August 12, 2013

Mr. Greg Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Subject: SACOG Community Design Program Grant Application 2014 (Round 6)  
Project:    Old Florin Town Streetscape, Phase 2

Dear Mr. Chew:

The County of Sacramento is pleased to submit its application to the SACOG Community Design Program requesting $4,000,000 in Community Design Funding to design and construct the second phase of the Old Florin Town Streetscape Improvement project. This project was officially endorsed by the Sacramento County Board of Supervisors on July 23, 2013.

The Old Florin Town Streetscape, Phase 2 project will augment the ongoing Phase 1 Project ("Old Florin Town Streetscape Improvements") from Community Design, Round 4. The Phase 1 Project included the design and construction of a "Complete Street" segment between Pritchard Road and McComber Street, and will be constructed in 2014. This Phase 2 project will "bookend" the Phase 1 project and continue the Old Florin Town streetscape vision to the major cross streets: Power Inn Rd to the west and Florin Perkins Rd/ French Rd to the east. Roadway improvements include the installation of continuous separated sidewalks along with curb and gutter improvements, continuous bike lanes, improved transit facilities, median channelization with landscaping and tree canopy, improved street lighting and traffic signal modifications. This project will be completed with an emphasis on providing a more desirable environment for pedestrians, bicyclists and transit/bus riders.

The Old Florin Town Streetscape, Phase 2 project builds upon several parallel and interconnected revitalization efforts to make Old Florin Town a vibrant and healthy focal point for the Florin community. The project embraces Blueprint objectives by delivering constructed street enhancements that will help promote a safe, comfortable and interesting walking environment within the Old Florin Town area. The proposed streetscape improvements will implement components of the visioning plan that seek to promote housing choices and diversity, attract compact developments and mixed land uses, preserve historical structures and promote high quality design principles.
Mr. Refugio Razo, Senior Civil Engineer with SacDOT, will manage the Federal Aid funding for this Project. Mr. Razo’s phone is (916) 874-6074 and his email is razor@saccounty.net. Mr. Ron Vicari, Principal Civil Engineer with SacDOT will be the Project Manager. Mr. Vicari can be contacted at (916) 874-5164 and vicarir@saccounty.net.

Thank you for your consideration of funding this important Community Design Project. We believe this Project will be a valuable investment for the Florin community, and will also help accomplish SACOG’s long term vision for establishing land use patterns as identified by the Blueprint Principles.

Sincerely,

Michael J. Penrose, Director
Department of Transportation
Subject: SACOG Community Design Program Grant Application 2014 (Round 6):
Understanding of Terms
Project: Old Florin Town Streetscape, Phase 2

Upon receiving funding through the SACOG Community Design Program for the application in
this packet, I, as the authorized signatory for the Sacramento County Department of
Transportation, understand the following:

- The funding for the awarded project is for federal aid projects and the jurisdiction that I
  represent accepts the responsibility of undertaking federal aid funding.

- The staff person who is knowledgeable of federal aid requirements has reviewed the
  contents in this application and will be assigned as the lead person overseeing federal
  aid requirements throughout the delivery of this project. The jurisdiction
  acknowledges that if it does not have a qualified staff person or consultant to manage
  federal transportation funds, SACOG maintains the right to retract committed funding
  for this project.

- Delivery of the project as conveyed in the application in terms of scope, timeline and
  deliverables will be used to evaluate the success of this project. If the project is not
  delivered or completed within three years of receiving authorization by the funding
  source, this jurisdiction acknowledges that it may be penalized in future funding cycles
  of SACOG’s four regional funding programs, and in particular the Community Design
  Program. This will likely mean this project will be de-programmed of any of its unused
  grant funding, plus this jurisdiction will be prohibited from applying in the next round
  of funding in this program.

- All awarded projects, regardless of funding source, are required to submit to the
  SACOG Community Design Program Manager a quarterly update on the status of the
  project. The responsibility of submitting the 1 or 2 paragraph email to SACOG lies
  solely with the award recipient. Failure to do so may result in penalties to this
  jurisdiction in future funding cycles of SACOG’s four regional funding programs, and in
  particular the Community Design Program. If the awarded jurisdiction’s project
  manager changes during the course of the project, it is the responsibility of the
  jurisdiction to convey this Terms of Award Statement to the new project manager.

Signature

Michael J. Penrose
Print Name

Director,
Sacramento County, Dept. of Transportation
Title, Jurisdiction

Date

8/13
August 12, 2013

Mr. Greg Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Subject: SACOG Community Design Program Grant Application 2014 (Round 6): Federal Aid Manager Letter  
Project: Old Florin Town Streetscape, Phase 2

As a Senior Civil Engineer with the County Department of Transportation, I have had substantial experience in managing federal aid projects, including specific administrative and procedural requirements associated with federal transportation funds. I am very qualified to manage Federal Aid funds.

As the designated lead project manager for the County of Sacramento’s Old Florin Town Streetscape, Phase 2, I will be managing the Federal Aid funds for this project. I have reviewed the contents of this application and have determined to the best of my knowledge that this project is eligible to receive Federal Aid funds.

My contact information is listed below:

Phone: (916) 874-6074  
E-Mail: razor@saccounty.net  
Fax: (916) 874-7831  
Address: Department of Transportation  
County of Sacramento  
906 G Street, Suite 510  
Sacramento, CA 95814

Please feel free to contact me if you have any questions regarding this grant application.

