Jackman Middle School; and Rio Cazadero, Las Flores, and Valley High Schools. The Valley Hi/North Laguna area is also home to Cosumnes River Community College, Kaiser Hospital, Methodist Hospital, Sierra Mental Health facility, and related medical facilities. Kaiser Hospital is designated a Level II Trauma center. This area includes several park facilities: the new 20-acre Shasta Community Park (2009), Mesa Grande Park, Hite Park, Valley Hi Community Park, the North Laguna Creek Community Park and Wildlife Area, and Jacinto Creek Parkway and the new Valley-Hi/North Laguna Library. There are currently (2013) plans for a community center to be located at Shasta Park.

Major Transportation Routes

Highway 99 and I-5 are the major roadways connecting the South Area to the greater Sacramento area and beyond. Connecting to these freeways are several east/west arterials, including Florin Road, Meadowview Road, Mack Road, Cosumnes River Boulevard, and Sheldon Road, and north/south arterials, including Freeport Boulevard, 24th Street, and Franklin Boulevard. Local roads provide automobile and bike access through the Plan Area and connect residents to surrounding communities and neighborhoods. The most southerly major east/west connector, Cosumnes River Boulevard, presently (2009) extends from Highway 99 to Franklin Boulevard in the center of the South Area, with a future extension connecting to a new I-5 interchange on the west. The Blue Line light rail runs north/south through the area, parallel to the Union Pacific Railroad line between 24th Street and Franklin Boulevard. There are three existing stations located at 47th Avenue, Florin Road, and Meadowview Road, and future stations planned for Delta Shores and farther south to Cosumnes River College by 2014.

Community Issues

The following list of community issues has been compiled from a wide range of sources including community workshops, town hall forums, business and community stakeholder interviews, city staff comments, and reports prepared by the City and other public agencies and planning consultants. While the issues are organized by General Plan element, they cover a broad range of concerns and challenges identified by South Area residents. These issues present great opportunities for growth and change in the South Area. For example, South Area residents want job opportunities that will anchor the community, crime-free neighborhoods with sidewalks and shade trees, and grocery stores and services that provide for their needs. As the community grows, many of these issues will be addressed and new ones will surface. The Community Policies section of this community plan sets out policies for the South Area that will help address these challenges and create the community that South Area residents envision for the future.

The South Area outreach program during summer and fall 2007 started with community stakeholder interviews, expanded to include a series of Open House previews with small focus groups, and concluded with an Open House held at the Pannell Center on October 4, 2007.

The Open House previews, presentations at dozens of neighborhood association meetings throughout the South Area, targeted ethnic minority groups such
(cont.)

Land Use and Urban Design

- Incompatibility (physical and visual) of industrial uses with adjacent residential neighborhoods
- Overcrowding of undesirable land uses
- Lack of neighborhood services and amenities
- Blighted areas with poor property maintenance, inappropriate zoning, and building code violations
- Environmental Justice: perception that the South Area has a greater burden of unwanted land uses and lacks neighborhood services compared to other areas in the city
- Need for Delta Shores regional park, library, community center, fire station
- Incorporated/unincorporated status of the town of Freeport
- Negative “image” of South Area
- Integration and connections of new construction (Delta Shores) with existing developed areas (Meadowview)
- Lack of tree cover
- Development Potential Future of National Guard, Job Corp, State Food and Agriculture Sites

Historic and Cultural Resources

- Preservation of historically significant buildings in the town of Freeport

Economic Development

- Need for new businesses and a regional employment center to provide a continuum of low- to high-wage positions and diversity of income and skill brackets for a diversified workforce
- Loss of several auto dealers to other locations in the region
- Need for significant spin-off investments from related healthcare sectors
- Need to strengthen the formation of businesses and promotion of products and existing businesses
- Existing retail “gap” that creates leakage to other areas
- Need to revitalize commercial corridors on Florin Road, Stockton Boulevard, and Mack Road

as Hmong and Spanish speakers, as well as youth and the economically disadvantaged. The Open House previews were arranged for a wide variety of groups and organizations including: housing communities (Phoenix Park), high schools (Luther Burbank High School), non-profit organizations (La Familia), and specialized services (Para Transit) and churches (Valley High Community Church).

The Open House previews helped identify many of the key challenges and opportunities that the South Area faces. At La Familia, for example, participants identified the need for crime-free neighborhoods, and positive police involvement in the community. Teenagers from Phoenix Park identified the need for more job opportunities and post-high school education opportunities within the South Area. Students at Luther Burbank High School expressed that they too wanted a reason to stay in the South Area, in order to help the community grow in a sustainable, safe way.

Many of the Open House preview participants were present at the October 4th Open House including teenagers from Phoenix Park wearing T-shirts from their after-school group, nineteen Hmong speakers, Phoenix Park residents, and members from La Familia. High school students from Luther Burbank High School attended the Open House for extra credit. All the preview and Open House participants contributed to a greater understanding of the challenges and opportunities the South Area faces in the future.



- Need for redevelopment and reinvestment in existing retail, office, and commercial areas
- Unclear vision for Delta Shores employment center, residential, and retail development
- Decline of industrial and manufacturing industries
- Coordination between medical institutions and community colleges/schools for job training and education
- Unrealized potential of ethnic and niche retail markets

Housing

- Over-concentration of multi-family housing in certain neighborhoods and along corridors
- Housing affordability for mixed-incomes
- Lack of diversity in housing types (e.g., lofts, cottages, two- to three-bedroom single-family houses, and executive housing)

Mobility

- Inadequate and low-quality bus service
- Low ridership on Light Rail Transit (LRT)
- Lack of pedestrian and bike connections to open spaces, parks, neighborhoods, and schools (including Luther Burbank High School)
- Lack of commuting options to relieve overburdened freeways and local street congestion during peak hours
- Need for new commuting options from the South Area to Elk Grove and Rancho Cordova

Utilities

- Insufficient capacity in existing water, sewer, drainage facilities and/or new facilities required at Morrison Creek LRT (proposed Greenfield station), and Florin LRT, Meadowview LRT to handle high-density transit-oriented development
- Inflow and infiltration from groundwater resulting in overburdened wastewater collection pipes
- Potential development conflict with high voltage transmission lines in Delta Shores

Education, Recreation, and Culture

- Insufficient school capacity for growing population

Public Health and Safety

- Insufficient coverage by city police, fire, and ambulance service in Valley Hi/North Laguna
- Boundary conflicts with Elk Grove and Sacramento County services
- Crime

Environmental Resources

- Loss of wetland and Swanson's Hawk habitat

Environmental Constraints

- Laguna Creek flood control
- Nuisance of streets flooding in Airport and Meadowview neighborhoods due to insufficient capacity in existing drainage facilities

Land Use and Urban Form Designations

The Land Use and Urban Design Element in Part 2 of the General Plan includes a diagram and set of designations that combine direction for both land use and urban form. The system includes components that address standards and guidelines for allowed uses, population density, and building intensity, as well as urban form criteria for the different neighborhoods and centers throughout the city. These components work together to define allowed uses and building intensities as well as the overall role of each area of the city, whether it's for living (neighborhoods), gathering and employment (centers), travel and commerce (corridors), preservation (open space), or a unique role (other district) such as a college. The land use and urban form designations for the South Area are shown in Figure SA-2. The Opportunity Areas section of this community plan includes a more detailed discussion of land use and urban form for Florin Subregional Center and Meadowview opportunity areas. For a detailed explanation of land use and urban form designations, refer to the Land Use and Urban Design Element in Part 2 of the General Plan.

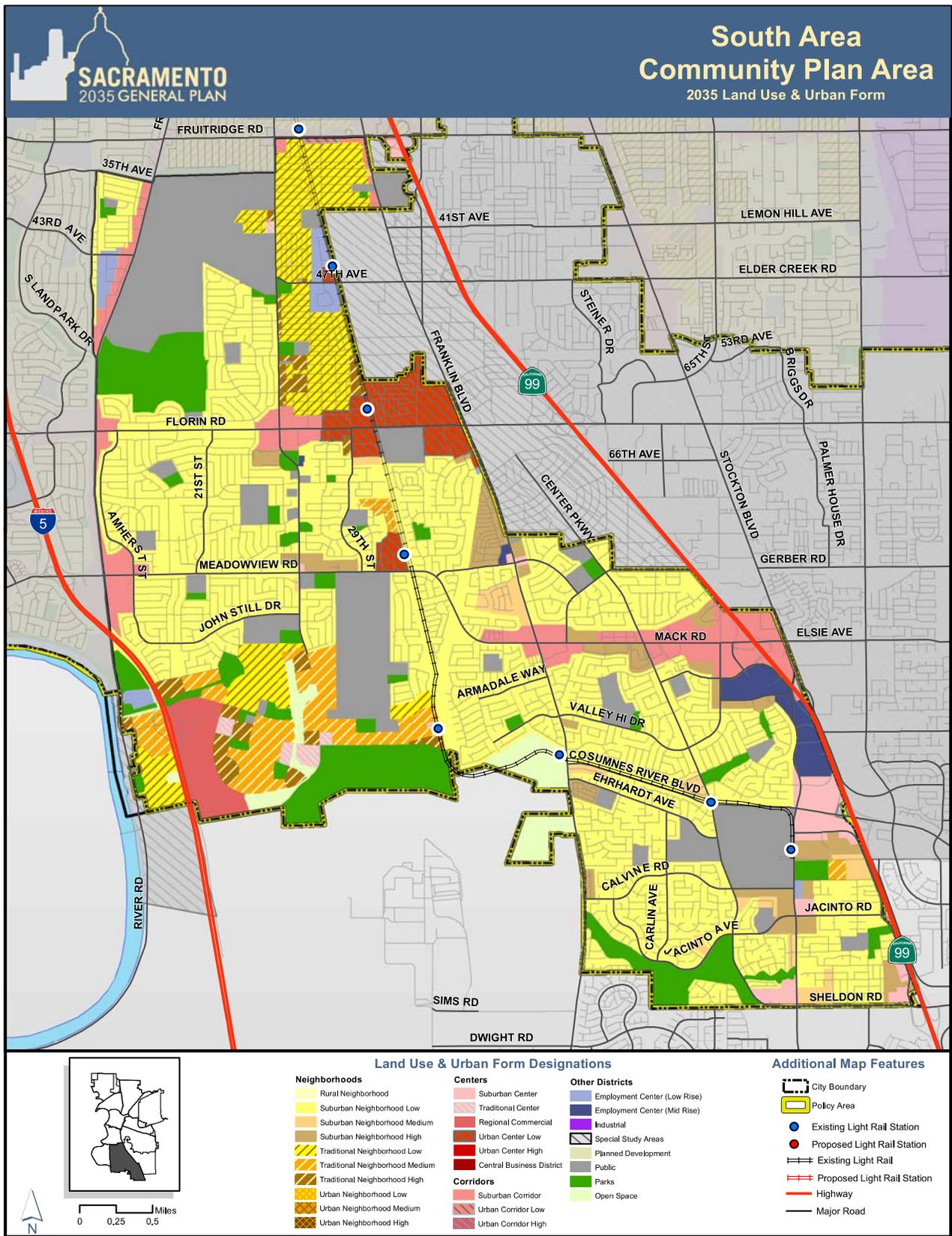


Figure SA-2
2035 General Plan Land Use & Urban Form Designation
for the South Area Community Plan Area

Community Policies

This section includes policies that are unique to the South Area Community Plan Area. They are intended to supplement, but not repeat, citywide policies contained in Part 2 of the General Plan. The policies contained in community plans are organized to mirror the structure of the citywide General Plan elements. The following policies are derived from a variety of sources including extensive public input, the existing South Sacramento Community Plan (1986), the existing Airport Meadowview Community Plan (1984), and other relevant South Area plans and studies.

