



SOUTH AREA COMMUNITY PLAN

SOUTH AREA 11-SA-1

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COMMUNITY LOCATION

Located in the southernmost part of the city of Sacramento, the South Area encompasses approximately 19 square miles, of which 16.5 are within Sacramento City limits; the rest of the Community Plan Area is in unincorporated Sacramento County. As shown in **Map CP-SA-1**, the area within the city limit is bounded roughly by 35th Avenue and Fruitridge Road to the north, by Highway 99 to the east, by the Regional Wastewater Treatment Plant and Sheldon Road to the south, and by Freeport

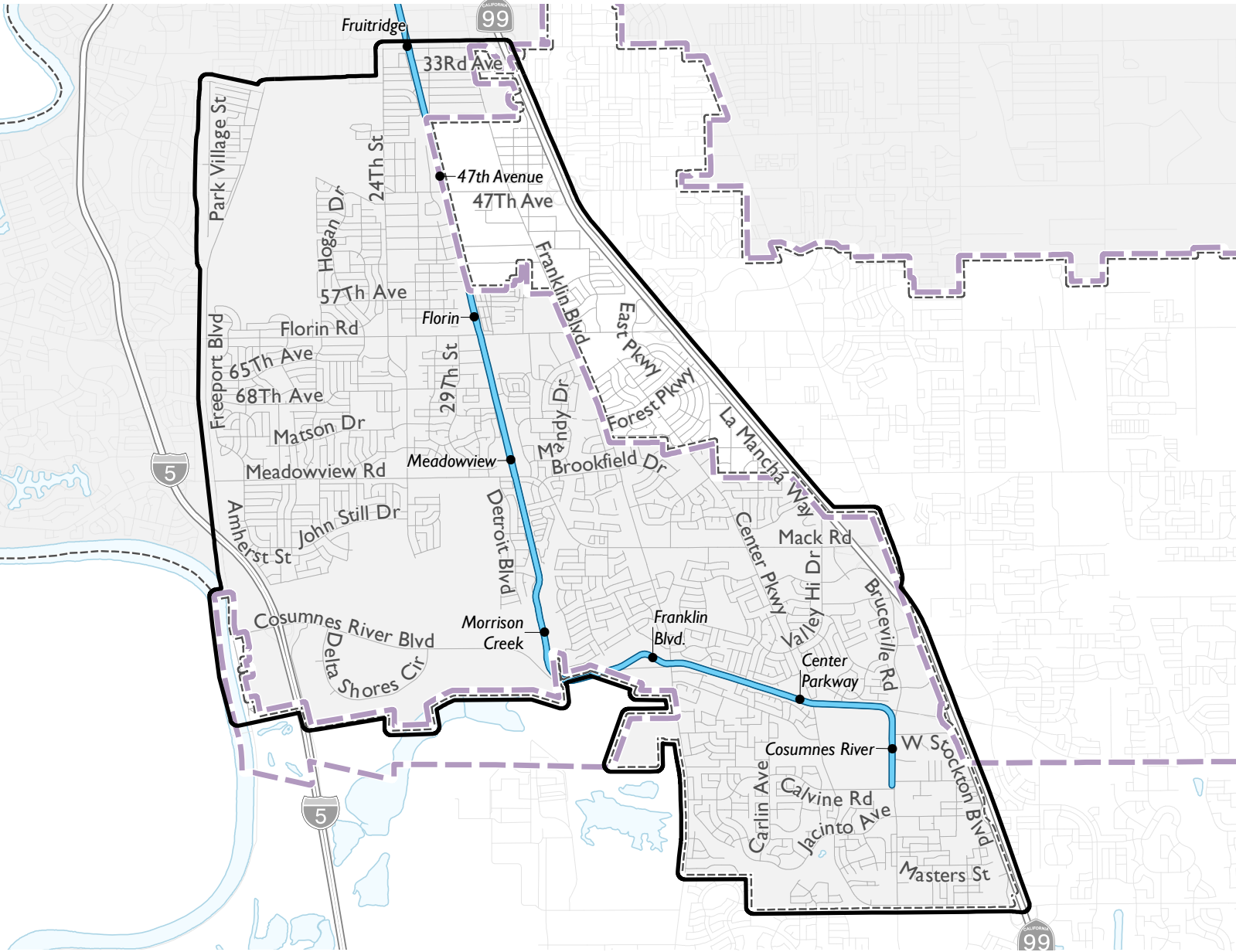
Boulevard to the west. Major landmarks include the Sacramento Executive Airport, Southgate Industrial Park, Cosumnes River College, Laguna Creek Wildlife Area, Valley Hi Community Park, the Samuel & Bonnie Pannell Community Center Park, and Morrison Creek.

DEVELOPMENT AND PLANNING HISTORY





Neighborhoods and business districts in the South Area began to develop in the mid-20th century. The northern part of the community plan area was developed in the 1940s, and the southern part was developed beginning in the 1960s. In 2009, based on extensive community outreach with an environmental justice emphasis, these two areas—previously called the South Sacramento and Airport-Meadowview communities—were integrated into a new South Area Community Plan to plan holistically for the wider area. The South Area Community Plan Area also includes portions of the Town of Freeport Study Area and part of the Fruitridge Florin Study Area, both outside the City limits but within the City’s Sphere of Influence.



One of the largest Community Plan Areas, the South Area is currently home to approximately 116,800 people, of whom about 105,000 live in of the city of Sacramento. It has about 17,500 jobs, with the majority in education and healthcare, including at Kaiser Permanente South Sacramento Medical Center, Methodist Hospital, and Cosumnes River College. Eighty-eight percent of South Area residents identify as part of a racial or ethnic minority community group, the highest percentage of any of the Community Plan Areas. Development in the South Area is predominantly single unit residential, with large arterial streets supporting commercial uses.

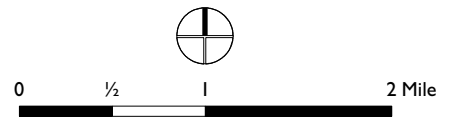
South Area Community Plan Area Boundary



Source: City of Sacramento, 2023; Dyett & Bhatia, 2023

-  South Area Community Plan Area Boundary
-  Sacramento City Limit
-  Sphere of Influence
-  Water

- Light Rail**
-  Existing Light Rail Station
- Existing Route**
-  Blue Line



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, extends from

Highway 99 to the I-5 interchange on the west. The Sacramento Regional Transit (SacRT) Blue Line runs north-south through the plan area and provides access from Cosumnes River College and Valley Hi-North Laguna Library north to Downtown, with stops at Fruitridge, 47th Avenue, Florin, Meadowview, Morrison Creek, Franklin Boulevard, Center Parkway, and Cosumnes River College. Major corridors include Freeport Boulevard, Franklin Boulevard, Florin Road, and Meadowview Road/Mack Road.

Community Vision

IN 2040, the South Area is a thriving hub of ethnic diversity with thriving commercial areas, reliable transportation options, and inclusive economic opportunities. Community centers, health services, jobs, and schools are accessible via connected sidewalks, safe crosswalks, and bicycle-friendly designs, making these services and informal community gathering spaces more accessible to residents. Vacant and underutilized land has been redeveloped into vibrant mixed-use neighborhoods that feature a variety of affordable and adaptable housing options and support high-quality transit service along the SacRT Blue Line light rail and the Florin Road high-frequency bus corridor. These areas complement the South Area's established neighborhoods, where residents live along streets lined with mature trees, and people can walk, bike, or take transit to accomplish most daily errands. Residents have access to a variety of ethnically diverse grocery stores, providing easy access to fresh, healthy, and culturally-relevant food choices. Commercial areas are easily accessible by transit, and are home to many local family-run shops and restaurants. These small businesses complement the South Area's education and health sectors, which provide high-quality jobs and bring in residents from other areas of the city. The South Area also has a flourishing scene for arts, culture, and entertainment: theater groups perform at community centers, choirs sing in local parks and churches, and residents walking down the street hear local musicians practicing through open windows. Active citizen involvement and inclusive collaboration empowers residents and maintains the South Area as a safe and friendly community, where cultural exchange and celebration of diversity are daily occurrences.



