

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 Headstart 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 include 80 units of single-family homes by Tim Lewis Properties as well as 60 seniors-only single-family homes at Brookfield Drive and Deercreek

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, the small Franklin Villa 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.

### ***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, SR 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 Hi and North Laguna neighborhoods, which is a suburban neighborhood that includes several infill sites. Several new residential subdivisions are currently (2008) 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. Mack Road continues to enjoy near 100% occupancy as of this draft report. 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.

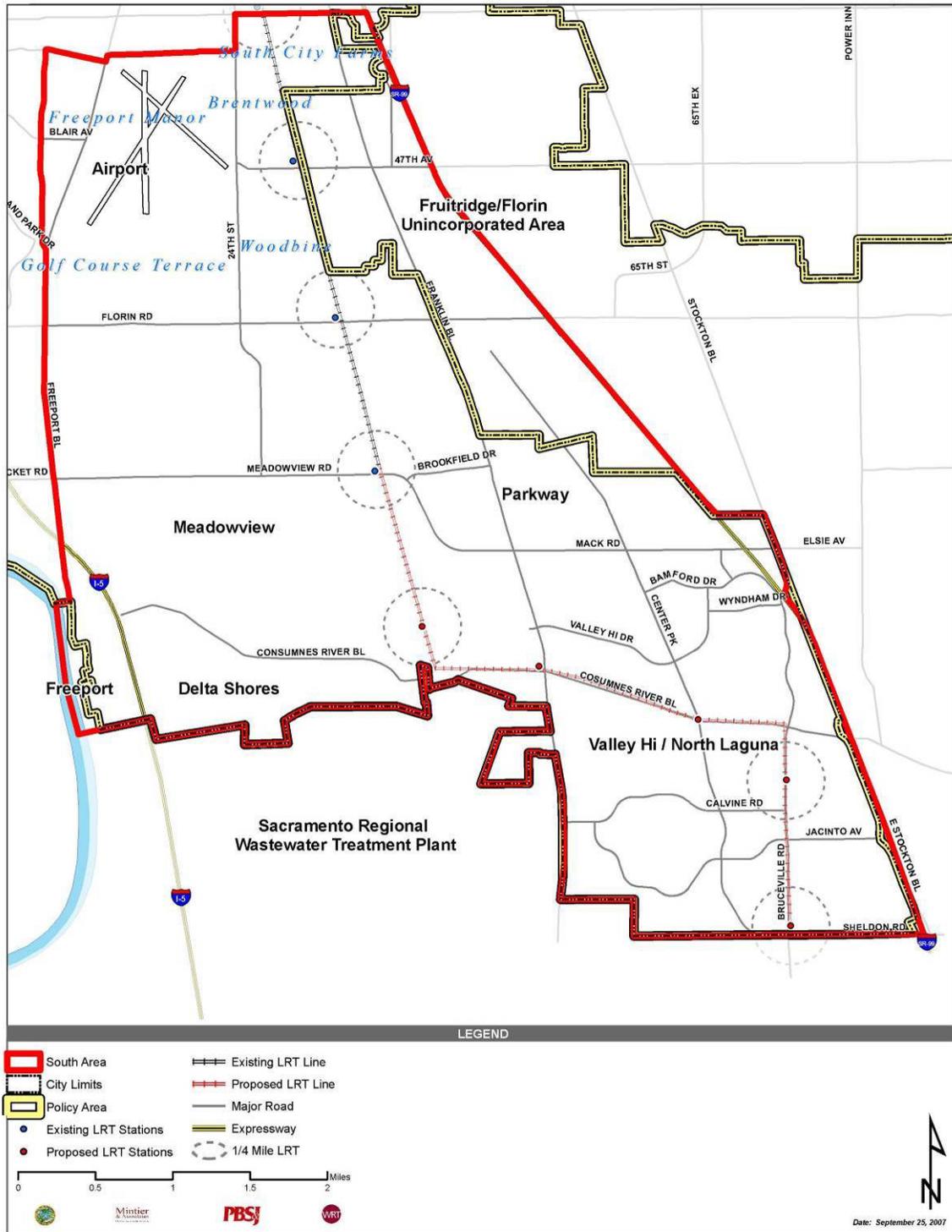
This subarea, which falls within the Elk Grove Unified School District, includes: Union House, Prairie, Herman Leimbach, John Reith, Irene B. West, and Barbara Comstock Morse Elementary Schools; Samuel Jackman Middle School; and Rio Cazadero, Las Flores, and Valley High Schools. The Valley Hi/North Laguna 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 Park (2009), Mesa Grande Park, Hite Park, Valley Hi Community Park, the North