Sincerely,

Refugio Razo, Sénior Civil Engineer  
Department of Transportation
COMMUNITY DESIGN PROJECT APPLICATION
PROJECT SUMMARY TABLE

<table>
<thead>
<tr>
<th>Project Title</th>
<th>OLD FLORIN TOWN STREETSCAPE, PHASE 2</th>
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<tr>
<td>Sponsoring Agency</td>
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<tr>
<td>Lead Person and contact</td>
<td>Ron Vicari</td>
</tr>
<tr>
<td>information</td>
<td>Sacramento County, DOT</td>
</tr>
<tr>
<td></td>
<td>906 G Street, Suite 510</td>
</tr>
<tr>
<td></td>
<td>Direct Phone: (916) 874-5164</td>
</tr>
<tr>
<td></td>
<td>E-mail:  <a href="mailto:vicarir@SacCounty.net">vicarir@SacCounty.net</a></td>
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<td>Minimum Amount to Conduct</td>
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<tr>
<td>Project</td>
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<tr>
<td>Description</td>
<td>The Old Florin Town Streetscape, Phase 2 project will augment the ongoing Phase 1 Project (“Old Florin Town Streetscape Improvements”) from Community Design, Round 4. The Phase 1 Project included the design and construction of a “Complete Street” segment between Pritchard Road and McComber Street, and will be constructed in 2014. This Phase 2 project will “bookend” the Phase 1 project and continue the Old Florin Town streetscape vision to the major cross streets: Power Inn Rd to the west and Florin Perkins Rd/ French Rd to the east. Roadway improvements include the installation of continuous separated sidewalks along with curb and gutter improvements, continuous bike lanes, improved transit facilities, median channelization with landscaping and tree canopy, improved street lighting and traffic signal modifications. This project will be completed with an emphasis on providing a more desirable environment for pedestrians, bicyclists and transit/bus riders.</td>
</tr>
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INTRODUCTION

Sacramento County requests $4,000,000 in SACOG Community Design funds to construct streetscape improvements for a second phase within the Old Florin Town corridor. The Old Florin Town (OFT) Streetscape, Phase 2 will augment the ongoing Phase 1 Project (“Old Florin Town Streetscape Improvements”) from Community Design, Round 4. Phase 2 will “bookend” the Phase 1 project and continue the Old Florin Town streetscape vision to the major cross streets: Power Inn Rd to the west and Florin Perkins Rd/ French Rd to the east. The project represents the next step towards implementing an ultimate “Complete Street” vision for Florin Road which is planned from Stockton Boulevard to South Watt Avenue.

The project builds upon several parallel and interconnected revitalization efforts to make Old Florin Town a vibrant and healthy focal point for the Florin community. The project is guided by several master planning efforts, including the Old Florin Town Vision Plan, Florin Road Streetscape Master Plan, Old Florin Town Special Planning Area, and Site Development Plan and Development Prototypes. Funding is requested to construct “Complete Street” streetscape improvements along the Old Florin Town corridor: connecting sidewalks, improved transit facilities for pedestrians including bus turnouts, continuous bike lanes, median channelization with landscaping and tree canopy, improved street lighting, traffic signalization, improved signage and community identifiers, and other streetscape amenities to encourage mobility by alternative modes of transportation. An example of the Florin Road Streetscape, Figure 5-2 is on the next page. The incorporation of sustainable landscaping and trees into street design is an established priority for the County as well as provides numerous health benefits. Landscape maintenance is budgeted annually as part of the Department of Transportation’s maintenance program. The Department ensures that the maintenance program is accounted for within the County’s road fund. As required, the $4,000,000 SACOG funds will be supplemented by a local county match of $700,000 (17.5%) to be allocated from Measure A Sales Tax and/or Developer Fee funds, resulting in a total 2014-17 expenditure of $4,700,000.
The OFT Streetscape, Phase 2 Project will continue the streetscape vision that will support and stimulate implementation of not only a “complete street”, but also adjacent revitalization of a once unique and prosperous local community. Combined with the Old Florin Town Special Planning Area (SPA) land use designations and development guidelines, this proposed project is a great opportunity to demonstrate the County’s and SACOG’s commitment to encouraging infill development and revitalization in the unincorporated area by implementing Blueprint principles and regional goals. The construction of these streetscape amenities will facilitate comfortable local access to both existing resources and available infill parcels, encouraging a livable, mixed use community that supports a residential, civic, commercial and retail base, thus reducing sprawl to outlying areas. In addition, the project represents a great opportunity to facilitate the revival of Old Florin Town’s unique “sense of place” and to establish this area as the central focal point of the larger Florin community.

RELATIONSHIP TO BLUEPRINT PRINCIPLES AND COMMUNITY DESIGN GOALS

The Old Florin Town Streetscape, Phase 2 Project promotes the SACOG Blueprint Principles by providing street improvements along Florin Road in the Old Florin Town historic core area to ensure safe, pleasant conditions for a range of travel modes, and to further invest in and build momentum for revitalization along one of Sacramento County’s major transportation corridors. The improvements would build on existing assets by helping to revitalize the historic Old Florin Town core.

Blueprint Principles Compliance: The Old Florin Town Streetscape, Phase 2 Project supports the seven Blueprint principles by providing the following benefits:

Transportation Choices: The Old Florin Town Streetscape, Phase 2 Project will deliver constructed “Complete Street” amenities that will promote pleasant and safe conditions for pedestrian and bicyclists. The project will promote viable transportation choices by providing new transit facilities,
sidewalks, and continuous bike lanes, as well as make a comfortable environment by providing landscaping and tree canopy.