Community Issues and Opportunities

The following local planning issues and opportunities are synthesized from community input gathered over the course of the planning process, which included an in-person community plan area meeting in August 2019, a virtual open house conducted in October 2020, community-led “meetings in a box,” and ongoing correspondence from individuals and neighborhood organizations as well as citywide outreach activities. The colored dots next to each paragraph and shown in the legend below indicate where readers can find policies and information related to each community issue and opportunity.

- Addressed in this Community Plan
- See Element 3: Land Use and Placemaking
- See Element 4: Historic and Cultural Resources
- See Element 5: Economic Development
- See Element 6: Environmental Resources and Constraints
- See Element 7: Environmental Justice
- See Element 8: Mobility
- See Element 9: Public Facilities and Safety
- See Element 10: Youth, Parks, Community, and Recreation
- See the Housing Element

● ● **Infill Development** - While most of the South Area is fully built out in established neighborhoods and commercial areas, vacant lots near Cosumnes River College, along commercial corridors such as Mack Road, and in the Delta Shores development, and at the City-owned 102-acre parcel, as well as underutilized lots, such as those along Florin Road, represent opportunities for infill development that can help realize the community vision. Development in these areas can support existing community-serving businesses like grocery stores and mercados, helping new ones to establish and creating new jobs for residents by building on the area’s strength as a healthcare and education centers. Many of these vacant or underutilized parcels have excellent access to light rail, providing direct access to Downtown.

● ● **High Frequency Transit Access** - The recent expansion of the Blue Line to Cosumnes River College could be complemented by the potential for a Bus Rapid Transit (BRT) line on Florin Road. Intensifying residential, mixed-use, and office mixed-use development around stations supporting walking connections to and from stations can help to promote higher transit use and reduce local congestion and air pollution.

● ● **Connectivity** - Many community members are interested in having access to better, more connected walking and biking infrastructure, including a more complete sidewalk network, tree shading, more separated bikeways and shared-use paths, and crosswalks to make it more convenient and comfortable for residents to get around without a car.

● ● **Transportation Safety** - The stretch of Florin Road from 24th Street to Munson Way is one of Sacramento’s top five Vision Zero corridors, identified as having the highest numbers of fatal and serious crashes involving people walking, bicycling, and driving. This corridor is slated for significant safety investments via the City’s Vision Zero efforts. Other corridors and intersections in the area, including Meadowview Road, Mack Road, Valley Hi Drive, Franklin Boulevard, Bruceville Road, Center Parkway Lane, and 24th Street are also within the City’s high injury network and require safety improvements, such as slowing driver speeds, supporting walking and bicycling comfort and convenience, and installing traffic calming measures.

● ● **Housing** - About 77 percent of the South Area’s housing stock is single-unit detached homes, higher than the citywide average. While median home sales and rental rates are lower than the citywide averages, many community members are significantly housing-burdened, meaning that they spend more than 50 percent of their income on housing. Many residents in the South Area are also worried about gentrification or displacement. Promoting a greater variety of housing types within the South Area will help to provide more housing choices for people at all stages of life and at different income levels.



● ● **Air Quality** - Parts of the South Area, particularly low-income neighborhoods, face high air pollution exposure. The California Air Resources Board and the Sacramento Metropolitan Air Quality Management District are working with communities in the South Sacramento-Florin and Meadowview communities to develop community air monitoring and emissions reduction plans. This community plan offers further opportunities for targeted policies that promote the health and well-being of residents.

● ● **Food Culture and Access** - The South Area has a rich tradition of multicultural food offerings, with Asian supermarkets that draw shoppers from all over the region, mercados renowned for their handmade tortillas, and restaurants specializing in cuisine from many different parts of the world. Promoting and supporting these businesses can help to make sure they are not displaced as new development occurs. Despite this, some South Area neighborhoods lack easy access to healthy food and many residents experience food insecurity, meaning that they may not be able to count on having enough food in a given day. In the Meadowview neighborhood, for example, 11 percent of residents experience food insecurity. Increasing access to food through a variety of measures, such as incentivizing development of new grocery stores, ensuring that markets accept SNAP benefits, and planting fruit trees in parks can help to reduce food insecurity and make sure that all South Area residents can participate in its thriving food culture.

● ● **Tree Canopy** - Much of the plan area developed in the decades after World War II, where the focus was on accommodating automobiles, and planter strips with trees between the street from the sidewalks were not required, parking lots were constructed with no tree shading, and trees were not considered a critical component of residential and commercial developments. In addition, the current cost to maintain mature trees often discourages inclusion of trees on private property. Public tree planting opportunities exist in existing and future parks, where roadways can be rebuilt, and in partnership with local school districts to advance tree planting on public school sites. In the 1920s, elm trees were planted along both sides of Freeport Boulevard from Meadowview Road to the south city limits to honor the Sacramento County soldiers who died in World War I; however, Dutch elm disease has killed many of these specimens. The Urban Forestry section, a division of the Department

of Public Works, has begun replacing these lost Victory Trees with new hybrid elm trees, which are much more resistant to various diseases. Elsewhere in the South Area, especially in southern parts, lower tree canopies make residents, many of whom live in disadvantaged communities, more vulnerable to extreme heat. Planting more trees and providing cooling centers can help to address these issues as climate change exacerbates extreme heat in Sacramento.

● ● **Community Spaces** - Community centers, including the Sam and Bonnie Pannell Community Center and Mack Road Community Center, are beloved gathering places in the South Area. As new residents move in and the demand for community spaces increases, facilities may require renovations and updates to continue to meet community needs. Many residents also desire an additional community center or other gathering spaces, especially for arts, culture, youth programming, and entertainment, and to host community events and programs, especially in the eastern side of the community planning area near the Valley Hi neighborhood. Many South Area residents would like to see increased access to local theaters, museums, concert halls, sports facilities, art classes, festivals, and family events, including through partnerships with organizations like the Sacramento Native American Food Center. Increased park amenities, such as a community center, splash pads, sports facilities, and public restrooms could also enhance quality of life in the South Area.



● ● **Utility Infrastructure Improvements** - The South Area requires some infrastructure upgrades to improve community resiliency. There is persistent flooding along the Union Pacific tracks, particularly along portions of Florin, Morrison, Elder, and Union House Creeks; the Sacramento Area Flood Control Agency (SAFCA) is currently pursuing flood control options to achieve 200-year flood protection, including floodwalls. Some stormwater facilities, particularly near the Executive Airport and the Meadowview neighborhood, and wastewater collection facilities throughout the area, are in need of further analysis, likely leading to required upgrades. New development near the Florin Morrison Creek Light Rail Station would also require new infrastructure to handle increased populations.

● ● **Public Services** - Many community members also cited the need for more community services, especially resources for families, seniors, veterans, low-income residents, and homeless populations; youth programs and internships; after school care; reopening Huntington and Mark Hopkins Elementary schools; mental health services; housing resources; educational opportunities; and job training. Some community members mentioned the possibility of new community amenities, such as soccer fields, at the formerly federally-owned 102-acre parcel at 3100 Meadowview Road.

● ● **Police Relationships** - South Area residents and the Sacramento Police Department have sought ways to build trust between police and community members, particularly through community policing programs, partnerships with community-based organizations (CBOs), and community-based events. The Sacramento Police Department’s South Command facility is located just north of the South Area on Franklin Boulevard, and their headquarters is also just north of the South Area on Freeport Boulevard. The Police Activities League, which is within the department’s Outreach and Engagement Division, sponsors sports and other activities in which police officers assist in the coaching and mentoring of at-risk youth. Positive outreach and engagement with the community, including youth, remains a high priority for the community and an area for continued focus.