Laguna Creek Wildlife Area and Park, and Jacinto Creek Parkway and the new Valley-Hi/North Laguna Library. There are currently (2008) plans for a community center to be located at Shasta Park.

### **Major Transportation Routes**

Highway 99 and Interstate 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, 24<sup>th</sup> 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 (2008) 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 24<sup>th</sup> Street and Franklin Boulevard. There are three existing stations located at 47<sup>th</sup> Avenue, Florin Road, and Meadowview Road, and future stations planned for Delta Shores and farther south to Cosumnes River College by 2011.

Figure SA-1  
South Area Boundary



## Section 4: Community Issues

The following list of community issues has been compiled from a wide range of sources including community workshops, townhall 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. Section 6 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.

### 4-1 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)



*Luther Burbank High School students at the October 4, 2007, Pannell Center Open House.*

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 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 4<sup>th</sup> Open House including teenagers from Phoenix Park wearing T-shirts from their after-school group, 19 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.

- Lack of tree cover
- Development Potential Future of National Guard, Job Corp, State Food and Agriculture Sites

#### **4-2 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)

#### **4-3 Historic and Cultural Resources**

- Preservation of historically-significant buildings in the town of Freeport

#### **4-4 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
- 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

#### **4-5 Mobility**

- Inadequate and low-quality bus service
- Low ridership on 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

#### **4-6 Utilities**

- Insufficient capacity in existing water, sewer, drainage facilities and/or new facilities required at Morrison Creek LRT (proposed Greenfield station), 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