Land Use and Urban Design

- SA.LU 1.1 High-End Development Projects.** The City shall encourage new move-up housing and higher-end housing (including new or re-use single-family, multi-family, or mixed-use projects) to be paired with higher-value new or redeveloped retail spaces to act as a catalyst for attracting the South Area’s next signature subdivision or commercial center. *(RDR/MPSP)*
- SA.LU 1.2 Delta Shores Development.** The City shall ensure that Delta Shores accommodates sufficient office, retail, and commercial park development (adjacent to I-5/Cosumnes River Boulevard) that meets the need for a regional employment center; new residential development will accommodate the need for a diverse range of housing types and affordability and include supporting community services like a library, community center, fire station, and parks. *(RDR)*
- SA.LU 1.3 Town of Freeport Long-Range Development.** The City shall work with Sacramento County to plan for the long-range development of the town of Freeport and the surrounding lands to protect the Town’s historic riverfront character. *(MPSP/IGC)*
- SA.LU 1.4 Entertainment-Oriented Uses.** The City shall provide assistance to cultural and entertainment-oriented uses to locate in the South Area commensurate to those in other parts of the city. *(RDR/MPSP)*
- SA.LU 1.5 Industrial Development near Campbell’s Soup.** The City shall promote, through coordination with Sacramento County, intensification/development of the underused industrial area south of Campbell’s Soup on Franklin Boulevard. *(MPSP/IGC)*



SA.LU 1.6 **Light Industrial Relocation.** The City shall gradually eliminate certain undesirable light industrial uses (such as junk yards) from Franklin Boulevard and ensure these uses relocate to designated industrial areas rather than commercial streets and residential neighborhoods. *(RDR/MPSP)*

SA.LU 1.7 **Franklin Boulevard Commercial Land Uses.** The City shall continue to support commercial recreation, community-serving retail, and specialty or ethnic-themed regional retail district along the Franklin Boulevard corridor. *(MPSP)*

SA.LU 1.8 **Distressed Neighborhood Revitalization.** The City shall revitalize existing distressed neighborhoods (using the Franklin Villa/Phoenix Park revitalization effort as a model) through individual, neighborhood-based revitalization efforts. *(MPSP)*



Phoenix Park will be used as a model for future neighborhood revitalization projects.

SA.LU 1.9 **Meadowview/Mack Road Revitalization.** The City shall provide for revitalization of the Meadowview and Mack Road corridors through streetscape improvements (e.g., design and construction of a median, gateways, signage, monuments, and masonry walls to replace blighted fences) and reuse of vacant retail shells. *(RDR/MPSP)*

SA.LU 1.10 **Freeport Boulevard Revitalization.** The City shall continue to work with the Freeport Boulevard Improvement Committee (FBIC) to revitalize the Freeport Boulevard corridor by removing visual blight,

addressing public safety issues, providing streetscape improvements (e.g., median and street tree plantings, improved bike lanes, widened/separated sidewalks and multi-use trails), and promoting Freeport Boulevard as a distinct, vital commercial business corridor. *(RDR/MPSP/JP)*

SA.LU 1.11 **Jacinto Creek Development.** The City shall ensure that development adjacent to Jacinto Creek is designed and oriented to enhance the creek as a neighborhood amenity. The City shall strongly encourage single-loaded streets with front-on lots adjacent to Jacinto Creek. *(RDR)*

SA.LU 1.12 **Delta Shores' Connectivity to South Area.** The City shall require that new neighborhoods, commercial sites, and public amenities in Delta Shores are well-connected to older, established neighborhoods adjoining the new development. *(RDR/MPSP)*

SA.LU 1.13 **Street/Shade Trees.** The City shall encourage the planting of street/shade trees in areas lacking a continuous tree canopy, particularly in the Meadowview and Valley Hi neighborhoods. *(RDR/MPSP)*

SA.LU 1.14 **Connections to Luther Burbank High School.** The City shall strengthen connections between Luther Burbank High School and the surrounding area, including both the Florin Light Rail Station and adjacent uses. Connections should be both physical, such as improved pedestrian routes, and programmatic, such as after-school recreational, educational, and employment opportunities. *(MPSP)*

SA.LU 1.15 **Development Around South Line Phase 2 Light Rail Stations.** The City shall work with Regional Transit to support higher density, transit-oriented uses that include a mix of retail, residential, and office around future light rail stations. *(RDR/IGC)*

SA.LU 1.16 **Future Development East of Florin Light Rail Station.** The City shall work with Regional Transit to establish a dual orientation for the Florin Light Rail Station if the area east of the station redevelops. New access should be provided from the east and surrounding development should mirror the transit-oriented development to the west of the tracks. *(MPSP/IGC)*





SA.LU 1.17 Multi-family Housing Concentration. The City shall avoid concentrating multi-family housing in any particular neighborhood or along a single street except in transit-oriented developments. *(RDR/MPSP)*

SA.LU 1.18 Town of Freeport’s Small-Town Development Patterns and River Lifestyle. The City shall ensure that future development in and around the Town of Freeport will be integrated with and reinforce the existing rural, small-town development patterns and river lifestyle. *(RDR)*

Historic and Cultural Resources

SA.HCR 1.1 Town of Freeport Historic Preservation. The City shall preserve and protect the “delta river town” identity and unique historical characteristics of the town of Freeport to minimize adverse impacts of adjacent development on the Town. *(RDR/MPSP)*

SA.HCR 1.2 Victory Trees Preservation. The City shall preserve and protect the historically significant Victory trees on Freeport Boulevard. *(RDR/MPSP)*

Economic Development



SA.ED 1.1 Health Care Investment and Real Estate Growth. The City shall actively support spin-off investments and medical-service real estate growth and expansion related to Kaiser Permanente, Catholic Healthcare West, and any affiliated providers to increase employment opportunities and health services in the South Area in accordance with their long-range plans. *(MPSP/JP)*



The construction of new commercial centers provides the opportunity for retail stores that serve the South Area’s ethnic population.

SA.ED 1.2 Health Care Employee Training and Job Growth. The City shall work with the major health care providers in the South Area and with Cosumnes River College to develop employee training and job growth programs in the health care industry to assist in the creation of more employment opportunities for South Area residents. *(MPSP/IGC/JP)*

SA.ED 1.3 Unique Commercial Districts. The City shall support market-driven commercial districts with retail offerings unique to the South Area’s ethnic population. *(MPSP)*

SA.ED 1.4 Franklin Boulevard Business Improvements. To capitalize on growing ethnic districts along Franklin Boulevard, the City shall continue to support retail and wholesale businesses in those areas by providing streetscape and signage improvements, providing regional marketing programs, and supporting signature projects in those areas. *(MPSP/PI)*

SA.ED 1.5 Mack Road Business Improvements. The City shall support existing and new businesses along the Mack Road corridor by promoting business development programs and pursuing efforts to improve the corridor (e.g., streetscape revitalization). *(MPSP/PI)*

SA.ED 1.6 Retail Leakage and Mixed-Use Development. The City shall support the development of mixed-use projects (retail, office, and housing) and non-residential uses (e.g. major hotels, Research and Development) in opportunity areas such as Florin Road, Franklin Boulevard, 47th Avenue LRT Station, and Delta Shores in order to address retail leakage and stimulate job growth in the South Area. *(MPSP)*

SA.ED 1.7 Diversified Workforce Creation. The City shall promote business development to generate new jobs that include high- to low-wage positions and skill brackets. *(MPSP)*

SA.ED 1.8 Reuse of Auto-Related Businesses. The City shall support and assist new retail and commercial businesses on sites formerly used for auto-related businesses to generate additional employment opportunities and economic benefits to the community. Site reuse is needed only when current auto-related business use is no longer feasible. *(RDR/MPSP)*



Florin Road.

SA.ED 1.9 Delta Shores Employment. In an effort to improve the jobs-housing balance, enhance ridership on the Blue Line LRT, and reduce congestion on the region’s roadway network, the City shall strongly encourage and support development of a variety of employment-generating land uses in Delta Shores. *(RDR/MPSP)*

SA.ED 1.10 Town of Freeport Tourism. The City shall encourage small-scale tourism and visitor-serving retail uses in the Town of Freeport that emphasize Delta history, the environment, and arts. *(RDR)*

Housing

There are no policies specific to South Area that supplement the citywide General Plan policies. Please see the Housing Element located in a separately bound document.

Mobility

Walkable Community



SA.M 1.1 Sidewalk Deficiencies. The City shall improve the South Area's sidewalk network, especially along Freeport Boulevard, Franklin Boulevard (near Florin Road), and the North Laguna area (Cosumnes River Boulevard, Bruceville Road, Jacinto Road, and Calvine Road) to eliminate deficiencies such as intermittent, inadequate, or dangerous sidewalks. *(RDR/MPSP)*

SA.M 1.2 Walkable Communities—Franklin Boulevard. The City shall coordinate sidewalk and street lighting improvements with Sacramento County along Franklin Boulevard just south of Fruitridge Road and implement improvements along Florin Road. *(MPSP/IGC)*

Public Transit



SA.M 1.3 Regional Transit Bus Service Expansion and Retention. The City shall encourage Regional Transit to expand bus service in the community to increase the number of routes, frequency of service, and hours of operation, and other areas of service deficiency. *(MPSP/IGC)*

Roadways

SA.M 1.4 Cosumnes River Boulevard. The City shall prioritize, in the city's Capital Improvement Program, the construction of a new interchange at I-5/Cosumnes River Boulevard and a new Cosumnes River Boulevard connector that includes a light rail right-of-way and attractive landscaping and streetscape. *(MPSP/FB)*

SA.M 1.5 Connectivity to Delta Shores Development. The City shall require street connections between the Delta Shores development and the Meadowview neighborhoods to the north. *(RDR/MPSP)*

SA.M 1.6 Meadowview Street Network. The City shall support the proposed circulation patterns of the Village Meadows, Sunnyside Meadows, and Steamboat Bend developments, ensuring that an east/west link through the Job Corps site to Detroit Avenue is provided, and that 24th Street is extended. *(MPSP)*

SA.M 1.7 Highway 99/Sheldon Road Interchange. The City shall require streetscape enhancements for development along Sheldon Road and coordinate with the City of Elk Grove on the construction of improvements to the Highway 99/Sheldon Road interchange. *(RDR/MPSP/IGC)*

SA.M 1.8 Highway 99/Florin Road Interchange. The City shall require streetscape enhancements for development along Florin Road and coordinate the construction of improvements to the Highway 99/Florin Road interchange with Sacramento County. *(RDR/MPSP/IGC)*

Bikeways

SA.M 1.9 Laguna Bikeways. The City shall provide bikeway improvements within the PG&E power line easement in Laguna. *(MPSP)*

SA.M 1.10 Freepoint Shores Bikeways. The City shall provide a pedestrian/bicycle path connecting the Sacramento River Trail to the Freepoint Shores Sports Complex. *(MPSP)*

Aviation

SA.M 1.11 Sacramento Executive Airport. The City shall support policies and standards of the Executive Airport Master Plan and Comprehensive Land Use Plan (CLUP) to continue operation with measures designed to decrease noise and safety hazards in the surrounding community. *(RDR/MPSP/IGC)*

SA.M 1.12 Sacramento Executive Airport. The City shall participate in Sacramento County Executive Airport master planning process. *(IGC)*



Utilities



SA.U 1.1

Effective Infrastructure at TODs. The City shall ensure that development plans provide adequate water, sewer, and drainage capacity at Florin LRT Station, Meadowview LRT Station, and proposed LRT stations to handle high-density transit-oriented development and verify that new infill projects will not overburden existing systems. *(RDR/MPSP)*

SA.U 1.2

Wastewater System Deficiencies. The City shall assist developers in formulating plans to resolve wastewater collection system deficiencies within the South Area. *(RDR/MPSP)*



SA.U 1.3

Stormwater Drainage Deficiencies. The City shall assist developers in formulating plans to provide facility improvements (e.g., upgrading existing pump stations and pipelines and constructing new detention basins) to areas in the Airport and Meadowview Subareas that have experienced flooding due to overburdened stormwater drainage systems. *(RDR/MPSP)*

SA.U 1.4

Infrastructure Improvements to Town of Freeport. The City shall coordinate municipal water and sewer infrastructure improvements to the Town of Freeport and the Bartley Cavanaugh Golf Course in conjunction with the development of Delta Shores project and other future infrastructure improvements such as the Cosumnes River Boulevard interchange project. *(MPSP)*

SA.U 1.5

Town of Freeport Community Main Street Master Plan. Upon extension of services to the Town of Freeport, the City shall develop a community main street master plan to guide the construction of infrastructure improvements, such as curbs, gutters, sidewalks, and lighting. *(MPSP)*

SA U 1.6

Town of Freeport Water Infrastructure. The City shall collaborate with the Freeport Regional Water Authority regional water intake project to install water infrastructure to the Town of Freeport. *(SO/IGC)*

The newly constructed Hampton Station neighborhood includes a park that jointly serves as a stormwater detention area.

