

# Exhibit A

## 2030 General Plan/South Area Community Plan Amendment

### Policy Additions

[To be inserted after the infrastructure challenges discussion on page 3-SA-36 of the South Area Community Plan chapter of the City's 2030 General Plan.]

#### **Policies for the Florin Road Corridor/Florin Subregional Center**

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

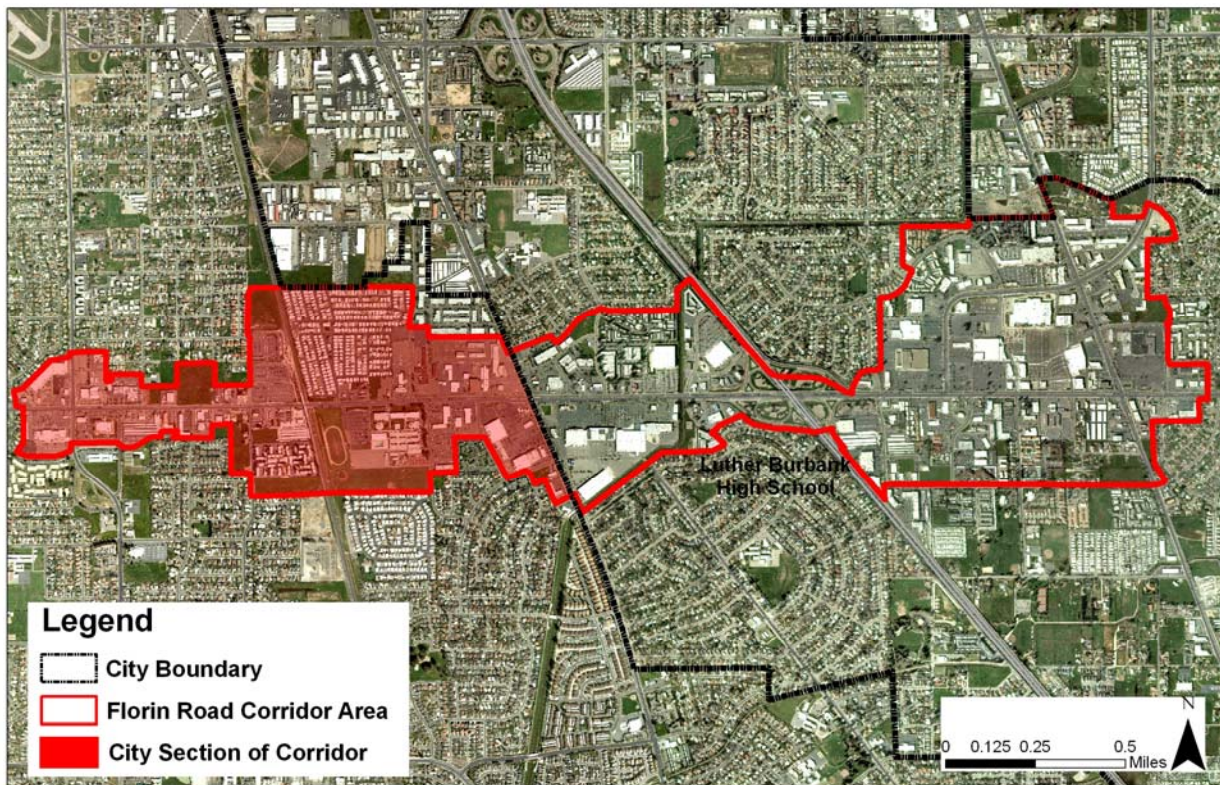


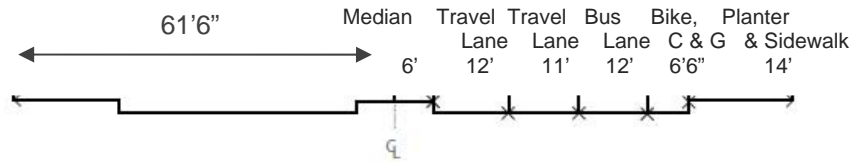
Figure SA-FRC-1 – Florin Road Corridor showing City section (shaded).

shaded area).

**SA.FRC 1.1 Commercial Nodes.** The City shall create key commercial nodes by concentrating commercial zoning around the key intersections of 24th Street and Florin and Franklin Blvd. and Florin. (RDR)

- SA.FRC 1.2 Mixed-Use Corridor.** The City shall promote more mixed-use development on the corridor between the key commercial nodes through the use of zoning, flexible development standards, and other development incentives. *(RDR)*
- SA.FRC 1.3 Residential Development.** The City shall encourage high quality residential development along the corridor, especially in areas between the major commercial nodes, by allowing residential and mixed-use development in commercial zones. *(RDR)*
- SA.FRC 1.4 Large Parcel Development.** The City shall encourage the addition of new streets and smaller block sizes as well as bicycle/pedestrian pathways to help provide better access to large parcels and to develop a more walkable environment. *(RDR)*
- SA.FRC 1.5 Reinvestment and Redevelopment.** The City shall explore regulatory options and tools that facilitate land assembly, identify financial resources, and promote reinvestment in order to encourage new development on the corridor. *(RDR, FB)*
- SA.FRC 1.6 Economic Development.** In conjunction with the Florin Road Partnership, the City shall continue to use the enterprise zone and pursue other incentives to support existing businesses and attract new employers. *(JP, MPSP)*
- SA.FRC 1.7 Parks and Gathering Places.** The City shall encourage the development of parks, plazas, and other types of gathering places for people at key locations, such as the light rail station or commercial nodes, on Florin Road and promote events and programming for those places. *(RDR)*
- SA.FRC 1.8 Circulation.** The City shall require circulation improvements that promote a multi-modal (e.g., pedestrian, bicycles, transit, and automobiles) transportation network on Florin Road. *(RDR, MPSP)*
- SA.FRC 1.9 Bus Rapid Transit.** The City shall provide sufficient right-of-way along Florin Road between Indian Lane and Franklin Boulevard in order to support improved transit service there, including bus rapid transit (BRT) lanes or business access transit (BAT) lanes, consistent with the Sacramento Regional Transit Master Plan and to the satisfaction of the City's Department of Transportation. Refer to example Florin Road cross section in Figure SA.FRC-2 below. *(RDR, MPSP)*