#### **4-7 Education, Recreation, and Culture**

- Insufficient school capacity for growing population

#### **4-8 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

#### **4-9 Environmental Resources**

- Loss of wetland and Swanson's Hawk habitat

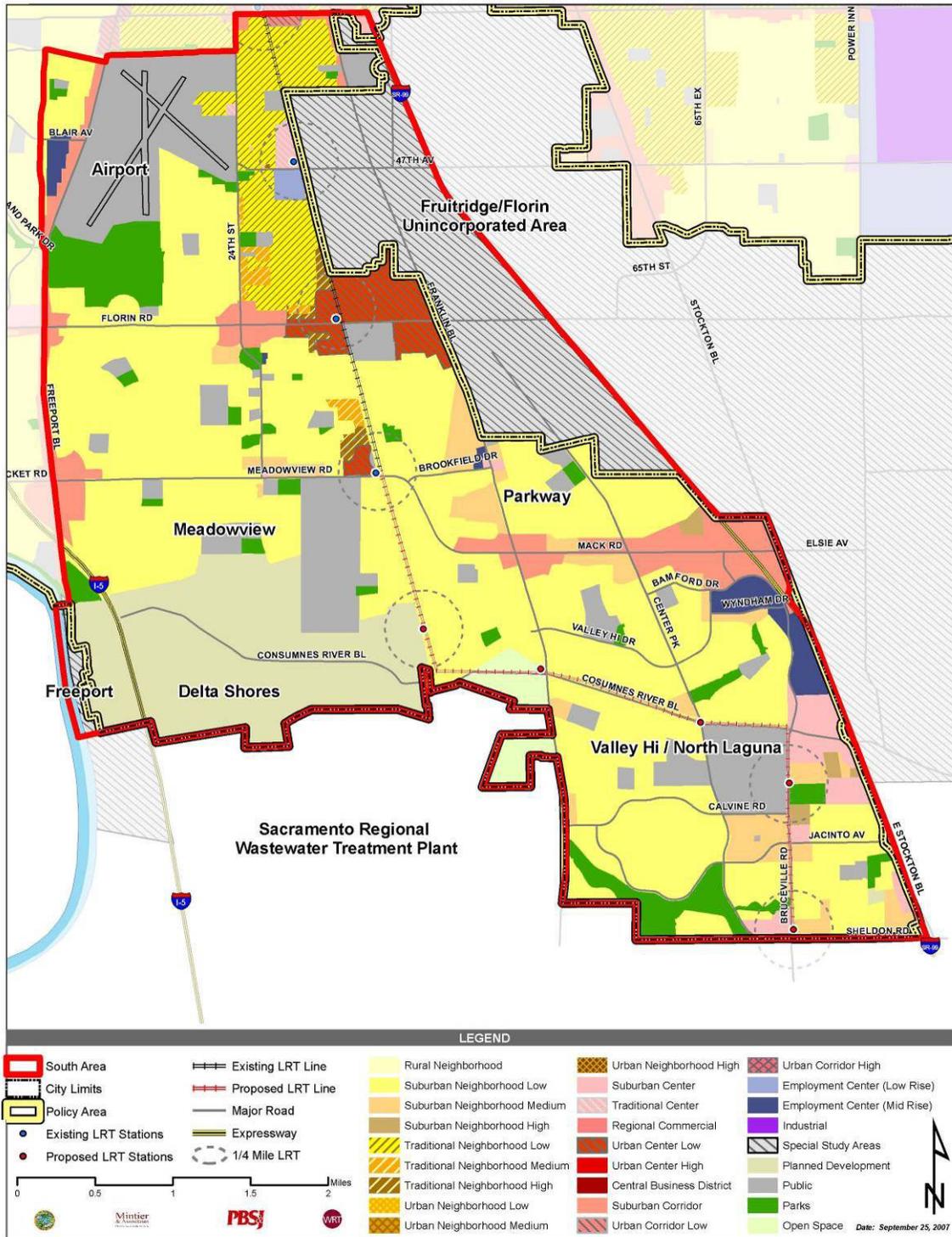
#### **4-10 Environmental Constraints**

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

## **SECTION 5: LAND USE AND URBAN FORM DESIGNATIONS**

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. Section 7 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  
2030 General Plan Land Use & Urban Form Designation Within the South Area (Draft 2008)



## SECTION 6: 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. The source of each policy is shown in italicized brackets.

### 6-1 Land Use and Urban Design

**SA.LU 1.3 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. [*Source: South Area Jobs-Housing-Transportation Study*]

**SA.LU 1.4 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. [*Source: Planning Principles from 2000-2002 community workshops*]

**SA.LU 1.5 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. [*Source: Airport Meadowview Community Plan; Land Use; Office Building Action C*] and [*Source: Airport Meadowview Community Plan; Next Steps; City Planning Commission/ City Council; Implementing Action 5*]

**SA.LU 1.6 Entertainment-Oriented Uses.** The City shall offer incentives and assistance for cultural and entertainment-oriented uses to locate in the South Area commensurate to those in other parts of the City. [*Source: Planning Principles from 2000-2002 community workshops*]

**SA.LU 1.7 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. [*Source: Planning Principles from 2000-2002 community workshops*]

**SA.LU 1.8 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. [*Source: Planning Division*]

**SA.LU 1.9 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. [*Source: Jobs-Housing-Transportation Study*]

**SA.LU 1.11 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. *[Source: Planning Principles from 2000-2002 community workshops]*

**SA.LU 1.12 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. *[Source: Planning Principles from 2000-2002 community workshops]*

**SA.LU 1.13 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. *[Source: South Area Jobs-Housing-Transportation Study]*