Education, Recreation, and Culture

Education

SA.ERC 1.1 School District Coordination. The City shall work with the Sacramento City Unified School District and Elk Grove Unified School District to ensure that adequate school facilities, including alternative or charter schools, are available in the South Area. *(MPSP/IGC)*



Parks and Recreation

SA.ERC 1.2 Park and Recreation Facility Deficiencies. The City shall develop park and recreation facilities to remedy the deficiencies in the South Area identified by the Parks and Recreation Master Plan such as: neighborhood parks, community parks, baseball fields, dog parks, basketball courts, playgrounds, and play pools/waterspray features. *(MPSP)*

SA.ERC 1.3 Regional Park. The City shall provide for development of a new regional park in Delta Shores that is designed to take advantage of the existing environmental features. The City shall work with the Sacramento Regional Sanitation District in connecting it with the Regional Sanitation bufferlands. *(RDR/MPSP)*

SA.ERC 1.4 Connecting Trail System. The City shall create a trail system that connects the regional park in Delta Shores with other neighborhood, community, and regional parks in the South Area and in the region as well as existing bicycle and pedestrian trails. *(MPSP)*



Community members enjoy the accessible play pool at the Pannell Center.



SA.ERC 1.5 Parkway System to Sacramento River. The City shall create an expanded bikeway/trail recreational area that links the Laguna and Jacinto Creek parkways to the Sacramento River Parkway system. *(MPSP)*

SA.ERC 1.6 Town of Freeport Open Space and Greenway Buffers. The City shall create an open space and greenway buffer to connect the Town of Freeport with the Sacramento River and to provide an appropriate transition between development to the north and east of the Town of Freeport and along the Sacramento River. *(MPSP)*

Public Health and Safety

SA.PHS 1.1 Emergency Service Coverage. The City shall improve city police, fire, and ambulance service in the Valley Hi/ North Laguna area. *(MPSP/JP)*

SA.PHS 1.2 Public Service Coordination. The City shall coordinate among the various agencies in the South Area in order to better provide public services across Sacramento County and city borders. *(MPSP/IGC/JP)*

Environmental Resources



Laguna Creek, a portion of which is located in the South Area, is part of a 50 square mile watershed and provides opportunities for recreation, preservation of natural habitats, and education.

SA.ER 1.1 Delta Shores Regional Park. The City shall integrate wildlife habitat protection into features of the new regional park in Delta Shores. *(MPSP)*

SA.ER 1.2 Laguna Creek Enhancement. The City shall preserve open space, maintain recreational facilities, and enhance the natural features of Laguna Creek (e.g., riparian habitat). *(MPSP)*

Environmental Constraints

Flooding Hazards

SA.EC 1.1 Flood Control Improvements. The City shall support the Sacramento Area Flood Control Agency’s (SAFCA) levee improvement projects (including constructing floodwalls along portions of Florin, Morrison, Elder, and Unionhouse Creeks) that will provide 200-year flood protection from the Sacramento River to the Union Pacific railroad tracks. *(RDR/MPSP/IGC)*

SA.EC 1.2 Laguna Floodplain Improvement Guidelines. The City shall require floodplain improvements within Laguna’s floodplain areas that include natural vegetation of the interior, planting of trees along the floodway or just inside or outside the berm, locating a park node adjacent to the floodway, maintaining suitable habitat for the giant garter snake, and planting an unlined low-flow channel with emergent vegetation. *(RDR)*



Noise

SA.EC 1.3 Noise Mitigation for Transportation Facilities. The City shall consider the installation of noise barriers adjacent to residential areas along I-5 and the Union Pacific Railroad tracks. *(MPSP/PSR)*

Opportunity Areas

The South Area has substantial opportunity for growth and development since it is one of the last major areas in the city containing large tracts of vacant land (e.g., Delta Shores), and has tremendous potential for revitalization of its commercial corridors (e.g., Florin Road, Franklin Boulevard, Mack Road, Freeport Boulevard and Fruitridge Road). In addition, the South Area has assets such as Cosumnes River College, Kaiser Medical Center, Methodist Medical Center, and Blue LRT line (existing and proposed stations) that provide significant opportunities for growth and development.

This section includes information about the opportunity areas in the South Area Community Plan Area. Table SA-1 lists the opportunity areas that fall completely or partially within the community plan area. Figure SA-3 shows a map of all the opportunity areas within the community plan area.



As part of the 2035 General Plan process, urban form concepts and recommendations were developed for the Florin Subregional Center and the Meadowview Station opportunity areas in order to illustrate how these sites could potentially develop in the future. Additional urban form concepts and recommendations will continue to be developed and refined for each opportunity area as needs are assessed and development focus shifts throughout the South Area.

Table SA-1 South Area Opportunity Areas	
<i>Opportunity Area</i>	<i>Type</i>
Centers and New Growth Areas	
Kaiser Medical Center	Center
Methodist Medical Center	Center
Delta Shores	New Growth
Blue Line Light Rail Existing and Proposed Stations	
Fruitridge Light Rail Station	Transit Center
47th Avenue Light Rail Station	Transit Center
Florin Light Rail Station ^a	Transit Center
Meadowview Light Rail Station	Transit Center
Morrison Creek Light Rail Station	Proposed Transit Center
Franklin Boulevard Light Rail Station	Proposed Transit Center
Center Parkway Light Rail Station	Proposed Transit Center
Consumnes River College Light Rail Station	Proposed Transit Center
Commercial Corridor Revitalization	
Florin Road ^a	Corridor
Franklin Boulevard ^b	Corridor
Mack Road	Corridor
Freeport Boulevard ^c	Corridor
Fruitridge Road ^d	Corridor

SOURCE: City of Sacramento 2009

a. Partially located in Florin Subregional Center combines Florin Road and Florin Light Rail Station opportunity areas

b. Partially located in Land Park Community Plan Area

c. Partially located in Land Park and Pocket Community Plan Areas

d. Partially located in Land Park and Fruitridge Broadway Community Plan Areas

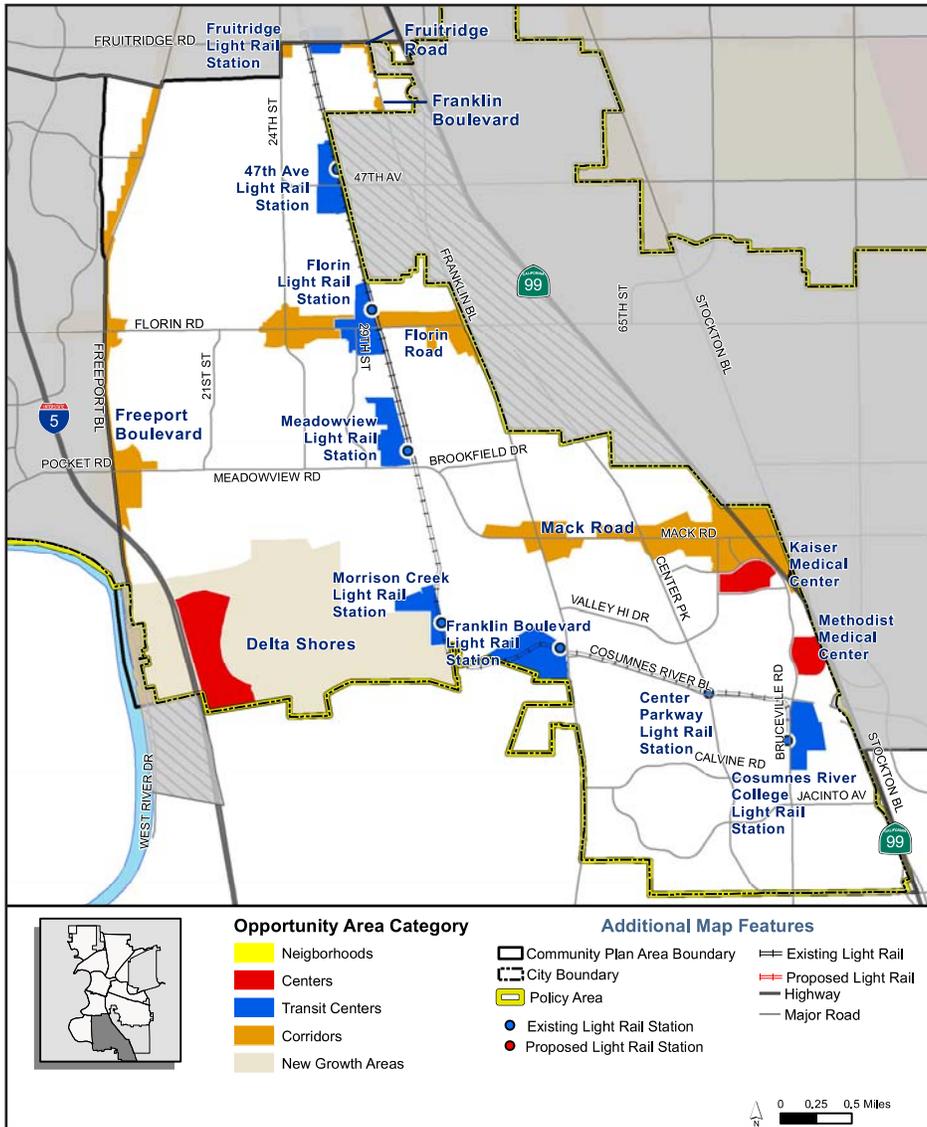


Figure SA-3
South Area Opportunity Areas

Florin Subregional Center

Location

The Florin Subregional Center is located at the intersection of Florin Road and the Blue Line light rail tracks at the edge of the city limits and combines the Florin Light Rail Transit Station and the Florin Road opportunity area (Figure SA-4). The surrounding area includes residential neighborhoods, very active concentrations of retail and service commercial activities, limited industrial uses, and strip commercial development. A wide range of auto-oriented and convenience retail is also located to the east and west along Florin Road. Larger regional shopping and destination retail activities that attract shoppers from a wider market area include the Florin Mall, Southgate Plaza, and numerous big-box stores to the east of the area on unincorporated Florin Road. The Florin Light Rail Transit Station/Subregional Center has several established suburban residential neighborhoods to the south, east, and west of the area. To the north of the area, in unincorporated Sacramento County, is a concentration of industrial uses.