**Housing Diversity:** The Old Florin Town SPA and the Site Development Plan and Development Prototypes study include several new strategies to encourage new residential and mixed use development to provide a better mix of uses since the corridor contains several vacant and underutilized sites that are primed for development or rezoning. OFT Streetscape, Phase 2 provides conveniences for the many existing, and future high-density residents in the neighborhood to improve their commute and local access to alternative modes of transportation such as walking, biking, and transit. The construction of streetscape amenities will provide greater transportation options, a sense of place and a community identity for the existing residents as well as provide incentive for new residents and businesses to consider this area when needing to relocate.

**Compact Development:** The proposed streetscape improvements, the Old Florin Town SPA and the Site Development Plan and Development Prototypes study include very specific recommendations and development regulations that are aimed at promoting mixed use and compact development, especially for properties along the corridor or at major intersections. There are many vacant and underused parcels in the OFT Streetscape, Phase 2 Project vicinity that could be strong candidates for “redevelopment” with the attractive features and benefits that the project offers to the area.

**Use of Existing Assets:** A key purpose of this project and the Old Florin Town SPA and the Site Development Plan and Development Prototypes is to build upon existing assets within the Old Florin Town area, including existing historical structures and available infrastructure facilities. The Old Florin Town area is intended to serve as the primary pedestrian-oriented core for the area. The more historically significant structures could be refurbished and other parcels could benefit with Smart Growth Street concepts by clustering buildings more densely. The Phase 2 project will provide the streetscape infrastructure, features and sense of pride that can energize the interest needed for the redevelopment or refurbishment of this “diamond in the rough” neighborhood.

**Natural Resource Conservation:** Consistent with the Sacramento County General Plan Update and the SACOG Blueprint objectives, the project seeks to allocate a portion of growth within the urban corridors and away from green field sites, thus protecting valuable natural resources and reducing urban sprawl. Olde Florintown Park is the quintessential natural resource providing lighted baseball & softball fields, soccer fields, and basketball courts as well as playgrounds, picnic area, and barbeques. Phase 1 streetscape improvements include a water tower landscape feature and curb, gutter, sidewalk along the frontage. The OFT Phase 2 project will facilitate the transportation choices (walk, jog, cycle, or take transit) people will have to make the park their destination.

**Quality Design:** The Old Florin Town SPA includes a set of design guidelines that seek to achieve quality development and a common design theme for the corridor (architectural design standards, landscaping,
signage, street lights). Through extensive community outreach, every effort has been made to ensure the project represents a collective quality design. The Old Florin Town community, and those visiting, will greatly benefit from this project that incorporates the extensive community outreach, planning, Blueprint Principles, and the County’s Smart Growth Streets concept to make this corridor a more livable and desirable community to visit, live and conduct business.

*Mixed Use Developments:* The Old Florin Town SPA recommends several new mixed use type zoning categories to promote the mixing of land uses. An example of the *Old Florin Town Conceptual Plan* is on the following page. The OFT Street Improvement projects set the stage to assure “daily use” conveniences and street appeal that will benefit and appeal to the diverse housing types and mixed use businesses the area seeks to attract. This project will create a vital and active corridor for the Old Florin Town community.
RELATED PLANNING PROGRAMS AND PROJECTS

As previously indicated, the Old Florin Town Streetscape, Phase 2 project builds upon several parallel and interconnected revitalization efforts to make the town a vibrant, healthy and focal point for the Florin community. These efforts clearly demonstrate the County’s commitment to addressing issues pertaining to the Florin community and to implement specific strategies for revitalizing the Florin corridor. The County’s planning activities are summarized on page 8, Planning Activities in the Florin Corridor. The major construction projects undertaken by the Sacramento County DOT include the following:

**Florin Road Streetscape and Gateway Improvements:** In 2007, physical improvements by the County on the Florin Road corridor have been constructed that include sidewalk, bike lane and median landscaping on both sides of a 3100 lineal foot portion immediately west of the Old Florin Town section, as well as Gateway Monuments and Signage features in the Old Florin Town section occurring at the two major intersections (intersection of Florin Road and Power Inn and intersection of Florin Road and Florin-Perkins Road). These Old Florin Town Gateway Monument features and adjacent median beautification and sidewalk/bike lane additions were a $3.5 million investment by the County.

**Florin Road Streetscape Improvements, Phase 1:** This 2009/11 Community Design Program project constructs a “Complete Street” segment between Pritchard Road and McComber Street. Phase 1 will be constructed in 2014, and will complete the improvements within the Old Florin Town District as set forth in the Florin Road Streetscape Enhancement Master Plan. Phase 1 of the Old Florin Town Streetscape Improvement Project is very complex due to the historic nature of the area. There are historic buildings, compact development close to the roadway, a railroad crossing, and utility relocation. While a number of issues might have led to the delay of the project, their resolution, more often than not, make a better
implemented project in the long run. The community wanted better pedestrian access and slower moving traffic. Ultimately, there are more signalized pedestrian crossings and the roadway has been downgraded from six to four lanes. Not only is the project better aligned with community desires, but also better aligns with the SACOG Blueprint Principles. The decisions made for Phase 1 also pave the way for Phase 2: project pitfalls have been identified and many choices regarding the design have been vetted. The County is confident that the proposed Phase 2 project can meet the schedule outlined in the Project Timeline section of the application.