● ● **Unincorporated Areas** - The South Area Community Plan Area includes portions of two unincorporated areas – the town of Freeport Study Area and part of the Fruitridge-Florin Study Area. The City provides some public services for these areas, but some of these areas need improvements. Collaborating with Sacramento County on a master plan for the town of Freeport could help its local businesses and set priorities for infrastructure and streetscape investments.



Contextual Topic Areas

LAND USE AND PLACEMAKING

In Part 2 of the General Plan, the Land Use and Placemaking Element includes a land use diagram as well as maps that show maximum floor area ratio (FAR), minimum FAR, and minimum density standards across the city. Together, these maps provide direction for land use and development intensities citywide. Development in the South Area is subject to these citywide development standards, and close-ups of these land use designations and development intensities for the South Area Community Plan Area are provided in **Maps CP-SA-2** through **CP-SA-5** for ease of reference.

In the South Area, the SacRT Blue Line light rail and high frequency bus routes create opportunities for transit-oriented infill development of vacant and underutilized properties. Land use designations in these transit-oriented development areas are intended to promote mixed-use areas near light rail and bus service to incentivize multi-unit housing that supports more frequent/reliable transit service and bolsters retail vitality. Infill development can also help catalyze other improvements that are important to the community such as attracting grocery stores, completing gaps in the sidewalk network, and improving access to parks and community gardens.

Residential Mixed-Use land use designations can help to promote housing mixed with retail and other community-serving uses, while Office Mixed-Use, located primarily near existing health care providers near Bruceville Road, can help to promote growth in the health care sector—projected to see high growth as Sacramento’s population ages—which includes Dignity Health, Kaiser Permanente, and other health and senior-care providers. The Sacramento Executive Airport, operated by Sacramento County, is not currently slated for redevelopment, but may undergo a master planning process in the near future. Along Florin Road, which features a SacRT Blue Line light rail station and is also slated for a potential future bus rapid transit line, there are many opportunity sites ripe for development. Funding sources to help incentivize and facilitate this new development could include the U.S. Department of Housing and Urban Development’s HOME Investment Partnerships Program, Community Development Block Grants, and project-based tenant vouchers; Opportunity Zone incentives, which allow tax deferral in exchange for development in certain areas, including along the Florin corridor; and Sacramento’s Housing Trust Fund, low-income housing tax credits, New Markets Tax Credits, and tax-exempt



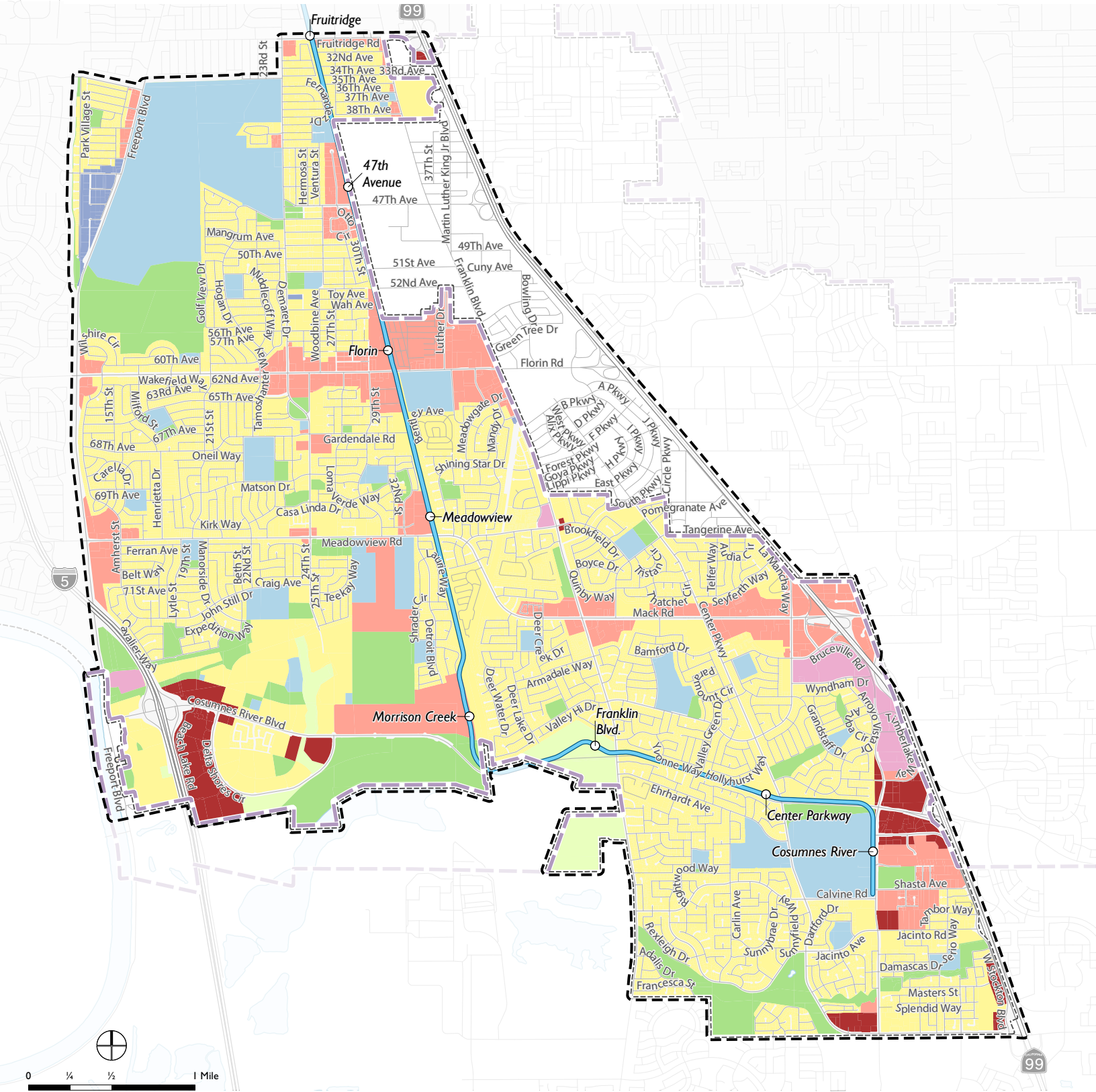
bond debt regulatory options. The Delta Shores development is another prominent new growth opportunity site with adopted Planned Unit Development (PUD) guidelines specifying where parks and open space, housing, commercial and mixed-use areas, and new public services will be. Additionally, in 2022, the City acquired a formerly federally-owned 102-acre vacant property near the Meadowview Light Rail Station, which offers the opportunity to create a potential new amenity or mixed-use area to serve current and future South Area residents. The Meadowview Light Rail Station, itself, provides opportunities for connectivity and transit-oriented development. A detailed description of the Meadowview Light Rail Station as a potential transit village area can be found in Appendix SA-A. Finally, as an ethnically diverse community, the South Area is home to many of the region’s most popular multicultural grocery stores and restaurants. Many of these businesses are locally owned and family run.

The town of Freeport, outside City limits but partially within this Community Plan Area and the City’s Sphere of Influence, is an important historic site, but does not currently have access to water and sewer infrastructure; residents use wells and septic tanks for water and wastewater. The City may reach out to community stakeholders in the future to discuss the potential for annexation of this area in order to provide full municipal services which could improve the quality of life for the residents. For more information about the town of Freeport, please see the section on Special Study Areas.
















Land use-related policies in this Community Plan complement Citywide policies in the Land Use and Placemaking Element, as well as policies in the Housing Element that promote availability of a wider range of housing types, improve housing affordability, and build in anti-displacement measures. Descriptions of allowed land uses within the different land use designations can also be found in the Land Use and Placemaking Element. Additional policies in Economic Development Element aim help to address equitable economic development, including coupling business development and attraction efforts with workforce development strategies to ensure that local residents are equipped with the skills needed to perform in the new job sectors.