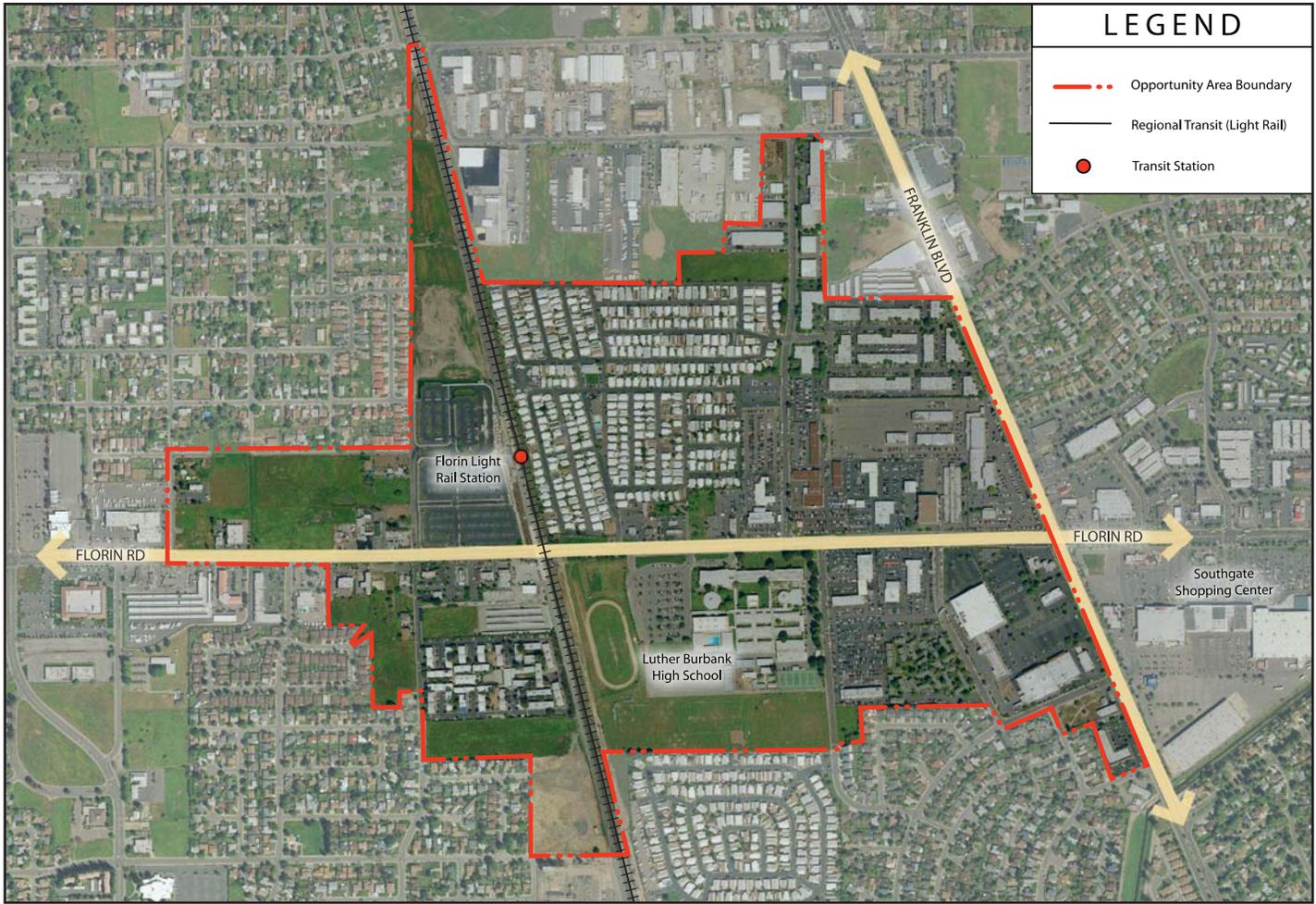


Figure SA-4
Florin Subregional Center
Boundary

Existing Conditions

The Florin Subregional Center is made up of low- and moderate-intensity residential uses, Luther Burbank High School, a mix of commercial and office sites, and vacant land. The area can be defined by four quadrants that are split along Florin Road and the Blue LRT line. The northeast quadrant is dominated by a large mobile home park that abuts the light rail line and is surrounded by commercial and office sites. Luther Burbank High School takes up a majority of the southeast quadrant adjacent to older, but stable, community-serving commercial uses. In the northwest quadrant there is a large amount of vacant, as well as the Florin Light Rail Station. The southwest quadrant is similar to the northeast containing a mix of commercial and office uses with a large apartment complex toward the southern end.

Vision for the Future

The Florin Subregional Center will evolve into a thriving area of activity that will serve as the community core for South Area residents. It will include a balanced mix of uses, including neighborhood-serving retail and services, employment uses that will serve the growing community, and residential uses. This area will also provide public/civic uses (such as a teen center and senior center, for which there is a need) and public open spaces

(such as parks and plazas). All of these uses will be enhanced because of their proximity to the Florin Light Rail Station. This type of mixed-use development will be well-integrated, both horizontally and vertically, and will include rich and pleasant pedestrian environments that are well-connected to the Florin Light Rail Station. This will provide for easily accessible living, shopping, recreation, and services, especially for elder and child care. While the regional commercial/retail market will be primarily served by the large establishments at Florin Mall and Southgate Plaza, neighborhood-serving retail will be the focus of the Florin Subregional Center. Concentrations of employment uses including offices and research and development facilities will provide employees in the area with access to transit and other services.

Residents, employees, and visitors of the area will be able to walk safely in a pleasant pedestrian environment that links local serving establishments, employment, diverse mixed-use neighborhoods, and transit. The students of Luther Burbank High School will have a well marked, controlled access route from the school to transit, and facilities in the area of the transit station will provide students with opportunities for recreational and support activities. This pedestrian presence, along with adequate pedestrian lighting, will provide the “eyes on the street” necessary to create a safe neighborhood environment.

Assumptions

The following assumptions about existing conditions were made in order to develop the design concept and guidelines for the Florin Subregional Center. Substantial changes to these assumptions would potentially alter the concept and vision for the future of this area.

- Luther Burbank High School will retain its current location and configuration.
- Existing residential neighborhoods to the south and west of Florin Subregional Center will remain largely unchanged.
- Unincorporated areas to the north and east of Florin Subregional Center will remain under Sacramento County jurisdiction; the existing residential and industrial uses are presumed to remain largely unchanged, but it is assumed that Sacramento County could encourage redevelopment along Florin Road.

Key Issues

The list below represents issues and weaknesses that need to be addressed as development in the Florin Subregional Center proceeds.

- Existing development patterns present an inconsistent and uninviting face along Florin Road and Franklin Boulevard: visual prominence of large surface parking areas, varying front and side setbacks, minimal on-site landscaping, and unarticulated and oversized architectural forms.



- Pedestrian experience along Florin Road and Franklin Boulevard is poor: inconsistent or nonexistent sidewalks, minimal streetscape amenities, no buffering between pedestrians and vehicular traffic, and few crosswalks across wide and busy automobile-oriented streets.
- Light rail station is surrounded by unnecessarily large parking lots and vacant land, and pedestrian connections are poor, particularly the frequently used route to Luther Burbank High School.
- A shortage of public parks exists within the subregional center and the immediate vicinity.
- Storm detention and other infrastructure improvements—water, sewer, and storm drains—will be needed for new development.

Opportunities

The following opportunities are strengths that can be built upon at the Florin Subregional Center.

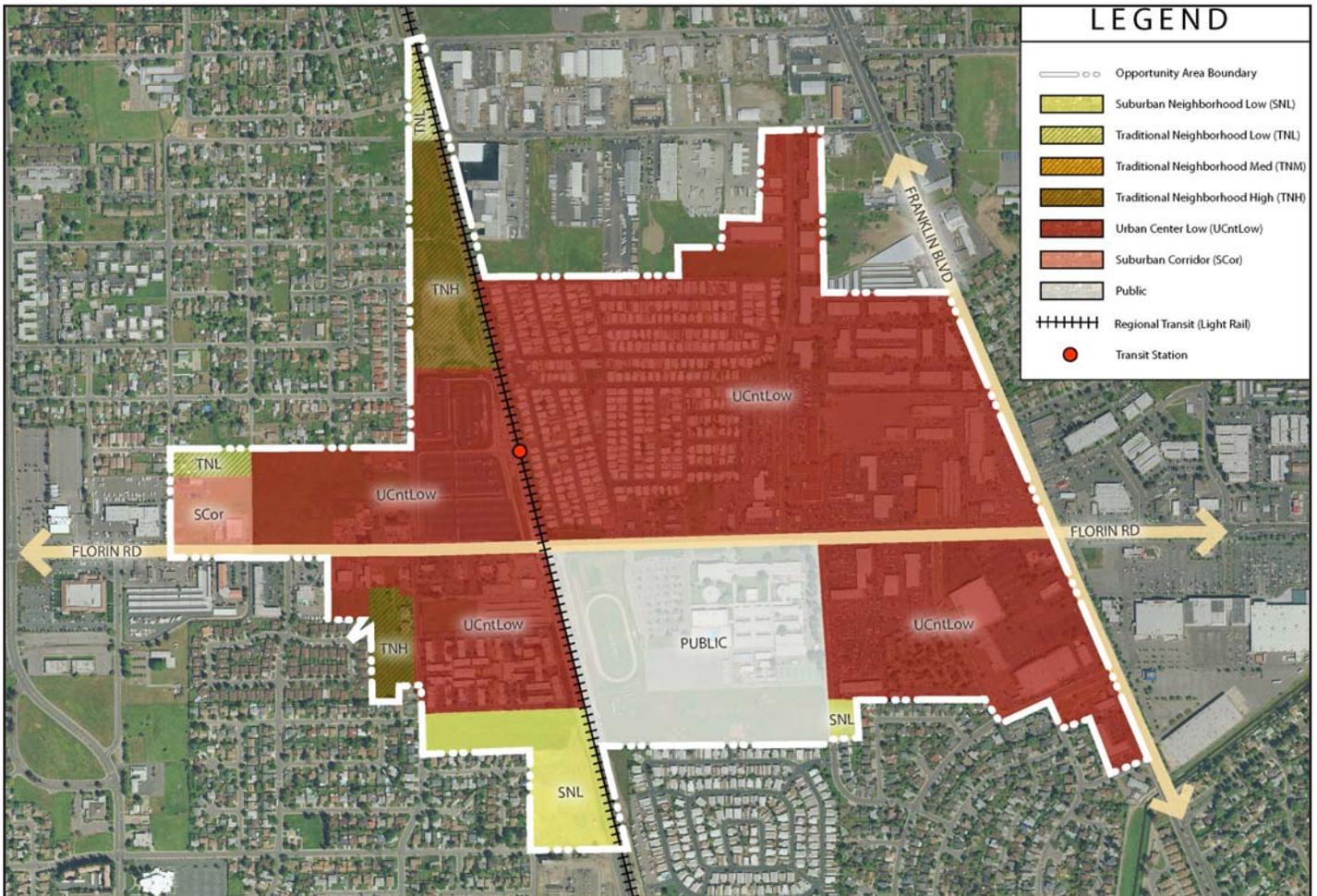
- The Florin Light Rail Station provides convenient public transportation to and from the subregional center.
- A shuttle connects Phoenix Park to Florin Mall with service along Florin and Meadowview Roads.
- Florin Road and Franklin Boulevard are major arterial roadways that provide convenient vehicular access and visibility to uses in the area.
- The parking lots and vacant land to the west of the light rail station have significant infill development potential for transit-oriented uses, such as multi-family residential, retail, and civic uses.
- Vacant and underutilized parcels along Florin Road and Franklin Boulevard have redevelopment potential for a variety of commercial, employment, or residential uses.
- Large parcel sizes throughout the opportunity area could facilitate coordinated redevelopment of the area over time.
- Luther Burbank High School is a major civic use that could be better integrated, both physically and socially, into the surrounding community.
- The need for a teen and senior center in the Florin Road Corridor Area provides the opportunity to site a core public use in the Florin Subregional Center.
- Many light rail riders currently arrive at the light rail station via bus, and Regional Transit is considering development of Bus Rapid Transit (BRT) along Florin Road to improve service.

Circulation Recommendations

The following circulation recommendations outline key changes in the existing circulation system at Florin Subregional Center that allow for accessibility, movement, and increased transit use. In addition, these recommendations outline ways to promote pedestrian-friendly street patterns that include landscaping and street trees.

- Create a finer grained pattern of walkable blocks and safe, pedestrian-friendly streets that facilitate walking to and from transit, businesses, and residences.
- Promote Bus Rapid Transit (BRT) on Florin Road with stops at Franklin Boulevard and the Florin Light Rail Station.
- Enhance pedestrian connectivity to the transit station from Burbank High School and surrounding neighborhoods via “green” streets and enhanced pedestrian crossings at key north/south intersections along Florin Road.
- Enhance Florin Road between Franklin and 24th as a graciously landscaped, 4-lane boulevard with a center median/turning lane.