Development in the Old Florin Town Area: Due to the status of the economy, development applications have been scarce within the county as a whole. There have been a few properties proposing tenant improvements, a positive sign of commitment within the community. Development within the Old Florin Town corridor is an economic development strategy that has yet to flourish. With the adoption of the Old Florin Town Special Planning Area, a return of economic viability, and the construction of Phase 1, further land development and businesses are expected. The improvements proposed in both the Phase 1 and Phase 2 project are within the transportation goals established by both the County and SACOG to encourage multi-modal choices, walkability, and a pleasant environment for all users.

COMMUNITY SUPPORT

In terms of community need and support, the Old Florin Town “Main Street” vision and adjacent Historic Village Center resulted from the feedback obtained from a series of hands-on citizen planning workshops and community surveys, well attended by over 100 residents and stakeholders of the Old Florin Town Community. This outreach has spanned the course of many years, and has provided community members the full opportunity to make decisions about place-making, neighborhood connections and circulation for the Old Florin Town Corridor planning area. Previously, a feasibility study involving community participation for the area was conducted in 1984. The study predicted and examined most of the current issues now at the forefront nearly 30 years later. The current SPA process has actively engaged an even larger perimeter of stakeholders. This strong level of community engagement and their patient, enduring support, when combined with the hope and excitement of the recent construction of County and private facilities, assures further success and focus for the Old Florin Town vision. Seeing a “complete street” along the main street is a most welcomed improvement. The following exhibit, Planning Activities in the Florin Corridor, shows a history of the many years of outreach that has preceded the proposed OFT Streetscape, Phase 2 project.
1. In 2004, a Vision Plan was prepared for the Old Town Florin area which defines an overall vision.

2. In 2006, the County approved a General Plan Amendment to downgrade of Florin Road from six to four lanes through Old Town Florin.

3. In 2007, a Streetscape Master Plan was adopted for Florin Road.

4. In 2007, A Draft Special Planning Area was prepared for the Old Town Florin area. It was adopted in 2011 by the Board of Supervisors.

5. In 2008, the County of Sacramento received a Community Design grant to for the Old Florin Town Streetscape Improvement Project.

6. In 2009, Sacramento Housing & Redevelopment Agency released a draft of the Old Florin Town Site Development Plan and Development Prototypes.
CONCLUSION

By providing for safe, pleasant conditions for a range of travel modes, and providing for reinvestment in the Old Florin Town Corridor, the Phase 2 project supports the Special Planning Area and Streetscape Master Plan vision as a whole. The proposed project will address current needs for safe and pleasant pedestrian oriented connections to existing public and private facilities in the Old Florin Town core area, and to serve as a demonstration of the overall corridor objectives. This project will build upon Phase 1 by creating a Blueprint-friendly corridor that provides and encourages all modes of transportation and creates a sense of place for both the surrounding community and visitors while establishing the vision for future development and private investment.

Thank you for your consideration of funding for this important Community Design Project. The County understands the complexities of funding and the programming of available funds. The County will work with SACOG to deliver the proposed project according to funding availability and Departmental resources. We believe this Project will be a valuable investment for the Florin community, and will also help accomplish SACOG’s long term vision for establishing land use patterns as identified by the Blueprint Principles.
## Community Design Application

### Major Project Timeline

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<th>MILESTONE</th>
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<td><strong>CEQA Environmental Approvals</strong></td>
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* The Schedule for this funding assumes a January 2014 start date, however, this timeline can also be adjusted based on available programming dates as directed or preferred by SACOG.
Project Budget Summary – Table #2 (Required for Categories 1 and 2)

Please fill out this Project Budget Summary Table for Community Design application. If your project is recommended for funding, you will be asked to fill out a more detailed budget and timeline worksheet prior to the working session meeting with the SACOG/Caltrans Review Committee meeting on September 11, 2013. Details to be provided in the response to your pre-submittal letter.

Project Name: **Old Florin Town Streetscape, Phase 2**  
SACOG ID (if available): __________

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Sacramento County is requesting $672,000 for pre-construction activities. The county will provide $268,000 (28.51%) in local matching funds for pre-construction activities.
Copy of pre-submittal letter and response letter

For the reviewer’s convenience, the County’s response to the SACOG comments (August 3, 2013) are included below and also within the context of the application. Sacramento County’s pre-submittal letter and the SACOG comments to the County’s pre-submittal letter are attached.

1) The Team understands that your project will design and construct a number of improvements along a segment of Florin Road between Power Inn Road and French Road/Florin-Perkins Road that will address land use and circulation system components. The improvements include continuous separated sidewalks, bike lanes, improved transit facilities, median channelization, street lighting, and traffic signal modifications.

Sacramento County response: Sacramento County concurs.

2) Please state in your application the schedule/status for when environmental, design, right of way, and utility relocation/undergrounding (if planned) will be conducted and completed. Absent additional schedule information, the Review Team was unable to determine the appropriateness of the proposed schedule.

Sacramento County response: Please review the milestone project timeline that is submitted as part of this application package on page 10 of 15.

3) In Round 4 (2010) of the Community Design Program, the County received funding for Phase 1 construction in this corridor. The project is significantly behind the schedule as stated in your Round 4 application. Please address the difficulties that the County had in delivering that project and how those issues have been addressed in the schedule for this project.