**SA.LU 1.14 Florin Road Corridor Vision.** The City shall coordinate with Sacramento County to develop a unified redevelopment strategy for the Florin corridor. *[Source: Planning Principles from 2000-2002 community workshops]*

**SA.LU 1.15 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. *[Source: South Sacramento Community Plan; Land Use; Special Issues; JCPA; Jacinto Creek Policies, Policy 1]*

**SA.LU 1.16 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. *[Source: South Area Jobs-Housing-Transportation Study, October 2005]*

**SA.LU 1.17 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. *[Source: Parks and Community Services, South Area CP Opportunities and Constraints Report]*

**SA.LU 1.19 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. *[Source: WRT, 2007]*

**SA.LU 1.20 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. *[Source: WRT, 2007]*

**SA.LU 1.22 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. *[Source: Planning Principles from 2000-2002 community workshops]*

**SA.LU 1.23 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. *[Source: Amended 4-20-04, Resol. 2004-290]*

## 6-2 Housing

There are no policies specific to South Area that supplement the citywide General Plan policies. Please see the Housing Element in Part 2 of the General Plan.

## 6-3 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. *[Source: Airport Meadowview Community Plan; Land Use; Office Building Action c] and [Source: Airport Meadowview Community Plan; Next Steps; City Planning Commission/City Council; Implementing Action 1, 2, and 5] and [Source: Airport Meadowview Community Plan; Next Steps; County of Sacramento; Implementing Action 1] and [Source: Airport Meadowview Community Plan; Next Steps; Local Agency Formation Commission; Implementing Action 2] and [Source: Amended 4-20-04, Resol. 2004-290]*

**SA.HCR 1.2 Victory Trees Preservation.** The City shall preserve and protect the historically significant Victory trees on Freeport Boulevard. *[Source: Amended 4-20-04, Resol. 2004-290]*

## 6-4 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. *[Source: Planning Principles from 2000-2002 community workshops, and South Area Community Plan, Community Issues, 2007]*

**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 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. *[Source: South Area Community Plan, Community Issues, 2007]*

**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. *[Source: South Area Jobs-Housing-Transportation Study]*

**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. [Source: *South Area Jobs-Housing-Transportation Study*]

**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 significant opportunity areas such as along major commercial corridors of Florin Road, Franklin Boulevard, and 47<sup>th</sup> Avenue LRT Station and Delta Shores in order to address retail leakage and stimulate job growth in the South Area. [Source: *South Area Community Plan, Community Issues, 2007*]

**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. [Source: *South Area Community Plan, Community Issues, 2007*]

**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. [Source: *South Area Community Plan, Community Issues, 2007*]

**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. [Source: *South Area Jobs-Housing-Transportation Study*]

## 6-5 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. [Source: *South Area Jobs-Housing-Transportation Study*]

**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. (Source: *South Sacramento Community Plan; Transportation and Circulation; Policy and Implementation Measure 6 and Pedestrian Master Plan*)

**“Transportation is running behind growth. Sacramento needs to close the gap.”**

*Comment received at Paratransit public meeting, September 4, 2007.*

### 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. *(Source: Airport Meadowview Community Plan; Transportation; Bus Service Policy and Action A and Airport Meadowview Community Plan; Next Steps; Regional Transit; Implementing Action 1 and South Area CP Opportunities and Constraints Report*

**SA.M 1.5 Florin LRT Shared Parking Strategy.** The City shall work with RT to devise a shared-parking strategy to maximize the efficiency of parking provided near the Florin Light Rail Station. *[Source: WRT, 2007]*

**SA.M 1.6 Florin Road Redevelopment.** The City shall work with Sacramento County to develop a unified redevelopment strategy for the Florin Road; the City shall cooperate with Sacramento County to address development transitions east of Franklin Boulevard and north of Nancy Lane. *[Source: WRT, 2007]*