Figure SA-5
Florin Subregional Center Land Use and Urban Form Designations





- Insert new local streets that extend and complete the existing street grid, such as near the light rail station, to provide better traffic distribution and route flexibility.
- In the long term, consider realigning Luther Drive where it intersects Florin Road to create a symmetrical 4-way intersection.
- Consider a future pedestrian connection to the Florin Light Rail Station from the east.

Development Type Recommendations

The following development type recommendations describe the types of uses, locations, and juxtapositions that would be best suited for the vision of Florin Subregional Center. The Land Use and Urban Design Element in Part 2 of the General Plan provides descriptions of each Land Use and Urban Form designation at Florin Subregional Center with the allowed uses, development standards, and urban form guidelines.

- Diversify land use mix to include more employment, neighborhood-serving retail, and additional housing.
- Explore opportunities to reuse low-intensity employment uses and automobile-oriented retail with higher density, transit-oriented housing, higher-intensity employment generators, and compact, destination retail.
- Locate new retail-focused mixed-use development along Florin Road and Franklin Boulevard to take advantage of convenient vehicle access and pass-by traffic, and potential synergies with future retail development along the Florin Road corridor.
- Locate mixed-use development that includes substantial employment-generating uses in the northeast sector of the area, and along Florin Road south of the light rail station.
- Concentrate the highest residential densities near the light rail station and flanking mixed-use development along Florin Road.
- Incorporate neighborhood-serving retail, public spaces, and community services near the light rail station.
- Use lower residential densities as the transition to surrounding single-family residential neighborhoods.

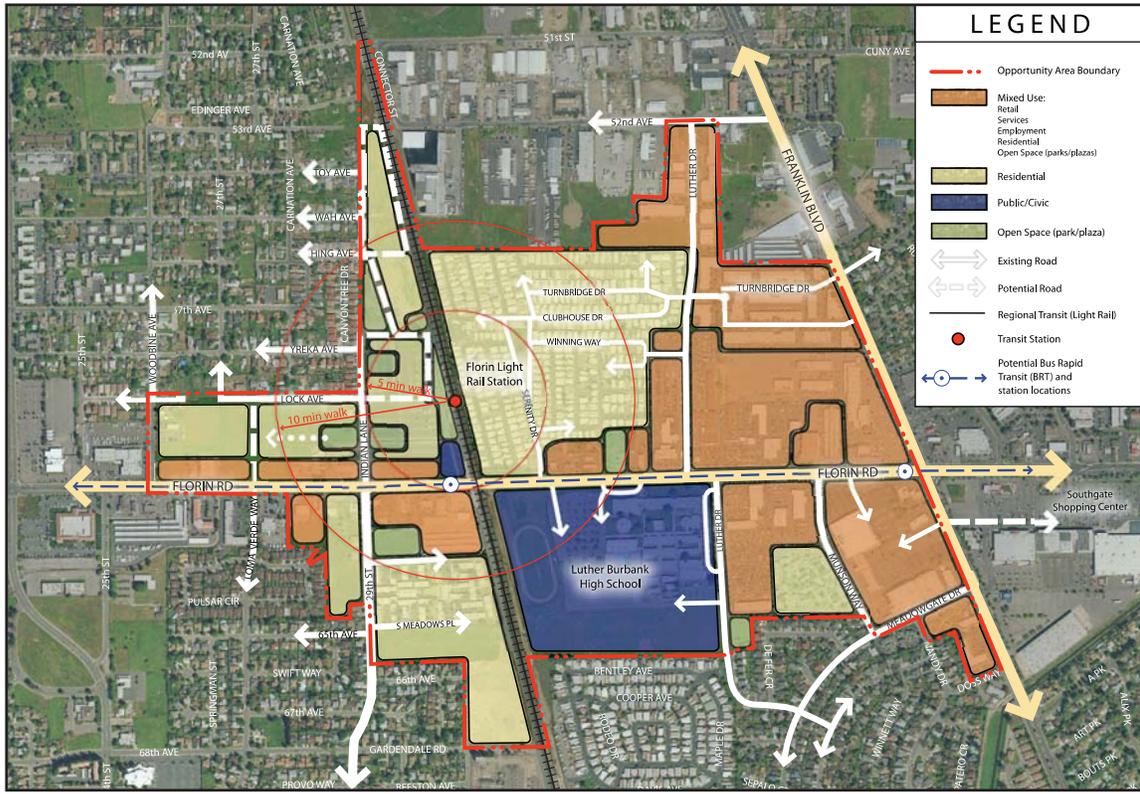


Figure SA-6
Florin Subregional Center Near-Term Design Concept

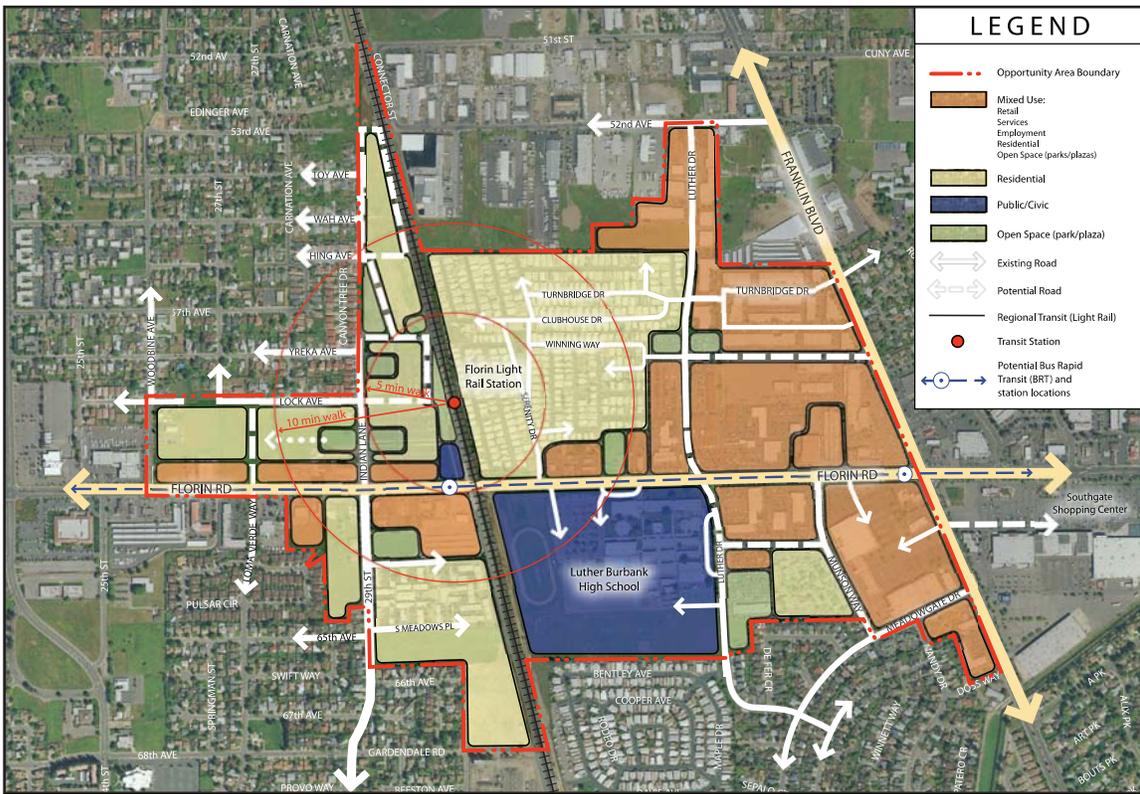


Figure SA-7
Florin Subregional Center Long-Term Design Concept



Building Height Recommendations

Because building height can vary depending on the type of use and architectural style of the building, these recommendations are meant to provide direction to ensure that the height of new development is consistent with the vision for this Opportunity Area and compatible with adjacent uses.

- Locate taller buildings along Florin Road and Franklin Boulevard, reinforcing and framing these important arterial streets. Such buildings should be pedestrian-oriented and have a strong relationship to the street edge and sidewalk.
- Locate the tallest buildings at the intersection of Florin Road and Franklin Boulevard in order to create a strong gateway.
- Transition building heights downward as one moves away from the main arterials, with the lowest building heights used to transition to surrounding residential neighborhoods.

Open Space Recommendations

The following open space recommendations provide for the integration of a connected system of natural environments, parks, plazas, and landscaping at Florin Subregional Center that serve as key features of the area and provide for public gathering places.

- Create a series of parks, plazas, and green pedestrian ways that serve as focal features that give structure and identity to individual neighborhoods.
- Create sufficient park acreage, in the form of neighborhood parks, community parks, and/or plazas, in order to meet current open space deficits and the demand created by proposed housing/new neighborhood residents.
- Create a series of “green” streets (i.e., streets with enhanced landscaping and pedestrian treatments) that link the area’s parks and serve as primary pedestrian routes from surrounding neighborhoods and the high school to the transit station, mixed-use and employment areas.
- Create plazas and parks to signify the importance of key locations, such as the light rail station or a retail core area, and to create public gathering places.

Primary Frontage Recommendation

The following frontage recommendation describes where buildings should front onto the street to create a consistent, well defined streetscape on the arterial roads at Florin Subregional Center.

- Require new development to site buildings up to the street right-of-way to establish a consistent building setback and well-defined street wall along key east/west and north/south streets (e.g., Florin Road, Franklin Boulevard, 29th Street/Indian Lane, Lock Avenue extension, etc.) and around park spaces.

Infrastructure Challenges

This section describes key infrastructure challenges that Florin Subregional Center faces in order to reach the desired vision. These challenges represent the likely issues related to the provision of infrastructure resulting from the development envisioned in the Land Use and Urban Form designations and the concepts and recommendations for this Opportunity Area.

- Need for new water transmission and the upsizing of existing distribution mains in parts of Florin Road.
- Sewer service for a portion Florin Subregional Center is provided by CSD-1. The City coordinates with CSD-1, but does not have control of the facilities in these areas. Sewer sump No. 45 will need to be upgraded to serve development. May need to upsize existing sewer collection mains.
- Need for regional drainage detention basins (in basin 54) to serve new development in this area.
- Required upsizing of existing drainage collection lines.
- To comply with the city's NPDES permit, onsite water quality treatment facilities will be required for new development projects which do not drain to a water quality/flood control detention basin.

Policies for the Florin Road Corridor/Florin Subregional Center

In order to promote reinvestment and the long-term success of the Florin Road Corridor area, the City and County of Sacramento jointly prepared the Florin Road Corridor Plan, a planning effort to ensure a consistent vision for the revitalization of both the City and County side of the Florin Road Corridor. The Plan is comprised of specific individual strategies designed to address the housing, economic development, infrastructure, public safety, and design needs of the corridor. Key policies from that planning effort are listed below and apply to the City portion of the area shown in Figure SA-FRC-1 (see shaded area).