Sacramento County response: Phase 1 of the Old Florin Town Streetscape Improvement Project is very complex due to the historic nature of the area. Phase 1 construction is located in the core of Old Florin Town; there are historic buildings, compact development close to the roadway, a railroad crossing, and utility relocation. There were a number of issues that needed to be addressed and ultimately affected the project schedule, these include:

- Additional outreach to the community was warranted for input regarding the community’s desire for pedestrian and bicycle access as well as the maintenance of commercial truck mobility within the corridor. In an effort to appease both the commercial and community interests, two traffic signals were added to the scope of work at the intersections of: McComber Street & Florin Road and McCurdy Lane/ Pritchard Road & Florin Road.
- The environmental process was a longer period than expected. Additional environmental studies were required than initially scoped. As the scope of work
changed/extended the County had to acquire additional studies. The environmental schedule, in turn, pushed the right of way period out.

- One of the major partners and proponents of this project was the Sacramento Housing and Redevelopment Agency (SHRA). The dissolution of the SHRA and the uncertainty of the eventual outcome impacted this project.

- To accommodate the historic buildings, the Department developed and adopted exceptions and standards for historic structures. The design of the alignment and roadway width was further refined to save all of the historic structures (the visioning process had originally eliminated some of the structures). The design decisions as well as the exceptions that were made in Phase 1 will be applied the design process in Phase 2.

- The design of the railroad crossing with Union Pacific proved to be more difficult than the schedule originally proposed. There is no way to account for how another organization will accommodate the County’s improvements. There is no railroad crossing in Phase 2.

- The main utility on Florin Road is SMUD. Similarly to the Department of Transportation, they had to “think out of the box” to design around the historic structures. They had to adopt some design exclusions as well to accommodate both the roadway and the structures. The SMUD design process took longer than anticipated. Again, there is no way to account for these types of schedule impacts.

While these issues might have led to the delay of the project, their resolution, more often than not, make a better implemented project in the long run. The community wanted better pedestrian access and slower moving traffic. Ultimately, there are more signalized pedestrian crossings and the roadway has been downgraded from six to four lanes. Not only is the project better aligned with community desires, but also better aligns with the SACOG Blueprint Principles. The decisions made for Phase 1 also pave the way for Phase 2: project pitfalls have been identified and many choices regarding the design have been vetted. The County is confident that the proposed Phase 2 project can meet the schedule outlined.

4) Landscape maintenance funding is extremely limited in most jurisdictions. Please address how your agency will have the funds available to maintain landscape improvements. Your project contains landscaping improvements that can be funded with RSTP or TAP. Given the issues noted in item #8 below about these funds, please address how your agency would respond to a situation where no federal funds are available for landscaping.

Sacramento County response: The incorporation of sustainable landscaping and trees into street design is a priority for the County as well as provides numerous health benefits. Trees make streets more attractive for active transport by providing a sense of enclosure. The presence of trees on streets has been associated with higher rates of walking to school among children. Trees also improve air quality and can reduce asthma rates in children by sequestering particulates, carbon and other emissions. Trees reduce exposure to ultraviolet light from the sun, lowering the risk of skin cancer and cataracts.
Noise can reach unhealthy levels in cities – trees reduce noise pollution by acting as a buffer and absorbing urban noise, especially high-frequency sounds that are the most distressing to people.

Trees calm traffic and, in turn, encourage walking. A treeless street can encourage higher speeds, increasing the frequency and severity of accidents. Street trees provide both visual interest and obstacles near the road edge, which encourage safe speeds and quieter neighborhoods. Closely spaced trees help motorists gauge and control their speeds. Narrower streets combined with street trees also slow drivers down, while maximizing shading of heat-absorbing asphalt. Trees planted between the curb and sidewalk improve safety by adding a buffer between moving vehicles and pedestrians.

Landscape maintenance is budgeted annually as part of the Department of Transportation’s maintenance program. The department ensures that the maintenance program is accounted for within the County’s road fund.

5) As this project is part of a multi-phase project, please address any development, new businesses or business improvements that have occurred as a result of the planning documents or the prior phase improvements, and/or any results that the County anticipates from the multi-phase project.

Sacramento County response: Due to the status of the economy, development applications have been scarce within the county as a whole. There have been a few properties proposing tenant improvements, a positive sign of pride within the community. Development within the Old Florin Town corridor is an economic development strategy that has yet to flourish. With the adoption of the Old Florin Town Special Planning Area, a return of economic viability, and the construction of Phase 1, further land development and business is expected. The improvements proposed in both the Phase 1 and Phase 2 project are within the transportation goals established by both the County and SACOG to encourage multi-modal choices, walkability, and a pleasant environment for all users.

6) The Team believes that this project is likely to be fundamentally federal aid eligible although the letter does not provide much detail on the nature of the proposed scope of work. You may submit an application, but please be sure to provide more details about your scope of work. The project will most likely qualify for CMAQ, RSTP or TAP funds. Please be aware that the funding source in the fiscal year that you request may not be available. This may mean a later programming year or somehow advancing the project.

Sacramento County response: The County understands the complexities of funding and the programming of available funds. The County will work with SACOG to deliver the proposed project according to funding availability and Departmental resources.