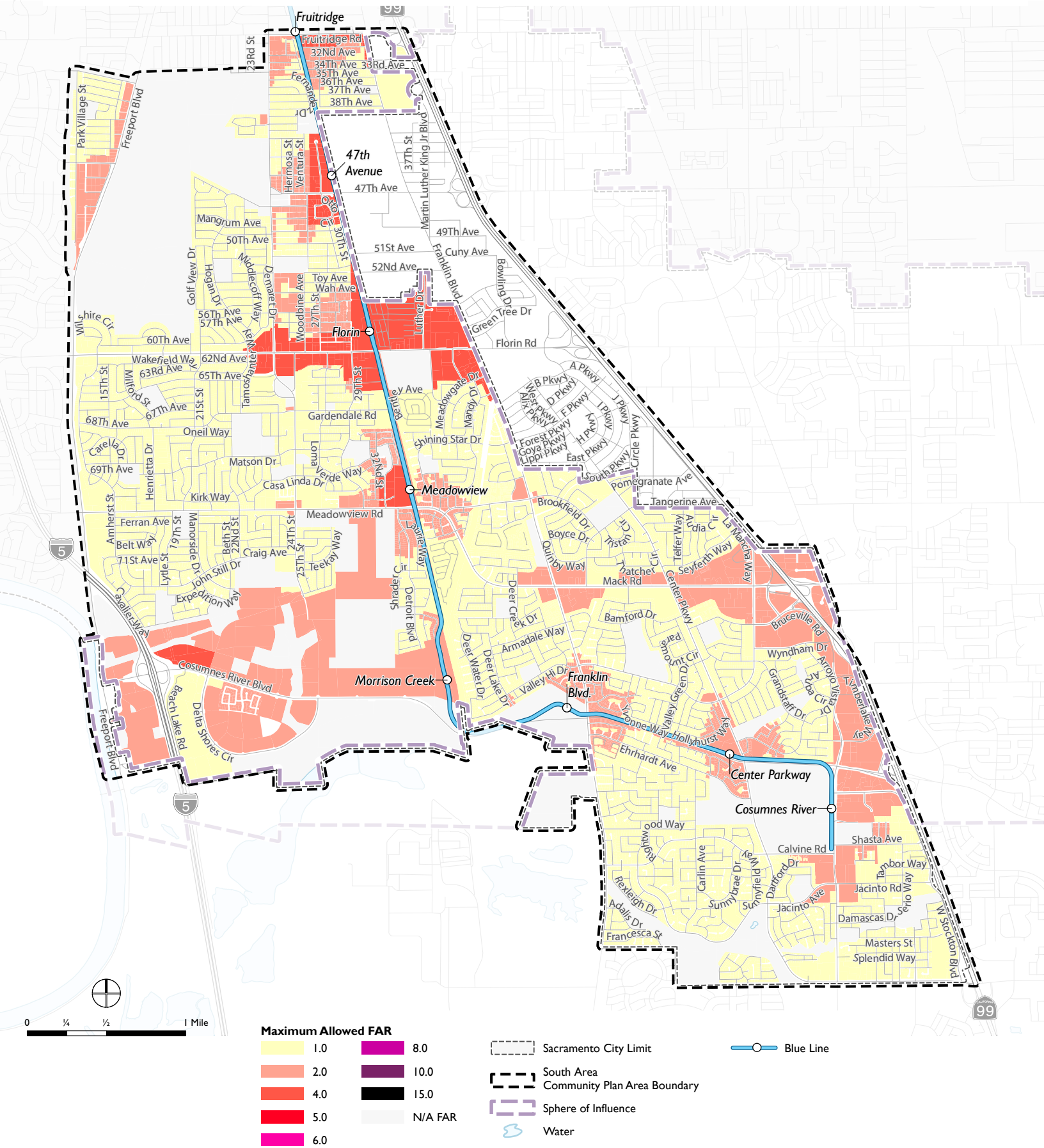
Map CP-SA-2 South Area Land Use



Land Use Designations

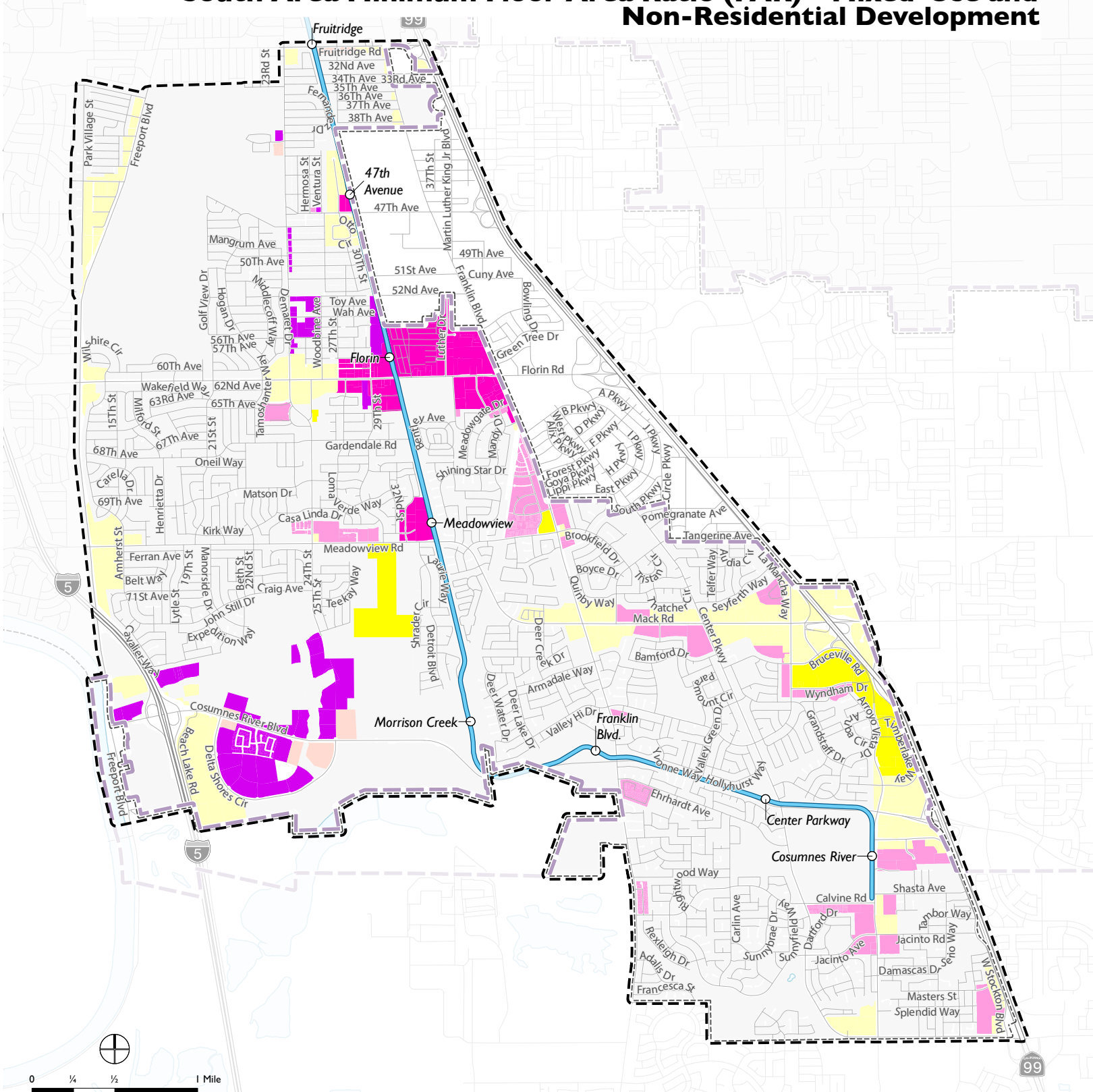
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|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
|  Rural Residential (RR) |  Employment Mixed-Use (EMU) |  Sacramento City Limit |  Blue Line |
|  Neighborhood (N) |  Industrial Mixed-Use (IMU) |  South Area Community Plan Area Boundary | |
|  Residential Mixed-Use (RMU) |  Public/Quasi-Public (PQP) |  Sphere of Influence | |
|  Office Mixed-Use (OMU) |  Parks and Recreation (PR) |  Water | |
|  Commercial Mixed-Use (CMU) |  Open Space (OS) | | |