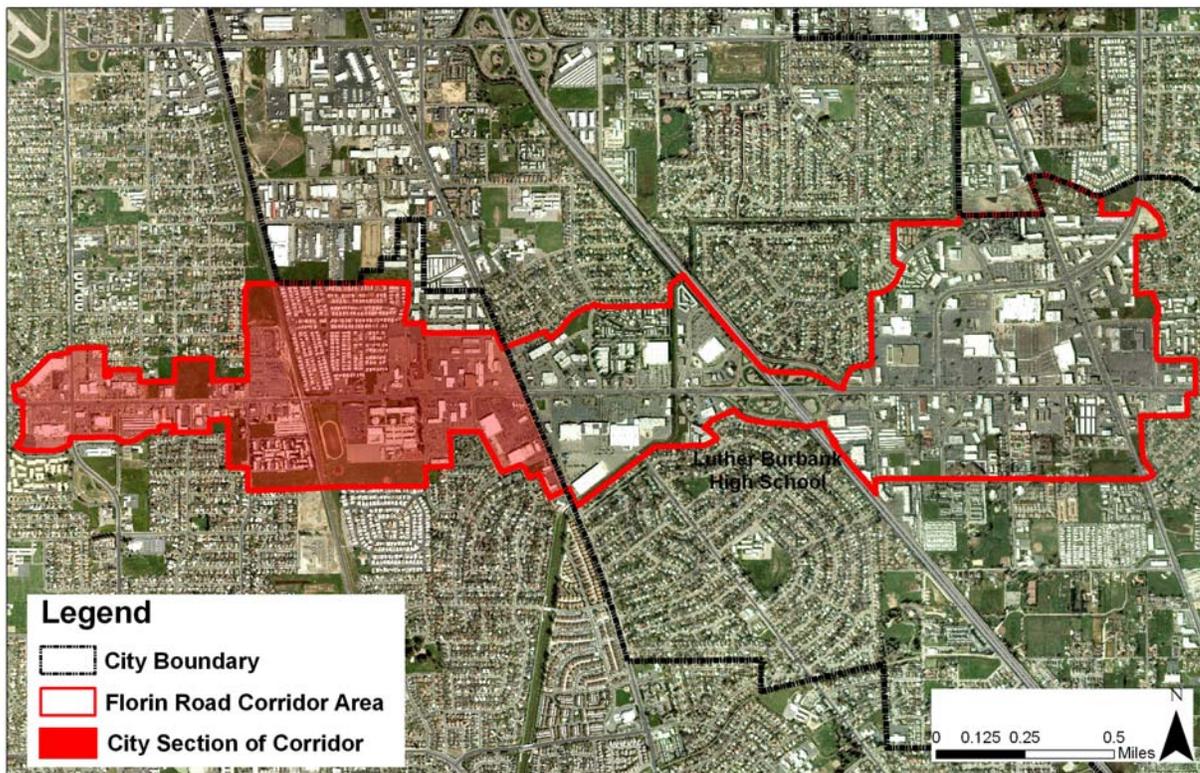


Figure SA-FRC-1
Florin Road Corridor showing City section (shaded).

- SA.FRC 1.1** **Commercial Nodes.** The City shall create key commercial nodes by concentrating commercial zoning around the key intersections of 24th Street and Florin and Franklin Blvd. and Florin. *(RDR)*
- SA.FRC 1.2** **Mixed-Use Corridor.** The City shall promote more mixed-use development on the corridor between the key commercial nodes through the use of zoning, flexible development standards, and other development incentives. *(RDR)*
- SA.FRC 1.3** **Residential Development.** The City shall encourage high quality residential development along the corridor, especially in areas between the major commercial nodes, by allowing residential and mixed-use development in commercial zones. *(RDR)*
- SA.FRC 1.4** **Large Parcel Development.** The City shall encourage the addition of new streets and smaller block sizes as well as bicycle/pedestrian pathways to help provide better access to large parcels and to develop a more walkable environment. *(RDR)*
- SA.FRC 1.5** **Reinvestment and Redevelopment.** The City shall explore regulatory options and tools that facilitate land assembly, identify financial resources, and promote reinvestment in order to encourage new development on the corridor. *(RDR, FB)*

- SA.FRC 1.6 Economic Development.** In conjunction with the Florin Road Partnership, the City shall continue to use the enterprise zone and pursue other incentives to support existing businesses and attract new employers. *(JP, MPSP)*

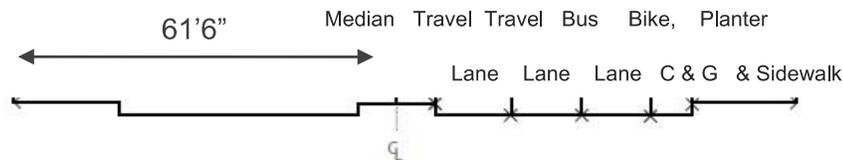
- SA.FRC 1.7 Parks and Gathering Places.** The City shall encourage the development of parks, plazas, and other types of gathering places for people at key locations, such as the light rail station or commercial nodes, on Florin Road and promote events and programming for those places. *(RDR)*

- SA.FRC 1.8 Circulation.** The City shall require circulation improvements that promote a multi-modal (e.g., pedestrian, bicycles, transit, and automobiles) transportation network on Florin Road. *(RDR, MPSP)*

- SA.FRC 1.9 Bus Rapid Transit.** The City shall provide sufficient right-of-way along Florin Road between Indian Lane and Franklin Boulevard in order to support improved transit service there, including bus rapid transit (BRT) lanes or business access transit (BAT) lanes, consistent with the Sacramento Regional Transit Master Plan and to the satisfaction of the City’s Department of Transportation. Refer to example Florin Road cross section in Figure SA.FRC-2 below. *(RDR, MPSP)*

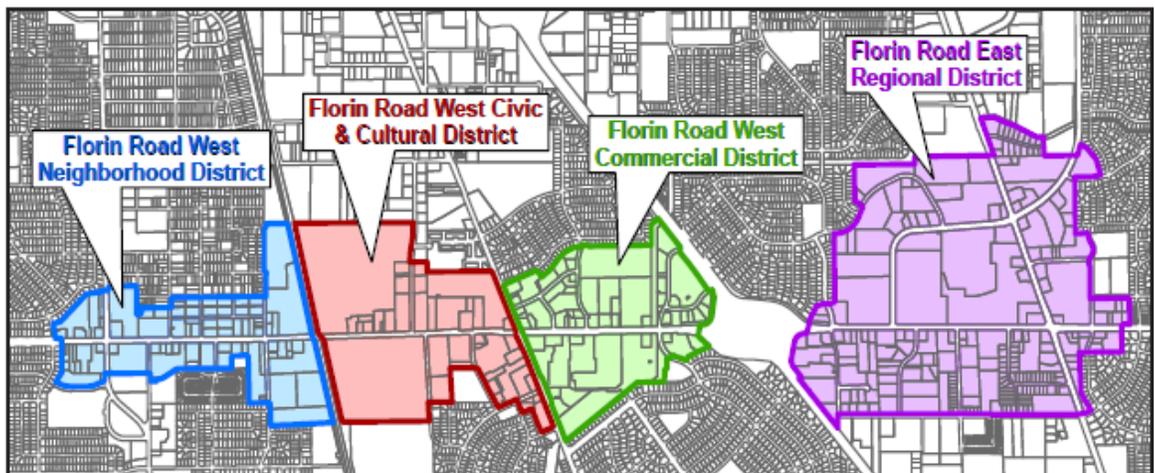
Figure SA.FRC-2

Florin Road – Example BRT Configuration



- SA.FRC 1.10** **Transportation Network.** The City shall evaluate the transportation network and work with property owners and developers to increase opportunities for improved access to large parcels and to create pedestrian scale blocks along the Florin Road Corridor. *(RDR, MPSP)*
- SA.FRC 1.11** **Civic and Educational Uses.** The City shall encourage educational and civic uses, such as youth centers and vocational schools, to support surrounding neighborhoods and promote business growth. *(RDR)*
- SA.FRC 1.12** **Safety.** The City shall support public safety efforts of the Florin Road Partnership and continue to promote close coordination between the City Police Department and County Sheriffs and the California Highway Patrol to maintain a safe environment for businesses and residents. *(SO)*
- SA.FRC 1.13** **Infrastructure.** The City shall pursue funding to improve infrastructure on Florin Road to create “shovel-ready” development sites. In addition, the City shall ensure that development plans provide adequate water, sewer, and drainage capacity on Florin. *(FB, RDR, MPSP)*
- SA.FRC 1.14** **Utility Undergrounding.** The City shall work with SMUD and cable companies to place power lines underground on Florin Road. *(JP)*
- SA.FRC 1.15** **District Themes.** As shown below in Figure SA-FRC-3, the City shall promote the development of a “neighborhood district” on Florin west of the railroad tracks and a civic, cultural and sports/ entertainment district east of the tracks in order to inform the scale and character of development. *(RDR, JP)*

Figure SA-FRC-3
Florin District Overview Map



SA.FRC 1.16 Gateways. At the major entrances to the corridor (i.e., 24th Street and Florin and at Franklin and Florin), the City shall encourage the use of gateway elements and support higher building heights in order to create an attractive entry to the corridor. (RDR)

SA.FRC 1.17 Security Through Design. The City shall continue to promote and use Crime Prevention Through Environmental Design (CPTED) design techniques in its review of new development on Florin Road, encouraging street-level activity and plenty of “eyes on the street.” (RDR)

Florin Transit Village Plan

The Florin Transit Village Plan Area covers the area in orange shown on the map. In accordance with State law, the Florin Transit Development District encompasses the area within a quarter mile of the existing light rail station. The Transit Village Plan Area is envisioned as a mixed-use community with range of housing types as well as retail services, facilities, and parks and greenways that serve residents as well as surrounding neighborhoods. The large parcels that currently exist would be broken up into a series of smaller blocks with streets and pedestrian pathways that would serve residents as well as commuters. The north and south side of Florin is envisioned as a “main street” with commercial uses that line the street while higher density mixed-use development would be located interior to the project and along Indian Lane. Mixed-use and residential development would be built around a series of parks and greenways.

The focal points of the village would be the central park and the transit plaza adjacent to the light rail tracks which would be bordered by higher density mixed-use development. As the area develops over time, town homes, duplexes and other compact single family residential buildings would be built to the north and the west of the station in order to blend with the surrounding single family neighborhoods. Financial and regulatory incentives will be provided to encourage development of transit supportive and sustainable development consistent with the Plan in a manner that avoids conflicts with existing residential neighborhoods.

The following policies are based on recommendations from the Florin Road Station Area Transit Oriented Development Concept and Guidelines (2009). The Florin Transit Village Plan Area, as shown above in Figure SA-FTV-1, was adopted as a transit village plan pursuant to California Government Code Section 65460.2. The policies identified below apply to the Florin Transit Village Plan Area (shaded area in Figure SA-FTV-1).

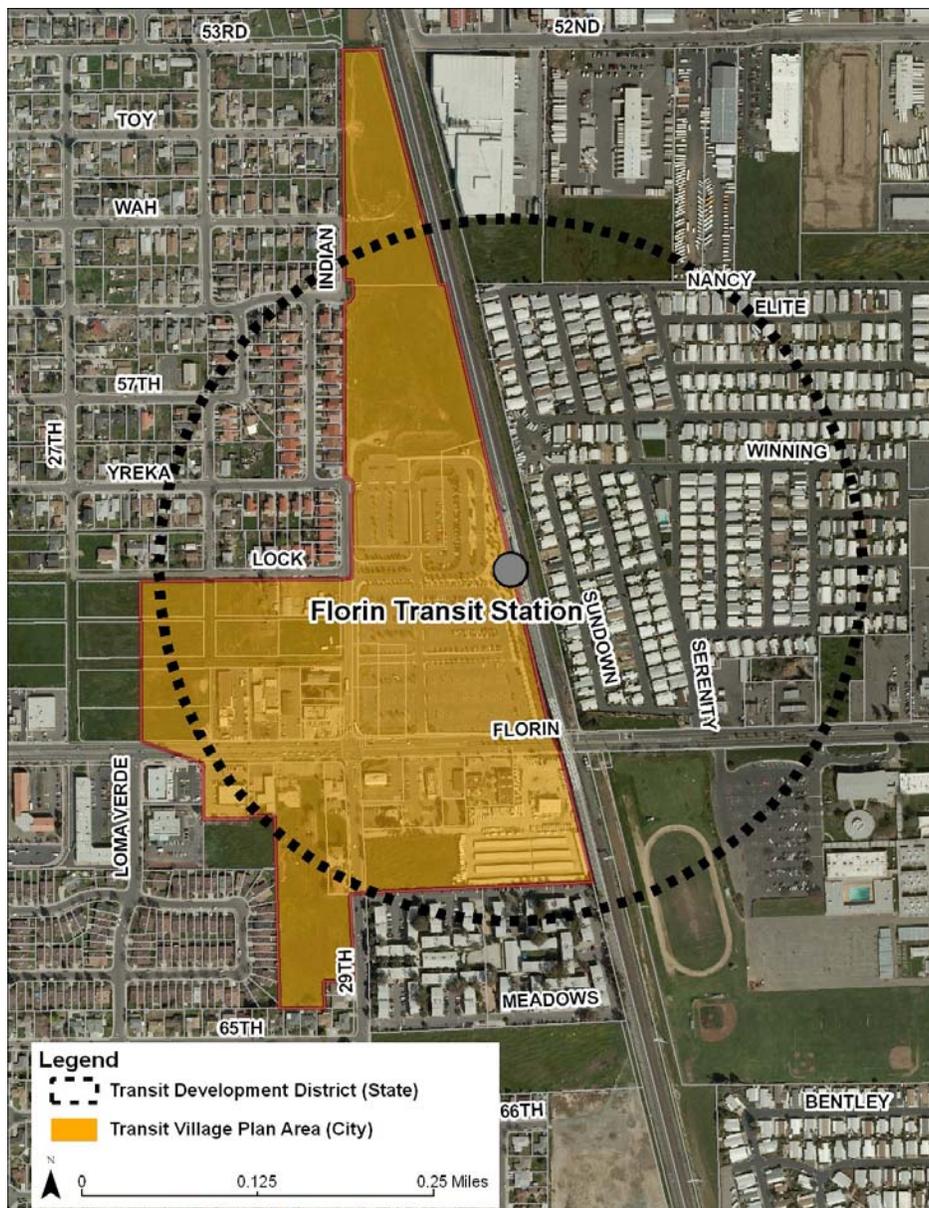


Figure SA-FTV 1
Florin Transit Village Plan area
with Florin Transit Development
District boundary (1/4 mile radius
from station)