The following notes are sent to all applicants:

7) If you choose to apply for Community Design Program funding and your project is recommended for funding by the Community Design Evaluation Committee (the first of two review committees), you
will be contacted to schedule at least one week in advance for a working meeting with the SACOG/Caltrans Review Committee on Wednesday, September 11th. Prior to the meeting, SACOG will ask you to submit a draft of a scope of work, schedule and detailed cost estimate and submit it by September 10. We do not expect these documents to be complete, but enough of it so that we may discuss it during the working meeting on Sept II. After the meeting, then we'll ask you to make revisions to those documents per the discussion in the interview. SACOG and your organization would need to agree upon the final version of those three documents by September 20.

Sacramento County response: Noted.

8) Historically the Community Design Program was funded with STIP-TE and CMAQ funds with a very small amount of RSTP funds. Due to the uncertainties surrounding the implementation of the TA Program (the replacement of TE in MAP-21), more of the program funding will likely be needed from RSTP. However RSTP is a high demand fund type because that is the preferred fund type for most road projects. SACOG will need to prioritize the needs of RSTP between the SACOG funding programs. The order in which your project is ranked will be the order that SACOG will match funding types to projects. If the correct fund type is not available for your project, SACOG staff will need to either delay your project or may need to recommend not programming your project.

Sacramento County response: Noted.

9) Project sponsors may be required to calculate the emissions benefits of your project. SACOG will ask you to perform this requirement only if and when there is a realistic possibility your project may receive Congestion Mitigation and Air Quality (CMAQ) program funding. For a project to spend CMAQ, it must show that it reduces emissions of certain types of pollutants.

Sacramento County response: Noted.

10) Likewise, if the project is recommended for funding by the Community Design Evaluation Committee, and there is a realistic possibility that the project might receive Transportation Alternative Program (TAP) funding, then you may be asked to do two tasks. First, you may be asked to fill out an eligibility application for review. Secondly, there is a law that requires that SACOG give priority to TAP-eligible projects that partner with or employ the Sacramento Regional Conservation Corps (916) 386-8394 or the California Conservation Corps (916) 341-3129. During the interview on September II, the Review Team will discuss how this issue may be addressed.

Sacramento County response: Noted.

Included behind this page:
- Sacramento County pre-submittal letter, dated 7/29/2013
- SACOG comments and response to the pre-submittal letter, dated 8/3/2013
Mr. Gregory Chew  
Community Design Funding Program Manager  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Subject: SACOG 2014 Community Design Funding Program (Round 6): Pre-Submittal Letter for “Old Florin Town Streetscape, Phase 2”.

The Sacramento County Department of Transportation (SacDOT) is proposing to submit an application for the “Old Florin Town Streetscape, Phase 2” (Phase 2) Project as a Category #1, “Conventional Project” for the 2014 Community Design Funding Program (Round 6). On July 23, 2013, the Sacramento County Board of Supervisors officially endorsed this Project and directed SacDOT Staff to proceed with the application process for Round 6 Funding.

The Phase 2 Project is federal aid eligible, it consists primarily of design and construction elements that are considered “over and above” the county standards. SacDOT has a staff person, Mr. Refugio Razo, who is trained in federal aid fund management. Mr. Razo’s contact information and signature endorsing this project as federal aid eligible is at the end of this letter.

The proposed Phase 2 Project will augment the ongoing Phase 1 Project (“Old Town Florin Streetscape Improvements”) from Community Design, Round 4. The Phase 1 Project included the design and construction of a “Complete Street” segment between Pritchard Road and McComber Street. Phase 1 will be constructed in 2014, and will complete the improvements within the Old Florin Town District as set forth in the Florin Road Streetscape Enhancement Master Plan.

This Phase 2 Project proposes similar Blueprint improvements as Phase 1, completing the Old Florin Town section of Florin Road, between Power Inn Road and French Road/Florin-Perkins Road, see map on next page. These improvements include the installation of continuous separated sidewalks along with curb and gutter improvements, continuous bike lanes, improved transit facilities, median channelization with landscaping and tree canopy, improved street lighting and traffic signal modifications.

The purpose of both streetscape projects is to enhance safety and mobility for all travel modes and lessen the dependence on personal motor vehicles while preserving Old Florin Town’s historic core. This project will be completed with an emphasis on providing a more desirable environment for pedestrians, bicyclists and transit/bus riders. The Phase 2 Project also supports the objectives of the Old Florin Town Special Planning Area to promote mixed-use development and encourage reinvestment in the Florin Road Corridor.
The estimated cost of the Phase 2 Project is $4.7 million, and the proposed Community Design funding request is $4 million. SacDOT has completed CEQA and we do not expect the NEPA approval effort to be a critical path task for this Phase 2 Project.

Funding required for costs over and above the federal funding request will be covered by other County local transportation funds. SacDOT will also provide at least 11.47% in local matching funds towards the Phase 2 Project. Construction is anticipated to begin in the Spring of 2015/16, if funding is approved for this project. The preferred fiscal year for programming funds for the design component of the Phase 2 Project is 2013-14.

We look forward to your feedback regarding this Project proposal. Please contact me, Ron Vicari at (916) 874-5164 or at vicarir@saccounty.net if you have any questions, comments or would like additional information regarding this Phase 2 Project.

Sincerely,

Ron E. Vicari
Ron Vicari II, Principal Civil Engineer
Department of Transportation
(916) 874-5164
vicarir@saccounty.net

Statement declaring federal aid review:

I have reviewed and approve of the contents in this pre-submittal letter for the “Old Florin Town Streetscape, Phase 2” Project. I can be reached at (916) 874-6074 and at razor@saccounty.net.