**Figure SA.FRC-2  
Florin Road – Example BRT Configuration  
4-Lane Arterial with Bus Rapid Transit Lanes  
(123' ROW)**



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

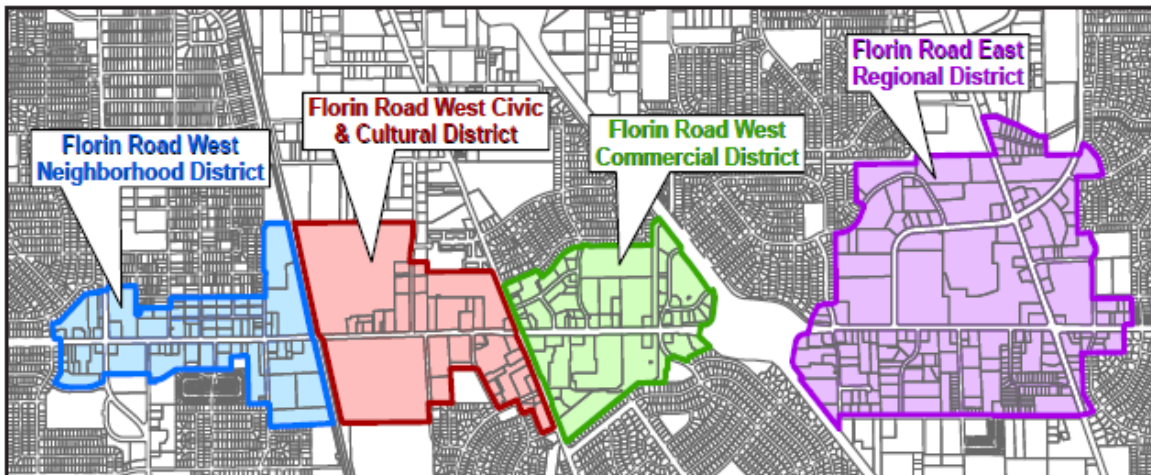


Figure SA-FRC-3 – Florin District Overview Map

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

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

## Florin Transit Village Plan

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

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

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

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



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

- SA.FTV 1.2 Incompatible Uses.** The City shall discourage uses within the Florin Transit Village that might be detrimental to transit ridership such as those with low frequency patronage, or automobile related uses, such as warehouses, self-storage, service stations, or car sales lots. *(RDR)*
- SA.FTV 1.3 Variety of Housing Types.** Through the use of zoning, incentives, and flexible development standards, the City shall encourage a range of housing types including such housing types as compact single-family housing, townhouses, condominiums, lofts and apartments that meet the needs of a diverse population. *(RDR)*
- SA.FTV 1.4 Screening and Buffering.** The City shall require new development in the Florin Transit Village to provide screening and buffering from adjacent industrial uses (e.g. railroad tracks) in the form of landscaping, masonry walls, or parking lots (surface and structure) to reduce potential noise and visual impacts. *(RDR)*
- SA.FTV 1.5 Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the Florin Transit Village as a visual link between business and pedestrians. Ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall have non-reflective, transparent windows. *(RDR)*
- SA.FTV 1.6 Development Incentives.** The City shall pursue grant funds and whenever possible offer economic and/or regulatory incentives for transit-oriented development (TOD) projects in the plan area. *(RDR, FB)*
- SA.FTV 1.7 Infrastructure Financing.** The City shall pursue funding for infrastructure improvements in the transit village area and shall require new development to participate in a funding program or pay their fair share for infrastructure improvements. *(FB)*
- SA.FTV 1.8 Greenways, Parks and Public Spaces.** The City shall require that development of the Florin Transit Village area include a variety of public spaces and gathering places such as parks and plazas as well as a network of pedestrian greenways that link the open spaces to residences, businesses, and the station area. *(RDR)*
- SA.FTV 1.9 Street Network and Design.** The City shall require a network of streets that establish an urban block pattern in order to ensure that traffic will move slowly through the area, and pedestrians will be able to cross at intersections with safety and ease. Furthermore, as the only signalized entrance in the station area, the City shall require that Indian Lane is designed so that it becomes a safe entry point for pedestrians, automobiles and bicycles. *(RDR, MPSP)*
- SA.FTV 1.10 Connections.** The City shall ensure clear, safe and convenient access to and from the station area including connections to the surrounding neighborhoods, Luther Burbank

High School and eventual connections to residential and commercial areas east of the light rail tracks. (*RDR, MPSP*)

**SA.FTV 1.11 Parking.** The City shall support reduced parking ratios for transit oriented residential or commercial development in the transit village area and promote the efficient design and use of parking including curbside parking, shared parking, and the use of parking structures for higher density development and park-and-ride areas. (*RDR*)

**SA.FTV 1.12 Coordination.** The City shall coordinate closely with Regional Transit, the Florin Road Partnership, neighborhood associations, and other business and community groups in the development of the transit village area. (*IGC, JP*)