SA.FTV 1.1 **Transit Supportive Uses.** The City shall encourage uses within the Florin Transit Village that have daily or frequent patronage, such as offices, hotels, or high-density development. (RDR)

SA.FTV 1.2 **Incompatible Uses.** The City shall discourage uses within the Florin Transit Village that might be detrimental to transit ridership such as those with low frequency patronage, or automobile related uses, such as warehouses, self-storage, service stations, or car sales lots. (RDR)

- SA.FTV 1.3** **Variety of Housing Types.** Through the use of zoning, incentives, and flexible development standards, the City shall encourage a range of housing types including such housing types as compact single-family housing, townhouses, condominiums, lofts and apartments that meet the needs of a diverse population. *(RDR)*
- SA.FTV 1.4** **Screening and Buffering.** The City shall require new development in the Florin Transit Village to provide screening and buffering from adjacent industrial uses (e.g. railroad tracks) in the form of landscaping, masonry walls, or parking lots (surface and structure) to reduce potential noise and visual impacts. *(RDR)*
- SA.FTV 1.5** **Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the Florin Transit Village as a visual link between business and pedestrians. Ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall have non-reflective, transparent windows. *(RDR)*
- SA.FTV 1.6** **Development Incentives.** The City shall pursue grant funds and whenever possible offer economic and/or regulatory incentives for transit-oriented development (TOD) projects in the plan area. *(RDR, FB)*
- SA.FTV 1.7** **Infrastructure Financing.** The City shall pursue funding for infrastructure improvements in the transit village area and shall require new development to participate in a funding program or pay their fair share for infrastructure improvements. *(FB)*
- SA.FTV 1.8** **Greenways, Parks and Public Spaces.** The City shall require that development of the Florin Transit Village area include a variety of public spaces and gathering places such as parks and plazas as well as a network of pedestrian greenways that link the open spaces to residences, businesses, and the station area. *(RDR)*
- SA.FTV 1.9** **Street Network and Design.** The City shall require a network of streets that establish an urban block pattern in order to ensure that traffic will move slowly through the area, and pedestrians will be able to cross at intersections with safety and ease. Furthermore, as the only signalized entrance in the station area, the City shall require that Indian Lane is designed so that it becomes a safe entry point for pedestrians, automobiles and bicycles. *(RDR, MPSP)*



SA.FTV 1.10 Connections. The City shall ensure clear, safe and convenient access to and from the station area including connections to the surrounding neighborhoods, Luther Burbank High School and eventual connections to residential and commercial areas east of the light rail tracks. *(RDR, MPSP)*

SA.FTV 1.11 Coordination. The City shall coordinate closely with Regional Transit, the Florin Road Partnership, neighborhood associations, and other business and community groups in the development of the transit village area. *(IGC, JP)*

Meadowview Light Rail Station

Location

The Meadowview Light Rail Station is the southernmost light rail station in Sacramento until the Blue Line is extended 4.3 miles southward to Cosumnes River College (the project is expected to be completed is 2015). Located at the intersection of Meadowview Road and the Blue Line light rail line, the Meadowview Light Rail Station provides transit access for southern Sacramento as well as the city of Elk Grove and other cities south of Sacramento (Figure SA-5). The area is surrounded by established suburban neighborhoods, and a limited amount of mixed use on the south side of Meadowview Road west of Detroit Boulevard. The Edward Kemble Elementary School is located along the northwest edge of the area.

Existing Conditions

Meadowview Road carries high volumes of vehicular traffic, and the light rail station attracts higher ridership than any other station on the Blue Line. Driving alone to the park and ride station is the principle mode of access to transit. The amount of neighborhood-serving retail and services is below what it should be in order to serve the area.

The area surrounding the Meadowview Light Rail Station is mostly vacant, offering a unique opportunity to develop this station into a model example for other Sacramento transit centers. This station serves the surrounding residential neighborhoods as well as the nearby Sam Pannell Community Center. The residential units to the east and west are relatively new single-family units. The Meadowview Community is served by the Pannell Community Center, which provides meeting space and recreation for both of the adjacent neighborhoods and a very large segment of the South Sacramento population that arrives at the center by car and shuttle bus.



The station, bus facility, and surface parking lots currently occupy about 16 acres of RT land at this station. There are four vacant acres north of the station, also owned by RT, some of which have been used for a flood water detention basin.

Figure SA-8
Meadowview Light Rail Station Opportunity Area Boundary

Vision for the Future

Given the established and predominantly residential land use pattern on surrounding properties, the Meadowview Light Rail Station area will include a range of housing types. The densities of housing will vary in order to relate to the boundary conditions that prevail, and proposed housing between the station area and the single-family neighborhoods to the west will include townhouses and flats of no more than three stories in height. Neighborhood-serving commercial and/or community services will also be included in a mixed-use configuration between the transit station and Meadowview Road.

As development continues to occur on and around the station area, the market for new retail, particularly a major grocery store, will serve the growing community. Such development will also include community-serving offices as well as employment opportunities. In addition to retail and employment generating uses, gathering places such as restaurants, cafes, parks, and plazas will create dynamic places where all ages, including young and elderly



members of the family, can spend time. These uses will be located and built with a neighborhood oriented focus. Most residents will ride transit because they live in close proximity to the transit station.

Assumptions

The following assumptions about existing conditions were made in order to develop the design concept and guidelines for the Meadowview Light Rail Station area. Substantial change to these assumptions would potentially alter the concept and vision for the future of this area.

- The existing residential neighborhoods surrounding Meadowview Light Rail Station will remain largely unchanged.
- The “Hampton Station” subdivision planned for the northern end of the opportunity area will be developed as currently entitled.
- New development within the opportunity area, while slightly denser than development in the surrounding neighborhood, will respect the scale of the existing residential community.

Key Issues

The list below represents issues and weaknesses that need to be addressed as development in the Meadowview Light Rail Station area proceeds.

- Lack of pedestrian or vehicular connections between existing Meadowview Light Rail Station and surrounding neighborhoods.
- Low development intensity in the vicinity of the light rail station provides limited support for transit service and results in most transit users driving to the station from beyond the immediate area rather than walking or bicycling from the surrounding neighborhoods.
- Lack of neighborhood-serving retail in the opportunity area and surrounding neighborhood.
- Vacant land and surface parking lots present an undesirable image for the area; vacant land does not generate riders for the light rail station.
- High traffic volumes, a wide street cross section, and few pedestrian amenities on Meadowview Road create a poor pedestrian and bicycle environment.
- Storm detention and other infrastructure improvements needed for new development.

Opportunities

The following opportunities are strengths that the Meadowview Light Rail Station area has to build upon.

- The Meadowview Light Rail Station provides convenient public transportation to and from the opportunity area.

- Vacant land and large surface parking lots surrounding the transit station could accommodate residential and commercial infill development that would better relate to the light rail station.
- Higher density development around the light rail station would increase support for transit service and minimize vehicle trips associated with new development.
- Infill development could facilitate the creation of new parks, public spaces, and other amenities to serve both current and future residents.
- Light rail station riders could help support new retail development.
- Established residential community in surrounding neighborhood could help support additional retail and community facilities.
- High visibility and convenient access from Meadowview Road could support new commercial uses.
- The Edward Kemble Elementary school could provide a nearby community amenity for new residents, particularly young families.

Land Use and Urban Form Concept and Recommendations

The following pages include recommendations for the Meadowview Light Rail Station Opportunity Area in the form of a graphic conceptual diagram and written guidelines that cover topics including Urban Design, Circulation, Land Uses, Building Heights, Open Space, Primary Frontages, and Utilities. These recommendations represent a possible configuration for development based on the Preferred Land Use and Urban Form diagram and designations outlined in the Land Use and Urban Design Element in Part 2. The concept and recommendations act as a guide to how the City envisions these areas should develop in order to implement the vision of the General Plan and Community Plans.

The Meadowview Light Rail Station Opportunity Area includes five land use designations on the Preferred Land Use and Urban Form diagram: Urban Center Low, Public, Traditional High-Density Residential, Traditional Medium-Density Residential, and Suburban Low-Density Residential (Figure SA-6). This mix of designations allows for a mix of single-family and multi-family residential areas, employment intensive uses and a diversity of neighborhood-serving retail and commercial uses. For more information on these designations, their allowed uses, allowed development intensity, and urban form guidelines, see the Land Use and Urban Design Element in Part 2 of the General Plan.