Refugio Razo, Senior Civil Engineer
Department of Transportation
August 3, 2013

Ron Vicari
Sacramento County
906 G Street, Suite 510
Sacramento, CA 95814

Re: Old Florin Town Streetscape, Phase 2

Dear Mr. Vicari:

Thanks for providing us with the Sacramento County’s pre-submittal letter for initial review for the Old Florin Town Streetscape, Phase 2 as a potential candidate for Category 1 of the Community Design Funding Program. The main purpose of the pre-submittal letter is for the SACOG/Caltrans Review Team to help determine if your potential project is eligible for federal-aid funding through the Community Design Funding Program. Secondly, it provides SACOG Review Team (comprised of SACOG and Caltrans staff) the opportunity to provide feedback on how well the proposed project fits the objectives of the program and what information it will look for in the application.

The SACOG/Caltrans Review Team has completed a review of your project, and the following are its comments:

1. The Team understands that your project will design and construct a number of improvements along a segment of Florin Road between Power Inn Road and French Road/Florin-Perkins Road that will address land use and circulation system components. The improvements include continuous separated sidewalks, bike lanes, improved transit facilities, median channelization, street lighting and traffic signals modifications.

2. Please state in your application the schedule/status for when environmental, design, right of way, and utility relocation/undergrounding (if planned) will be conducted and completed. Absent additional schedule information, the Review Team was unable to determine the appropriateness of the proposed schedule.

3. In Round 4 (2010) of the Community Design Program, the County received funding for Phase 1 construction in this corridor. The project is significantly behind the schedule as stated in your Round 4 application. Please address the difficulties that the County had in delivering that project and how those issues have been addressed in the schedule for this project.
4. Landscape maintenance funding is extremely limited in most jurisdictions. Please address how your agency will have the funds available to maintain landscape improvements. Your project contains landscaping improvements that can be funded with RSTP or TAP. Given the issues noted in item #8 below about these funds, please address how your agency would respond to a situation where no federal funds are available for landscaping.

5. As this project is part of a multi-phase project, please address any development, new businesses or business improvements that have occurred as a result of the planning documents or the prior phase improvements, and/or any results that the County anticipates from the multi-phase project.

6. The Team believes that this project is likely to be fundamentally federal aid eligible although the letter does not provide much detail on the nature of the proposed scope of work. You may submit an application, but please be sure to provide more details about your scope of work. The project will most likely qualify for CMAQ, RSTP or TAP funds. Please be aware that the funding source in the fiscal year that you request may not be available. This may mean a later programming year or somehow advancing the project.

The following notes are sent to all applicants:

7. If you choose to apply for Community Design Program funding and your project is recommended for funding by the Community Design Evaluation Committee (the first of two review committees), you will be contacted to schedule at least one week in advance for a working meeting with the SACOG/Caltrans Review Committee on Wednesday, September 11th. Prior to the meeting, SACOG will ask you to submit a draft of a scope of work, schedule and detailed cost estimate and submit it by September 10. We do not expect these documents to be complete, but enough of it so that we may discuss it during the working meeting on Sept 11. After the meeting, then we’ll ask you to make revisions to those documents per the discussion in the interview. SACOG and your organization would need to agree upon the final version of those three documents by September 20.

8. Historically the Community Design Program was funded with STIP-TE and CMAQ funds with a very small amount of RSTP funds. Due to the uncertainties surrounding the implementation of the TA Program (the replacement of TE in MAP-21), more of the program funding will likely be needed from RSTP. However RSTP is a high demand fund type because that is the preferred fund type for most road projects. SACOG will need to prioritize the needs of RSTP between the SACOG funding programs. The order in which your project is ranked will be the order that SACOG will match funding types to projects. If the correct fund type is not available for your project, SACOG staff will need to either delay your project or may need to recommend not programming your project.
9. Project sponsors may be required to calculate the emissions benefits of your project. SACOG will ask you to perform this requirement only if and when there is a realistic possibility your project may receive Congestion Mitigation and Air Quality (CMAQ) program funding. For a project to spend CMAQ, it must show that it reduces emissions of certain types of pollutants.

10. Likewise, if the project is recommended for funding by the Community Design Evaluation Committee, and there is a realistic possibility that the project might receive Transportation Alternative Program (TAP) funding, then you may be asked to do two tasks. First, you may be asked to fill out an eligibility application for review. Secondly, there is a law that requires that SACOG give priority to TAP-eligible projects that partner with or employ the Sacramento Regional Conservation Corps (916) 386-8394 or the California Conservation Corps (916) 341-3129. During the interview on September 11, the Review Team will discuss how this issue may be addressed.

Based on the comments above, the Team believes that this project is mostly or entirely federal aid eligible as proposed. Please keep in mind that if the project that you apply for substantively changes from what you have written in your pre-submittal letter, you may need to re-send a new pre-submittal letter for SACOG review. Because of Mr. Razo's qualifications (the County's proposed federal aid manager) in managing federal-aid funding, SACOG will defer to him if and when a new letter is warranted. Also, if your jurisdiction decides to apply for the Community Design funding during this round, please include a copy of your pre-submittal letter and this response in your application.

If you have any questions about SACOG's response, please feel free to contact me at (916) 340-6227.