### Complete Streets

**SA.M 1.7 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. *[Source: Febr and Peers, 2007]*

**SA.M 1.8 Connectivity to Delta Shores Development.** The City shall require street connections between the Delta Shores development and the Meadowview neighborhoods to the north. *[Source: Febr and Peers, 2007]*

**SA.M 1.9 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 24<sup>th</sup> Street is extended. *(Source: Airport Meadowview Community Plan; Transportation; Streets Policy and Action a) and (Source: Airport Meadowview Community Plan; Next Steps; City Public Works Department; Implementing Action 12)*

**SA.M 1.10 SR 99/Sheldon Road Interchange.** The City shall include streetscape enhancements with development along Sheldon Road and coordinate with the City of Elk Grove on the construction of improvements to the SR 99/Sheldon Road interchange. *[Source: Febr and Peers, 2007]*

**SA.M 1.11 SR 99/Florin Road Interchange.** The City shall include streetscape enhancements with development along Florin Road and coordinate the construction of improvements to the SR 99/Florin Road interchange with Sacramento County. *[Source: Febr and Peers, 2007]*

### Bikeways

**SA.M 1.13 Laguna Bikeways.** The City shall provide bikeway improvements within the PG&E power line easement in Laguna. *[Source: Febr and Peers, 2007, Planning Division, and Public Works]*.

**SA.M 1.14 Freeport Shores Bikeways.** The City shall provide a pedestrian/bicycle path connecting the Sacramento River Trail to the Freeport Shores Sports Complex. *(Source: SACOG Draft MTP)*

### Airport

**SA.M 1.15 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. *(Source: Airport Meadowview Community Plan; Transportation; Airports Policy and Action A)*

## 6-6 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. *[Source: South Area Community Plan, Community Issues, 2007]*

**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. *[Source: South Area CP Opportunities and Constraints Report]*

**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. *[Source: South Area CP Opportunities and Constraints Report]*

**SA.U 1.4 Transmission Line Conflicts in Delta Shores.** The City shall reevaluate, study, and create guidelines to mitigate any potential development conflict with high voltage transmission lines in the Delta Shores project area. *[Source: South Area Community Plan, Community Issues, 2007].*

**SA.U 1.5 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. *[Source: Amended 4-20-04, Resol. 2004-290].*

## 6-7 Education, Recreation, and Culture

### Education

**SA.ERC 1.1 School District Coordination.** The City shall coordinate closely with the Sacramento City Unified School District and Elk Grove Unified School District to ensure that adequate school facilities are available in the South Area. *[Source: Airport Meadowview Community Plan; Next Steps; City Manager/City Planning Division; Implementing Action 5] and [Source: Airport Meadowview Community Plan; Next Steps; Sacramento City Unified School District; Implementing Action 2] and [Source: Airport Meadowview Community Plan; Public Facilities and Services; Policy and Action 8]*

**SA.ERC 1.2 Alternative Schools.** Where possible, the City shall work with Sacramento City Unified School District and Elk Grove Unified School District to provide alternative high schools and charter schools in underutilized and vacant urban sites near transit. *[Source: Planning Principles from 2000-2002 community workshops]*

## Parks and Recreation

**SA.ERC 1.3 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. *[Source: South Area Opportunities and Constraints Report]*

**SA.ERC 1.4 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. *[Source: Planning Principles from 2000-2002 community workshops]*

**SA.ERC 1.5 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. *[Source: South Area Community Plan, Community Issues, 2007]*

**SA.ERC 1.6 Meadowview Park Expansion.** The City shall expand Meadowview Park westward and develop appropriate acreage and facilities to change the park status from a neighborhood park to a community park, as defined by the Parks and Recreation Master Plan. *[Source: Airport Meadowview Community Plan; Public Facilities and Services; Policy and Action 9]* and *[Source: Airport Meadowview Community Plan; Next Steps; City Community Services Department; Implementing Action 2]*

**SA.ERC 1.7 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. *[Source: Planning Principles from 2000-2002 community workshops]*