South Area Maximum Floor Area Ratio (FAR) - All Development



Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

South Area Minimum Floor Area Ratio (FAR) – Mixed-Use and Non-Residential Development

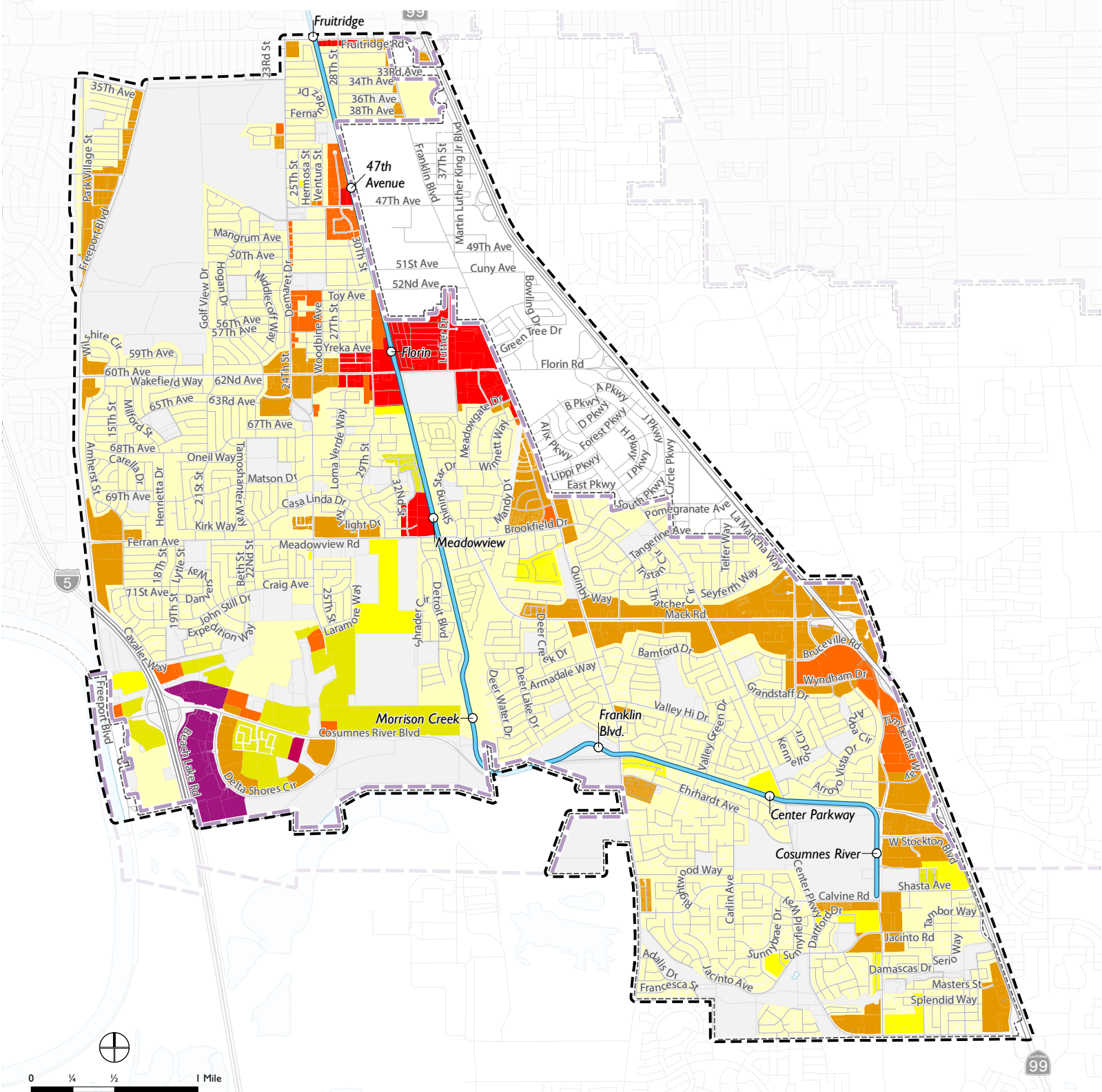


Minimum Allowed FAR	
	0.15
	0.25
	0.30
	0.35
	0.40
	0.50
	1.50
	2.00
	N/A FAR
	N/A FAR

- Sacramento City Limit
- South Area Community Plan Area Boundary
- Sphere of Influence
- Blue Line
- Water

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Map CP-SA-5 South Area Minimum Residential Density



Dwelling Units (per acre)

0.25	18
3	20
7	24
8	32
12	33
15	61

- Sacramento City Limit
- South Area Community Plan Area Boundary
- Sphere of Influence
- Blue Line
- Water

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

MOBILITY

Expanding convenient and comfortable active transportation and transit options within the South Area is a critical step in achieving citywide objectives for sustainability, equity, and safety. Within the Plan Area, several streets are identified as part of the High Injury Network, where most of the crashes resulting in serious injury or death take place, including Freeport Boulevard, 24th Street, Florin Road, Meadowview Road, Franklin Boulevard, Mack Road, Valley Hi Drive, and Bruceville Road. Notably, part of Florin Road is a Vision Zero Top 5 Corridor and parts of Valley Hi Drive and Elsie Avenue are Vision Zero Top 10 corridors, which have the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists in the city. The City has planned major streetscape improvements on Florin Road; removing travel lanes in other locations, including on portions of Center Parkway and Valley Hi Drive, could create more space for people walking, bicycling, and taking transit, reduce speeds and improve safety for all users. SacRT’s SmarT Ride program, an on-call app-based shuttle currently being piloted in some areas of the city, including the South Area, complements more traditional transit programs to help expand transit access for more residents. **Map CP-SA-6** shows the existing and planned roadway allocations for the South Area, which are street segments throughout the city that have been identified as places where excessive roadway capacity—in other words, too many vehicle travel lanes—could be repurposed as spaces to prioritize walking, bicycling, and transit use. These could take the form of improvements such as wider sidewalks, protected bike lanes, bulb-out transit stops, and bus-only lanes, and will require further community outreach, study, and roadway design.

Other improvements and interventions identified in the Mobility Element, Pedestrian Master Plan, Bicycle Master Plan, and the Transportation Priorities Plan will help to address additional gaps in the walking and bicycling networks, including along Florin Road, Freeport Boulevard, 24th Street, 30th Street, and around Luther Burbank High School and the Florin Light Rail Station. Enacting these policies presents opportunities to enhance safety and recreation and create appealing options for walking, bicycling and taking transit.