Sincerely,

[Signature]

Gregory E. Chew
SACOG Community Design Program Manager
Pre-existing Related Materials and/or Letters of Support or Commitment

- Old Florin Town, Special Planning Area, 1/31/2007, Adopted 7/20/2011  (2 pages)
  - Cover
  - Table of Contents
- Old Florin Town Site Development Plan & Development Prototypes, 7/20/2009  (4 pages)
  - Cover
  - Exhibits
- Florin Road Streetscape Master Plan 6/14/2006  (2 pages)
  - Cover
  - Section 5.1 – Design Guidelines, first page as an example
- Old Florin Town Visions Plan, 12/1/2004  (2 pages)
  - Cover
  - Table of Contents

(10 pages total)
ADOPTED PLAN

OLD FLORIN TOWN
County of Sacramento

SPECIAL PLANNING AREA

Zoning Code of Sacramento County
Title VI
Chapter 10

Sacramento County
Community Planning and Development Department
827 7th Street, Room 230
Sacramento, CA 95814
(916) 874-6141

EXHIBIT 1
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SITE DEVELOPMENT PLAN

Transportation and Open Space Network

The proposed transportation network for Old Florin Town is made up of three street types (arterial street, local street, and alley) and a shared use trail. This infrastructure provides increased connectivity throughout the study area. The streets and trails connect residential areas to parks, open spaces, schools, and commercial areas. The intent of the transportation network is to provide a comprehensive system of streets and trails and thereby provide multiple opportunities to move through the area while protecting the neighborhoods from cut-through traffic.

Existing arterials in the area include Florin Road and Power Inn Road. These streets provide direct, high-speed, high-volume connections to the greater Sacramento region. They also have the capacity to accommodate transit in the future, if service is extended to this area. The proposed Alta Florin Road, located to the north of the district, will provide an additional east-west district connection; however, this street is not currently in any adopted plans and is not on the County's capital improvement projects list. The conceptual alignment shown on the Site Development Plan is not fixed and can be adjusted slightly. As a best practice, the terminus of Alta-Florin Road should intersect Power Inn Road across from an existing street and provide enough room to develop two neighborhood blocks east of Kara.

Based on the concept of creating two new village centers, Kara and Reese are designated as “Main Streets.” The northern extension of Kara is intended to be the northern “Main Street” and includes on-street parking, 12-foot sidewalks with street trees and furniture, and active ground-floor land uses, like live/work and retail spaces; Reese is the “Main Street” for the Old Florin Town Square historic district.

Most of the local neighborhood streets are “queuing streets”: two 6-foot sidewalks with a 6-foot landscape strip, two 8-foot parking lanes for on-street parking, and a single 12-foot shared travel way. Fifteen-foot wide alleys provide internal block connectivity and allow “back of house” functions like residential parking, garbage and recycling collection, and utilities to be hidden from the street.

Queuing streets and alleys work together so that the residential and commercial units in the neighborhood have a positive street presence and an uncluttered streetscape, which results in safer and more attractive block faces oriented to pedestrians. Alleys dramatically reduce the number of driveway curb cuts along the street edge, which allows for more on-street parking, street trees and landscaping, and a more pedestrian-friendly sidewalk. Similarly, queuing streets have a narrower footprint that does not overburden development with
5.0 STREETSCAPE MASTER PLAN

5.1 Design Guidelines

5.1.1 Vehicular Traffic Calming Measures and Signalization

Raised medians should be utilized throughout the study area to improve safety from oncoming and cross-traffic. Medians should be planted where allowed by existing regulations to reduce night-time glare, improve shading of pavement and enhance aesthetics. Left-turn only lanes should be utilized to reduce cross-traffic where signal lights are not installed or planned to be installed. Traffic signals should be installed at major unsignalized intersections. Where possible, the street cross-section should conform to the proposed 100-foot right-of-way. This width may be narrowed to reduce conflict with historic structures.

Raised and/or textured crosswalks should be utilized at street intersections. Such crosswalks should consist of unit pavers bordered and held in place by 12 inch concrete strips on either side of the crosswalk.

5.1.2 Monuments and Signs

Monuments, including signage, should be included on either end of the Old Florin Town District, at the Power Inn Road and the Florin Perkins intersections. Windmills or water towers should be incorporated into the Monument design. Signage should be incorporated into the monument design and include the strawberry flower crest shown in Figure 5-3. Two additional types of signage should be included in the streetscape: 1) historic district monuments to be located at major street intersections, 2) walking tour signs for historic structures within Old Florin Town. The latter signs should identify significant buildings such as Redman’s Hall or the Florin East School.

5.1.3 Structure Design, Renovation and Restoration

Since historic buildings are all that remain as a reminder of Old Florin Town’s history, existing historic building should be retained or restored where feasible. New structures should be designed using some of the elements that characterize the historic buildings. Guidelines directed toward the retention of character-defining features of historic structures should be developed and followed during the rehabilitation or restoration of the buildings, and in the construction of new buildings within the existing district and adjacent to the individually significant buildings. Prepared by the Federal Government for application to significant historic properties, The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings are intended to provide guidance regarding the treatment of historic buildings. By following approaches to work treatments and techniques consistent with the Standards and Guidelines noted as “Recommended” and avoiding those which are inconsistent and noted as “Not Recommended”, the existing character-defining features and images of the buildings and district will be retained.
Old Florin Town District

VISIONS PLAN

December 1, 2004
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