**SA.ERC 1.8 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. *[Source: Amended 4-20-04, Resol. 2004-290]*

## 6-8 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. *[Source: South Area CP Opportunities and Constraints Report]*

**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. *[Source: South Area Community Plan, Community Issues, 2007]*

## 6-9 Environmental Resources

**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 *[Source: South Area Community Plan, Community Issues, 2007]*

**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). *[Source: Planning Principles from 2000-2002 community workshops]*

## 6-10 Environmental Constraints

### Flooding Hazard

**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 100-year flood protection from the Sacramento River to the Union Pacific railroad tracks. *[Source: South Area CP Opportunities and Constraints Report].*

**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. *[Source: South Sacramento Community Plan; Land Use; Special Issues; Policy and Implementation Measure 6]*

### 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. *(Source: Airport Meadowview Community Plan; Transportation; Streets Policy and Action I) and (Source: Airport Meadowview Community Plan; Next Steps; Public Works Department; Implementing Action 20)*

## SECTION 7: OPPORTUNITY AREAS

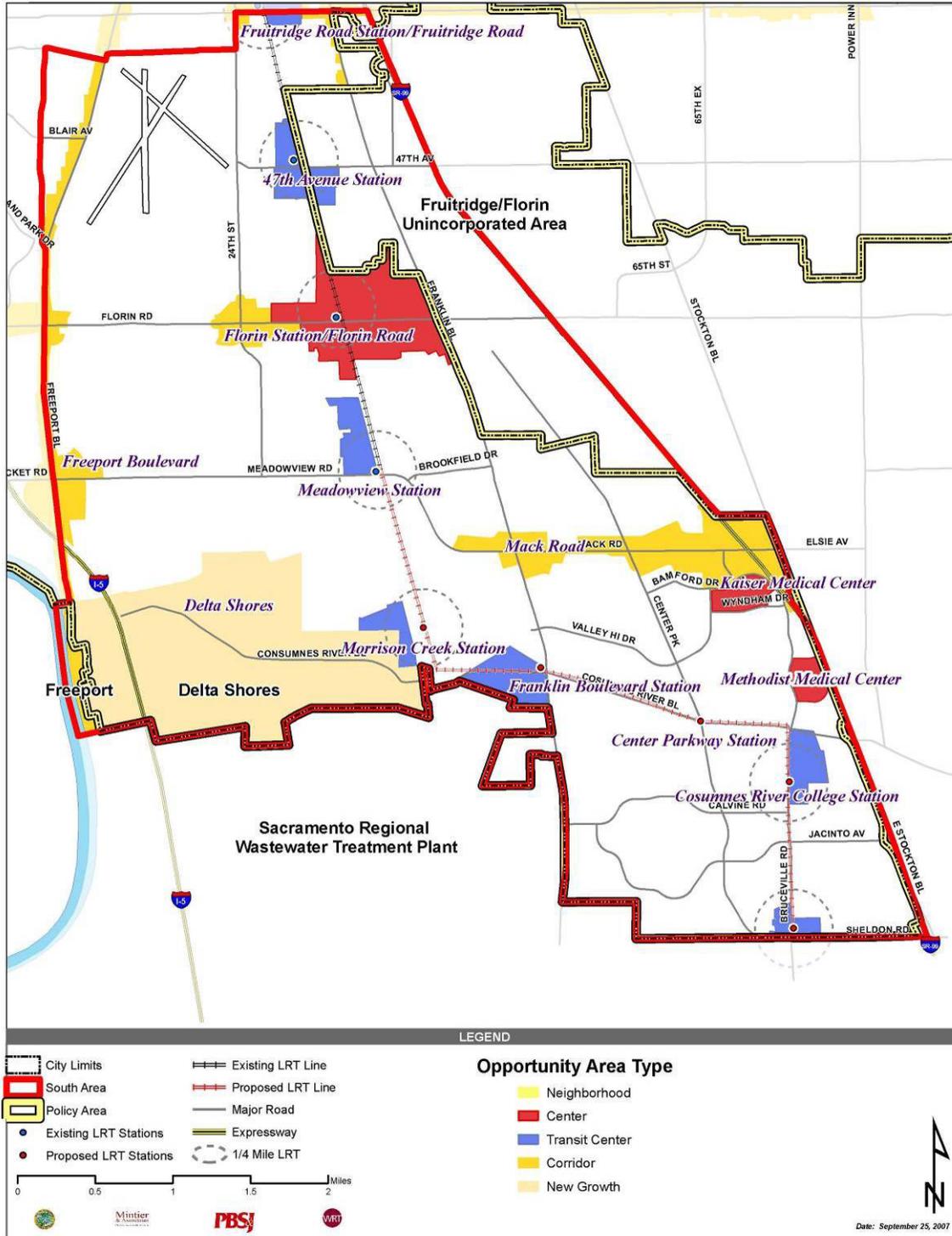
The South Area has substantial opportunity for growth and development since it is one of the last major areas in the city containing large tracts of vacant land (e.g., Delta Shores), and has tremendous potential for revitalization of its commercial corridors (e.g., Florin Road, Franklin Boulevard, Mack 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 Line Light Rail (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 2030 General Plan process (2007-2008), 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.