The Florin Light Rail Station, in particular, presents a tremendous opportunity for transit-oriented development and is within the Florin Transit Village Plan (shown in **Figure SA-1**), adopted pursuant to California Government Code Section 65460.2. In accordance with State law, the Florin Transit Development District encompasses the

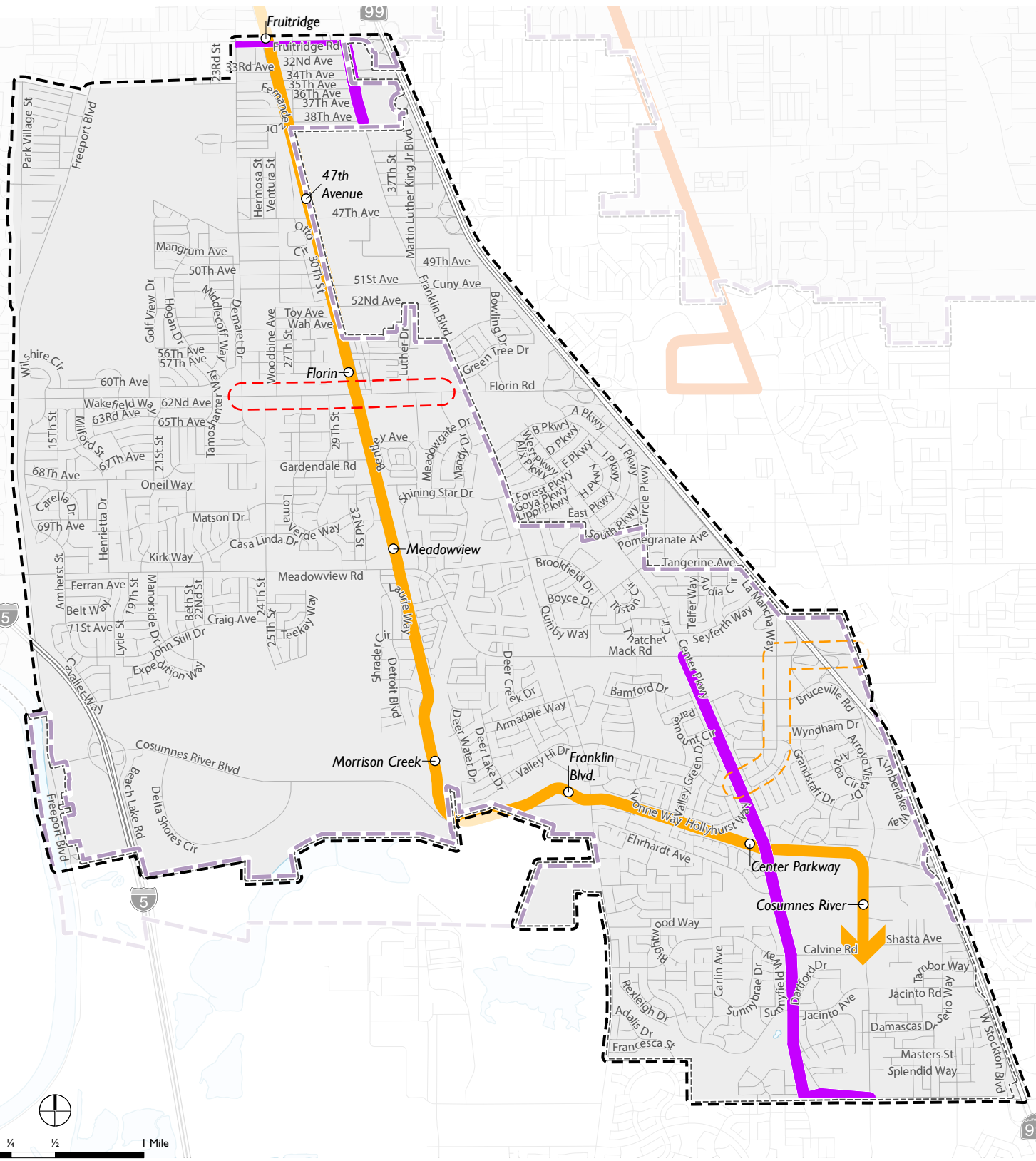
area within a quarter mile of the existing light rail station. The Transit Village Plan Area is envisioned as a mixed-use community with range of housing types as well as retail services, facilities, and parks and greenways that serve residents as well as surrounding neighborhoods. The large parcels 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.

For additional policies relating to connectivity, transportation safety, and transit in the South Area, please see the Mobility Element.

Figure SA-1: Florin Transit Village Plan Area with Florin Transit Development District Boundary (1/4 mile radius from station)



Map CP-SA-6 South Area Roadway Reallocations



- Light Rail Station
- High-Frequency Transit
- Existing High-Frequency Transit Light Rail
- Future Roadway Reallocation Segment
- Vision Zero Top Ten Corridors***
 - Top 1-5
 - Top 6-10
- Sacramento City Limit
- South Area Community Plan Area Boundary
- Sphere of Influence
- Water

*Corridors with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

PARK ACCESS

The South Area is generally well-served by City parks, with 11 community parks, 2 public golf courses, 21 neighborhood parks, 3 open space parks, and the Jacinto Creek Parkway (a linear shared path). Most neighborhoods have a park within a 10-minute walk from home, although there are still existing gaps in park access in a few locations. **Map CP-SA-7** illustrates park accessibility within the South Area.

Within the planned development at Delta Shores, new neighborhood and community parks are planned, as well as a new regional park that will provide both new recreational spaces for residents and critical habitat for local species. Adjacent to the Regional Sanitation Bufferlands, a large open space owned and operated by Regional San provides buffer space around wastewater treatment facilities, including large, protected habitat areas. The Regional Sanitation Bufferlands, while not open for unrestricted public access, regularly hosts tours available

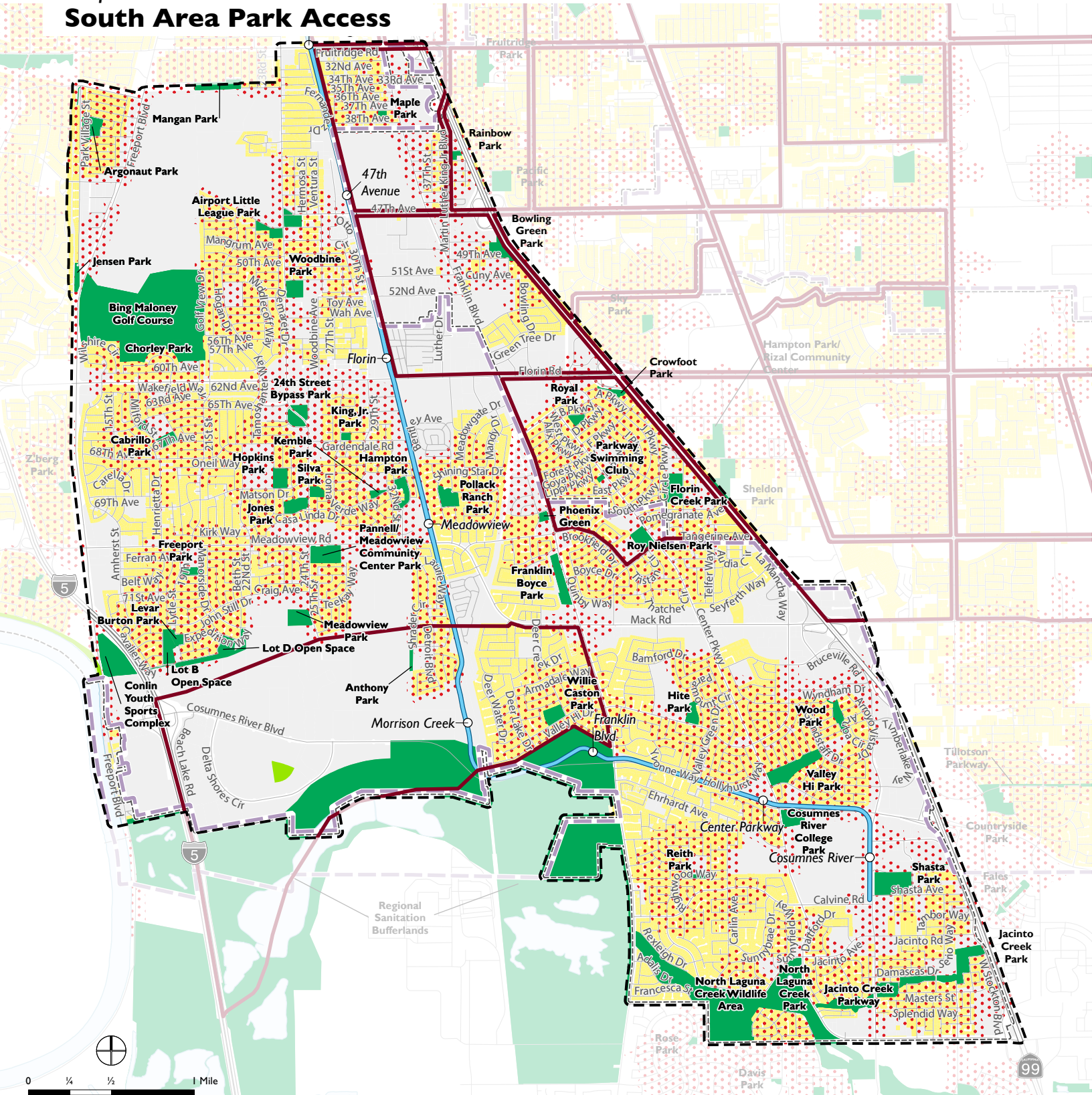
to the public, such as birdwatching events. Other open spaces, including along Jacinto and Laguna creeks, provide opportunities to build linear shared use paths to improve bicycle and pedestrian connectivity and resident access to open spaces.