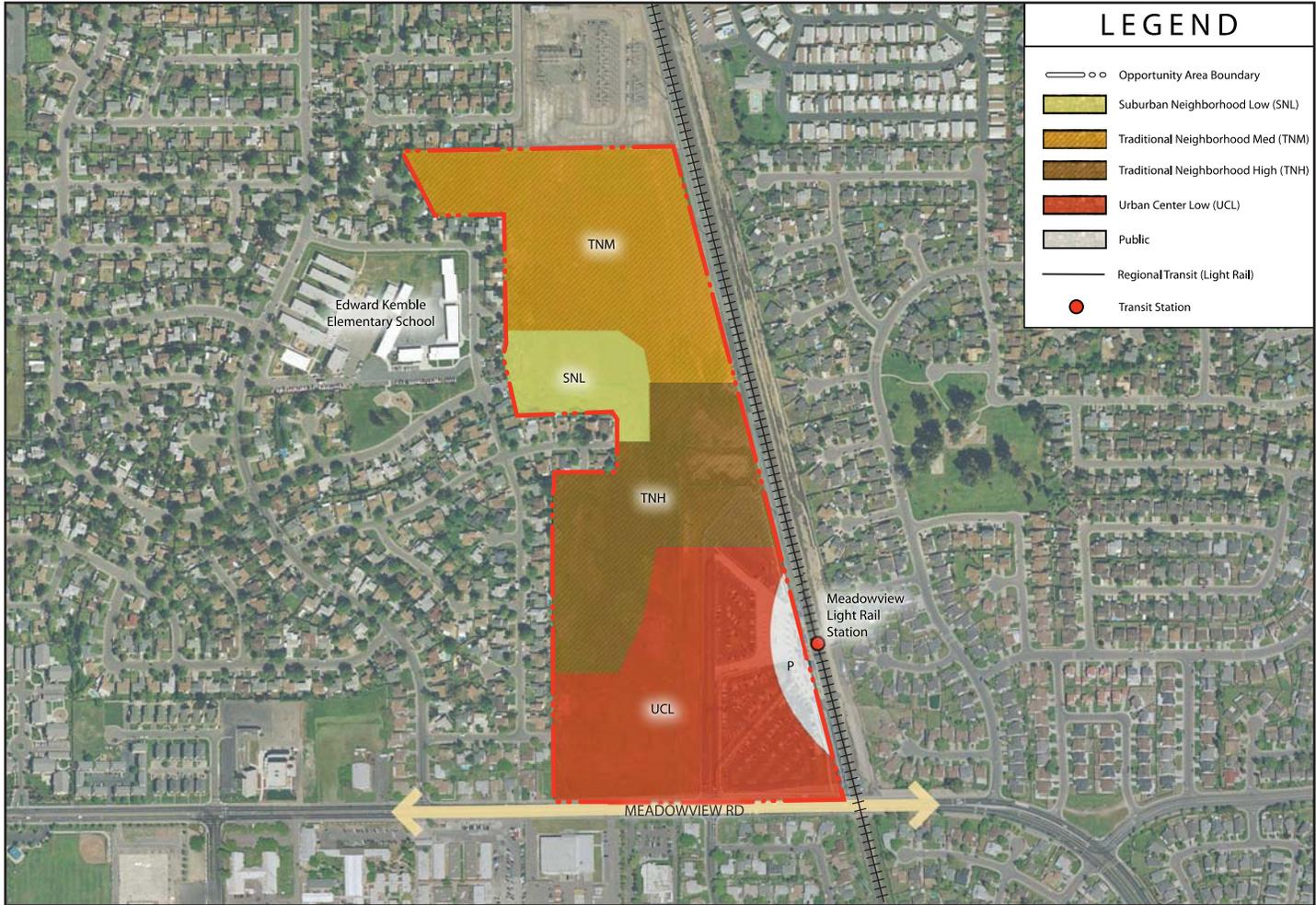
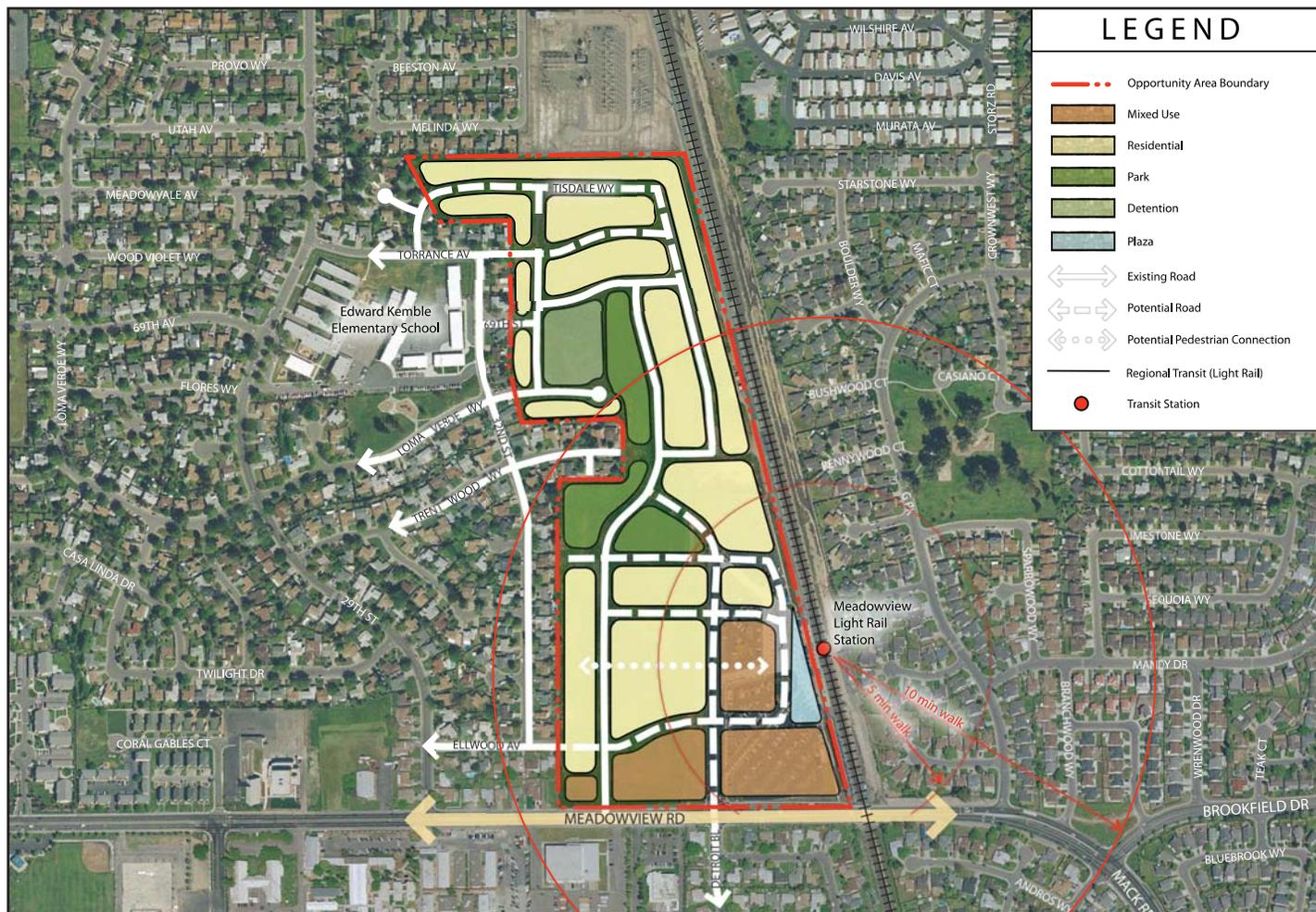


Figure SA-9
Meadowview Light Rail Station
Land Use and Urban Form
Designations

Urban Design Recommendations

The following urban design recommendations describe key physical form characteristics envisioned for Meadowview Light Rail Station, and include recommendations on the height and bulk of buildings, the location of buildings on their lots, the relationship of buildings to streets, the height of buildings in relation to adjacent neighborhoods, and the location and character of parking and pedestrian facilities (Figure SA-7).

- Create a new transit-oriented neighborhood on the vacant land and surface parking lots adjacent to the existing Meadowview Light Rail Station.
- Develop the approved “Hampton Station” subdivision area in the area’s northern half and connect it to the southern transit-oriented area.
- Locate retail and residential-oriented mixed use development adjacent to the transit station and Meadowview Road to take advantage of both pedestrian and vehicular visibility and access.
- Use lower-density residential housing types to transition to single-family residential neighborhoods to the west.



- Provide an integrated system of local parks and plazas to serve neighborhood residents and visitors.
- Establish new pedestrian connections, such as between Edward Kemble Elementary School and the light rail station.

Figure SA-10
Meadowview Light Rail Station
Opportunity Area Design Concept

Circulation Recommendations

The following circulation recommendations outline key changes in the existing circulation system at Meadowview Light Rail Station that allow for accessibility, movement, and increased transit use. In addition, these recommendations outline ways to promote pedestrian-friendly street patterns that include landscaping and street trees.

- Create a fine grained pattern of walkable blocks and pedestrian-friendly streets that facilitate walking to and from the transit station and surrounding commercial area.
- Extend Ellwood Avenue eastward to connect the existing neighborhood to the transit station and to create a pedestrian-oriented retail “Main Street.”



- Extend Loma Verde Way, 69th Street, Torrance Avenue, and Tisdale Way eastward into the area to link it to the existing street system.
- Extend Detroit Boulevard northward as a landscaped boulevard that serves as the area’s primary vehicular access to the light rail station from Meadowview Road.
- Develop a new north/south street west of the Detroit Boulevard extension to provide secondary access from Meadowview Road northward into the Hampton Station subdivision.
- Integrate a bus-transfer area into the transit station to facilitate bus connections.
- Develop retail-wrapped parking lots or structures to replace existing surface spaces and to serve visitors to the new commercial uses.
- Create safe pedestrian routes to nearby Edward Kemble Elementary school.

Development Type Recommendations

The following development type recommendations describe the types of uses, locations, and proximities that would be best suited for the vision of Meadowview Light Rail Station. The Land Use and Urban Design Element in Part 2 of the General Plan provide descriptions of each Land Use and Urban Form designation in this Opportunity Area with the allowed uses, development standards, and urban form guidelines.

- Develop a mixed-use commercial and residential area adjacent to the transit station and along Meadowview Road that provides neighborhood-serving retail and commercial services, such as a supermarket, while accommodating upper-story residential uses.
- Locate medium-density housing types—apartments, stacked flats, and townhouses—in the area nearest the transit station.
- Locate small-lot single-family detached housing in the area north of Trentwood Way.

Building Height Recommendations

Because building height can vary depending on the type of use and architectural style of the building, these recommendations are meant to provide direction to ensure that the height of new development is consistent with the vision for Meadowview Light Rail Station and compatible with adjacent uses.

- Locate the tallest buildings (up to four stories) adjacent to the transit station and along Meadowview Road to reinforce the prominence of the commercial center as seen from both the transit station and Meadowview Road.

- Transition heights downward to two stories adjacent to existing residential neighborhoods and the single-family detached housing in the north.

Open Space Recommendations

The following open space recommendations provide for the integration of a connected system of natural environments, parks, and landscaping at Meadowview Light Rail Station that serve as key features of the area and provide for public gathering places.

- Develop a centrally located neighborhood park that serves as a central feature of the area and accommodates use by residents from the opportunity area and the surrounding neighborhood.
- Create a series of “green” streets (i.e., streets with enhanced landscaping and pedestrian treatments) that link the area’s parks, homes, businesses, and the transit station (e.g., Ellwood Avenue and Detroit Boulevard).
- Enhance the existing plaza in front of the transit station to emphasize the transit station as the focal point of the neighborhood.
- Create a pedestrian pathway (i.e., pedestrian-only greenway) extending westward on axis from the transit station.
- Create sufficient park acreage, in the form of neighborhood parks, community parks, and/or plazas, in order to meet current open space deficits and the demand created by proposed housing/new neighborhood residents.

Primary Frontage Recommendations

The following frontage recommendation describes where buildings should front onto the street to create a consistent, well defined streetscape on the key roads in the Opportunity Area.

- Require new development to site buildings up to the street right-of-way to establish a consistent building setback and well-defined street wall along Detroit Boulevard, Ellwood Avenue, and Meadowview Road.

Infrastructure Challenges

This section describes key infrastructure challenges that the Meadowview Light Rail Station faces in order to reach the desired vision. These challenges represent the likely issues related to the provision of infrastructure resulting from the development envisioned in the Land Use and Urban Form designations and the concepts and recommendations for this Opportunity Area.

- Need for new water distribution mains in parts of the Meadowview area.



- Need for new sewer collection lines in parts of the Meadowview area.
- Need for regional drainage detention basins in parts of the Meadowview area.
- Need for installation of regional water quality features. It is most likely that the new detention basins for drainage will be joint use facilities (water quality treatment/flood control).

Relevant Plans and Studies

The following section lists relevant plans and studies that have been prepared or adopted by local agencies and are directly pertinent to the South Area Community Plan Area:

- Florin Meadowview Sanitary Sewer Study (2005)
- Major Street Improvements Program (2004)
- Community Bus Planning Service Study (2004)
- Florin Meadowview Draft Storm Drain Study (2005)
- Valley Vision Florin Road Community Survey Final Summary Report (2002)
- Florin Road Redevelopment Project Area (2005)
- Freeport Boulevard Streetscape Master Plan (2004)
- Meadowview Urban Design Plan
- Franklin Boulevard Streetscape Plan
- North Laguna Creek Wildlife Area Master Plan
- Jacinto Creek Master Plan
- Opportunities and Constraints South Area Community Plan (2005)
- South Sacramento Neighborhood Assessment (2004)
- South Area Community Plan Jobs Housing Transportation Study (2005)
- SRCSD Interceptor System Master Plan (2000)
- South Sacramento Phase II Corridor Project, Draft Public Participation Methodology Report (2002)