<b>Table SA-1 South Area Opportunity Areas</b>	
Opportunity Area	Type
<b>Centers and New Growth Areas</b>	
Florin Subregional Center <sup>1</sup>	Center
Kaiser Medical Center	Center
Methodist Medical Center	Center
Delta Shores	New Growth
<b>Blue Line Light Rail Existing and Proposed Stations</b>	
Fruitridge Light Rail Station	Transit Center
47 <sup>th</sup> Avenue Light Rail Station	Transit Center
Florin Light Rail Station	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
<b>Commercial Corridor Revitalization</b>	
Florin Road	Mixed-Use Corridor
Franklin Boulevard <sup>2</sup>	Mixed-Use Corridor
Mack Road	Mixed-Use Corridor
Freeport Boulevard <sup>3</sup>	Mixed-Use Corridor
Fruitridge Road <sup>4</sup>	Mixed-Use Corridor
<p><i>Source: City of Sacramento, 2006; Mintier and Associates, 2007.</i></p> <p><sup>1</sup>Florin Subregional Center combines Florin Road and Florin Light Rail Station opportunity areas.</p> <p><sup>2</sup>Falls partially in Land Park</p> <p><sup>3</sup>Falls partially in Land Park and Pocket</p> <p><sup>4</sup>Falls partially in Land Park and Fruitridge/Broadway</p>	

Figure SA-3  
South Area Opportunity Areas



## 7-1 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 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 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 the unincorporated Sacramento County is a concentration of industrial uses.

### Existing Conditions

The Florin Subregional Center is made up of low- and moderate- intensity residential uses, Luther Burbank High School, and 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 Line light rail 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 include public/civic uses and open space 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.

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Figure SA-4  
Florin Subregional Center Boundary



## 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.
- 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.
- 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.

### **Land Use and Urban Form Concept and Recommendations**

The following pages include recommendations for the Florin Subregional Center 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 that is based on the Land Use and Urban Form diagram and designations outlined in the Land Use and Urban Design Element. 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 Florin Subregional Center includes seven land use designations on the Land Use and Urban Form diagram: Traditional Low-Density Residential, Traditional Medium-Density Residential, Traditional High-Density Residential, Suburban Low-Density Residential, Suburban Corridor, Urban Center Low, and Public (Figure SA-5). This mix of land use designations allows for a variety of employment-intensive uses, a range of housing densities, and a variety of retail uses including local shops, restaurants, and services. These land use designations facilitate pedestrian access and travel, and encourage building orientation, building height, frontage-type, access/parking, streetscape, and open space, similar to those in a transit-oriented urban setting. 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 the citywide General Plan.

Figure SA-5  
Florin Subregional Center Preferred Land Use Plan (Draft 2008)