The planned Mangan Nursery Urban Agricultural Hub, located just north of the South Area Community Plan Area, will help expand food access in the South Area, and will develop partnerships with community groups, such as the Three Sisters Gardens and Planting Justice and the Senior Gleaners, a community organization dedicated to getting extra homegrown produce to those in need, partnerships which could be further explored in future food access projects.

Additional policies addressing park maintenance and access can be found in the Youth, Parks, Recreation, and Open Space Element.



South Area Park Access



- 10-minute Walking Access to a Park
- Existing Park
- Proposed Park
- Disadvantaged Community
- Residential Area
- Sacramento City Limit
- South Area Community Plan Area Boundary
- Sphere of Influence
- Blue Line
- Water

Source: City of Sacramento, 2018; Dyett & Bhatia, 2022

Community Policies

The policies below address issues specific to the South Area and supplement citywide policies; many of the issues and opportunities of the South Area are common to many areas of Sacramento and are addressed at the citywide level. The policies below address issues specific to the South Area and supplement citywide policies; many of the issues and opportunities of the South Area are common to many areas of Sacramento and are addressed at the citywide level.

Land Use and Placemaking

SA-LUP-1 Development Around South Line Light Rail Stations. The City shall work with SacRT to support higher density, transit-oriented uses that include a mix of retail, residential, and office around light rail stations, supporting convenient walking access to stations.

SA-LUP-2 102-Acre Parcel. The City shall work with the community to develop a vision for future development of the new City-owned vacant parcel at 3100 Meadowview Road, studying a variety of uses such as housing, parks, a regional sports complex, and other community amenities.

SA-LUP-3 Neighborhood-Serving Land Uses Around Commercial Corridors. The City shall continue to support commercial, recreation, residential, and community-serving retail uses – particularly family-owned, culturally diverse local businesses – along the Franklin Boulevard, Mack Road, Florin Road, and Freeport Boulevard corridors through land use regulations that foster a diverse mix of old and new development.



SA-LUP-4 Corridor Revitalization. The City shall continue to work with local community groups and neighborhood associations to revitalize South Area corridors by removing visual blight; addressing public safety issues; providing streetscape improvements, including median and street tree plantings, improved bike lanes, placemaking signage and public art, widened/separated sidewalks and multi-use trails; and promoting each corridor as a distinct, vital commercial business area.

SA-LUP-5 Florin Road Reinvestment and Economic Development. In conjunction with the Florin Road Partnership, Sacramento Regional Transit District (SacRT), and Sacramento Housing and Redevelopment Agency (SHRA), the City shall explore ways to leverage various funding mechanisms to facilitate and incentivize high-quality mixed-use redevelopment of the Florin Road corridor.

SA-LUP-6 South Area Food Culture. The City shall collaborate with the Franklin Boulevard, Mack Road, and Florin Road property business improvement districts to support the area's businesses, particularly the vibrant and diverse food culture of mercados, open markets, restaurants, and other food businesses. Explore support for business marketing and promotion locally and through regional marketing programs such as Visit Sacramento.



SA-LUP-7 Health Care Sector Growth. The City will promote and support spin-off investments and medical service real estate growth and expansion related to Kaiser Permanente, Dignity Health, senior care facilities, and any affiliated providers to increase employment opportunities and health services in the South Area.

SA-LUP-8 Sacramento Executive Airport. The City shall participate in any updates to the Airport Land Use Compatibility Plan or changes to the lease agreement with Sacramento County.

SA-LUP-9 Industrial Development Near 47th Avenue. The City shall promote, through coordination with Sacramento County, intensification and redevelopment of the underutilized industrial area south of 47th Avenue and the former Campbell’s Soup factory on Franklin Boulevard.

SA-LUP-10 Industrial Relocation. The City shall promote the relocation of industrial uses (such as auto wrecking and junkyards) from commercial corridors and residential neighborhoods to designated industrial areas.

SA-LUP-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 require single-loaded streets with front-on lots adjacent to Jacinto Creek, if feasible.

SA-LUP-12 Mixed-Use Corridor. The City shall promote more mixed-use development, including high-quality residential development, along the Franklin Boulevard corridor between the key commercial nodes by allowing residential and mixed-use development in commercial zones, and through the use of zoning, flexible development standards, and other development incentives.

SA-LUP-13 Coordination. The City shall coordinate closely with the Sacramento Regional Transit District (SacRT), the Florin Road Partnership, neighborhood associations, and other business and community groups in the development of the transit village area.



SA-LUP-14 Meadowview Light Rail Station. The City shall promote the continued development of a new transit-oriented neighborhood on the vacant land and surface parking lots adjacent to the Meadowview Light Rail Station, with the transit station as its focal point. The development shall:

- Locate 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.
- 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.
- Develop a centrally located neighborhood park that serves as a central feature of the area.
- Create small parks and plazas throughout the area for residents, nearby neighbors, and visitors, including enhancing the existing plaza in front of the transit station.

SA-LUP-15 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 Freeport's historic riverfront character, including, following extension of services to the town of Freeport, a main street master plan to guide future construction of infrastructure improvements.

Historic and Cultural Resources

There are no historic and cultural resource policies specific to the South Area that supplement the citywide General Plan policies. Please see the Historic and Cultural Resources Element in Part 2 of the General Plan.

Economic Development

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

Environmental Resources and Constraints

There are no environmental resources and constraints policies specific to the South Area that supplement the citywide General Plan policies. Please see the Environmental Resources and Constraints Element in Part 2 of the General Plan.

Environmental Justice

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

Mobility

SA-M-1 High-Frequency Transit. The City should collaborate with the Sacramento Regional Transit District (SacRT) to plan and implement high-frequency transit between Indian Lane and Franklin Boulevard, consistent with the Sacramento Regional Transit Master Plan and to the satisfaction of the City's Department of Public Works.

Public Facilities and Safety

SA-PFS-1 Effective Infrastructure at TODs. The City shall ensure that development plans provide for adequate water, sewer, and drainage capacity to support high-density transit-oriented development at Florin, Meadowview, Franklin, and Cosumnes Sacramento Regional Transit District (SacRT) Blue Line light rail stations.

SA-PFS-2 Community Relations. The City shall work to strengthen relationships between South Area community members and law enforcement by partnering with community-based organizations to create positive and meaningful interactions with the South Area community; collaborating with the South Sacramento area schools to find opportunities to include police officers in school events and festivals; and collaborating with the Police Department to expand existing youth leadership training, sports, and other police officer mentorship and coaching offerings to locations in South Area schools, parks, and community centers, in order to build trust and collaboration between officers and community members.

SA-PFS-3 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.

SA-PFS-4 Utility Undergrounding. The City shall work with the Sacramento Municipal Utility District (SMUD) and cable companies to underground power lines on Florin Road.

SA-PFS-5 Infrastructure Deficiencies. The City shall assist developers in formulating plans to resolve wastewater collection system deficiencies.

SA-PFS-6 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 Union House Creeks) that will provide 200-year flood protection from the Sacramento River to the Union Pacific railroad tracks.



Youth, Parks, Recreation, and Open Space

SA-YPRO-1 Regional Park. The City shall update the citywide Parks Plan 2040 to provide for development of a new regional park in Delta Shores that is designed to take advantage of the existing environmental features, including by integrating wildlife habitat protection into the park design, and shall work with the Sacramento Regional Sanitation District to connect it with the Regional Sanitation Bufferlands.

SA-YPRO-2 Franklin Boyce Park Access. The City shall explore options to expand pedestrian access to Franklin Boyce Park from adjacent neighborhoods such as by creating a pedestrian entrance on the west side over the drainage canal.

SA-YPRO-3 Joint-Use Agreements. The City shall pursue joint-use agreements with the Sacramento City and Elk Grove Unified School Districts (USDs) that allow for community use of select elementary school fields and playgrounds to improve park access in the South Area.

SA-YPRO-4 Community Center Location. The City shall seek to locate a new community center in the eastern portion of the South Area Community Plan Area.

SA-YPRO-5 Laguna Floodplain Open Space. The City shall preserve open space, maintain passive recreational facilities with designated multi-use paths, and enhance the natural features of Laguna Creek, making floodplain improvements within Laguna's floodplain areas that include natural vegetation of the interior, planting of trees along the floodway outside the berm, development of the existing park node adjacent to the floodway, maintaining suitable habitat for protected wildlife species, and planting an unlined low-flow channel with emergent vegetation. Any vegetation to be planted along and within the floodway will need to be reviewed and accepted by the Department of Utilities.

SA-YPRO-6 Food-Anchored Resiliency Hubs. The City shall support food-anchored resiliency hubs for urban agriculture and social entrepreneurship, youth mentorship, and farmer training to create increased access to living-wage green jobs, youth employment opportunities, affordable organic produce, and a variety of educational opportunities on organic farming, sustainability, culinary arts, and health.

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:

- Meadowview Road Streetscapes (ongoing)
- Franklin Boulevard Complete Streets Project (ongoing)



APPENDIX SA-A: MEADOWVIEW LIGHT RAIL STATION TRANSIT VILLAGE

TABLE OF FIGURES

- Figure SA-A-1:** Meadowview Light Rail Station Opportunity Area Boundary
- Figure SA-A-2:** Meadowview Light Rail Station Opportunity Area Design Concept



Appendix SA-A: Meadowview Light Rail Station

LOCATION

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. 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. This station serves the surrounding residential neighborhoods as well as the nearby Sam Pannell Community Center. 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, with some recent housing development in the northern half of the site, including new park space. The residential units to the north, 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.

VISION FOR THE FUTURE

Given the established and predominantly residential land use pattern on surrounding properties, the Meadowview Light Rail Station area is anticipated to include a range of housing types at a variety of densities. Neighborhood serving commercial and/or community services should 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, would serve the growing

Figure SA-A-1: Meadowview Light Rail Station Opportunity Area Boundary



community. Such development could 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 could create dynamic places where all ages, including young and elderly members of the family, can spend time. These uses should be located and built with a neighborhood oriented focus. The proximity and walkability of so many homes close to the transit station will support frequent, reliable transit service.

KEY ISSUES

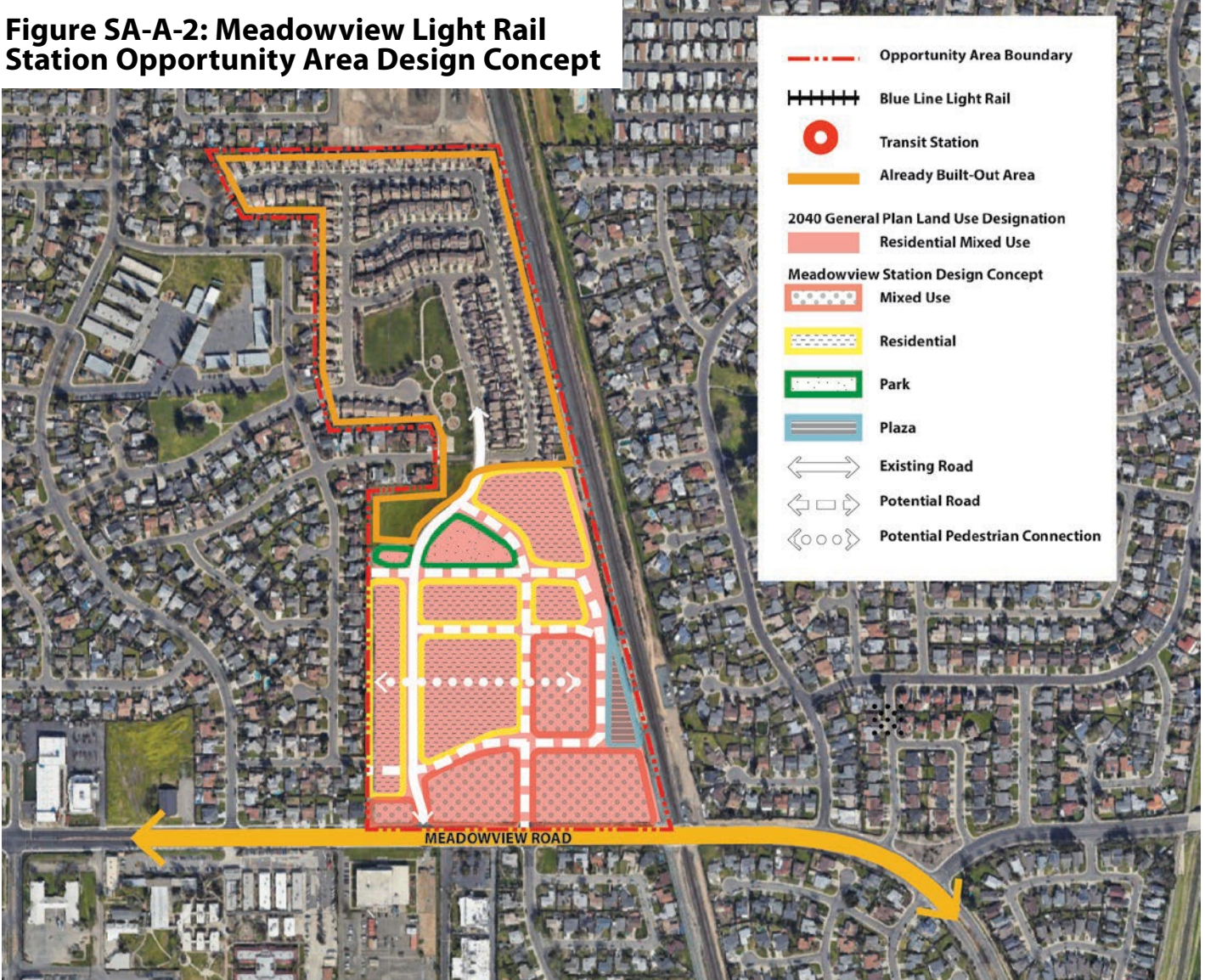
The list below represents issues and weaknesses that need to be addressed as development in the Meadowview Light Rail Station area proceeds.

- 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.

Figure SA-A-2: Meadowview Light Rail Station Opportunity Area Design Concept



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.
- 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.

Please see Policies SA-LUP-13: Meadowview Station and SA-M-4: Meadowview Station Streets for policies related to the Meadowview Light Rail Station Opportunity Area.

The Meadowview Light Rail Station Opportunity Area includes three land use designations: Residential Mixed Use (RMU), Neighborhood, and Parks and Recreation. The remaining vacant land on the site is all designated Residential Mixed Use. For more information on these designations, their allowed uses, allowed development intensity, and urban form guidelines, see the Land Use and Placemaking Element of the General Plan.